



**PARK CITY PLANNING COMMISSION MEETING  
SUMMIT COUNTY, UTAH  
September 23, 2020**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, September 23, 2020.

**NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:**

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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, use eComment or raise your hand on Zoom. eComments submitted before the meeting date will be attached to the packet as appendices. eComments submitted on Commission meeting days will be read aloud. For more information on participating virtually and to listen live, please go to [www.parkcity.org](http://www.parkcity.org).

**Exhibit A: Determination of Substantial Health and Safety Risk**

On September 23, 2020 the Commission Chairperson 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:

- Summit County has extended its Emergency Declaration and Public Health Emergency Declaration through January 8, 2021.
- Statewide COVID cases and hospitalizations are increasing. This determination is valid for 30 days, and is set to expire on October 23, 2020.

Dated September 23, 2020.

**MEETING CALLED TO ORDER AT 5:30 PM.**

**1.ROLL CALL**

**2.MINUTES APPROVAL**



- 2.A. Consideration to Approve the Planning Commission Meeting Minutes from September 9, 2020.  
[PC Minutes 09.09.2020\\_Pending Approval](#)

### **3.PUBLIC COMMUNICATIONS**

### **4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES**

### **5.REGULAR AGENDA**

- 5.A. 1128 Park Avenue – Conditional Use Permit – The Applicant Proposes to Construct a Basement Addition using the Footprint of the Existing Historic Structure Located within the Building Setback. PL-20-04607  
(A) Public Hearing (B) Possible Action  
[1128 Park Avenue Staff Report](#)  
[Exhibit A: Existing Conditions Survey](#)  
[Exhibit B: Existing and Proposed Plans and Site Photographs](#)
- 5.B. Land Management Code Amendment to Section 15-2.1-2, Uses, to Establish a Conditional Use Permit for Nightly Rentals in the Lower Rossi Hill Area of the Historic Residential Low - Density Zoning District. PL-20-04613  
(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on October 29, 2020  
[Lower Rossi Hill Nightly Rental CUP Staff Report](#)  
[Exhibit A: Draft Ordinance and LMC Redlines](#)  
[Exhibit B: January 11, 2017 Planning Commission Staff Report](#)  
[Exhibit C: February 16, 2017 City Council Staff Report](#)  
[Exhibit D: December 12, 2019 Attorney Letter to the Mayor](#)
- 5.C. Master Planned Development, Conditional Use Permit, and Development Agreement Amendment – Amendments to the King's Crown Master Planned Development, Conditional Use Permit, and Development Agreement to Convert Two Attainable Units to Affordable Units and Five Attainable Units to Market-Rate Units. PL-20-04612  
(A) Public Hearing (B) Final Action  
[King's Crown Master Planned Development Modification Staff Report](#)  
[Exhibit A: Proposed Amended MPD and CUP Final Action Letter](#)  
[Exhibit B: Proposed Amended King's Crown Development Agreement](#)  
[Exhibit C: Applicant Statement](#)  
[Exhibit D: Current and Proposed Workforce Housing Condominium Amendments](#)  
[Exhibit E: King's Crown Workforce Housing Condominium Association Approval Letter](#)  
[Exhibit F: Public Input](#)
- 5.D. 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 Transit and Pedestrian Connectivity, Traffic, Parking and Circulation. PL-20-04475.

\*Public Input will be taken via e-comments\*

(A) Public Hearing, No Action Will Be Taken

PEG PCM Base Staff Report

Exhibit A: Background Information and MPD Process

Exhibit B: 1998 Traffic Mitigation Plan & Parking Mitigation Plan

Exhibit C: 1998 Mountain Upgrade Plan

Exhibit D: Review of TIS

Exhibit E: Public Comments Received to Date

Exhibit F: Responses to Public Comments Received by the Planning Department

## 6.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or [planning@parkcity.org](mailto: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](http://www.parkcity.org)

**\*Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

PARK CITY MUNICIPAL CORPORATION  
PLANNING COMMISSION MEETING MINUTES  
COUNCIL CHAMBERS  
MARSAC MUNICIPAL BUILDING  
SEPTEMBER 9, 2020

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, Sarah Hall, John Kenworthy, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Planning Director Bruce Erickson; Hannah Tyler, Planner; Alexandra Ananth, Planner; Rebecca Ward, Planner; Mark Harrington, City Attorney

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The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting.

**Determination of Health and Safety Risk under Open Public Meetings Act (OPMA)**

Chair Phillips read the Determination of Health and Safety Risk under OPMA. Notice of electronic meeting and how to comment virtually. The 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) attached as Exhibit A.

The Commissioners will connect electronically. Public comments will be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. eComments submitted before the meeting date will be attached to the packet as appendices. eComments submitted on Planning Commission meeting days will be read aloud. For more information on participating virtually and to listen live, please go to [www.parkcity.org](http://www.parkcity.org)

Chair Phillips read from Exhibit A, Determination of Substantial Health and Safety Risk. On August 26, 2020, the Planning Commission Chairperson 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 the percentage of positive Covid-19 cases in Utah has been on the rise since May 27, 2020. Positive cases from testing have increased from 4.96% to 9.23% during the month of June, and COVID-19 patients in Utah hospitals have increased during the same time period. As of June 25, 2020, there have been 158 deaths in Utah due to COVID-19. Summit County has the third highest case rate of COVID-19 in the state.

This determination is valid for 30 days and is set to expire on September 26, 2020.

## **ROLL CALL**

Chair Phillips called the meeting to order at 5:40 p.m. and noted that all Commissioners were present except for Commissioner Sletten, who was excused.

## **APPROVAL OF MINUTES**

August 26, 2020

Chair Phillips referred to page 38 of the Staff report, second paragraph from the bottom, third line up and changed Reddit to correctly read **Rebit**.

Commissioner Thimm referred to page 49, second line from the bottom, and changed the word term to correctly read **terms**.

Commissioner Kenworthy referred to page 48, third to the last paragraph, and changed they are some to correctly read **there are some**.

MOTION: Commissioner Thimm moved to APPROVE the Minutes of August 26, 2020 as amended. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

## **PUBLIC COMMUNICATIONS**

No comments were submitted on items not on the agenda.

## **STAFF/COMMISSIONER COMMUNICATIONS AND DISCLOSURES**

Commissioner Kenworthy asked if anything was decided at the City Council meeting with regards to including the south end of the gold course property in the UPZ ordinance where the roundabouts were proposed.

Director Erickson reported that the Deputy City Manager and the Transportation Engineer met with the developers earlier in the week. At this point, they were considering alternatives to the western roundabout. He did not believe the City Council would be involved for a while. Director Erickson thought there was little positivity for giving up City land unless it is for a pure City benefit.

4.A. Note of Appreciation

Chair Phillips read a note of appreciation to Planner Hannah Tyler who was leaving Park City and moving to California. The note of appreciation outlined all of Planner Tyler's accomplishments from the time she started working as an intern in the Park City Planning Department in 2012 until now. Her accomplishments ranged from the McPolin Barn Preservation Plan, to permitting for the Sundance Film Festival, to updating the Historic District Design Guidelines and the Historic District Land Management Code. She was involved in the convention chain business ordinance on Main Street, as well as the regulation of Food Trucks, the Woodside Phase I and 2 Developments, the preservation of Historic Mine sites, and mentoring the Staff. The note of appreciation recognized Planner Tyler's dedicated work ethic and humor that strengthened the Planning Department over the past several years.

Chair Phillips thanked Planner Tyler for all she has done. He was sad to see her go and wished her a bright future. Chair Phillips stated that it was also a pleasure to have worked with Planner Tyler in a different capacity on the Glenwood Cemetery Board.

Planner Tyler stated that it was a difficult decision to leave Utah, and specifically her job in Park City. Everyone has been great to work with and she has learned so much. As the Planning Commission changes, the Staff changes with them. Planner Tyler hoped that she was leaving Park City better than she found it.

Planner Thimm wished Planner Tyler the very best and thanked her for all she has done. He could attest that Park City is a better place because of her.

Commissioner Kenworthy stated that Planner Tyler would be missed on many levels. Commissioner Van Dine echoed that sentiment and thanked Planner Tyler for all the work she has done.

4.B Appointment of Commissioner Laura Suesser to the Technical Advisory Committee for Park City Forward: A Transportation Blueprint Project.

MOTION: Commissioner Kenworthy moved to APPOINT Laura Suesser to the Technical Advisory Committee for Park City Forward: The Transportation Blueprint Project. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

4.C. Richardson Flat Update

Planner Ward provided a brief update on the Richardson Flat annexation. She presented images. The image on the left was the Exhibit B to the pre-annexation agreement that the Hideout Town Council adopted on July 9<sup>th</sup>. The image on the right was the Exhibit that was included in the packet for the Hideout meeting last night.

Planner Ward stated that on July 9<sup>th</sup> the Hideout Town Council passed a resolution to annex property in the Richardson Flat area under HB359, which was passed at the last minute at the end of the 2020 Legislative Session without disclosure of changes that allowed Hideout to annex property in the Richardson Flat area without Summit County's permission. Since that time, Summit County has filed two lawsuits against Hideout. On July 31<sup>st</sup> the County sued Hideout claiming they violated the Open and Public Meetings Act. On August 29<sup>th</sup>, the Legislature repealed HB359; however, the repeal does not go into effect for 60 days, on October 19<sup>th</sup>. In addition, the Legislature may reconsider the legislation of cross-county annexation in the next session.

Planner Ward reported that on August 26<sup>th</sup> Summit County filed a second lawsuit against the developer and others arguing that the foreclosure of sale on property in the Richardson Flat area was an illegal subdivision because it carved out OU1 from certain parcels. Summit County also alleges that the foreclosure sale was illegal.

Planner Ward stated that regarding the first lawsuit, on September 3<sup>rd</sup>, the judge issued an injunction that prohibited Hideout from moving forward on its July 9<sup>th</sup> pre-annexation agreement. However, the judge did not enjoin Hideout from passing a new annexation resolution under HB359 before the repeal takes effect. Planner Ward clarified that the case is still pending for Open and Public Meeting Act matters, but Hideout can still annex under the short-lived HB359 until October 19<sup>th</sup>. Planner Ward stated that in order to do that, Hideouts needs to adopt a new Intent to Annex Resolution. Following that, they cannot act sooner than 30 days due to a three-week consecutive notice requirement before final action.

Planner Ward reported that on Friday night the Hideout Town Council held a public meeting to discuss their options with annexation. Last night the Town Council met again. She presented the proposal that was included in the agenda for that meeting. Chair Phillips asked when the agenda was published. Planner Ward believed it was published on Monday. Since the agenda was published and during the meeting, the developer proposed changing their proposal even further based on input from Park City. The developer amended the plan further to remove the property that is under the Flagstaff Development Agreement. She pointed out the area included in the Development Agreement. Planner Ward stated that in the Hideout meeting last night, Representative Quinn and Senator Winterton provided input to the Town Council about the legislative intent when HB359 was repealed. They explained that the bill was

repealed with the understanding that local entities would work together to plan regionally. The 60-day repeal period was not intended to be a window to enable Hideout to move forward under the repealed legislation. Planner Ward stated that last night Hideout took no formal action, but they will continue the discussion tomorrow night. She remarked that although the developer removed the parcels under the Development Agreement to protect the City's interest in the Flagstaff development restrictions in this area, Park City filed a motion to intervene in Summit County's case against the developers. Planner Ward stated that today the judge granted Summit County's temporary restraining order enjoining the developer from selling, transferring, or taking any action on parcels in this area that Summit County is claiming were illegally subdivided.

Planner Ward stated that the Hideout Town Council will meet again tomorrow; and a regional planning meeting is in the works to bring all the parties together.

Chair Phillips stated that he listened to the Hideout meeting the night before and he appreciated that two State Legislators provided an explanation of the Legislatures intent. Chair Phillips assumed that Hideout would heed their advice and take a step back. He understood that Senator Winterton was going to facilitate talks with the entities of Hideout, Summit County, Park City, and Wasatch County in the near future. Chair Phillips thought that if the entities had discussions it would primarily be about the legislation. The legislation is being repealed and the Legislature may take it up again in the next session. He expected the legislators to look at the broader picture of how the legislation would impact the entire State, rather than drafting legislation to make this particular project work. Chair Phillips stated that if there is a meeting between the entities, he thought it would be beneficial to also include representation from the Planning Commission.

Commissioner Kenworthy asked if a portion of the Richardson Flat land was included in the Park City Annexation Map. Planner Ward indicated the area that is in the City's Annexation Expansion area that was adopted last year.

Chair Phillips understood why Hideout wanted a voice at the table, but he agreed that Hideout has not taken a cooperative approach. He noted that Legislators Quinn and Winterton pointed out last night that there is a process of working together and that is the proper process for Hideout to have a voice to achieve what they need.

Commissioner Suesser asked when this would be discussed by the Legislature. Planner Ward did not believe a special session was proposed. The legislation was proposed to be re-visited in the 2021 General Session starting in January.

Commissioner Thimm asked about reference to a joint City Council/Planning Commission meeting. Director Erickson stated that it was scheduled for September 17<sup>th</sup>. He was unsure of the time or what items were on the agenda. The Commissioners would be notified as soon as there is more information.

**CONTINUATIONS – (public hearing and continue to date specified)**

- 5.A. 1128 Park Avenue – Conditional Use Permit – The Applicant Proposes to Construct a Basement Addition using the Footprint of the Existing Historic Structure Located within the Building Setback (Application PL-20-04607)

Director Erickson stated that Planner Barhorst was still working on setback issues and a portion of the house that may or may not be placed within the building setback. The Staff recommended continuing this item to September 23, 2020.

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

MOTION: Commissioner Thimm moved to CONTINUE the 1128 Park Avenue CUP to September 23, 2020. Commissioner Van Dine seconded the motion.

VOTE: The motion passed unanimously.

- 5.B. Twisted Branch Road – Subdivision – REDUS Park City LLC and Park City Municipal Corporation are Proposing to Create Two (2) Lots of Record for 1) an Existing City Pump Station; and 2) a Private On-Mountain Restaurant. The Plat Also Creates Four (4) Non-Development Parcels for Deer Valley to be Used for Access, Utilities, Ski Runs and Open Space. The Property is Subject to the Amended Flagstaff Development Agreement and Technical Reports. No Changes to SR224 are Proposed. (Application PL-17-03664)

Director Erickson stated that this item was going through an additional detailed review process due to land ownership and other matters.

City Attorney Harrington stated that both the applicant a party from Brighton Estates had requested a continuance to work on some matters. The Staff recommended continuing this item to October 14, 2020.

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



MOTION: Commissioner Thimm moved to CONTINUE the Twisted Branch Subdivision to October 14, 2020. Commissioner Van Dine seconded the motion.

VOTE: The motion passed unanimously.

## WORK SESSION

6.A. Work Session regarding the City's Land Management Code Lighting Regulations to Consider Opportunities to Update the Code to Align with Dark Sky Regulations (Application PL-20-04545)

Planner Liz Jackson stated that the Staff was looking for feedback from the Planning Commission as they move forward with potential Code amendments.

Planner Jackson provided a brief overview of the Dark Sky Movement. She noted that the movement began as a method of light pollution reduction. The International Dark Sky Association (IDA) provides resources and education for the community regarding dark Sky benefits and protection of the starry sky. Utah has two official dark sky communities and numerous dark sky parks. Planner Jackson stated that this was on the back burner in Park City as being important, and it is now coming to the forefront. Protecting the night sky goes hand in hand with sustainable tourism as a priority of the City.

Planner Jackson stated that Flagstaff, Arizona is the kick starter of the IDA and Dark Sky Movement. Flagstaff did the first lighting ordinance in the world in 1958. It is a good precedent to look at because they have a population of over 70,000, but they still have an extremely dark sky.

Planner Jackson thanked Planner Ward for her work on this project. Planner Jackson stated that the Staff looked to align with the Summit County lighting code and what they have done in years past. The IDA and industry standards are also updating. Planner Jackson remarked that the Park City Lighting Code exists, and protections are currently in place for down directing and shielding. However, those are outdated, and it is important to move forward on updating the standards in order to better keep a dark sky.

Planner Jackson presented a list of different communities and resources the Staff had researched.

Planner Jackson stated that reducing light pollution saves energy, lessens impacts on human and eco system health, and increases public safety. She presented a graphic

with principles from IDA, including light only what you need, use energy efficient bulbs and only as bright as what you need, shield lights and direct them down, only use light when needed, choose warm white light bulbs.

Planner Jackson reviewed the proposed amendments. The first portion was to amend the Purpose subsection. She explained that a subsection currently exists in the Lighting Code; however, there are other purpose statements throughout the Code and this was a better way to update the intention and purpose for the Lighting Code and Dark Sky, and to collect the different pieces scattered throughout the Code related to lighting.

Planner Jackson stated that another aspect of the amendments was to enact a subsection to establish a light trespass standard. She noted that this was standard in other communities that do a Dark Sky Code. Light trespasses when light is falling where it is not intended or needed. If Park City intends to limit light in that way, it would be good to have that standard to the Code.

Planner Jackson stated that currently there are foot candle measurements in the LMC as far as something the industry leaders and applicants can look to, but it is tricky and high-level. The Staff decided that establishing lumens as the metric for lighting regulations was a simpler and more intentional way to limit lighting. It also aligns better with IDA standards. Planner Jackson noted that Summit County recently removed foot candles from their Code and this amendment would align with the County.

Planner Jackson remarked that another amendment would be to establish a maximum of 3,000 degrees Kelvin for outdoor lighting. There would be some exceptions, especially for safety lighting or certain functional lighting. She pointed out that the 3,000 degrees Kelvin temperature of light keeps it to a warmer light versus a really cool light, and that has a better effect on the night sky. Planner Jackson stated that another aspect is to require all outdoor lighting to be fully shielded. The Planning Department has been practicing that; however, it needs specification in the Code.

Planner Jackson stated that the Staff would like to amend the LMC to address LED. Currently, there is a lot of talk in the LMC of different lights that are out of date. It also talks about fluorescent lights being the suggestion for residential lighting when that is no longer the case. LEDs are more efficient and last longer. Planner Jackson remarked that parking area lighting in the Code should better align with the Lighting Code and possibly establish additional setbacks and sensor requirements for lighting in large parking lots. This is a way to limit light trespass and over-lighting.

Planner Jackson stated that another aspect is to establish outdoor lighting standards for ridgeline development within the Sensitive Lands Ordinance. Summit County talks about ridgeline development specifically and the Staff would like to look into that further and possibly add in regulations for that part of the Code. Another aspect is to consolidate lighting regulations for historic structures and the historic districts. The Staff was proposing to clarify the definition of historic lighting and consolidate all the information that pings throughout the Code into one section.

Planner Jackson noted that prohibitive lighting also pings back and forth throughout the Code and they would like to consolidate the information to make it easier for the community members and the Staff to review. The Staff was also proposing to replace the term fossil fuel light with gas lamp. Fossil fuel light has been confusing in the past for the Staff and for the community members.

Planner Jackson stated that another aspect is to update and add definitions to the Code that will establish consistent use of specific terms, including floodlight, fully shielded fixture, light trespass and spotlight. Outdated terms would be removed.

Planner Jackson stated that non-conforming lights are exempt at this point. However, if the Planning Commission would like the Staff to move forward, they could establish a timeline or incentives for property owners to bring lighting into compliance with the LMC. Planner Jackson remarked that it takes time and resources, and it is also difficult for the Staff to look into properties and know when the lights were put in or the type of lights.

Planner Jackson stated that the Staff would conduct public outreach regarding the proposed amendments and include HOAs, builders, and others in the industry. They would also do an informative website landing page about possible amendments and overall information, social media pushes, and a mailer.

Planner Jackson outlined additional points for the Commissioners to consider. Regarding nightly rentals, if the Planning Commission would like to move forward, it is possible to require that outdoor lighting be turned off when nightly rentals are vacant. Regarding street lights, Planner Jackson stated that the Staff would work with the Transportation and Engineering Departments to establish land use lighting limitations for street lights on roads that are part of subdivision approvals, as well as establishing lighting standards for bus stops that are a part of MPDs.

Planner Jackson presented an example mailer from Moab, Utah, which has great imagery, as well as information on why the City updated lighting standards, how people can update lighting on their own property, and how the Code affects them.

Planner Jackson presented an established timeline, which included completion of public outreach by October 21<sup>st</sup>; coming back to the Planning Commissioner with the proposed amendments by November 11<sup>th</sup>; and moving the amendments forward to the City Council in December based on Planning Commission recommendation or edits.

Commissioner Suesser asked about the City Park lights over the baseball field. She wanted to know where those fall in terms of the proposed regulations and whether an exception has been carved out for the big spotlights that go on. She heard from a number of people that the lights are very intrusive. Commissioner Suesser asked if these regulations apply or whether the lights could be focused more on to the baseball field so they do not interfere with the community.

Planner Jackson replied that currently recreational lighting is exempt from certain requirements. The lights are required to be turned off by 11:00 p.m. She noted that the Staff was trying to figure out how to handle recreation lighting and she welcomed the Commissioner's feedback. Planner Ward agreed that there are exceptions for recreational lighting; however, there are plans to update some of the lighting. As the technology develops under these Dark Sky ordinances, some lights for recreation do comply with Dark Sky regulations. Planner Ward stated that the City's contact for recreational lighting understands the Dark Sky ordinance and the requirements for mitigating the impacts. She clarified that there have been proposals to update those lights over the years, but there is no specific plan or timeline at this time. Planner Ward stated that as the technology develops the impacts will lessen.

Chair Phillips was interested in identifying which City properties would not comply. He suggested that the City make a plan to upgrade the lighting with the new Code amendments to set a good example. Chair Phillips commented on private residences with tennis courts or basketball courts; however, he thought the Staff was already looking to address that issue. Planner Jackson thought Chair Phillips made a good point. They have had conversations with different departments throughout the City and great efforts have been made to update different lights. If not the fixture, at the very least the bulb type and the output of the bulb. Planner Jackson believed the Staff could look into identifying the number of City property lights.

Commissioner Suesser asked if enforcement of residential lighting was complaint based, or whether the City is proactive in checking for compliance and citing people for non-compliance. Planner Jackson replied that residential lighting is primarily enforced through complaints. Lighting is also conditioned and inspected through a building permit.

Commissioner Kenworthy thought changing to lumens was a smart decision. He also favored aligning with the Dark Sky regulations and believed it was long overdue. The old Codes need to be updated and he supported the amendments.

Commissioner Hall echoed Commissioner Kenworthy.

Commissioner Thimm agreed with Commissioner Kenworthy. Regarding changes to the recreation field lighting, he thought they should take into account the importance of having a place to recreate. Commissioner Thimm remarked that lighting up high that makes it possible to follow a fly ball could be allowed seasonally. He would like to temper regulations and appreciate the recreation as well as the Dark Sky initiatives.

Chair Phillips opened the public hearings. No eComments were submitted and no hands were raised on Zoom. Chair Phillips closed the public hearing.

Planner Jackson stated that the Staff would consider their comments and come back with the redlined amendments on November 11<sup>th</sup>.

#### **REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION**

- 7.A. Land Management Code Amendments – Amendments to Chapter 15-6, Master Planned Developments (MPDs), to (1) Clean Up Remnant Pre-MPD Application Language; (2) Outline Review of Substantive and Minor Modifications; (3) Separate the Conditional Use and MPD Review and Approval Process; (4) Require MPD Review under all Relevant LMC Sections; (5) Note More or Less Restrictive Height or Setback Approvals in Development Agreements and on Plats; (6) Require a Public Hearing Prior to Ratification of a Development Agreement; (7) Establish Commission Discretion to Require Applicants to Provide and Fund Additional Studies; (8) Include Traffic Mitigation as a Required Finding and Conclusion; and (9) Non-Substantive Edits to Clean Up the Code**

Planner Ward stated that this was the first phase of many phases for MPD amendments. The amendments proposed this evening were previously reviewed by the Planning Commission in two work sessions.

Planner Ward remarked that the goals of this phase is to simply the review process by separating the MPD from the CUP review for MPDs that increase density and intensity of use, to ensure the Planning Commission can request that applicants provide and fund additional studies. It enables the Transportation and City Engineer to make a

recommendation on the method of modeling and the scope of the study area for those studies. It also simplifies the building permit review process where structures are approved under an MPD, but they may not be built for five years or longer. To ensure that the MPD requirements are carried through to the building permit phase, the Staff was proposing amendments that require Staff review of MPD proposals under all the relevant LMC provisions, including the maximum height of retaining walls and other details. Planner Ward stated that the first Finding of Fact required in the Code is that the MPD, as conditioned, complies with all requirements of the LMC. She pointed out that sometimes it is written in as a condition of approval; however, the plans that are reviewed at the MPD approval phase are not always fully vetted under the LMC. This is a way to make sure that information is presented to the Planning Commission for initial review. Planner Ward stated that where MPDs can include different setbacks from the zoning code or increased height, the Staff was proposing that increased height or setbacks be shown on the approved plat for any plat that is part of the MPD approval.

Planner Ward stated that these amendments would cleanup the remnant code from when pre-MPD applications were required, outline substantive modifications that trigger additional Planning Commission review, and minor modifications that can be approved by the Planning Director. Planner Ward pointed out that they were separating the MPD review process from the CUP process and outlining compliance with all relevant LMC sections. She noted restrictive height or setback requirements in the approval of the development agreement and the plat.

Planner Ward reported on a number of clean-up amendments, which include requiring a public hearing before the Planning Commission ratifies a development agreement, clarify that the Mayor signs the agreement on behalf of the City, and to allow the Planning Commission to request additional studies. The amendments lay the groundwork for future amendments that are coming on active transportation. Under the current MPD Code, traffic mitigation is considered regarding parking requirements. The Staff was proposing to include an additional required finding and conclusion that the MPD proposal mitigates traffic. The amendment would also clean up the Code with non-substantive edits.

Planner Ward presented the proposed redlines for discussion this evening. One was that the Planning Director makes a determination on whether or not the modification is minor or substantive. Minor modifications do not trigger additional off-street parking, do not reduce open space, and do not increase traffic by 5% or more. Planner Ward stated that the minor modifications are approved through an administrative permit process, which can be appealed to the Planning Commission. Substantive modifications that create additional impacts require review of the entire master planned development and development agreement, unless otherwise specified. Substantive

modifications include, but are not limited to, a change in use or increase in floor area that triggers additional off-street parking, that generates more than a 5% increase in traffic, or that reduces open space.

Planner Ward stated that the redlines attached to the Staff report were the first phase of MPD amendments. The Staff recommended that the Planning Commission review the proposed amendments, conduct a public hearing, and consider forwarding a positive recommendation for the City Council's consideration on October 1, 2020.

Commissioner Hall asked if the substantive modifications were an extensive list given recent history, and whether the Staff believes it adequately describes foreseeable issues. Planner Ward thought it did, but she was interested in hearing any recommendations from the Commissioners.

Director Erickson asked if Commissioner Hall was talking about a development agreement that considers a project to be inside the development agreement and under the terms; however, when a development moves forward it moves outside the development agreement to a separate or modified agreement. Commissioner Hall clarified that she was talking about labeling it a substantive or minor modification, assuming it is outside of the development agreement. Director Erickson believed the Staff could draft language to address her concern.

Commissioner Hall asked if the Staff could foresee other projects coming in the future in terms of substantive modifications with past development agreements. Planner Ward replied that a modification will be on the agenda for the next Planning Commission meeting. She believed the majority of modifications to MPDs would fall under the substantive modification classification, especially if it requires amending a development agreement. Planner Ward stated that the intention behind the Code is that the majority of proposals would come back to the Planning Commission for additional review.

Commissioner Hall asked if a modification of a setback would be considered substantive and come to the Planning Commission for a comprehensive review. Planner Ward replied that it would depend on the context of the project. If the setback is more generous than the requirement under the MPD or zoning code, it might fall under minor modification. However, if it requires a change to the location of the building footprint or an increase to the building footprint it would probably come to the Planning Commission.

Commissioner Thimm referred to minor modifications on page 133 of the Staff report, and the reference that it does not increase traffic by 5% or more. He asked if they

should be more definitive in specifying the 5% increase and whether it is traffic volume, traffic counts, or something else. Commissioner Thimm suggested terminology that defines what triggers the 5%. Planner Ward offered to make that clarification.

Commissioner Thimm referred to page 134 that goes through a list of when a modification becomes substantive. It talks about use or increase in floor area, 5% increase in traffic, reduction in open space. Based on recent situations, he suggested adding changes to findings of fact or conditions of approval for consideration in triggering minor versus substantive modifications.

Commissioner Thimm referred to page 146 of the Staff report and the reference to landscaping and street lighting. He noted that it asks for a complete landscaping plan to be submitted. He did not believe a complete landscaping plan in terms of irrigation, identification of all planting materials, specific locations, etc., would be necessary in an MPD. Commissioner Thimm thought a preliminary landscape design plan was appropriate but a complete landscape plan was beyond what should be required in the MPD.

Commissioner Thimm referred to page 152. He noticed that all of the off-street parking requirements were omitted, and he asked why they were being omitted. Planner Ward replied that two redundant sections were highlighted in blue and the requirements were removed. She noted that the off-street parking that was removed can be found under the Master Plan Affordable Housing Development section, which is subject to the MPD off-street parking requirements. Commissioner Thimm clarified that all the components, such as shared parking, for example, were left intact. Planner Ward answered yes.

Chair Phillips agreed with Commissioner Thimm regarding the landscaping plan. Commissioner Suesser agreed with Commissioner Thimm's comments regarding the findings of fact and conditions of approval triggering a substantive modification.

Planner Ward stated that under the current code, a complete landscaping plan is required. She asked if changing the term "complete" to "preliminary" would address their concern. A complete landscaping plan would be required at the building permit phase, or in a CUP if one is required. Commissioner Thimm thought the building permit phase was the appropriate time to look at a full landscaping plan. He believed a preliminary or design development landscape plan was sufficient to show that there is enough landscaping that will be provided and designed at the appropriate time.

Planner Ward understood that the Planning Commission wanted to replace "complete landscaping" with "preliminary landscaping". They Commissioners also wanted to



revise the minor and substantive changes to show that a change to a finding of fact or condition of approval would be a substantive modification.

Commissioner Hall asked what Director Erickson envisioned as minor modifications. Director Erickson provided an example of a minor change. If one of the two ski resorts wanted an outside ski corral where people could keep their skis overnight or possibly additional outside bike racks, and they need to pave space to accommodate it, those would be minor modifications. He noted that sometimes the Planning Department gets requests inside a project to convert retail space as rental space. In his opinion, that is not a major issue. Remodels of restaurant and kitchen space could be a minor modification, but that is something he would need to look at closely and determine whether it is extensive enough to be substantive.

Chair Phillips appreciated that Planner Ward took into consideration some of the Commissioner's work session comments to be considered in future phases.

Chair Phillips opened the public hearing.

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

Chair Phillips closed the public hearing.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for their consideration on October 1, 2020, regarding the Master Planned Development Land Management Code amendments, including the modification to change "complete landscape" to "preliminary landscape" and to add that changes to findings of fact, conclusions of law, or conditions of approval can be a trigger for a substantive change. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

The Planning Commission Meeting adjourned at 6:55 p.m.

Approved by Planning Commission: \_\_\_\_\_

## Planning Commission Staff Report



**Subject:** 1128 Park Avenue Conditional Use Permit  
**Application:** PL-20-04607  
**Author:** Caitlyn Barhorst  
**Date:** September 23, 2020  
**Type of Item:** Administrative

### Summary Recommendations

Staff recommends the Planning Commission review the 1128 Park Avenue Conditional Use Permit (CUP) for the construction of a basement addition using the footprint of the existing Historic Structure located within the Building Setback, hold a public hearing, and consider approving the CUP based on the Findings of Fact, Conclusions of Law, and Conditions of Approval.

### Description

**Applicant:** Mark Alter, represented by Kevin Horn, Architect  
**Location:** 1128 Park Avenue  
**Zoning District:** Historic Residential- Medium Density (HRM) District  
**Historic Designation:** Landmark  
**Reason for Review:** Conditional Use Permits are reviewed by the Planning Commission

### Acronyms

HDDR Historic District Design Review  
HPB Historic Preservation Board  
HSI Historic Sites Inventory  
LMC Land Management Code

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

### Executive Summary

On July 27, 2020, the Planning Department received a complete Conditional Use Permit application for 1128 Park Avenue. The applicant is proposing to construct a basement addition using the footprint of the existing Historic Structure located within the Building Setback.

### Background

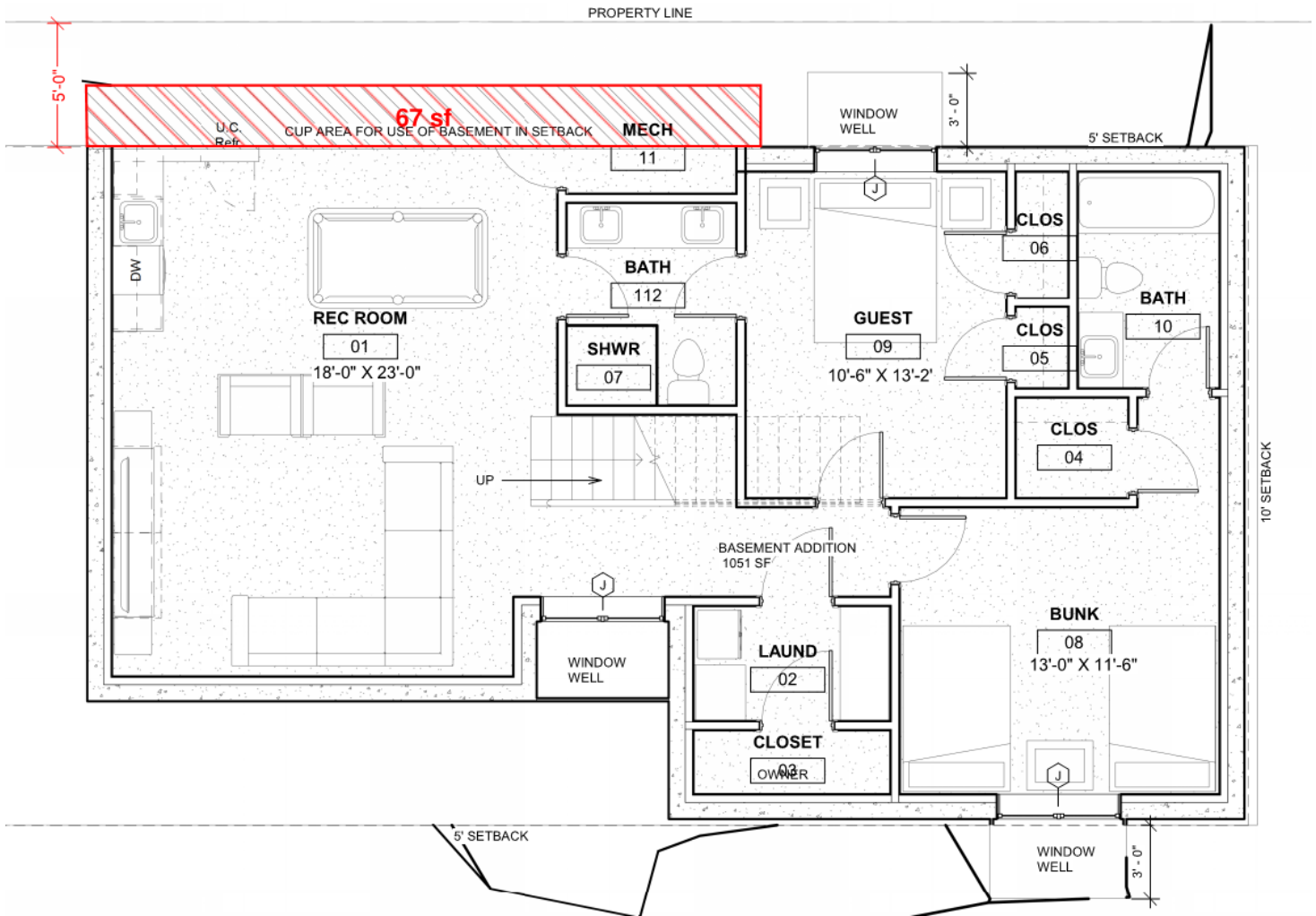
The property located at 1128 Park Avenue is designated as Landmark on the Park City Historic Sites Inventory (HSI) (see [Historic Site Form](#)). The subject property is located in the Historic Residential – Medium Density (HRM) Zoning District.

This item was continued from the September 9, 2020 Planning Commission meeting ([Staff Report](#)).

## Proposal

Per [LMC § 15-2.2-4](#), the applicant seeks an exception to the Building Setback for the proposed addition to the Historic Building. The applicant proposes to construct a basement addition using the footprint of the existing Historic Structure. The existing Historic Structure encroaches into the north Side Setback by 67 square feet; this CUP is for the approximate 67 square feet of the proposed basement addition that is within the Side Setback. If the CUP is not approved, the applicant will construct the new foundation within the Side Setback but will not be allowed to use the basement area within the Side Setback as conditioned/ finished floor area ([LMC § 15-2.2-3](#)).

*Image 1: Basement Floor Plan showing proposed basement addition area within the Five Foot (5') Side Setback.*



## Analysis

The Conditional Use Permit is subject to the following review criteria in the LMC:

- Per [LMC § 15-2.4-6](#) In order to achieve new construction consistent with the Historic District Design Guidelines, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings.
- Per [LMC § 15-1-10\(E\)](#), the proposal is subject to review according to the Conditional Use Permit Criteria.

Staff has included the following sections for Analysis:

- I. [LMC § 15-2.4-4 Lot and Site Requirements](#) and [LMC § 15-2.4-7 Building Height](#)
- II. [LMC § 15-2.4-6\(A\) Existing Historic Structures Exception](#)
- III. [LMC § 15-1-10\(E\) Conditional Use Permit Review Criteria](#)

**(I) Staff recommends the Commission approve the 1128 Park Avenue Conditional Use Permit because it complies with the HRM Zoning District Requirements outlined in [LMC § 15-2.4](#).**

a. HR-1 Zoning Code Land Use Table

| Zoning Requirement                       | Analysis of Proposal                                                                    |
|------------------------------------------|-----------------------------------------------------------------------------------------|
| Minimum Lot Area – 1,875 square feet     | Lot contains 2,812.5 square feet.                                                       |
| Minimum Lot Width – 37.5 feet            | Lot Width of 37.5 feet.                                                                 |
| Minimum Front Setback – 10 feet          | Historic Structure – 17'-6"                                                             |
| Minimum Rear Setback – 10 feet           | Proposed addition – 10 feet                                                             |
| Minimum Side Setback – 5 feet            | Proposed addition – 5 feet                                                              |
| Minimum Corner Lot Side Setback – 5 feet | Proposed addition – 5 feet<br>Proposed basement addition – subject to this CUP approval |
| Maximum Building Height – 27 feet        | Proposed addition – 27 feet                                                             |

- b. The proposed addition complies with the HRM Zoning District Requirements. Per [LMC § 15-2.4-6](#) Existing Historic Structures: *Historic Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Non-Complying Structures.*

**(II) Staff recommends the Commission approve the 1128 Park Avenue Conditional Use Permit because it complies with the Requirements outlined in [LMC § 15-2.4-6\(A\)](#)**

- A. **EXCEPTION.** In order to achieve new construction consistent with the Historic District Design Guidelines, the Planning Commission may grant an exception to the Building Setback and driveway location standards for additions to Historic Buildings:  
The applicant is seeking an exception to the Building Setback for the proposed basement addition using the Historic Structure's footprint that is located within the Building Setback.

| Requirement                                                                                      | Analysis of Proposal                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Upon approval of a Conditional Use permit, and                                                | Pending Planning Commission review and approval of subject application.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 2. When the scale of the addition and/or driveway is Compatible with the Historic Structure, and | Complies. The scale of the addition is Compatible with the Historic Structure as the addition maintains the same-sized building module and roof form of the Historic Structure and respects the Historic proportions. The proposal is necessary for the rehabilitation of the Historic Structure, as the existing Historic Structure will remain in its Historic location on the Site and requires a new foundation. The HDDR application for the design of the rear addition and basement level is currently under review for compliance with the Historic District Design Guidelines. |
| 3. When the addition complies with all other provisions of this Chapter, and                     | Complies. The addition complies with all HRM Zoning requirements (see table in Section I above)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 4. When the addition complies with the adopted Building and Fire Codes, and                      | Complies as conditioned (see Condition of Approval #8).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 5. When the addition complies with the Design Guidelines for Historic Districts and Sites.       | The Historic District Design Review application is currently under review for compliance with the Design Guidelines.                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |

- a. The proposed addition complies with the Existing Historic Structures Exception requirements.

**(III) Staff recommends the Commission approve the 1128 Park Avenue Conditional Use Permit because it complies with criteria outlined in LMC [§ 15-1-10\(E\)](#).**

There are certain Uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land Uses, may not be Compatible in some Areas or may be Compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.

The Planning Commission shall approve a Conditional Use if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards. The Planning Commission may deny the Conditional Use if the proposed Use cannot be substantially mitigated by the proposal or imposition of reasonable conditions to achieve compliance with applicable standards. LMC [§ 15-1-10](#).

a. Conditional Use Permit Criteria Analysis Table

| CUP Review Criteria                                                                                                                     | Analysis of Proposal                                                                                                                                                                               |
|-----------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Size and location of the site                                                                                                        | No unmitigated impacts. The size and location of the site is conducive to the proposed development as it complies with the HRM Zoning District requirements as well as with the Design Guidelines. |
| 2. Traffic considerations including capacity of the existing Streets in the Area                                                        | No unmitigated impacts. There is no change in Use that would generate additional vehicular trips beyond the current and Historic Single-Family use.                                                |
| 3. Utility capacity                                                                                                                     | No unmitigated impacts. The utilities are accessed from Park Avenue. All utility requirements will be reviewed during the Building Permit review.                                                  |
| 4. Emergency vehicle access                                                                                                             | No unmitigated impacts. The emergency vehicle access is from Park Avenue.                                                                                                                          |
| 5. Location and amount of off-street parking                                                                                            | No unmitigated impacts. The Historic Structure is exempt from Off-Street parking requirements. The proposal creates one (1) off-street parking space.                                              |
| 6. Internal vehicular and pedestrian circulation system                                                                                 | No unmitigated impacts. There are no changes to the internal vehicular and pedestrian circulation system.                                                                                          |
| 7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses                                                          | No unmitigated impacts. The Use is not proposed to change. The adjoining Uses are also Single-Family Dwellings; the fencing, screening, and landscaping will comply with the HDDR requirements.    |
| 8. Building mass, bulk, and orientation, and the location of Building on the Site, including orientation to Buildings on adjoining Lots | No unmitigated impacts. The design of the Structure is compatible in building mass, bulk, and orientation. The location of the existing Historic Structure is not proposed to change.              |
| 9. Usable Open Space                                                                                                                    | No unmitigated impacts. The proposed landscaping complies with the Design Guidelines for Historic Districts and Historic Sites.                                                                    |
| 10. Signs and lighting                                                                                                                  | No unmitigated impacts. No signs are proposed. The lighting will comply with LMC 15-5-5(J) as conditioned.                                                                                         |

|                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
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| 11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing                                                                                  | No unmitigated impacts. The proposal is compatible with the surrounding Structures in mass, scale, style, design, and architectural detailing as the addition is being reviewed for compliance with the Design Guidelines for Historic Districts and Historic Sites.                                                                                                                                                                                                 |
| 12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site                                                                                                | Not applicable. There are no changes in Use that will result in additional noise, vibration, odors, steam, or other mechanical factors. All exterior mechanical equipment will be screened and comply with the underlying Setback requirements.                                                                                                                                                                                                                      |
| 13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas                                                                                                | Not applicable. There are no changes in Use that will impact the control of delivery and service vehicles, loading and unloading zones, or Screening of trash pickup areas.                                                                                                                                                                                                                                                                                          |
| 14. Expected Ownership and management of the project as primary residences, Condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities | Not applicable. A Single-Family Dwelling is an allowed Use in this Zone.                                                                                                                                                                                                                                                                                                                                                                                             |
| 15. Within and adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site                                   | No unmitigated impacts. The property is relatively flat. The proposed improvements will be appropriately re-graded and reviewed thoroughly through the Building Permit. This site is not considered a Steep Slope (30% or greater slope) and will not require Slope retention.                                                                                                                                                                                       |
| 16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding                                                      | No unmitigated impacts. This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. The General Plan establishes several goals and objectives specific to Historic Preservation, including, but not limited to: <ul style="list-style-type: none"> <li>• Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and</li> </ul> |

|  |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | <p>districts for future generations.</p> <ul style="list-style-type: none"> <li>• Objective 15A: Maintain the integrity of historic resources within Park City as a community asset for future generations, including historic resources locally designated on the Park City Historic Sites Inventory and its two National Register Historic Districts – the Main Street Historic District and the Mining Boom Era Residences Thematic District.</li> <li>• Objective 15B: Maintain character, context and scale of local historic districts with compatible infill development and additions.</li> </ul> |
|--|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

- b. Staff finds any CUP criteria are met by the proposed application and will not require any additional conditions for mitigation.

**The Development Review Committee did not identify any concerns with the proposed Conditional Use Permit.**

**Staff recommends the Commission approve this project because the proposed Conditional Use Permit meets the LMC requirements.**

#### **Department Review**

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.

#### **Notice**

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on August 20, 2020. Staff mailed courtesy notice to property owners within 300 feet on August 26, 2020. The *Park Record* published notice on August 22, 2020. LMC [§ 15-1-21](#).

#### **Public Input**

Staff did not receive any public input at the time this report was published.

#### **Alternatives**

- The Planning Commission may approve the 1128 Park Avenue Conditional Use Permit;
- The Planning Commission may deny the 1128 Park Avenue Conditional Use Permit; or
- The Planning Commission may request additional information and continue the discussion to October 14, 2020.

#### **Exhibits**

**Exhibit A:** Existing Conditions Survey

**Exhibit B:** Existing and Proposed Plans and Site Photographs



## **Findings of Fact**

### **Background:**

1. On July 27, 2020, the Planning Department received a complete Conditional Use Permit application.
2. The property is located at 1128 Park Avenue.
3. The Legal Description is All Lot 8 & S 1/2 Lot 9 BLK 56 Snyder's Addition to Park City. Parcel Number SA-365. This Lot is part of the Double H Plat Amendment approved by Ordinance 2019-28. Upon recordation of the plat, the legal description and parcel number with Summit County will be updated to reflect the change.
4. The property is designated as Landmark on the Park City Historic Sites Inventory.
5. The applicant is proposing to construct a basement addition using the footprint of the existing Historic Structure located 67 square feet into the Side Setback.

### **Zoning District:**

6. The property is located in the Historic Residential- Medium Density (HRM) Zoning District.

### **Lot and Site Requirements**

7. The proposed Lot complies with the HRM Zoning District Requirements outlined in LMC § 15-2.4:

| Zoning Requirement                       | Analysis of Proposal                                                                       |
|------------------------------------------|--------------------------------------------------------------------------------------------|
| Minimum Lot Area – 1,875 square feet     | Lot contains 2,812.5 square feet.                                                          |
| Minimum Lot Width – 37.5 feet            | Lot Width of 37.5 feet.                                                                    |
| Minimum Front Setback – 10 feet          | Historic Structure – 17'-6"                                                                |
| Minimum Rear Setback – 10 feet           | Proposed addition – 10 feet                                                                |
| Minimum Side Setback – 5 feet            | Proposed addition – 5 feet                                                                 |
| Minimum Corner Lot Side Setback – 5 feet | Proposed addition – 5 feet<br>Proposed basement addition –<br>subject to this CUP approval |
| Maximum Building Height – 27 feet        | Proposed addition – 27 feet                                                                |

8. Per LMC § 15-2.4-6 Existing Historic Structures: *Historic Structures that do not comply with Building Footprint, Building Height, Building Setbacks, Off-Street parking, and driveway location standards are valid Complying Structures.*
9. A Letter of Map Revision (LOMR) was issued by the Federal Emergency Management Agency (FEMA) on April 17, 2017 which revised the flood zone the property is located within from a Flood Zone AO to Flood Zone X. Structures are permitted to include a basement in Flood Zone X.

### **Conditional Use Permit Criteria**

10. The proposal complies with the Requirements outlined in LMC § 15-2.4-6(A).

| Requirement                                                              | Analysis of Proposal                                                                                                                                                                                     |
|--------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Upon approval of a Conditional Use permit, and                        | Pending Planning Commission review and approval of subject application.                                                                                                                                  |
| 2. When the scale of the addition and/or driveway is Compatible with the | Complies. The scale of the addition is Compatible with the Historic Structure as the addition maintains the same-sized building module and roof form of the Historic Structure and respects the Historic |

|                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                |
|--------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Historic Structure, and                                                                    | proportions. The proposal is necessary for the rehabilitation of the Historic Structure, as the existing Historic Structure will remain in its Historic location on the Site and requires a new foundation. The HDDR application for the design of the rear addition and basement level is currently under review for compliance with the Historic District Design Guidelines. |
| 3. When the addition complies with all other provisions of this Chapter, and               | Complies. The addition complies with all HRM Zoning requirements (see table in Section I above)                                                                                                                                                                                                                                                                                |
| 4. When the addition complies with the adopted Building and Fire Codes, and                | Complies as conditioned (see Condition of Approval #8).                                                                                                                                                                                                                                                                                                                        |
| 5. When the addition complies with the Design Guidelines for Historic Districts and Sites. | The Historic District Design Review application is currently under review for compliance with the Design Guidelines.                                                                                                                                                                                                                                                           |

11. The proposal complies with the requirements outlined in LMC § 15-1-10(E).

| CUP Review Criteria                                                              | Analysis of Proposal                                                                                                                                                                               |
|----------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1. Size and location of the site                                                 | No unmitigated impacts. The size and location of the site is conducive to the proposed development as it complies with the HRM Zoning District requirements as well as with the Design Guidelines. |
| 2. Traffic considerations including capacity of the existing Streets in the Area | No unmitigated impacts. There is no change in Use that would generate additional vehicular trips beyond the current and Historic Single-Family use.                                                |
| 3. Utility capacity                                                              | No unmitigated impacts. The utilities are accessed from Park Avenue. All utility requirements will be reviewed during the Building Permit review.                                                  |
| 4. Emergency vehicle access                                                      | No unmitigated impacts. The emergency vehicle access is from Park Avenue.                                                                                                                          |
| 5. Location and amount of off-street parking                                     | No unmitigated impacts. The Historic Structure is exempt from Off-Street parking requirements. The proposal creates one (1) off-street parking space.                                              |
| 6. Internal vehicular and pedestrian                                             | No unmitigated impacts. There are no changes to the internal vehicular and pedestrian circulation                                                                                                  |

|                                                                                                                                                                                                               |                                                                                                                                                                                                                                                                      |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| circulation system                                                                                                                                                                                            | system.                                                                                                                                                                                                                                                              |
| 7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses                                                                                                                                | No unmitigated impacts. The Use is not proposed to change. The adjoining Uses are also Single-Family Dwellings; the fencing, screening, and landscaping will comply with the HDDR requirements.                                                                      |
| 8. Building mass, bulk, and orientation, and the location of Building on the Site, including orientation to Buildings on adjoining Lots                                                                       | No unmitigated impacts. The design of the Structure is compatible in building mass, bulk, and orientation. The location of the existing Historic Structure is not proposed to change.                                                                                |
| 9. Usable Open Space                                                                                                                                                                                          | No unmitigated impacts. The proposed landscaping complies with the Design Guidelines for Historic Districts and Historic Sites.                                                                                                                                      |
| 10. Signs and lighting                                                                                                                                                                                        | No unmitigated impacts. No signs are proposed. The lighting will comply with LMC 15-5-5(J) as conditioned.                                                                                                                                                           |
| 11. Physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing                                                                                  | No unmitigated impacts. The proposal is compatible with the surrounding Structures in mass, scale, style, design, and architectural detailing as the addition is being reviewed for compliance with the Design Guidelines for Historic Districts and Historic Sites. |
| 12. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site                                                                                                | Not applicable. There are no changes in Use that will result in additional noise, vibration, odors, steam, or other mechanical factors. All exterior mechanical equipment will be screened and comply with the underlying Setback requirements.                      |
| 13. Control of delivery and service vehicles, loading and unloading zones, and Screening of trash pickup areas                                                                                                | Not applicable. There are no changes in Use that will impact the control of delivery and service vehicles, loading and unloading zones, or Screening of trash pickup areas.                                                                                          |
| 14. Expected Ownership and management of the project as primary residences, Condominiums, time interval ownership, nightly rental, or commercial tenancies, how the form of ownership affects taxing entities | Not applicable. A Single-Family Dwelling is an allowed Use in this Zone.                                                                                                                                                                                             |
| 15. Within and                                                                                                                                                                                                | No unmitigated impacts. The property is relatively                                                                                                                                                                                                                   |

|                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| adjoining the Site, impacts on Environmentally Sensitive Lands, Slope retention, and appropriateness of the proposed Structure to the topography of the Site | flat. The proposed improvements will be appropriately re-graded and reviewed thoroughly through the Building Permit. This site is not considered a Steep Slope (30% or greater slope) and will not require Slope retention.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| 16. Reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding     | <p>No unmitigated impacts. This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. The General Plan establishes several goals and objectives specific to Historic Preservation, including, but not limited to:</p> <ul style="list-style-type: none"> <li>• Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations.</li> <li>• Objective 15A: Maintain the integrity of historic resources within Park City as a community asset for future generations, including historic resources locally designated on the Park City Historic Sites Inventory and its two National Register Historic Districts – the Main Street Historic District and the Mining Boom Era Residences Thematic District.</li> <li>• Objective 15B: Maintain character, context and scale of local historic districts with compatible infill development and additions.</li> </ul> |

12. Staff finds any CUP criteria are met by the proposed application and will not require any additional conditions for mitigation.
13. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on August 20, 2020. Staff mailed courtesy notice to property owners within 300 feet on August 26, 2020. The *Park Record* published notice on August 22, 2020. The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.
14. Staff did not receive any public input at the time this report was published.

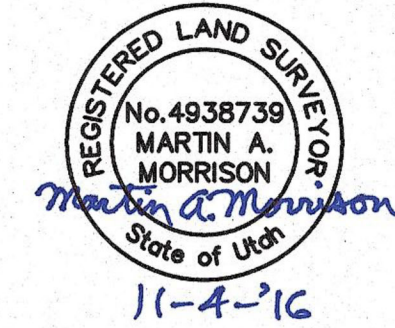
### **Conclusions of Law**

1. The 1128 Park Avenue Conditional Use Permit complies with the Land Management Code requirements pursuant to LMC § 15-1-10(E).
2. The 1128 Park Avenue Conditional Use Permit complies with the Land Management Code requirements pursuant to LMC § 15-2.4.
3. The 1128 Park Avenue Conditional Use Permit complies with the Land Management Code requirements pursuant to LMC § 15-2.4-6(A).

### **Conditions of Approval**

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
3. City Engineer review and approval of all appropriate grading, utility installation, public improvements and drainage plans for compliance with City standards, to include driveway and Parking Area layout, is a condition precedent to building permit issuance. An approved shoring plan is required prior to excavation.
4. This approval will expire on September 23, 2021, if a complete building permit submittal has not been received, unless a written request for an extension is received and approved by the Planning Director prior to the date of expiration
5. Modified 13-D fire sprinkler system is required for any new construction/addition.
6. All above grade utility facilities shall be located on the property and properly screened.
7. All lighting shall comply with LMC § 15-5-5(J).
8. All related new construction shall comply with the adopted Building and Fire Codes.
9. All Conditions of Approval from the Historic Preservation Board Review for Material Deconstruction Action Letter (PL-20-04484) shall apply.
10. This Conditional Use Permit (CUP) approval is contingent upon approval of the pending Historic District Design Review application. If such application is denied, this CUP approval is void.
11. All Conditions of Approval from the Double H Plat Amendment approved by City Council on May 16, 2020 (Ord 2019-28) shall apply.
12. The property is not located within the Park City Landscaping and Maintenance of Soil Cover Ordinance (Soils Ordinance) and therefore it is not regulated by the City for mine related impacts. However, if the property owner does encounter mine waste or mine waste impacted soils they must handle the material in accordance to State and Federal law.
13. The property is located within Flood Zone X and shall provide an elevation certificate prior to building permit issuance.
14. The applicant shall resolve the existing shed encroachment located within the Park City Municipal owned property (SA-360-A-X) prior to building permit issuance.



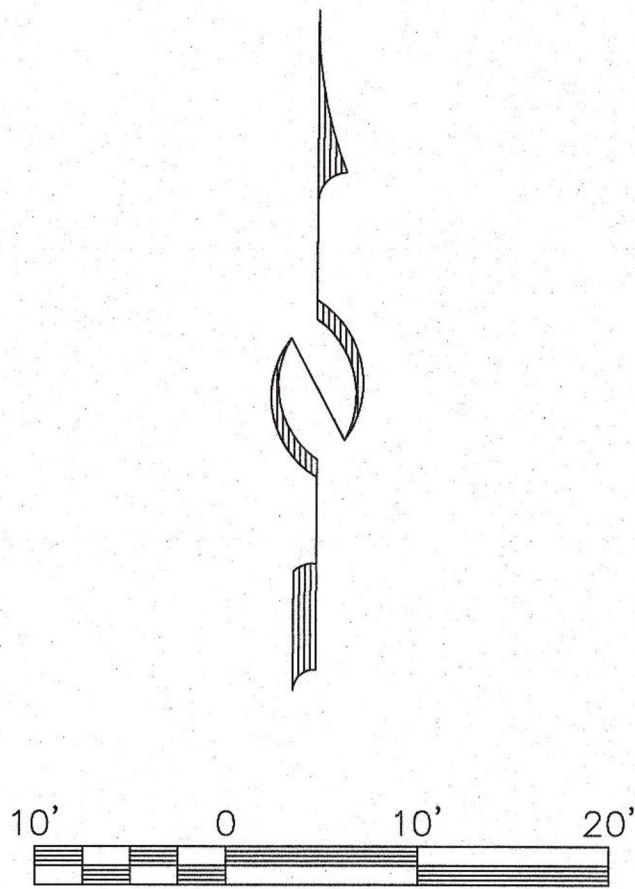
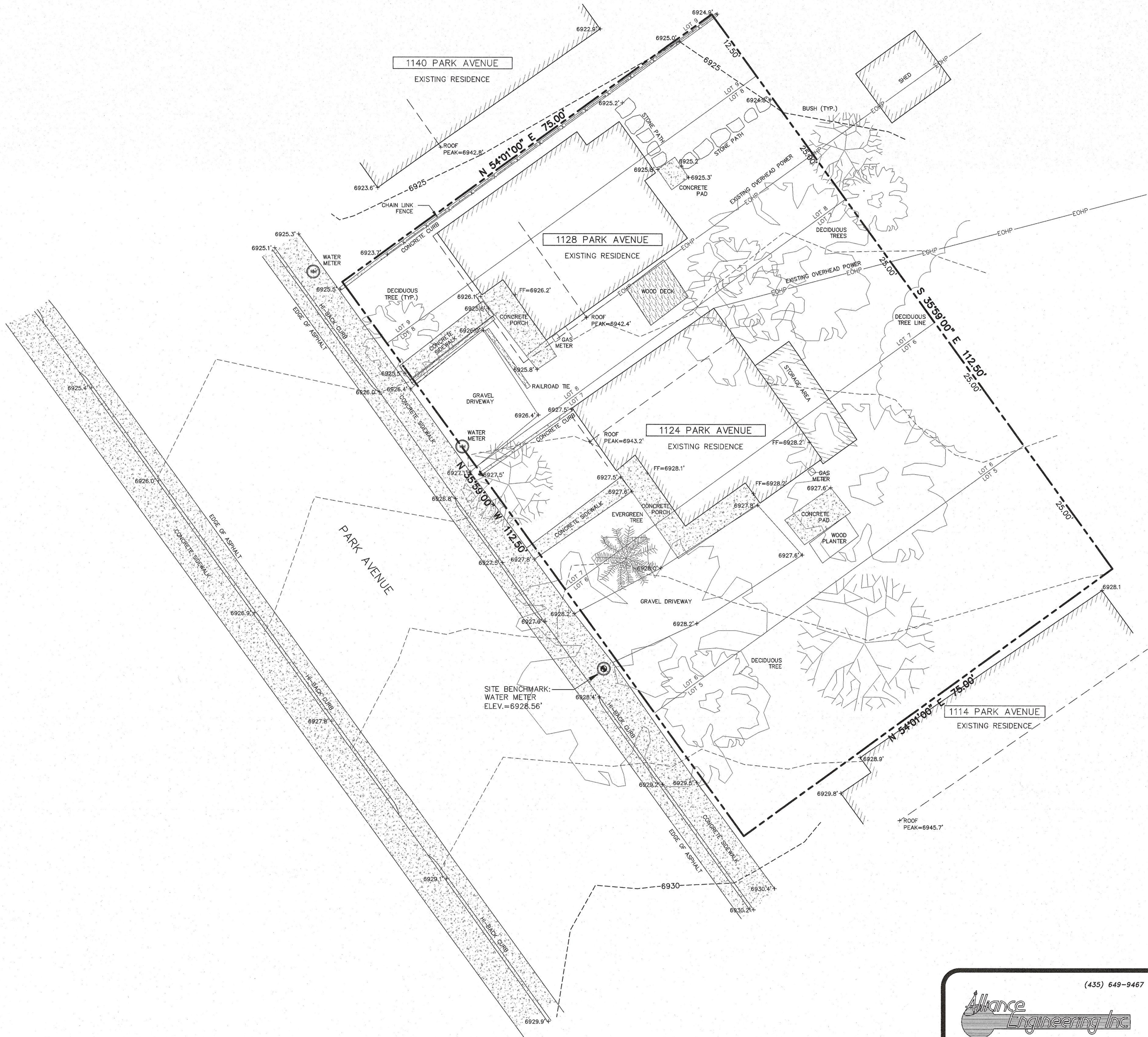


SURVEYOR'S CERTIFICATE

I, Martin A. Morrison, do hereby certify that I am a registered land surveyor and that I hold certification no. 4938739 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made under my direction of the lands shown and described hereon. I further certify that this topographic survey is a correct representation of the land surveyed at the time the field work was completed and is in compliance with generally accepted industry standards for accuracy.

NOTES

1. Site Benchmark: Water Meter Lid  
Elevation=6928.56'
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey completed on August 19, 2016.
4. The two southerly property corners were found.



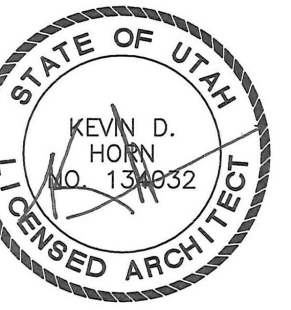
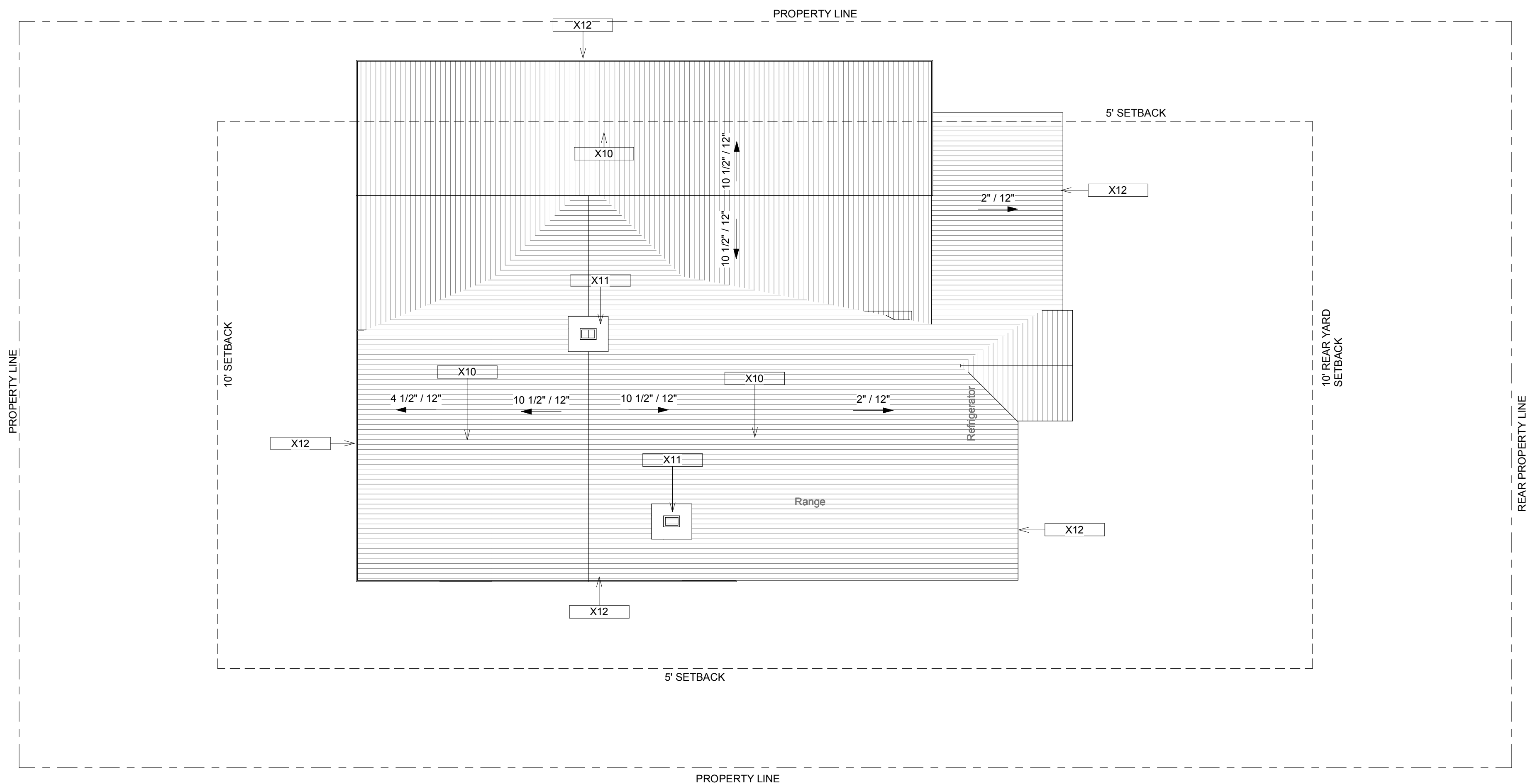
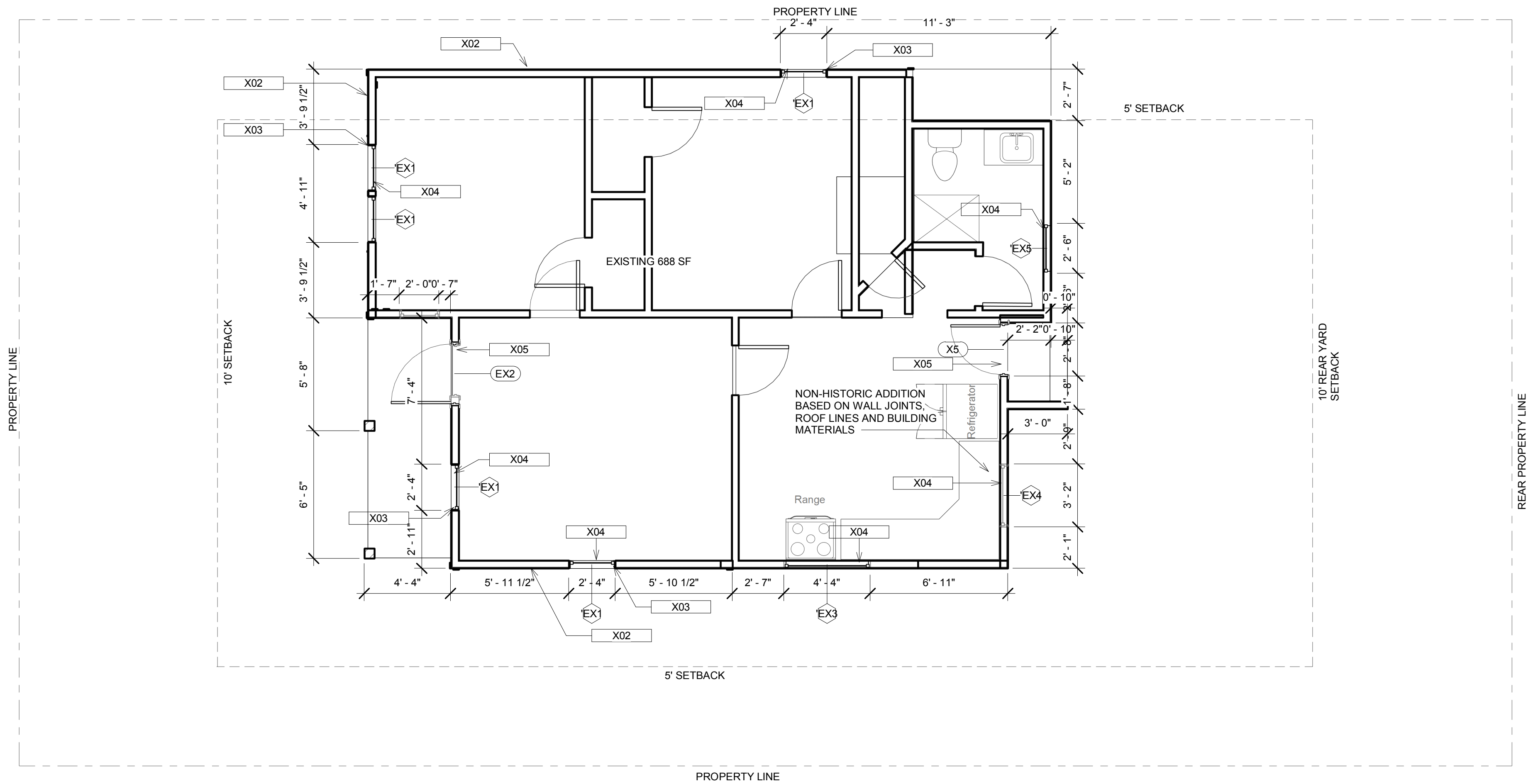
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|--------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|-------------------------------------------------------------------------------------------------|-----------------------|
| <br>(435) 649-9467<br>CONSULTING ENGINEERS LAND PLANNERS SURVEYORS<br>323 Main Street P.O. Box 2664 Park City, Utah 84060-2664 | STAFF:<br>MARSHALL KING<br>MARTY MORRISON<br>RYAN BETZ | EXISTING CONDITIONS & TOPOGRAPHIC MAP<br>1124 & 1128 PARK AVENUE<br>BLOCK 56, SNYDER'S ADDITION | SHEET<br>1<br>OF<br>1 |
|                                                                                                                                | FOR: HOLT/HOSENFIELD<br>JOB NO.: 7-8-16                |                                                                                                 |                       |
|                                                                                                                                | DATE: 11/4/16                                          | FILE: X:\SnydersAddition\dwg\srvtopo2016\070816.dwg                                             |                       |



| EXIST. DOORS |           |          |      |                |              |
|--------------|-----------|----------|------|----------------|--------------|
| Mark         | Size      | Function | Type | Hardware Group | Comments     |
| EX1          | 36" x 80" | Exterior | A    |                | EXIST. ENTRY |
| EX2          | 36" x 80" | Exterior | A    |                | EXIST. ENTRY |

| EXIST. WINDOW SCHEDULE |         |         |                                       |
|------------------------|---------|---------|---------------------------------------|
| Type Mark              | Width   | Height  | Notes                                 |
| 'EX1                   | 2' - 4" | 5' - 0" | REBUILD WOOD WINDOW TO MATCH HISTORIC |
| 'EX2                   | 2' - 0" | 2' - 2" | REBUILD WOOD WINDOW TO MATCH HISTORIC |
| 'EX3                   | 4' - 4" | 2' - 6" |                                       |
| 'EX4                   | 3' - 2" | 2' - 3" |                                       |
| 'EX5                   | 2' - 6" |         |                                       |

| EXISTING NOTES |                                     |
|----------------|-------------------------------------|
| Key Value      | Keynote Text                        |
| X01            | EXISTING FOUNDATION                 |
| X02            | EXISTING DROP NOVALTY SIDING        |
| X03            | EXISTING 1X6 WINDOW TRIM            |
| X04            | EXISTING DOUBLE HUNG WOOD WINDOW    |
| X05            | EXISTING WOOD DOOR                  |
| X06            | EXISTING WOOD FIXED/CASEMENT WINDOW |
| X07            | EXISTING 2X8 WOOD FASCIA AND SOFFIT |
| X10            | EXISTING METAL ROOF PANELS          |
| X11            | EXISTING BRICK CHIMNEY              |
| X12            | EXISTING 2X6 FASCIA AND WOOD SOFFIT |
| X13            | EXISTIG WOOD DETAIL - PAINTED       |
| X14            | EXISTING FRONT WINDOW DETAIL        |
| X15            | EXISTING 4X4 WOOD COLUMN            |



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RESIDENCE  
1124 Park Ave.  
Park City UT

[illegible]

|                |      |
|----------------|------|
| Project number | 2001 |
| Date           |      |

## EXISTING PLANS

## E2.01

Scale  $1/4" = 1'-0"$





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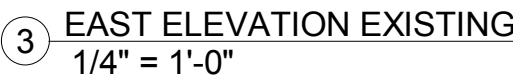
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|                |    |
|----------------|----|
| Project number | 20 |
| Date           |    |

## EXISTING ELEVATIONS

## E3.01

Scale            1/4" = 1'



| EXISTING NOTES |                                     |
|----------------|-------------------------------------|
| Key Value      | Keynote Text                        |
| X01            | EXISTING FOUNDATION                 |
| X02            | EXISTING DROP NOVALTY SIDING        |
| X03            | EXISTING 1X6 WINDOW TRIM            |
| X04            | EXISTING DOUBLE HUNG WOOD WINDOW    |
| X05            | EXISTING WOOD DOOR                  |
| X06            | EXISTING WOOD FIXED/CASEMENT WINDOW |
| X07            | EXISTING 2X8 WOOD FASCIA AND SOFFIT |
| X10            | EXISTING METAL ROOF PANELS          |
| X11            | EXISTING BRICK CHIMNEY              |
| X12            | EXISTING 2X6 FASCIA AND WOOD SOFFIT |
| X13            | EXISTIG WOOD DETAIL - PAINTED       |
| X14            | EXISTING FRONT WINDOW DETAIL        |
| X15            | EXISTING 4X4 WOOD COLUMN            |





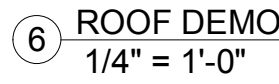
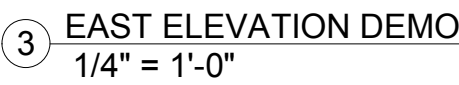
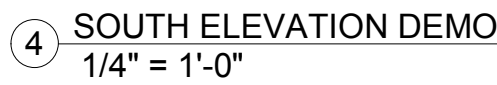
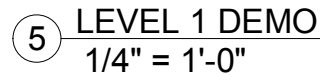
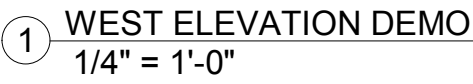
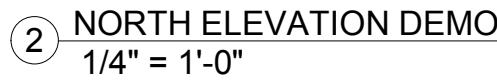


1128 PARK AVE  
RESIDENCE  
1124 Park Ave.  
Park City UT

|                |    |
|----------------|----|
| Project number | 20 |
| Date           |    |

# D1.01

Scale      1/4" = 1'-

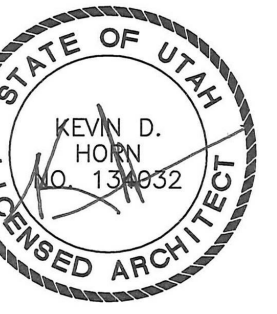
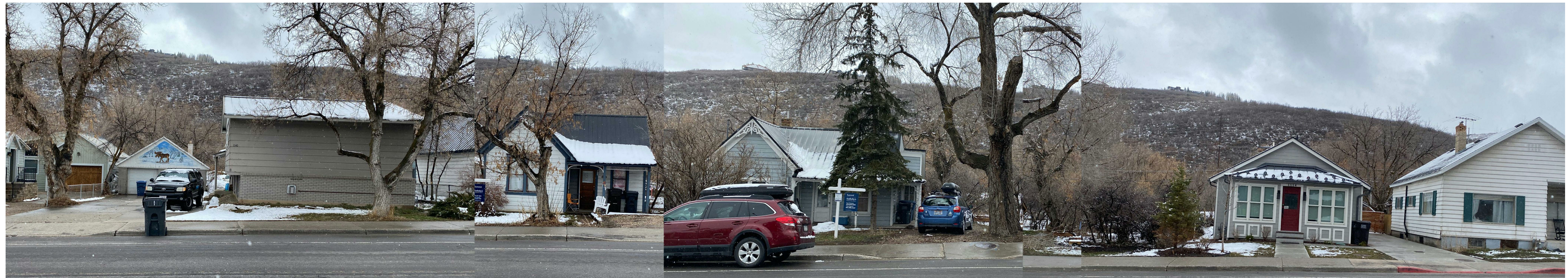


## DEMOLITION GENERAL NOTES

1. ITEMS SHOWN DASHED ARE TO BE REMOVED. DEMO TO BASE SUBSTRATE.
2. PROTECT FINISHES NOT INVOLVED IN DEMOLITION. PATCH AND REPAIR ALL EXISTING FINISHES OF WALLS, CEILINGS, FLOORS, OR SURFACES THAT ARE EXPOSED OR DAMAGED DURING DEMOLITION. MATCH EXISTING AND/OR PROVIDE NEW FINISHES AS REQUIRED.
3. PROVIDE CLEAN SEAMLESS TRANSITION BETWEEN NEW AND EXISTING MATERIALS AND FINISHES.
4. FIELD VERIFY EXISTING STRUCTURE AND BUILDING CONDITIONS. PROVIDE PROPER AND ADEQUATE SUPPORT OF EXISTING STRUCTURE. SHORE-UP EXISTING WALLS AND STRUCTURE AS REQ PRIOR TO STARTING ANY DEMOLITION. PLAN AND PREPARE AS REQ. TO ACCOMPLISH THE DEMOLITION AND CONSTRUCTION.
5. FINAL GRADING SHALL BE EXECUTED IN SUCH A MANNER AS TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE HOUSE AT ALL POINTS.
6. FIELD VERIFY ALL CURRENT EXISTING CONDITIONS & COORD. SCOPE OF PROJECT W/ ARCHITECT PRIOR TO STARTING ANY WORK.
7. IDENTIFY CURRENT EXISTING MECHANICAL, PLUMBING, AND ELECTRICAL SYSTEMS AND CONDITIONS. PLAN AND PREPARE AS REQ. TO ACCOMPLISH THE DEMOLITION AND CONSTRUCTION.
8. FIELD VERIFY ALL EXISTING UTILITIES PRIOR TO STARTING ANY WORK.
9. TAKE ALL NECESSARY AND REQUIRED STEPS TO ENSURE THE SAFETY OF ALL WORKERS DURING DEMOLITION AND RECONSTRUCTION.
10. DISPOSE OF ALL CONSTRUCTION DEBRIS ACCORDING TO SALT LAKE COUNTY REQUIREMENTS IN AN APPROVED SALT LAKE COUNTY LANDFILL.

| PRESERVATION NOTES |                                                           |
|--------------------|-----------------------------------------------------------|
| Key Value          | Keynote Text                                              |
| P-1                | PRESERVE EXISTING WALL AND EXTERIOR FINISH                |
| P-2                | PRESERVE AND REFURBISH HISTORIC DOOR                      |
| P-3                | PRESERVE AND REFURBISH HISTORIC WINDOW                    |
| P-4                | PRESERVE EXISTING COLUMNS AND TRIM                        |
| P-5                | EXISTING PORCH TO REMAIN, REPAIR FRAMING AND FLOOR FINISH |
| P-6                | SHORE WALLS, FLOOR AND ROOF FOR LIFTING THE HOUSE         |
| P-7                | NEW ROOF FINISH PER ROOF PLAN                             |
| P-8                | REMOVE PORTIONS OF ROOF TO SHORE HISTORIC ROOF FORM       |
| P-9                | PRESERVE AND REPAIR HISTORIC BRICK CHIMNEY                |
| P-10               | PRESERVE AND REPAIR FASCIA AND SOFFIT AND TRIM            |
| P-11               | PRESERVE AND REPAIR CASING AND TRIM                       |





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Park City UT

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|----------------|------|
| Project number | 2001 |
| Date           |      |

## SITE PHOTOS

P1.01

Scale









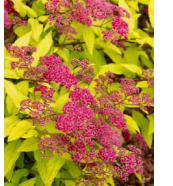




DENSE YEW  
(TAXUS X MEDIA DENSIFORMIS)



PRAIRIE DROPSEED GRASS  
(SPOROBOLUS HETEROLEPIS)



GOLDFLAME SPIRAEA  
(SPIRAEA JAPONICA)



NERIUM OLEANDER EVERGREEN  
(NERIUM OLEANDER)



RED ASH  
(ALPHITONIA EXCELSA)  
1 X 6" CALIPER  
(4) X 4" CALIPER



HONY LOCUST  
(GLEDITSIA TRIACANTHOS)  
(6) X 4" CALIPER



TURF: BUFFALOW GRASS  
(BOUTELLOUA DACTYLOIDES)



MULCH & SHRUB  
AREA W/ BORDER

## Irrigation Notes

Provide a complete underground irrigation system including all back flow preventers piping, automated control valves, controls, sprinkler heads, and control wiring for a complete system as required to support plantings.

Provide the following key noted irrigation systems on the cycle indicated (1 thru 12)

A

Area pop-up spray heads for turf.

B

Area tall spray heads for shrubs.

C

Drip system.

## Landscape Notes

All lawn areas shall receive a 4 inch depth of topsoil, all shrub planting areas a 12 inch depth of topsoil. Topsoil material is not available at the site and must be imported from an approved local source. All topsoil to be used shall be of a sandy loam consistency.

All plant material holes shall be dug twice the diameter of the rootball and 6 inches deeper. Excavated material shall be removed from the site.

Plant backfill mixture shall be composed of 3 parts topsoil to 1 part humus additive, and shall be rotary mixed on-site prior to installation.

Upon completion of planting operations, all shrub and tree wells shall receive a 3 inch depth of appropriate mulch cover. All perennial areas (if any) shall receive a 3 inch depth of fine ground bark ("Soil Pep") tilled into the top 6 inches of topsoil.

All lawn and shrub areas shall be separated with pvc border, to be installed per manufacturer's recommendations.

All landscape boulders shall be of similar color to any exterior building stone, etc. that may be used in the construction.

The project shall be swept clean of dirt and debris prior to completion of the project. The landscape contractor shall be responsible for maintaining the entire project for a period through the second mowing of the lawn, or 30 days, whichever is greater.

The contractor shall comply with all warranties and guarantees set forth by the Owner, and in case shall that period be less than one year following the date of completion and acceptance.

The contractor shall line all planting areas with weed barrier fabric, and bark.

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phone: 801.232.9333

1128 PARK AVE  
RESIDENCE  
1124 Park Ave.  
Park City UT

| No. | Date | Description |
|-----|------|-------------|
|     |      |             |
|     |      |             |
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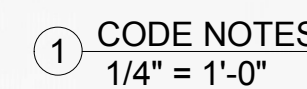
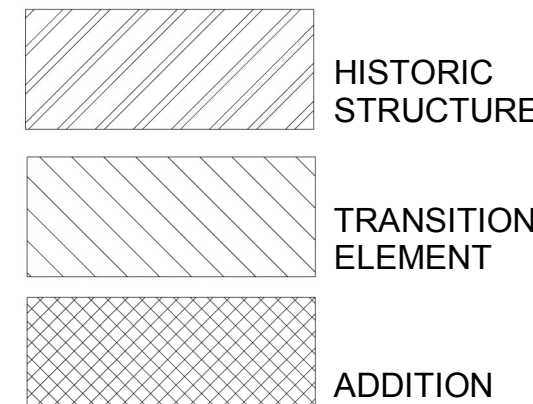
Project number 2001  
Date

LANDSCAPE  
L1.01  
Scale 1/4" = 1'-0"

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88



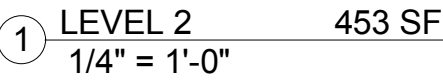








|                |    |
|----------------|----|
| Project number | 20 |
| Date           |    |







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Park City UT

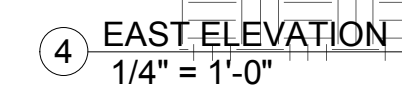
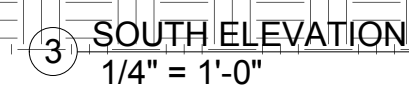
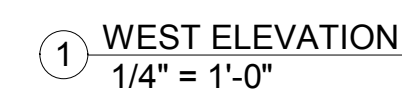
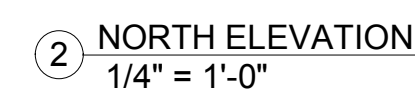
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| Project number | 2001 |
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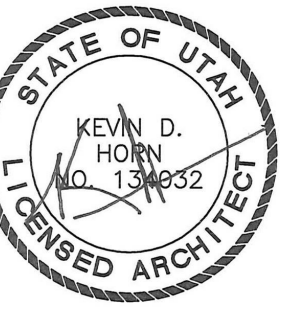
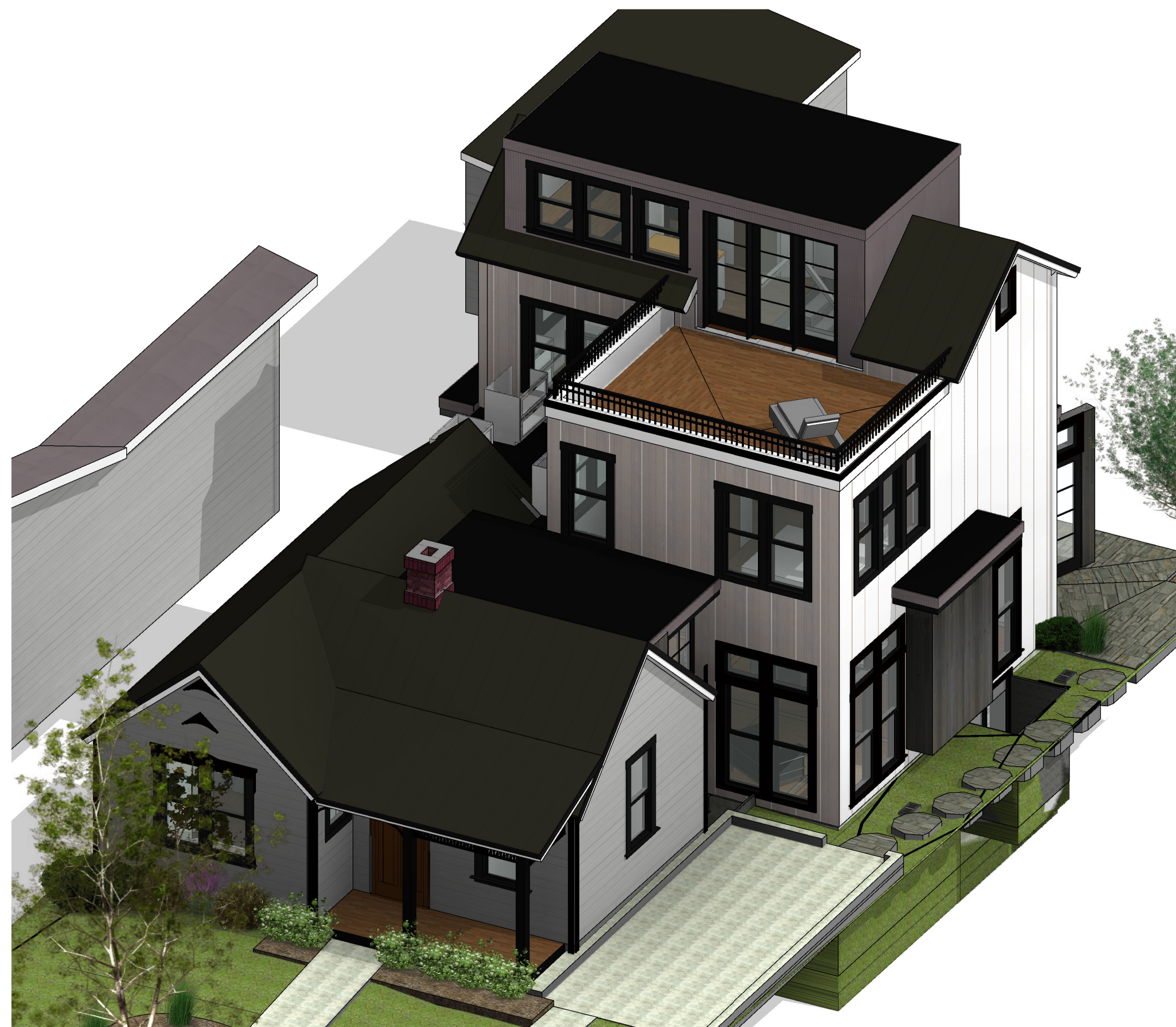
## ELEVATIONS

A3.01

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| Scale | 1/4" = 1'-0" |
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Bountiful, UT 84011  
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1128 PARK AVE  
RESIDENCE  
1124 Park Ave.  
Park City UT

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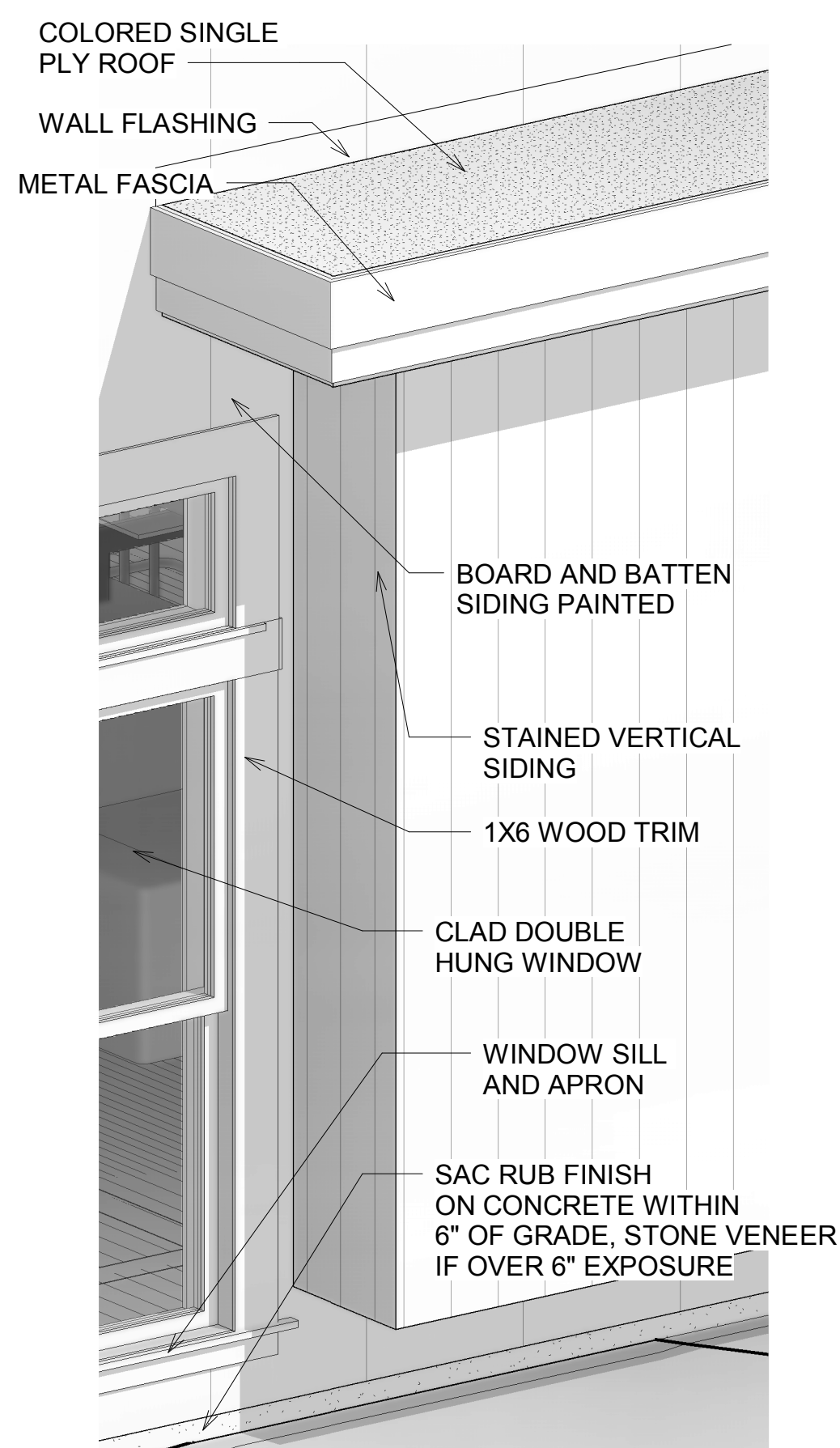
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### 3D VIEWS

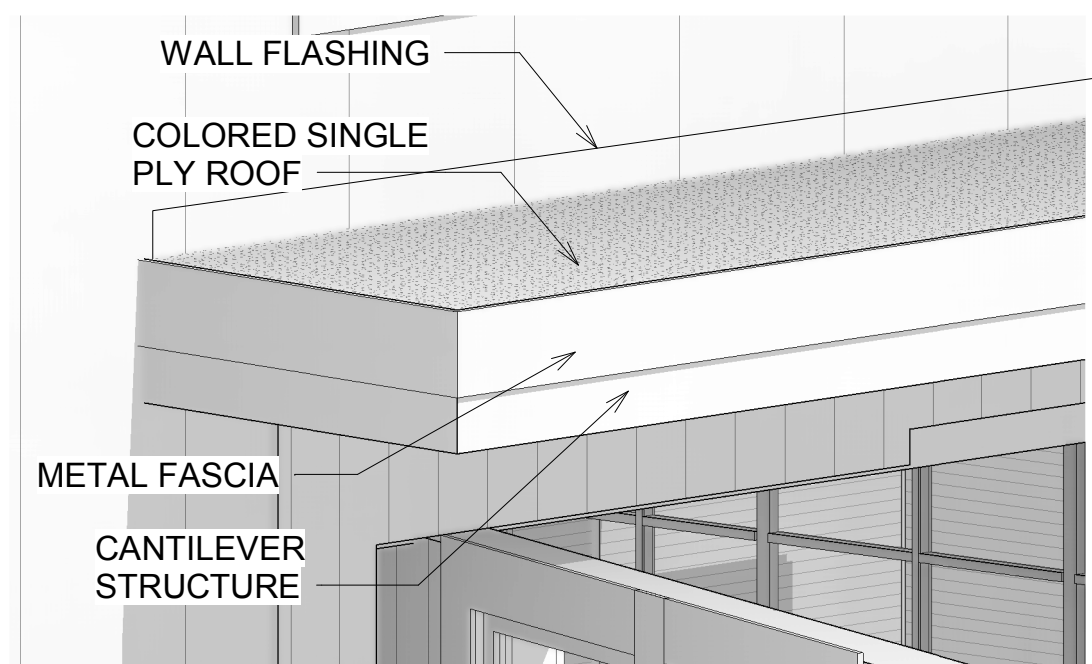
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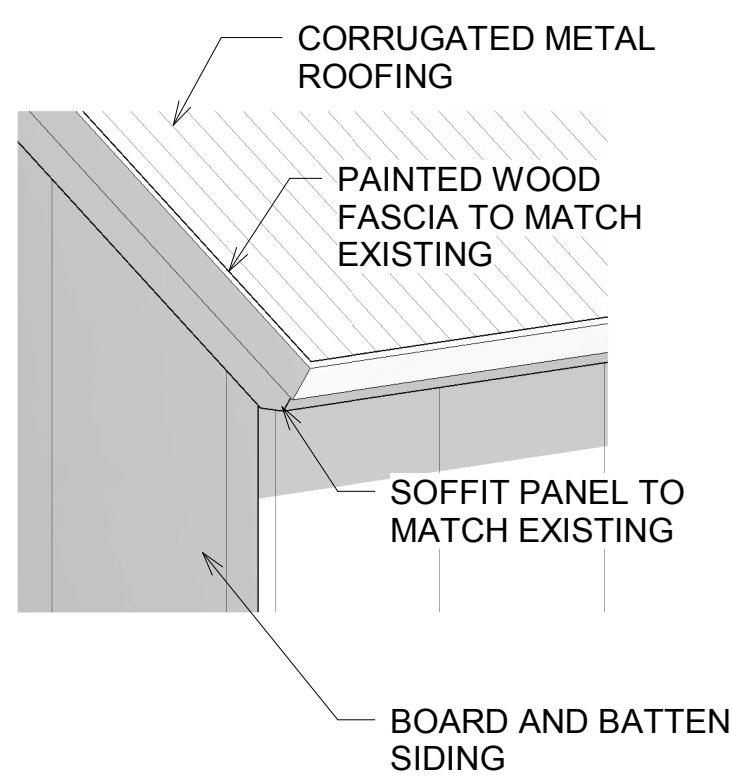




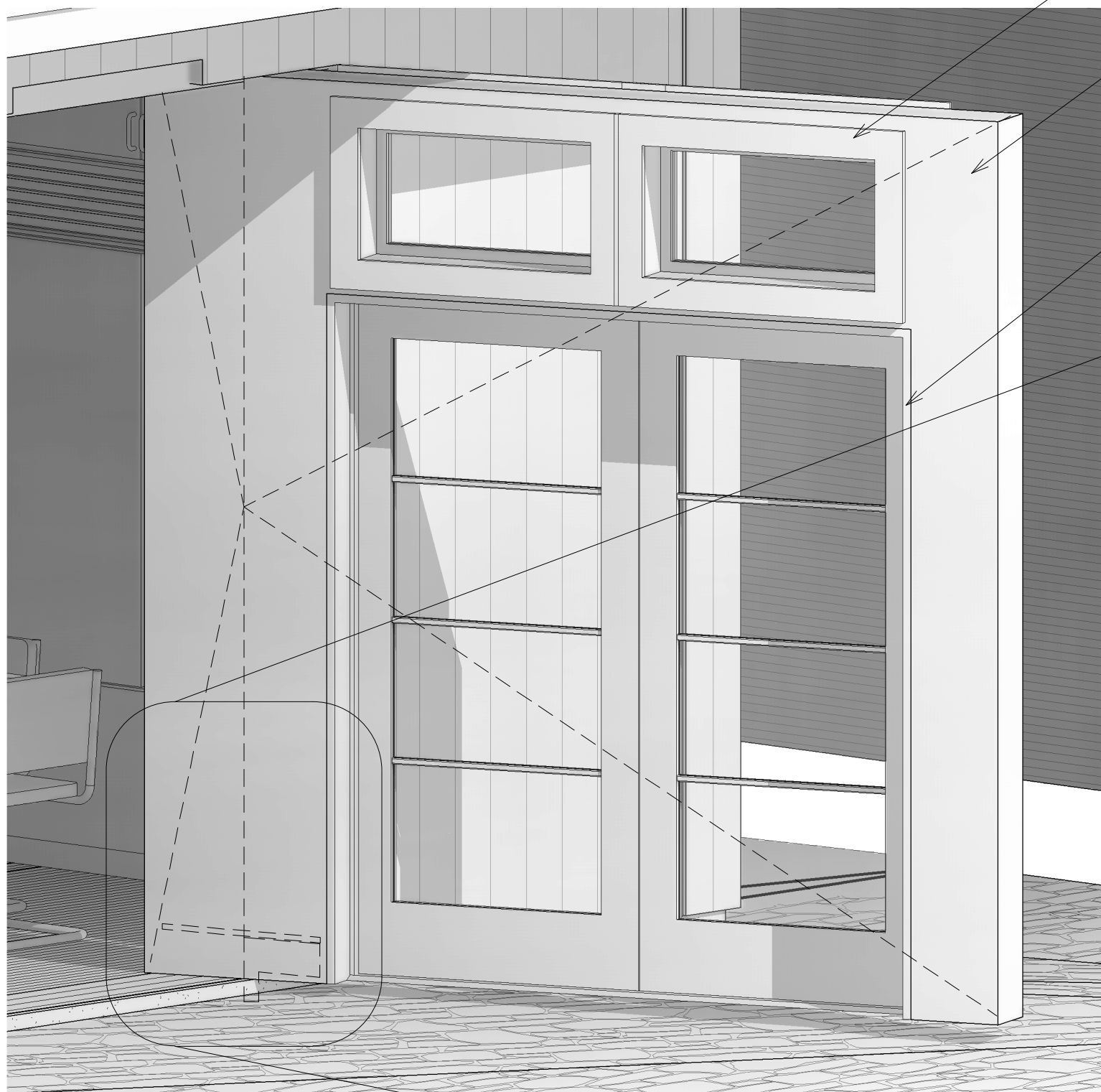
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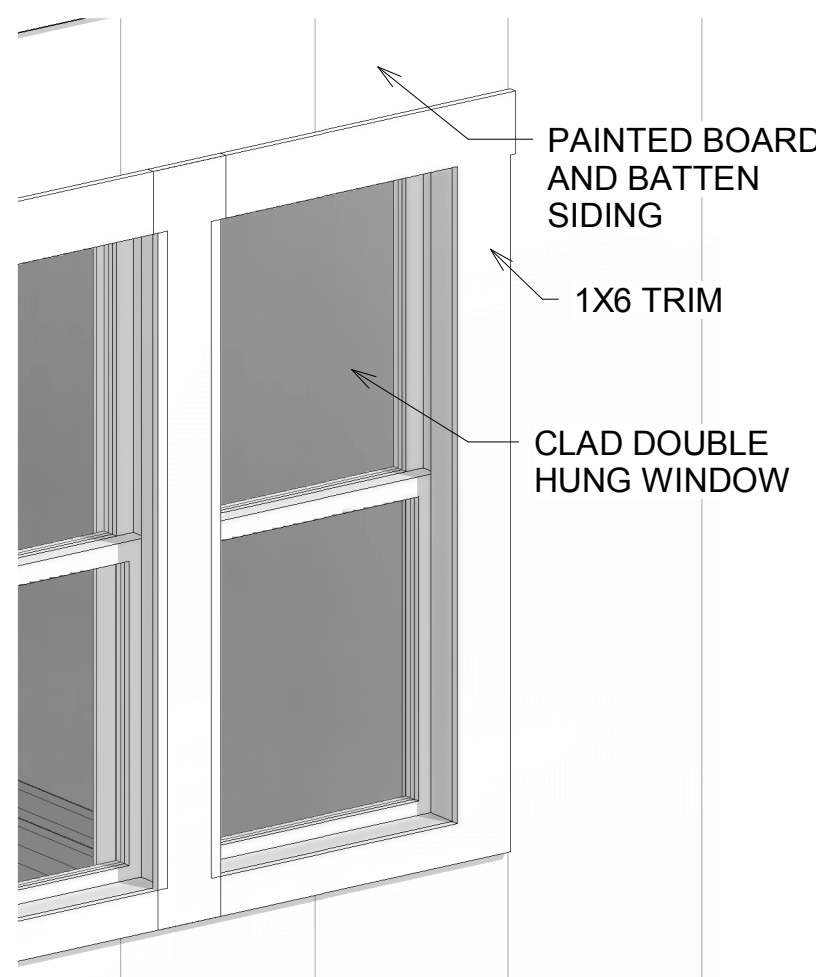
7 FLAT ROOF



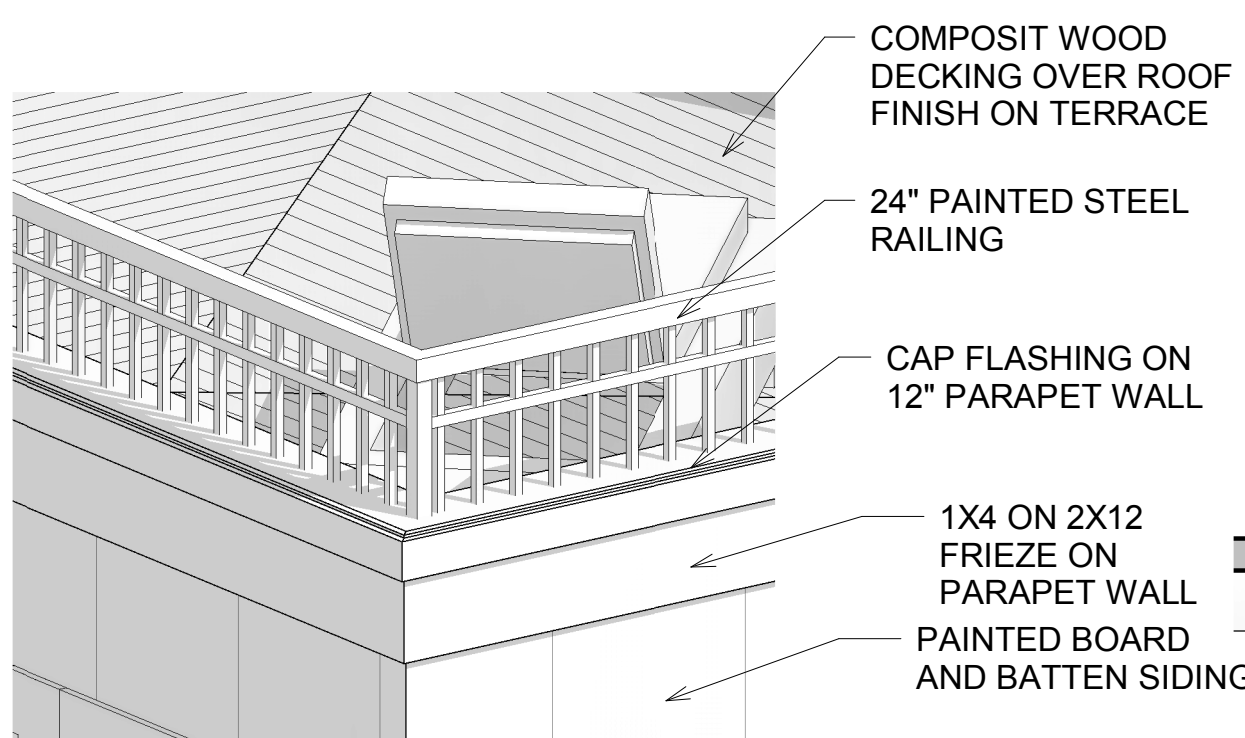
6 FASCIA



5 WALL PANEL



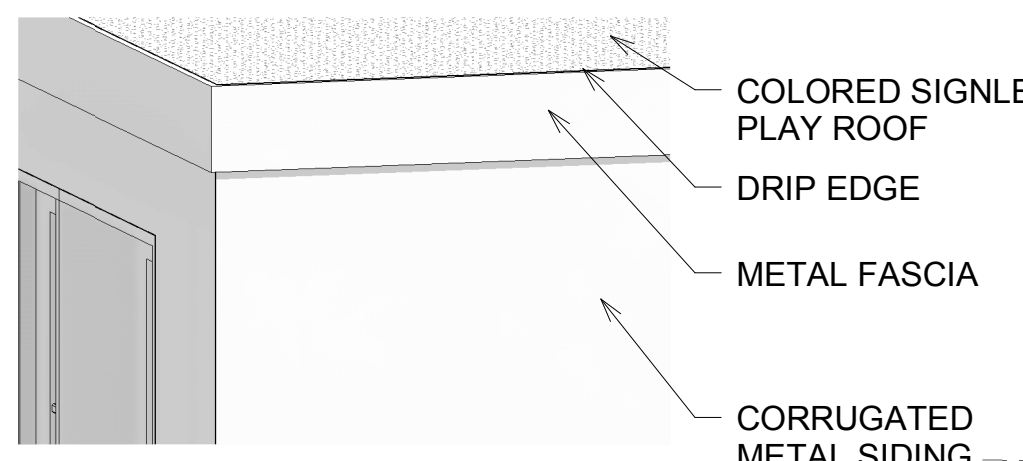
4 WINDOW DETAIL



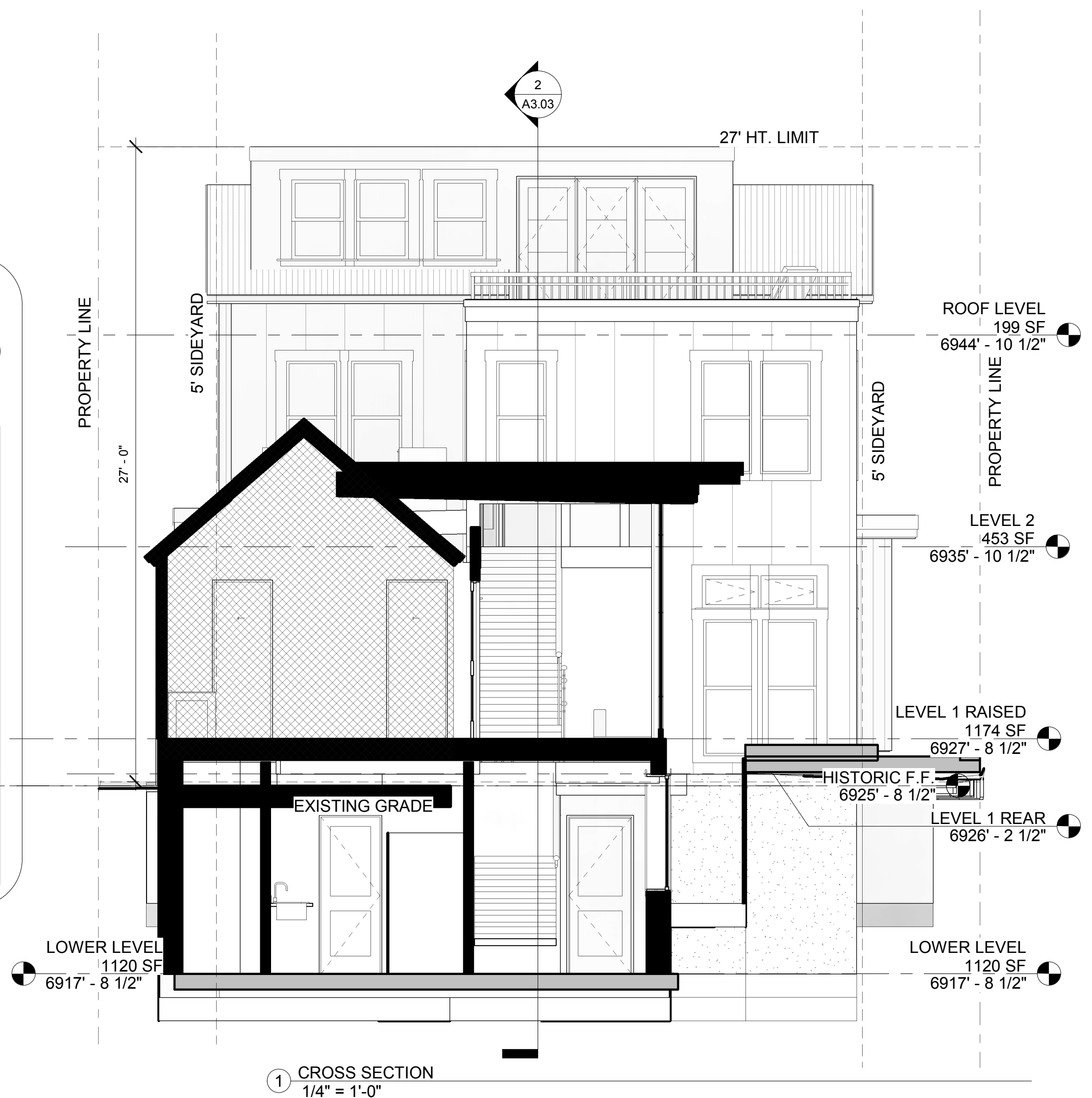
3 TERRACE RAIL



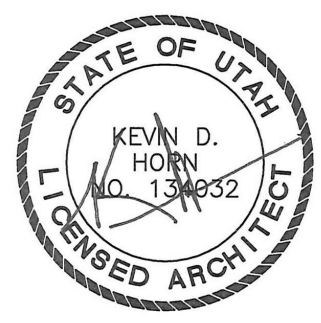
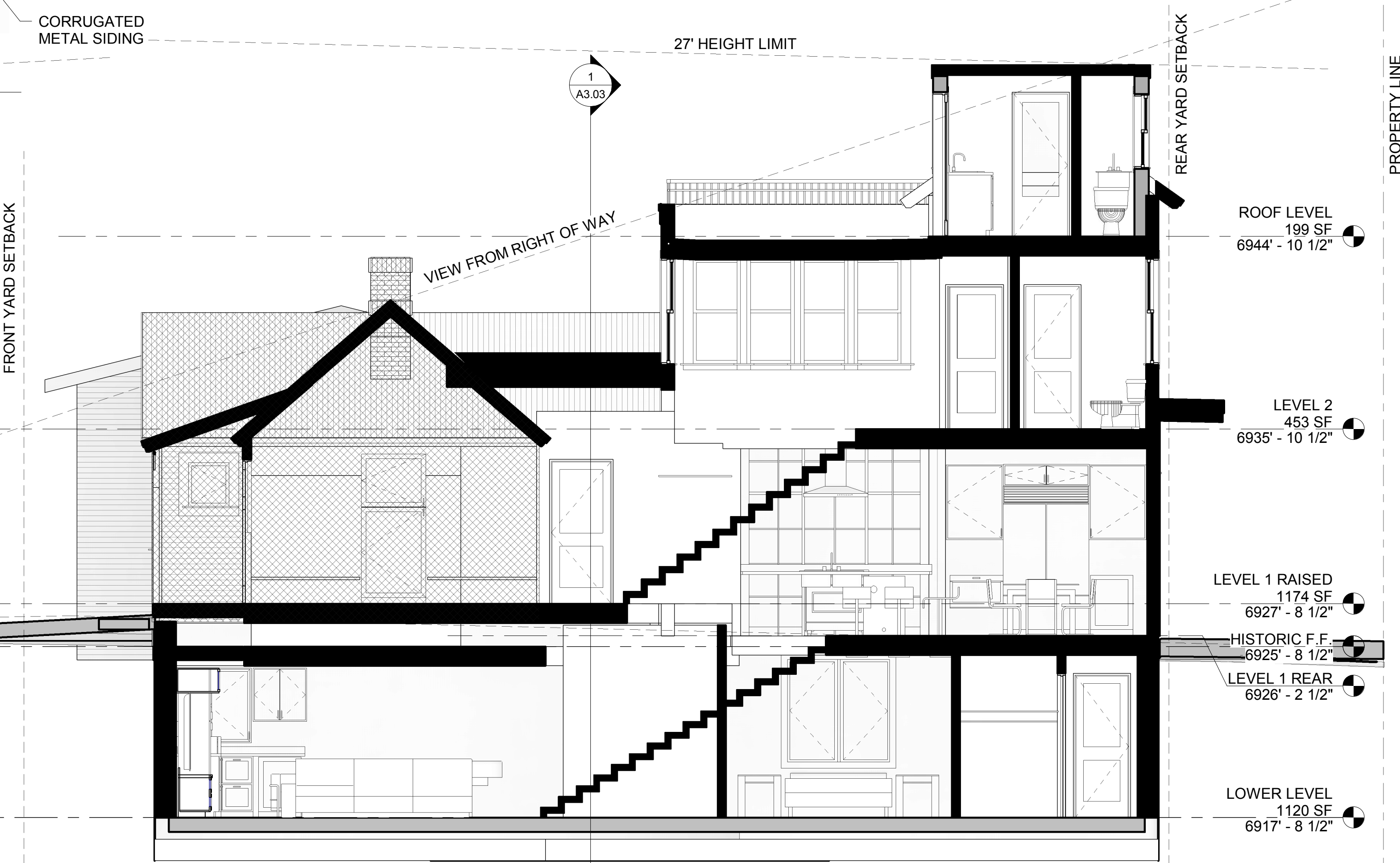
FLUSH FLOOR MOUNTED WALL CARRYING PIVOT



8 PENTHOUSE



2 LONG SECTION 1/4" = 1'-0"



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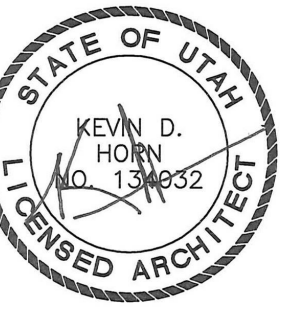
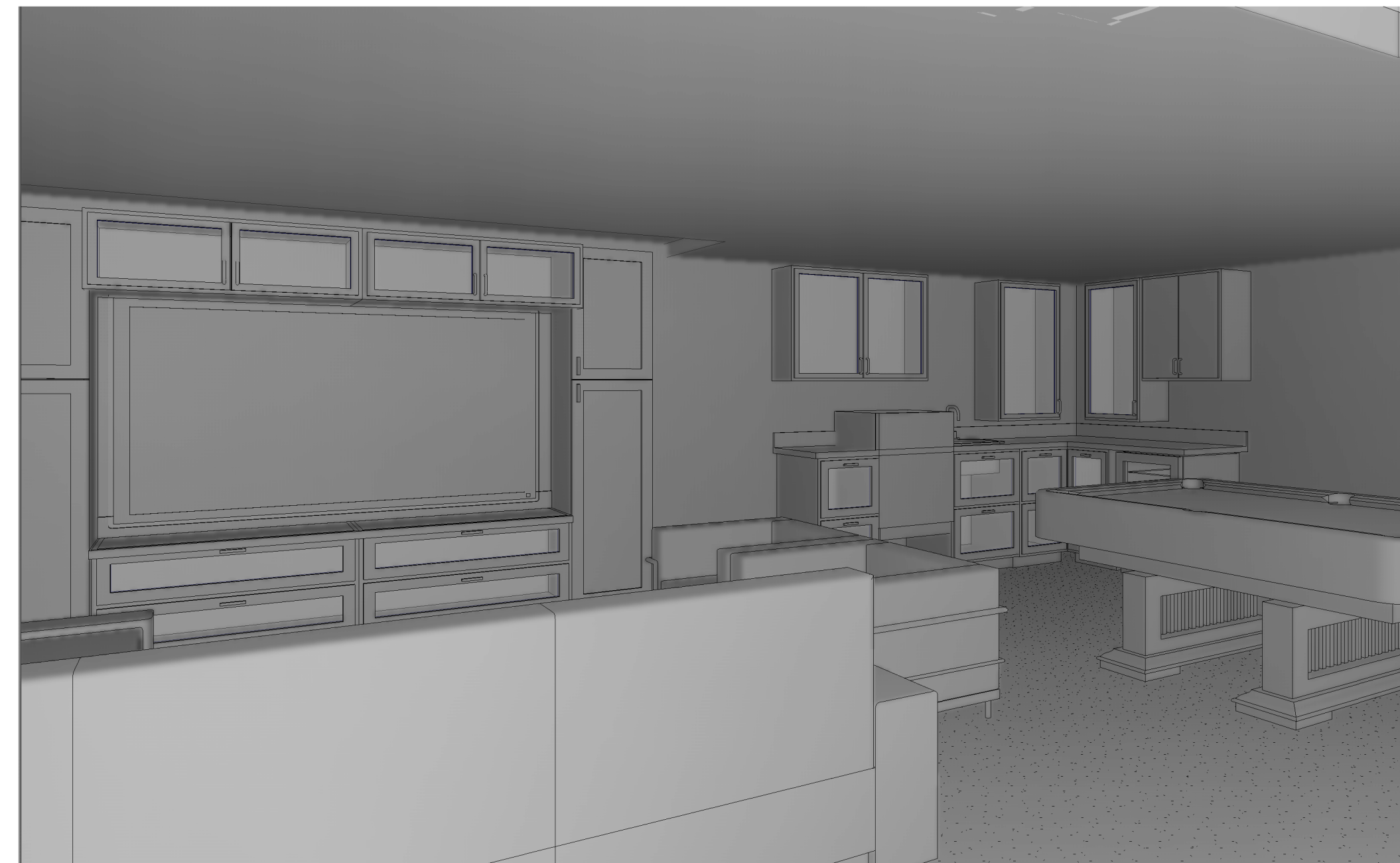
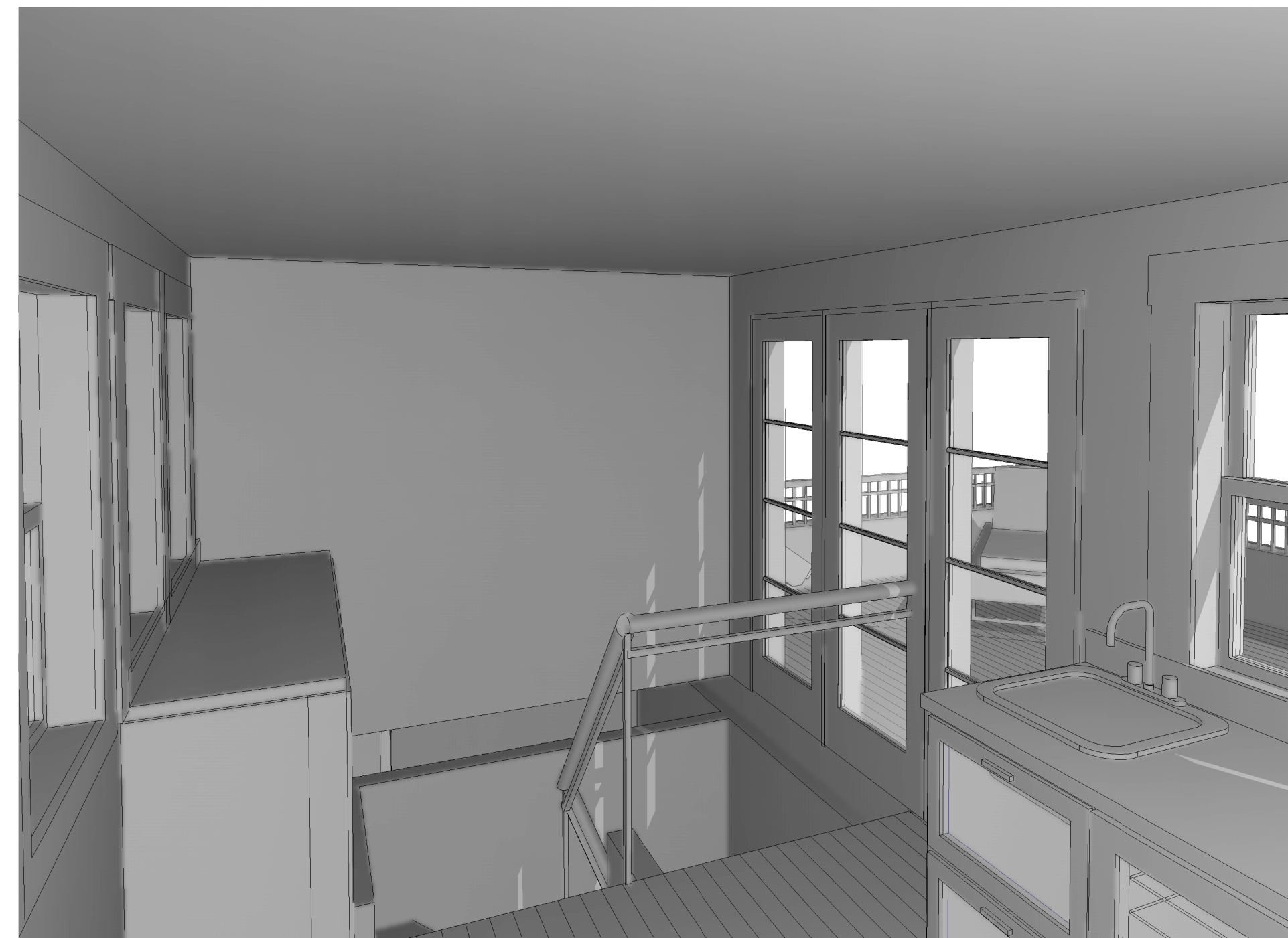
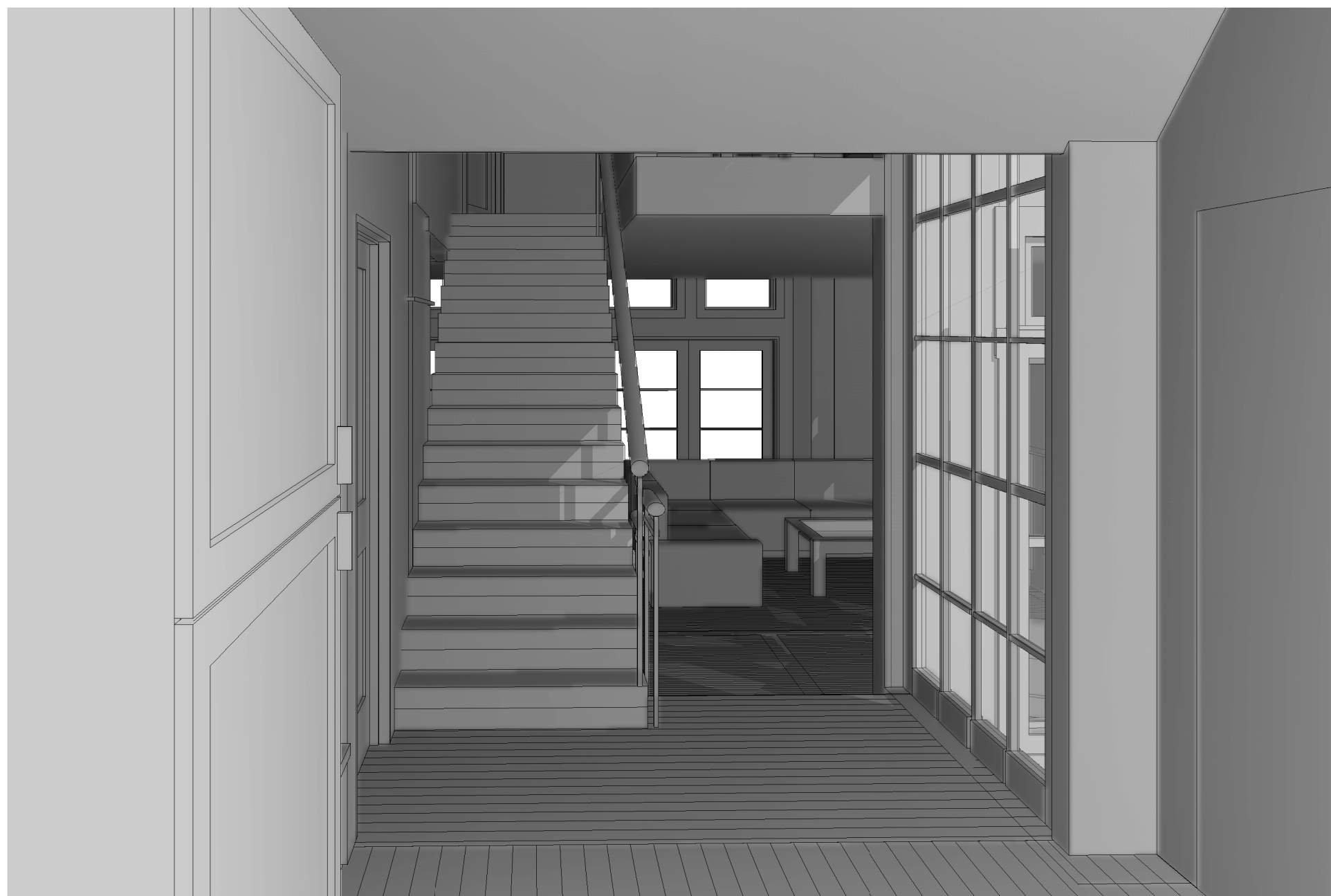
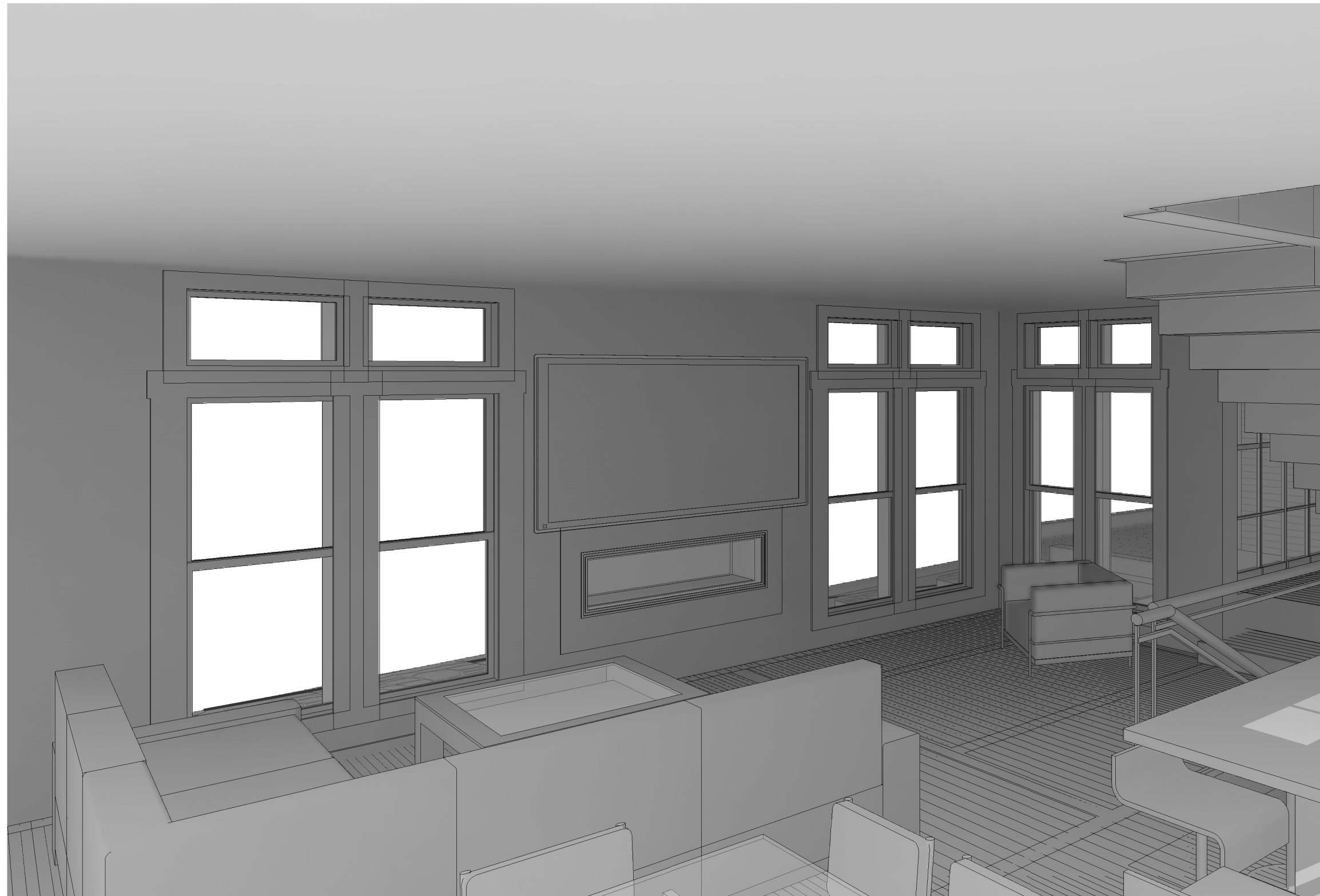
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Project number 2001  
Date

SECTIONS

A3.03  
Scale 1/4" = 1'-0"





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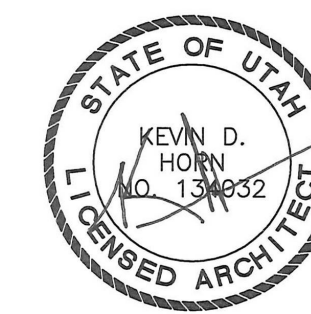
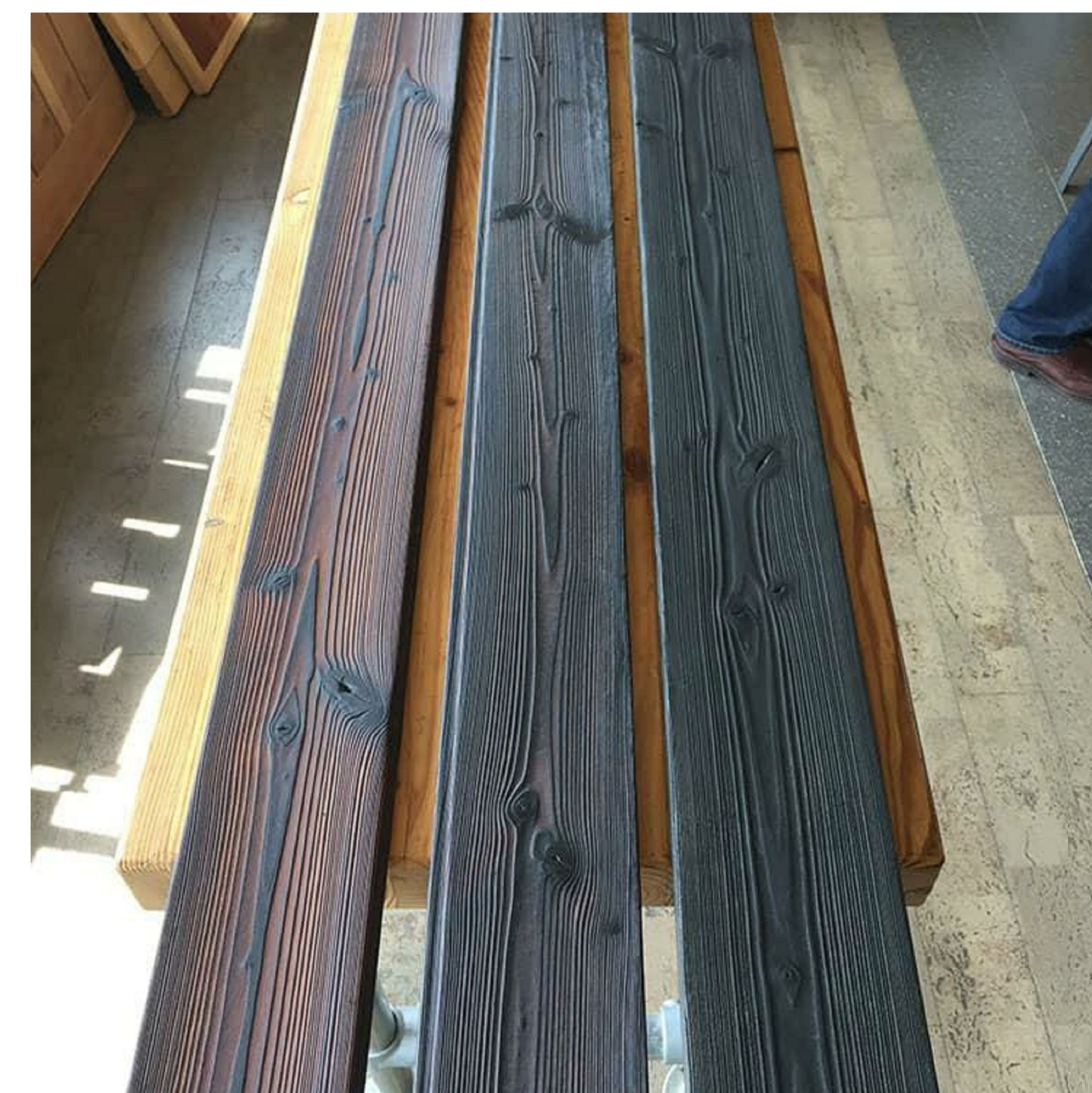
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| Project number | 200 |
| Date           |     |

## INTERIOR VIEWS

A5.01

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| Scale |  |
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phone: 801.23299333

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| Project number | 200 |
| Date           |     |

## EXTERIOR FINISHES

A8.01

Scale



## Planning Commission Staff Report



**Subject:** Nightly Rentals – Lower Rossi Hill HRL Zone  
**Application:** PL-20-04613  
**Author:** Rebecca Ward  
**Date:** September 23, 2020  
**Type of Item:** Legislative – Land Management Code Amendment

### Summary Recommendations

Staff recommends the Planning Commission (1) review the proposed Land Management Code amendment to allow Nightly Rentals as a Conditional Use in the Lower Rossi Hill Historic Residential Low – Density area; (2) hold a public hearing; and (3) consider forwarding a positive recommendation for City Council’s consideration on October 29, 2020.

### Description

**Applicant:** Planning Department  
**Zoning District:** Lower Rossi Hill Historic Residential Low – Density Area  
**Reason for Review:** Land Management Code amendments require Planning Commission review and recommendation to City Council for Final Action

### Acronyms

CUP Conditional Use Permit  
HRL Historic Residential Low – Density  
LMC Land Management Code

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

### Executive Summary

The proposed Land Management Code (LMC) amendment establishes Nightly Rentals as a Conditional Use in the Lower Rossi Hill Historic Residential Low – Density (HRL) area to align with information that was presented to the Commission and the Council when the Lower Rossi Hill area was rezoned from Residential – Medium to HRL in 2017.

Prior to the 2017 rezone, Nightly Rentals were allowed in the area subject only to Business License regulations. Due to an oversight in 2017 when the area was rezoned, Nightly Rentals were by default prohibited. Establishing Nightly Rentals as a Conditional Use Permit (CUP) in the area will allow property owners to apply for a Nightly Rental permit and license—a property right that was represented to the Commission and Council when the area was rezoned—while providing the Commission with an opportunity to review and mitigate impacts to the neighbors. Additionally, the CUP process for each property requires a public notice process. The neighbors will have an opportunity to provide input to the Commission during the CUP review process for each Nightly Rental.



## **Background**

Nightly Rentals are an Allowed Use in the Residential – Medium Zoning District.<sup>1</sup> In 2017, the Council adopted [Ordinance 2017-05](#), rezoning a portion of the Lower Rossi Hill area from Residential – Medium to HRL to reduce potential density to protect three Historic Structures designated Landmark Status on the City's Historic Sites Inventory.<sup>2</sup>

The HRL Zoning District is an outlier. It is the only Zoning District that requires a CUP for a Nightly Rental, and it is the only Zoning District that is divided into three sub-neighborhoods, shown in light blue below – the western Sampson Avenue/Ridge Avenue/King Road HRL area, the middle McHenry Avenue HRL area, and the eastern Lower Rossi Hill HRL area:



In 2015, at the request of residents, the City Council adopted [Ordinance No. 15-44](#) to prohibit Nightly Rentals in the McHenry HRL area, in part to protect the primary resident neighborhood ([Staff Report](#), p. 248; [Minutes](#), p. 8). This prohibition is reflected in LMC [§ 15-2.1-2\(B\)\(1\)](#), Footnote 2:

[Nightly Rentals] shall be allowed only in the West sub-neighborhood located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. No Nightly Rentals are allowed elsewhere in this Zoning District. . .

<sup>1</sup> LMC [§ 15-2.15-2\(A\)\(7\)](#).

<sup>2</sup> 622, 652, and 660 Rossie Hill Drive; LMC [§ 15-11-10\(D\)\(fc\) – \(fe\)](#)



As a result of the 2015 amendments limiting Nightly Rentals to the western HRL area, when the Lower Rossi Hill area was rezoned to HRL, Nightly Rentals were by default prohibited in the Lower Rossi Hill HRL area. However, the rezone staff report contained an oversight and did not consider Footnote 2 to LMC [§ 15-2.1-2\(B\)\(1\)](#) that restricts Nightly Rentals to the western HRL area (Exhibit B, January 11, 2017 Planning Commission Staff Report; Exhibit C, February 16, 2017 City Council Staff Report). Instead, the staff report included the table below that showed that Nightly Rentals would be a Conditional Use when the Lower Rossi Hill area was rezoned to HRL:

| <b>Zone Allowance:</b>                 | <b>Residential Medium-Density (RM)</b> | <b>Historic Residential Low-Density (HRL) District</b> |
|----------------------------------------|----------------------------------------|--------------------------------------------------------|
| <i>Single Family Dwelling</i>          | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Duplex Dwelling</i>                 | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Triplex Dwelling</i>                | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Secondary Living Quarters</i>       | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Lockout Unit</i>                    | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Accessory Apartment</i>             | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Nightly Rental</i>                  | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Home Occupation</i>                 | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, In-Home Babysitting</i> | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, Family</i>              | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, Family Group</i>        | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Accessory Building and Use</i>      | <i>Allowed</i>                         | <i>Allowed</i>                                         |

On December 12, 2019, an attorney representing the company with a property interest in the Lower Rossi Hill HRL area submitted a letter to Mayor Beerman—including as Exhibit D—to bring this oversight to the City’s attention.

On July 9, 2020, the Commission forwarded a positive recommendation for City Council’s consideration to cap the number of Nightly Rentals in the western HRL area to 12 and to include additional Conditional Use Permit (CUP) criteria ([Staff Report](#); [Minutes](#), p. 32-37). After publishing public notice regarding the July 9 amendments, staff became aware of the Lower Rossi Hill Nightly Rental matter. Staff included the December 12 letter as an exhibit to the July 9 staff report and informed the Commission that staff would return at a later date to address Nightly Rentals in the Lower Rossi Hill area so that staff could properly notice the discussion.

On July 30, 2020, the City Council enacted [Ordinance No. 2020-37](#) to adopt the amendments specific to the western HRL area ([Staff Report](#); [Audio](#)). Staff informed the Council that amendments specific to the Lower Rossi Hill HRL area would be addressed in a later meeting.

### **Analysis**

Goal 7 of the General Plan, *Life-Cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents*, includes objective 7C: “Focus future nightly rental units to resort neighborhoods – near Park City Mountain Resort and



Deer Valley” (General Plan, Volume I, [Sense of Community](#), p. 71). The Lower Rossi Hill HRL area is located to the east of Old Town and to the west of the Deer Valley Resort. The Lower Rossi Hill HRL area, shown in light blue below, is surrounded by property zoned Residential – Medium (dark brown) and Residential Development (light brown). Nightly Rentals are allowed in both Zoning Districts.<sup>3</sup>



Prior to the 2017 rezoning of the Lower Rossi Hill area to HRL, Nightly Rentals were allowed and the only requirement was a Business License pursuant to the regulations outlined in Municipal Code of Park City [§ 4-5-3](#).

Unlike the western HRL area that contains several vacant and developable lots accessed by substandard roads, the rezone of the Lower Rossi Hill area reduced potential density and rezoned nearly one acre of vacant land as Recreation Open Space. Due to the restricted future density in this area, staff does not recommend a cap on Nightly Rentals.<sup>4</sup>

However, according to the Deputy City Engineer, parking for Nightly Rentals should be restricted to on-site as a result of parking limitations on Deer Valley Loop and the steep grade of Rossi Hill Drive. As a result, staff recommends

<sup>3</sup> LMC [§ 15-2.15-2\(A\)\(7\)](#); LMC [§ 15-2.13-2\(A\)\(6\)](#).

<sup>4</sup> Duplex, Triplex, and Bed & Breakfasts are Allowed Uses in the Residential – Medium Zoning District (LMC [§ 15-2.15-2](#)) and the minimum Lot Area is 2,812 square feet for Single-Family Dwellings (LMC [§ 15-2.15-3](#)). Only Single-Family Dwellings are Allowed in the HRL Zoning District (LMC [§ 15-2.1-2](#)) and the minimum Lot Area is 3,750 square feet (LMC [§ 15-2.1-3](#)).



some heightened CUP criteria, including restrictions to on-site parking and posting of the property management information within the Nightly Rental so that responsible parties for Nightly Rental properties can be easily contacted.

The proposed amendment to Footnote 2 of LMC [§ 15-2.1-2\(B\)\(1\)](#) is as follows:

<sup>2</sup> The HRL Zoning District is divided into three sub-neighborhoods: the western sub-neighborhood along Sampson Avenue, Ridge Avenue, and King Road; the McHenry Avenue sub-neighborhood; and the Lower Rossi Hill sub-neighborhood along Deer Valley Loop and Rossi Hill Drive. No more than twelve (12) Conditional Use Permits shall be allowed ~~only~~ in the ~~West western~~ sub-neighborhood ~~located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road.~~ Nightly Rentals are prohibited in the McHenry Avenue sub-neighborhood. Nightly Rentals in the Lower Rossi Hill sub-neighborhood require a Conditional Use Permit. ~~No Nightly Rentals are allowed elsewhere in this Zoning District.~~ For Nightly Rentals in the western sub-neighborhood, in addition to the Conditional Use Permit criteria in LMC § 15-1-10(E), the Planning Commission shall consider whether or not the proposed Nightly Rental mitigates the impacts of and addresses the following items: (a) all rental agreements for Nightly Rental shall include language that limits the vehicles allowed to the number of on-site Parking Spaces; (b) all rental agreements shall include language indicating that all-wheel drive vehicles are required during the winter season; (c) all rental agreements shall provide Nightly Renters with information regarding walkable access to skiing, to Park City's Historic Main Street, to Old Town, and to Park City's free transit service; and (d) property management contact information shall be displayed in a prominent location inside the Nightly Rental. For Nightly Rentals in the Lower Rossi Hill sub-neighborhood, in addition to the Conditional Use Permit criteria in LMC § 15-1-10(E), the Planning Commission shall consider whether or not the proposed Nightly Rental mitigates the impacts of and addresses the following items: (a) all rental agreements for Nightly Rental shall include language that limits the vehicles allowed to the number of on-site parking spaces; and (b) property management contact information shall be displayed in a prominent location inside the Nightly Rental.

### **Review**

The Planning, Engineering, and Legal Departments reviewed this report.

### **Notice**

Staff mailed courtesy notice to property owners within the Lower Rossi Hill HRL Zoning District and within 300 feet on September 9, 2020. Staff published notice on the City's



website and the Utah Public Notice website on September 9, 2020. The *Park Record* published notice on September 9, 2020. LMC [§ 15-1-21](#).

### **Public Input**

Staff encouraged the property owner to reach out to neighbors for input. No public input was received at the time this report was published, only inquiries for more information.

### **Alternatives**

- The Planning Commission may forward a positive recommendation for City Council's consideration on October 29, 2020;
- The Planning Commission may forward a negative recommendation for City Council's Consideration on October 29, 2020; or
- The Planning Commission may request additional information and continue the discussion to a later date.

### **Exhibits**

Exhibit A: Draft Ordinance and Redlines

Exhibit B: January 11, 2017 Planning Commission Staff Report

Exhibit C: February 16, 2017 City Council Staff Report

Exhibit D: December 12, 2019 Attorney Letter to Mayor Beerman



## ORDINANCE 2020-XX

### **AN ORDINANCE AMENDING FOOTNOTE 2 OF LAND MANAGEMENT CODE § 15-2.1-2(B)(1) TO ESTABLISH NIGHTLY RENTALS AS A CONDITIONAL USE IN THE LOWER ROSSI HILL SUB-NEIGHBORHOOD OF THE HISTORIC RESIDENTIAL LOW – DENSITY ZONING DISTRICT**

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah, to promote the health, safety, and welfare of the residents, visitors, and property owners of Park City;

WHEREAS, the Land Management Code implements the goals, objectives, and policies of the Park City General Plan to maintain the quality of life and experiences for City residents and visitors;

WHEREAS, Goal 7 of the General Plan includes objective 7C: “Focus future nightly rental units to resort neighborhoods – near Park City Mountain Resort and Deer Valley;”

WHEREAS, the Lower Rossi Hill area is located east of Old Town and west of the Deer Valley Resort;

WHEREAS, the Lower Rossi Hill area was zoned Residential – Medium prior to 2017 and Nightly Rentals are allowed in Residential – Medium Zoning Districts;

WHEREAS, the Lower Rossi Hill area contains three Landmark Historic Structures on the City’s Historic Sites Inventory: 622, 652, and 660 Rossi Hill Drive;

WHEREAS, to protect the Landmark Historic Structures, the Council directed staff to research a potential rezoning of the area to restrict future density in the area and to preserve certain vacant property as Recreation Open Space;

WHEREAS, on February 16, 2017, the City Council adopted Ordinance No. 2017-05, *Approving a Zoning Map Amendment from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossi Hill Drive as well as the BLM-Owned Parcels, Park City, Utah;*

WHEREAS, the staff report prepared for the Planning Commission’s recommendation to City Council for the rezone contained an oversight and represented that Nightly Rentals would be a Conditional Use when the area was rezoned;

WHEREAS, the staff report prepared for the City Council’s review contained an oversight and represented that Nightly Rentals would be a Conditional Use when the area was rezoned;



WHEREAS, Footnote 2 of Land Management Code § 15-2.1-2(B)(1) restricts Nightly Rentals to the western Historic Residential Low – Density Zoning District and by default, Nightly Rentals were prohibited in the Lower Rossi Hill neighborhood when the area was rezoned to Historic Residential Low – Density;

WHEREAS, to align the Land Management Code with the information presented to the Commission and Council at the time the area was rezoned, Nightly Rentals are a Conditional Use in the Lower Rossi Hill HRL area;

WHEREAS, the Lower Rossi Hill HRL area is surrounded by property zoned Residential – Medium and Residential Development and Nightly Rentals are an allowed use in both Zoning Districts;

WHEREAS, to protect the three Landmark Historic Structures in the Lower Rossi Hill HRL area, additional Conditional Use Permit criteria shall be considered for Nightly Rentals, including a requirement that Nightly Rental vehicles be restricted to the number of on-site parking spaces and that property management contact information be displayed in a prominent location inside the Nightly Rental;

WHEREAS, the Planning Commission duly noticed and conducted a public hearing on September 23, 2020 and forwarded a X recommendation to City Council; and

WHEREAS, the City Council duly noticed and conducted a public hearing on October 29, 2020.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. FOOTNOTE 2 OF LAND MANAGEMENT CODE § 15-2.1-2(B)(1), *Historic Residential – Low Density District Uses*. The recitals above are incorporated herein as findings of fact. Section 15-2.1-2(B)(1), Footnote 2, of the Land Management Code of Park City is hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED this 29<sup>th</sup> day of October, 2020

PARK CITY MUNICIPAL CORPORATION

---

Andy Beerman, Mayor



Attest:

---

City Recorder

Approved as to form:

---

Mark Harrington, City Attorney



**15-2.1-2 Uses**

. . .

**B. CONDITIONAL USES.**

1. Nightly Rentals<sup>2</sup>
2. Lockout Unit
3. Accessory Apartment<sup>3</sup>
4. Child Care Center<sup>1</sup>
5. Essential Municipal and Public Utility Use, Facility, Service and Structure
6. Telecommunication Antenna<sup>4</sup>
7. Satellite dish greater than thirty-nine inches (39") in diameter<sup>5</sup>
8. Residential Parking Area or Structure five (5) or more spaces
9. Temporary Improvement<sup>6</sup>
10. Passenger Tramway Station and Ski Base Facility<sup>7</sup>
11. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge<sup>6</sup>
12. Recreation Facility, Private
13. Fences greater than six feet (6') in height from Final Grade<sup>5,8</sup>

. . .

<sup>2</sup> The HRL Zoning District is divided into three sub-neighborhoods: the western sub-neighborhood along Sampson Avenue, Ridge Avenue, and King Road; the McHenry Avenue sub-neighborhood; and the Lower Rossi Hill sub-neighborhood along Deer Valley Loop and Rossi Hill Drive. No more than twelve (12) Conditional Use Permits shall be allowed ~~only~~ in the ~~West western~~ sub-neighborhood ~~located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road.~~ Nightly Rentals are prohibited in the McHenry Avenue sub-neighborhood. Nightly Rentals in the Lower Rossi Hill sub-



neighborhood require a Conditional Use Permit. ~~No Nightly Rentals are allowed~~  
~~elsewhere in this Zoning District.~~ For Nightly Rentals in the western sub-  
neighborhood, ~~in~~ in addition to the Conditional Use Permit criteria in LMC § 15-1-  
10(E), the Planning Commission shall consider whether or not the proposed  
Nightly Rental mitigates the impacts of and addresses the following items: (a) all  
rental agreements for Nightly Rental shall include language that limits the  
vehicles allowed to the number of on-site Parking Spaces; (b) all rental  
agreements shall include language indicating that all-wheel drive vehicles are  
required during the winter season; (c) all rental agreements shall provide Nightly  
Renters with information regarding walkable access to skiing, to Park City's  
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property management contact information shall be displayed in a prominent  
location inside the Nightly Rental. For Nightly Rentals in the Lower Rossi Hill sub-  
neighborhood, in addition to the Conditional Use Permit criteria in LMC § 15-1-  
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rental agreements for Nightly Rental shall include language that limits the  
vehicles allowed to the number of on-site parking spaces; and (b) property  
management contact information shall be displayed in a prominent location  
inside the Nightly Rental.



## Planning Commission Staff Report

**Subject:** Zoning Map Amendment Request  
**Author:** Anya Grahn, Historic Preservation Planner  
Bruce Erickson, AICP, Planning Director  
**Project Number:** PL-16-03323  
**Date:** January 11, 2017  
**Type of Item:** Legislative – Zoning Map Amendment

### Summary Recommendations

Staff recommends the Planning Commission hold a public hearing and consider forwarding a positive recommendation to City Council to approve the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

### Description

**Applicant:** Park City Planning Department  
**Location:** 622, 652, and 660 Rossie Hill Drive  
**Existing Zoning:** Residential Medium (RM) District  
**Proposed Zoning:** Historic Residential Low-Density (HRL) and Recreation Open Space (ROS)  
**Adjacent Land Uses:** Single-family and multi-unit residential  
**Reason for Review:** Zoning Map Amendment applications require a Planning Commission recommendation and City Council review and action

### Proposal

City Council has expressed concern about the future development of the BLM parcels along Rossie Hill Drive, which include 622, 652, and 660 Rossie Hill Drive. The neighborhood of the BLM parcels is currently zoned Residential Medium (RM) District along Deer Valley Drive, and Estate (E) to the south of Rossie Hill Drive; this area provides a transition between Old Town to the West and Lower Deer Valley to the east. As outlined in the General Plan, the aesthetics of the Lower Deer Valley neighborhood should be preserved with special consideration to preserving the few remaining miners' houses along Deer Valley Drive and encouraging compatible development that does not overwhelm the historic houses. Additionally, the General Plan recommends the use of conservation neighborhoods tools to protect native vegetation and wildlife corridors in the Lower Deer Valley neighborhood.

In order to maintain the aesthetic experience of arriving at the resort and meeting City Council's goals for preserving historic resources along Deer Valley Drive, City Council directed staff to make a zone change amendment on September 22, 2016 ([Staff Report](#))



page 92, [Minutes](#) page 18).

### **Background**

Prior to 2013, the BLM has owned the hillside containing the three historic miner's houses at 622, 652, and 660 Rossie Hill Drive the fire-damaged historic house at 632 Deer Valley Loop, and the triangle parcel above Rossie Hill Drive. In 2013, the BLM granted a land patent to the Bertagnoles for the 632 Deer Valley Loop parcel after 30 years of Color of Title legal action. Richard Dennis is currently in a Color of Title action with BLM for the three remaining houses.

This hillside was initially zoned R-1 in 1968, which permitted a density of about 14.5 units/acre; however, by 1985, it had been rezoned to RM. The RM zoning district serves as a transition neighborhood between Old Town to the west and Lower Deer Valley to the east. The neighborhood is largely characterized by resort-oriented housing development, including single family, duplex, and multi-unit dwellings that serve as primary and second homes as well as nightly rentals.

The triangle parcel to the west of Coalition View Court is currently zoned Estate; however, the size of the parcel is a substandard lot for the minimum lot size requirements for the Estate zone.

During City Council's review of the Lilac Hill Subdivision at 632 Deer Valley Loop on July 14, 2016, Council was concerned about future development of the adjacent BLM parcels. In particular, Council asked staff to return with limitations on house size, height, site parameters, and restrictions on relocation of the historic houses. On September 22, 2016 [See [City Council Staff Report](#) (starting page 92) and [City Council Minutes](#) (starting page 15)], staff presented to City Council the potential to rezone the area from Residential-Medium (RM) to Residential Development (RD) District; however, upon further analysis, staff finds that Historic Residential Low-Density (HRL) is more appropriate.

Staff's change of recommendation from RD to HRL was largely due to the size of BLM parcel PC-537-X, which contains the three Richard Dennis-owned historic houses at 622, 652, and 660 Rossie Hill Drive. The RD zone district limits density to three units per acre (3 units/1 acre), and this property contains 3 houses on 0.74 acres. Therefore, if zoned RD, the site would be legal non-complying and no further development could occur. However, additions could be made to the existing homes during restoration.

Additionally, the proposed zone change is consistent with the plat notes added to the Lilac Hill Subdivision, approved by City Council on October 20, 2016 [See [City Council Staff Report](#) (starting on page 108) and [City Council Minutes](#) (starting page 9)]. The property at 632 Deer Valley Loop is zoned RM; however, any new development at this site is required to comply with Park City Design Guidelines for Historic Districts and Historic Sites in order to ensure that new development is compatible to the historic structure on this lot and the Historic Structures in the surrounding area. The Conditions of Approval of [Ordinance 16-32](#) for this Subdivision also provided a 40% open space







These parcels are under separate ownership. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to the south and east of Rossie Hill Drive and south of Coalition View Court.

Parcel #1 is owned by Park City Municipal Corporation; it is the paved area that connects Rossie Hill Drive to Deer Valley Drive. Parcel #2 has been designated as open space on the Foxglove Cottages PUD Subdivision, recorded in 1997, and owned by the Foxglove Homeowners association. Parcel #3 is owned by the BLM; however, the BLM is in a Color of Title legal action with the Dennis family for the northeast side of the property which includes the three (3) historic houses along Rossie Hill Drive. Finally, Parcel #4 is also owned by the BLM.

Parcels #1, #2, and #3 are currently zoned Residential Medium (RM); whereas the triangle Parcel #4 is zoned Estate (E). Zoned as estate, Parcel #4 is an undevelopable parcel as the Estate zone requires a minimum lot size of three (3) acres for all uses with density limited to one (1) unit per three (3) acres. Parcel #4 consists of approximately 0.6 acres north of Coalition View Court and approximately 0.4 acres on the south side of Coalition View Court. These lots are substandard lots and cannot be developed under the current zoning.

Staff proposes rezoning Parcel #1, #2, and #4 as Recreation and Open Space (ROS). This will protect this area from development and allow it to retain its natural character of an open meadow. It will also help preserve the context of the historic houses along Rossie Hill Drive as they will continue to be framed by open space. The purposes of the ROS District include:

- A. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. permit recreational Uses and preserve recreational Open Space land,
- C. encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
- D. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. encourage sustainability, conservation, and renewable energy.

Staff also proposes to rezone Parcel #3 from RM to HRL. The change in zone will aid in meeting Council's goals as it will reduce the amount of density permitted on the site as the RM zone would permit up to twenty-two (22) units of development and the HRL zone would only allow eight (8) units of development; these unit calculations are based only on the size of the lot and do not consider the placement of the historic houses on the property. The Historic zone designation will ensure that development is reviewed under the Historic District Design Guidelines and Review process (HDDR).

This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive. The size of the



proposed rezoning area is approximately 15% of the total the size the entire existing HRL Zone District along McHenry Road.

This proposal to modify this specific area is aligned with the City's General Plan and current zoning restrictions. The zone change will maintain the existing open space on the hillside and designated by the Fox Glove Cottages PUD Subdivision and further protect the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

The purpose statements of the HRL zoning district reflect the strategies and goals outlined in our General Plan. The purpose statements for the HRL Zoning District include:

- A. reduce density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
- B. provide an Area of lower density Residential Use within the old portion of Park City,
- C. preserve the character of Historic residential Development in Park City,
- D. encourage the preservation of Historic Structures,
- E. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment, and
- G. define Development parameters that are consistent with the General Plan policies for the Historic core.

These purpose statements reflect the goals for Historic Character as outlined in the General Plan. The General Plan seeks to preserve the integrity, mass, scale, and character of Park City's Historic fabric. It also addressed examining lot sizes in Old Town to ensure compatible mass and scale of infill development and additions to historic structures. It recommends developing compatibility regulations that limit lot size, massing, siting, and height in order to guide compatible neighborhood development as well as retain and preserve the character of historic sites. Most importantly it intends to maintain local and national historic designations, prevent incompatible infill as well as significant modifications/alterations to historic structures, and the loss of historic resources.

Parcel #3 was identified as Old Town in the General Plan. However, the historic resources along Deer Valley Drive were actually addressed as part of the Lower Deer Valley Neighborhood. In this area, Deer Valley is meant to be a transition between historic Old Town and the relatively new resort. The General Plan sought to preserve the aesthetic experience of the approach to the resort by maintaining cultural resources along Deer Valley Drive, particularly the few remaining miner's home. Again, preservation is a key component to the HR-L zoning District.

The following table outlines the differences between the existing RM and proposed HRL



zones:

| <b>Zone Allowance:</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <b>Residential Medium-Density (RM)</b>                                                                                                | <b>Historic Residential Low-Density (HRL) District</b>                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Lot Size Requirements:</b><br>Single Family<br>Duplex Dwelling<br>Triplex Dwelling<br>Four-plex Dwelling<br>More than four dwelling units                                                                                                                                                                                                                                                                                                                                                                                                                                  | 2,812 SF<br>3,750 SF<br>4,687 SF<br>5,625 SF<br>5,625 SF + 1,000 SF<br>for each additional unit                                       | 3,750 SF<br>Not permitted<br>Not permitted<br>Not permitted<br>Not permitted                                                                                                                                                                                                                                                                                                                                |
| <b>Lot Width</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | 37.50 ft.                                                                                                                             | 35 ft.                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Setbacks</b><br><u>Front Yard</u><br>Single Family, Duplex, and<br>Accessory Buildings<br>Front Facing Garages for Single<br>Family and Duplex Dwellings<br>Triplex or Multi-Unit Dwellings<br>Front Facing Garages for Multi-<br>Unit Dwellings<br><br><u>Rear Yard</u><br>Single Family and Duplex<br>Dwellings<br>Triplex or Multi-Unit Dwelling<br>Accessory Building less than 18<br>ft. in height<br><br><u>Side Yard</u><br>Single Family, Duplex, and<br>Accessory Buildings<br>Triplex or Multi-Unit Dwelling<br>Accessory Building less than 18<br>ft. in height | 15 ft.<br><br>20 ft.<br>20 ft.<br><br>25 ft.<br><br><br><br>10 ft.<br>15 ft.<br><br>5 ft.<br><br><br><br>5 ft.<br>10 ft.<br><br>3 ft. | 10-15 ft. depending on lot<br>depth<br>N/A<br><br><br><br>N/A<br><br><br><br>10-15 ft. depending on lot<br>depth<br>N/A<br>1 ft.<br><br><br><br>3-10 ft. depending on lot width<br><br>N/A<br><br>3 ft.                                                                                                                                                                                                     |
| <b>Open Space Requirement</b><br>Triplex or Multi-Unit Dwelling                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 60%                                                                                                                                   | Not permitted                                                                                                                                                                                                                                                                                                                                                                                               |
| <b>Building Height</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 28 ft.                                                                                                                                | 27 ft. from existing grade;<br>maximum height of thirty five<br>feet (35') measured from the<br>lowest floor plane to the point<br>of the highest wall top plate<br>that supports the ceiling joists<br>or roof rafters. A ten foot (10')<br>minimum horizontal step in the<br>downhill façade is required<br>unless the First Story is<br>located completely under the<br>finish grade on all sides of the |



|                    |     |                              |
|--------------------|-----|------------------------------|
|                    |     | Structure.                   |
| Maximum House Size | N/A | Based on footprint allowance |

<sup>1</sup> As part of a MPD or subdivision, the Planning Commission may designate maximum house sizes to ensure Compatibility. See equations outlined in LMC 15-2.13-6.

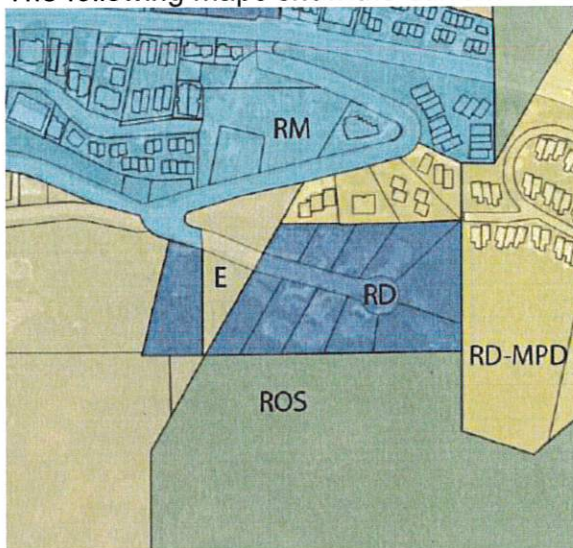
As noted in the following table, the allowed uses of the zones are fairly similar in promoting residential development. The HRL zone restricts residential development only to single family dwellings which is consistent with the historic development on Parcel #3. Additionally, the conditional uses of the HRL zone include Passenger Tramway Stations and Ski Base Facilities, Ski Tow Ropes, Ski Lifts, Ski Runs, and Ski Bridges which further support resort development to the east. The following table shows the differences in allowed uses between the RM and RD zones:

| <b>Zone Allowance:</b>                                                    | <b>Residential Medium-Density (RM)</b> | <b>Historic Residential Low-Density (HRL) District</b> |
|---------------------------------------------------------------------------|----------------------------------------|--------------------------------------------------------|
| Single Family Dwelling                                                    | Allowed                                | Allowed                                                |
| Duplex Dwelling                                                           | Allowed                                | Not Permitted                                          |
| Triplex Dwelling                                                          | Allowed                                | Not Permitted                                          |
| Secondary Living Quarters                                                 | Allowed                                | Not Permitted                                          |
| Lockout Unit                                                              | Allowed                                | CUP                                                    |
| Accessory Apartment                                                       | Allowed                                | CUP                                                    |
| Nightly Rental                                                            | Allowed                                | CUP                                                    |
| Home Occupation                                                           | Allowed                                | Allowed                                                |
| Child Care, In-Home Babysitting                                           | Allowed                                | Allowed                                                |
| Child Care, Family                                                        | Allowed                                | Allowed                                                |
| Child Care, Family Group                                                  | Allowed                                | Allowed                                                |
| Accessory Building and Use                                                | Allowed                                | Allowed                                                |
| Conservation Activity                                                     | Allowed                                | Allowed                                                |
| Agriculture                                                               | Allowed                                | Allowed                                                |
| Bed & Breakfast Inn                                                       | Allowed                                | Not Permitted                                          |
| Parking Area or Structure with four (4) or fewer spaces                   | Allowed                                | Not Permitted                                          |
| Multi-Unit Dwelling                                                       | CUP                                    | Not Permitted                                          |
| Guest House, on Lot greater than one (1) acre                             | CUP                                    | Not Permitted                                          |
| Group Care Facility                                                       | CUP                                    | Not Permitted                                          |
| Child Care Center                                                         | CUP                                    | Not Permitted                                          |
| Public and Quasi-Public Institution, Church, and School                   | CUP                                    | Not Permitted                                          |
| Essential Municipal Public Utility Use, Facility, Service, and Structure  | CUP                                    | CUP                                                    |
| Telecommunication Antenna                                                 | CUP                                    | CUP                                                    |
| Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter | CUP                                    | CUP                                                    |
| Boarding House, Hostel                                                    | CUP                                    | Not Permitted                                          |
| Hotel, Minor                                                              | CUP                                    | Not Permitted                                          |
| Outdoor Event                                                             | Admin-CUP                              | Not Permitted                                          |
| Residential Parking Area or Structure with four (4) or fewer spaces       | Not Permitted                          | Allowed                                                |

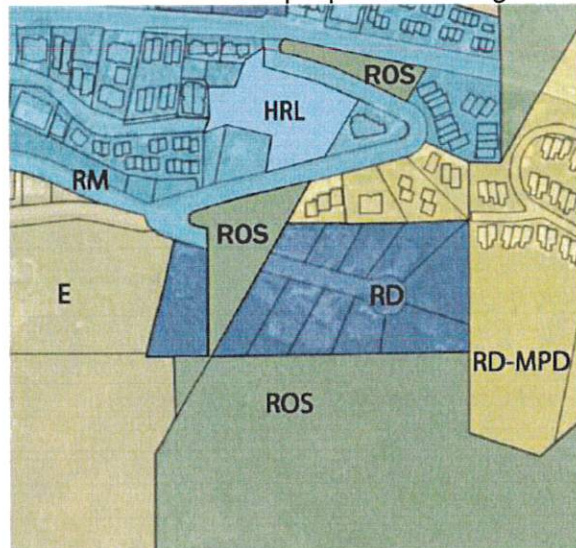


|                                                                                  |               |                    |
|----------------------------------------------------------------------------------|---------------|--------------------|
| Parking Area or Structure with five (5) or more spaces                           | CUP           | CUP                |
| Temporary Improvement                                                            | Admin-CUP     | Admin-CUP          |
| Recreation Facility, Public and Private                                          | CUP           | CUP (Private only) |
| Master Planned Development with moderate income housing Density bonus            | CUP           | Not Permitted      |
| Master Planned Development with residential and transient lodging Uses only      | CUP           | Not Permitted      |
| Master Planned Development with Support Retail and Minor Service Commercial Uses | CUP           | Not Permitted      |
| Fences greater than six feet in Height from Final Grade                          | Admin-CUP     | Admin-CUP          |
| Passenger Tramway Station and Ski Base Facility                                  | Not Permitted | CUP                |
| Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge                                  | Not Permitted | CUP                |

The following maps show the current zoning for this area and the proposed zoning:



Current Zoning



Proposed Zoning

### **General Plan Compliance**

Volume I of the General Plan contains goals, objectives, and strategies for each of the four (4) Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals are copied below in italics below:

#### **Small Town**

- Goal 1: Park City will protect undeveloped lands; discourage sprawl, and direct growth inward to strengthen existing neighborhoods. *The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood while safeguarding the neighborhood's historic character through rezoning Parcel #3 to HRL and the remaining parcels to recreation and open space by zoning it ROS.*



- Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake County regions through regional land use and transportation planning. Not applicable.
- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character. Not applicable.

#### Natural Setting

- Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting. The proposed zoning change will continue to maintain the existing open space by zoning it ROS to further protect it from future development.
- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020. The zone change will ensure the protection of existing natural resources and open space by zoning it ROS.
- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate change. Not applicable.

#### Sense of Community

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents. Not applicable.
- Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the work force of Park City. Not applicable.
- Goal 9: Parks & Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors. The purpose statements of the ROS zoning district encourages parks, trails, and other recreational uses as well as the preservation and enhancement of environmentally sensitive lands such as the meadows, stream corridors, and forests.
- Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. Not applicable.
- Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. The proposed zone change will encourage the rehabilitation of the three (3) existing miner's cottages along Rossie Hill Drive while also maintaining their



context by rezoning the existing open space as ROS.

- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City. Not applicable.
- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression. Not applicable.
- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region. Not applicable.

#### Historic Character

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations. The rezone of the historic cottages from RM to HRL will allow redevelopment of these sites and ensure their longevity by encouraging their adaptive reuse. The context of their location will be maintained and preserved by rezoning the existing open space as ROS.
- Goal 16: Maintain the Historic Main Street District as the heart of the City for residents and encourage tourism in the district for visitors. The proposed Zone Changes does not affect the "heart" of the City, Main Street.

#### Good Cause

Planning Staff finds that there is Good Cause for this Zone Amendment as the amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code can be met. In addition, the portion of land proposed to change from RM to HRL and RM and E to ROS have not been developed previously and still contain undisturbed native grasses and shrubs in a natural state typical of other designated open space areas so no re-vegetation will be necessary and it satisfies the requirements of the Zone.

#### Process

The approval of the proposed rezoning application by the Planning Commission constitutes Final Action that may be appealed following the procedures found in LMC § 1-8.

#### Department Review

This project has gone through an interdepartmental review. No further issues were brought up at that time.

#### Notice

On December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on



December 31, 2016 according to requirements of the Land Management Code.

If this application is forwarded to City Council, the property owners will be noticed once again, ten days prior to the public hearing, according to requirements of the LMC.

#### **Public Input**

No public input has been received by the time of this report.

#### **Alternatives**

- The Planning Commission may forward a positive recommendation to City Council to approve the Zoning Map Amendment; or
- The Planning Commission may forward a negative recommendation to City Council to deny the Zoning Map Amendment and direct staff to make Findings for this decision; or
- The Planning Commission may continue the discussion on Zoning Map Amendment to a date certain and provide input to Staff and the applicant on any additional information they require in order to make a recommendation; or

#### **Significant Impacts**

There are no significant fiscal or environmental impacts from this application.

#### **Consequences of not taking the Planning Department's Recommendation**

The zoning designation would remain as is.

#### **Summary Recommendations**

Staff recommends the Planning Commission hold a public hearing and consider forwarding a positive recommendation to City Council to approve the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

#### **Exhibits**

Exhibit A – Zoning Map Amendment Draft Ordinance and map of amendment

Exhibit B – Survey of Richard Dennis Property

Exhibit C – Aerial photographs of the rezone

Exhibit D – Site Photographs



Exhibit A: Zoning Map Amendment Draft Ordinance

**Ordinance No. 17-XX**

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FROM RESIDENTIAL MEDIUM (RM) DISTRICT TO HISTORIC RESIDENTIAL LOW-DENSITY (HRL) DISTRICT AND RECREATION OPEN SPACE (ROS) AT 622, 652, AND 660 ROSSIE HILL DRIVE AS WELL AS THE BLM-OWNED PARCELS, PARK CITY, UTAH.**

WHEREAS, City Council directed staff to initiate a Zoning Map Amendment on September 22, 2016; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet; and

WHEREAS, legal notice was published in the Park Record on December 31, 2016 according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on January 11, 2017 to receive input on Zoning Map Amendment; and

WHEREAS, the Planning Commission, on January 11, 2017, forwarded \_\_\_\_\_ recommendation to the City Council; and,

WHEREAS, on February 16, 2017 the City Council held a public hearing to receive input on the Zoning Map Amendment; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve Amend the Zoning Map.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

**SECTION 1. APPROVAL.** Zoning Map Amendment from Residential Medium (RM) District to Historic Residential Low-Density Development (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive as well as the BLM-owned parcels as shown in Attachment 1 is approved subject to the following Findings of Facts, and Conclusions of Law.

**Findings of Fact:**

1. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to



- the south and east of Rossie Hill Drive and south of Coalition View Court.
2. The property is currently zoned Residential Medium-Density (RM) and the triangle parcel is zoned Estate (E).
  3. There are currently three historic houses located at 622, 652, and 660 Rossie Hill Drive. These are located on parcel PC-537-X. These houses are designated as Landmarks on the City's Historic Sites Inventory.
  4. This rezone also includes the northwestern half of the Foxglove Cottages PUD Subdivision, which was recorded in 1997. This subdivision included a provision that the common area is master planned open space, and may not be sold separately. The eastern half of the property is designated as open space on the subdivision.
  5. This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive.
  6. The size of the proposed rezoning area is approximately 15% of the total size of the entire existing HRL Zone District along McHenry Road.
  7. The access to the sites is from Rossie Hill Drive and Coalition Court.
  8. The ROS District lists Conservation Activity as the only allowed use.
  9. The requested Zoning Map Amendment from RM to HRL and ROS is appropriate in that the zone change will meet City Council's goals of preserving the hillside and promoting redevelopment of the historic houses and is consistent with the General Plan.
  10. This zone change proposes rezoning parcel PC-537-X from RM to HRL. The RD zone only allows up to 8 single family units of development; under the RM zone, the density is roughly 24 units of development consisting of a mix of multi-unit dwellings over four units.
  11. This zone change proposes rezoning the remainder of PC-537-X and the other parcels to Recreation Open Space (ROS) which encourages preserving and enhancing environmentally sensitive lands, encouraging sustainability, conservation, and renewable energy.
  12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood and protects the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

**Conclusions of Law:**

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication and when the revised Official Zoning Map is signed by the City upon final review by the City.



Attorney.

PASSED AND ADOPTED this 16th day of February, 2017.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
Jack Thomas, MAYOR

ATTEST:

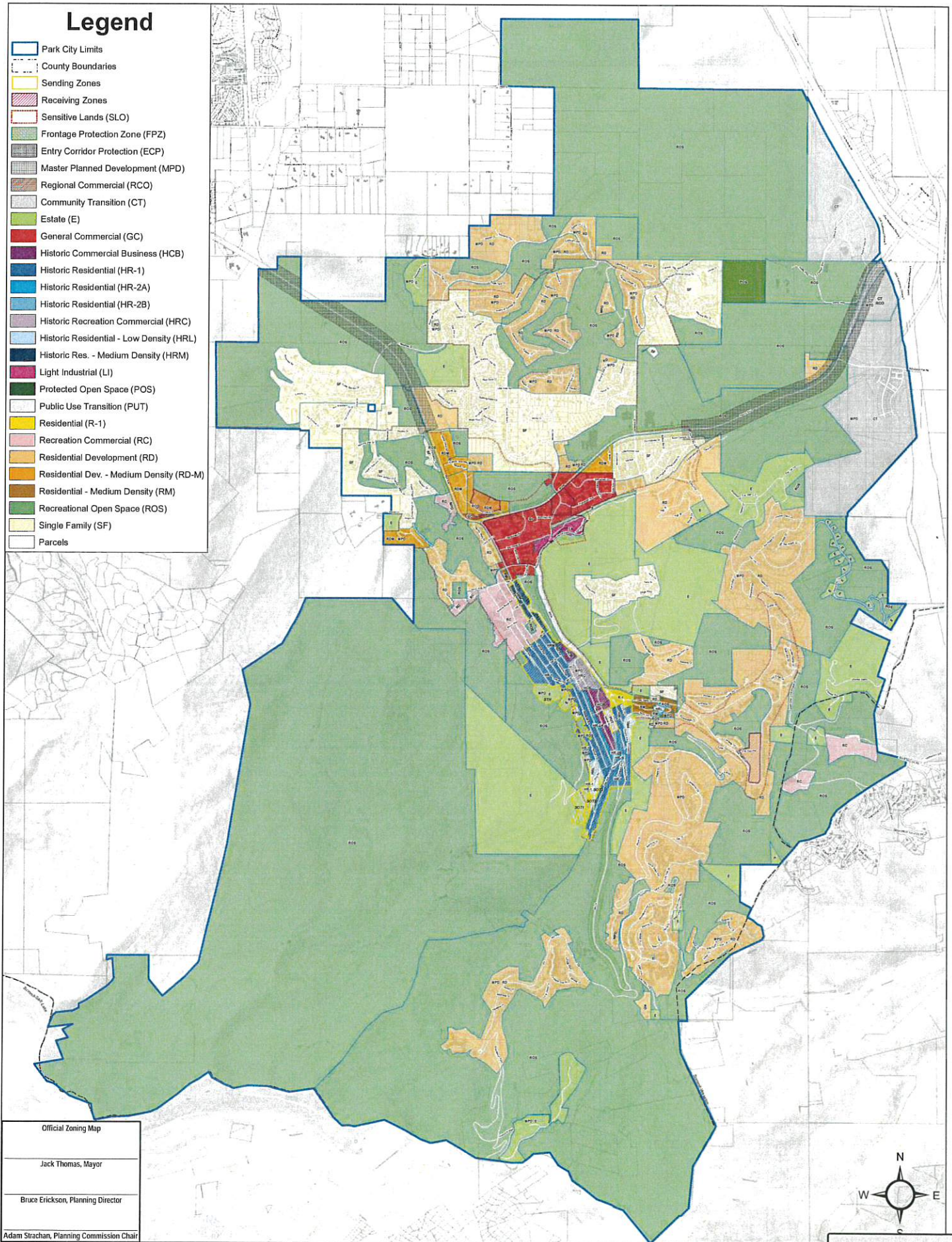
\_\_\_\_\_  
Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

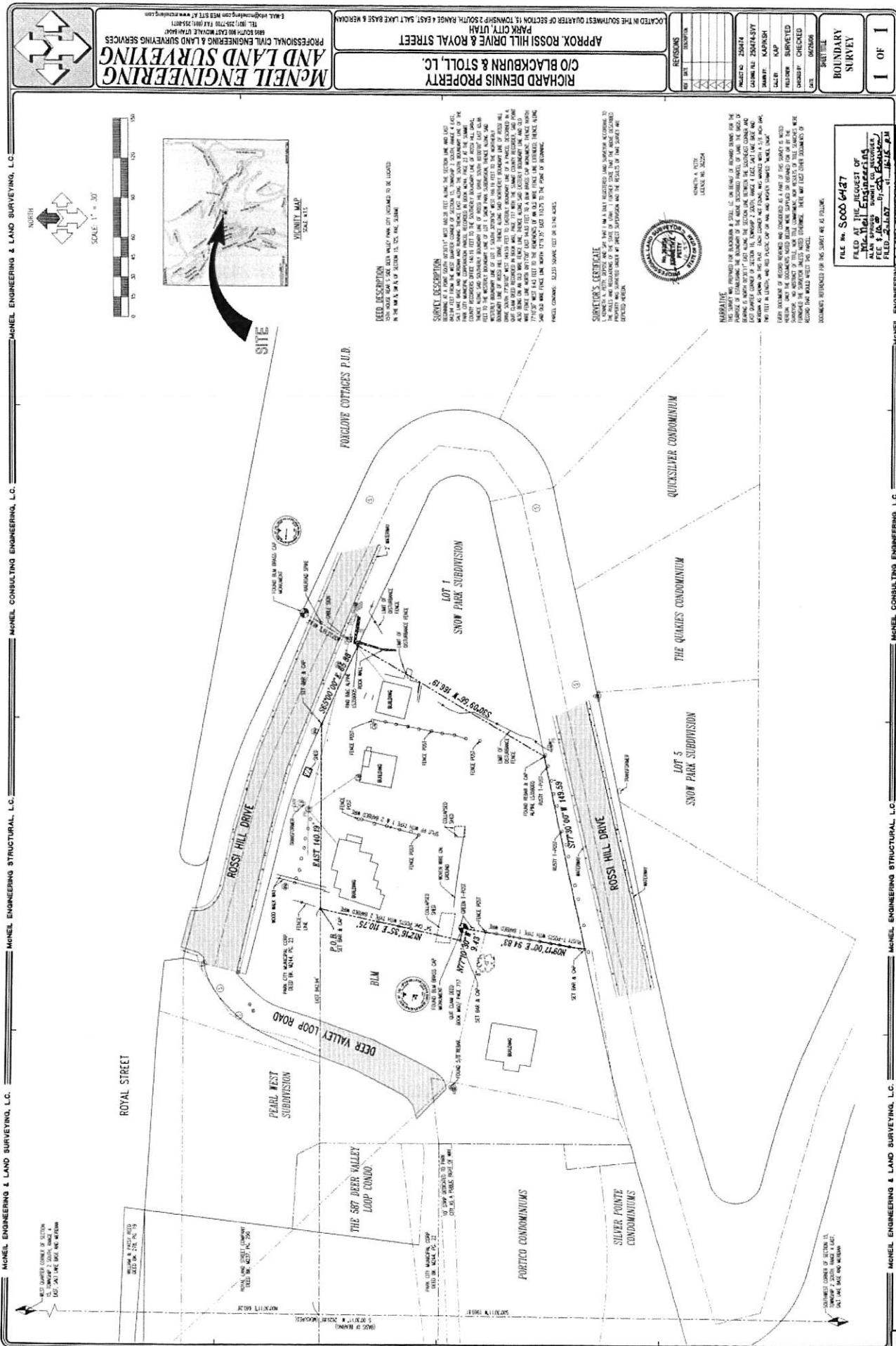
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Mark Harrington, City Attorney

Attachment 1 – Proposed Zoning Map Amendment

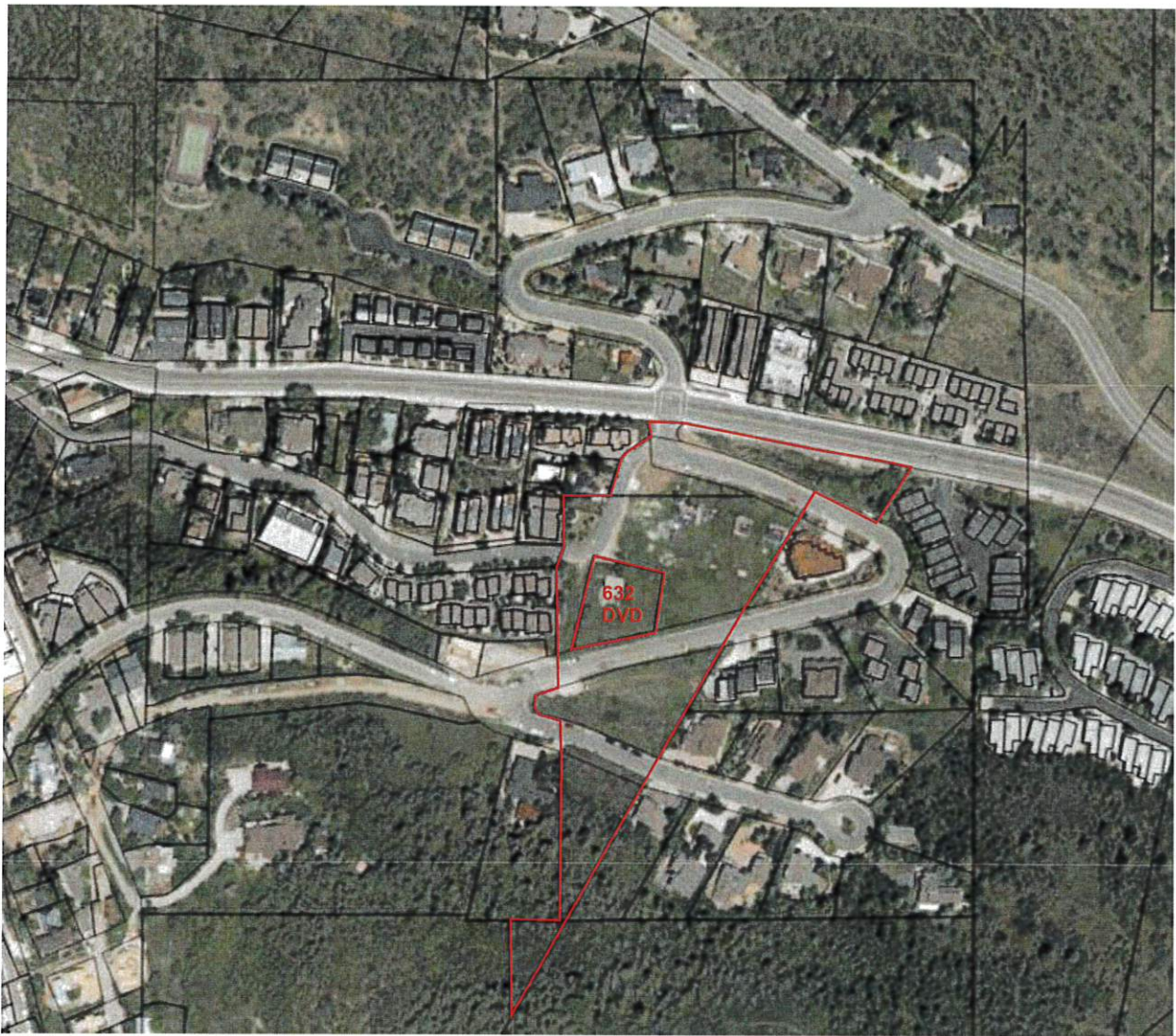










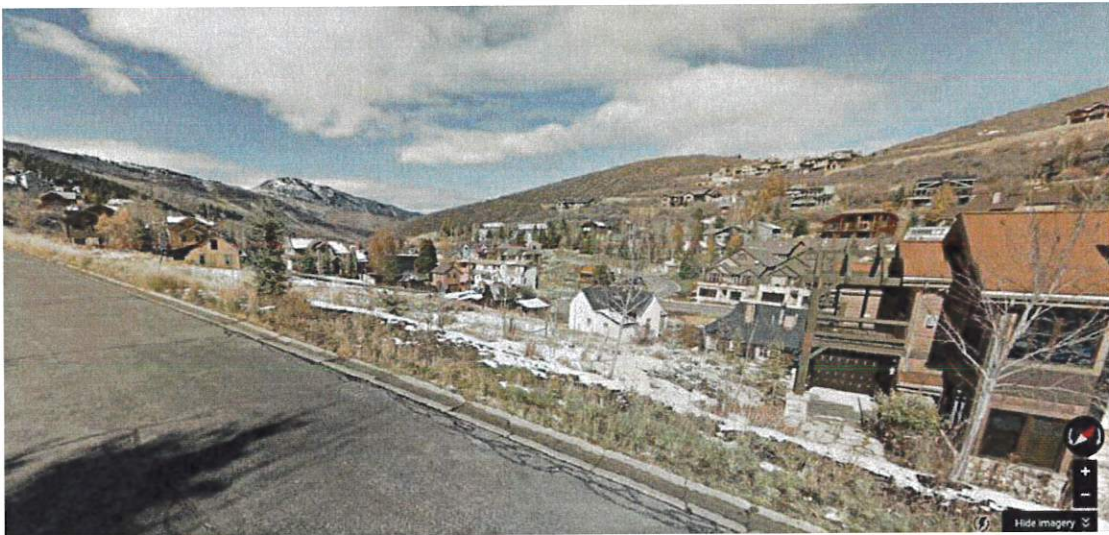
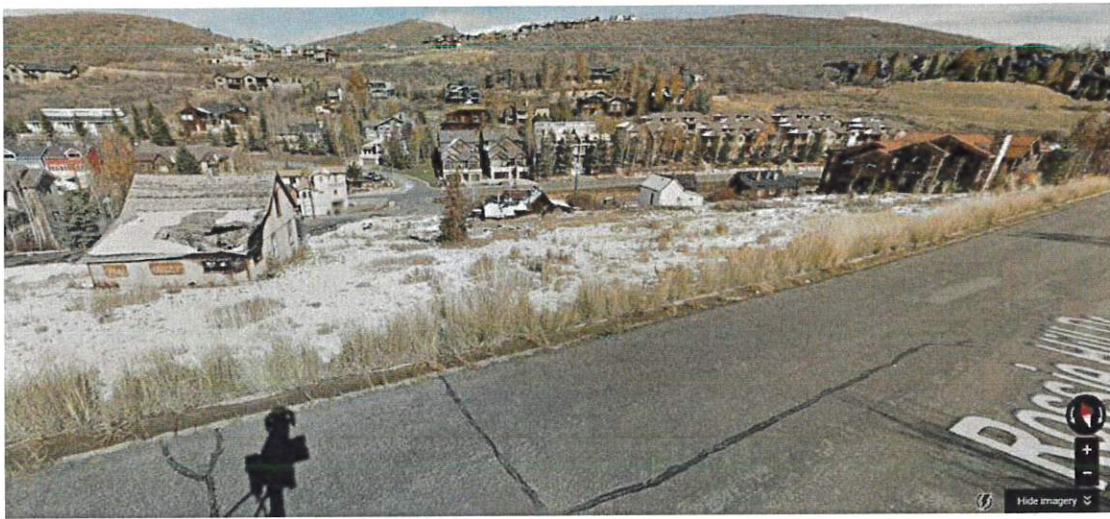


## Rossie Hill Zone Change

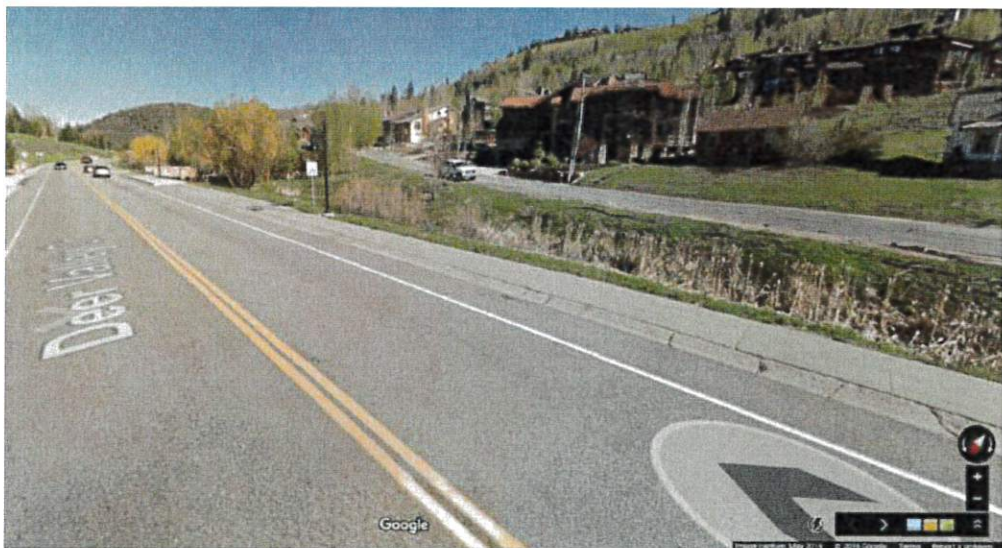
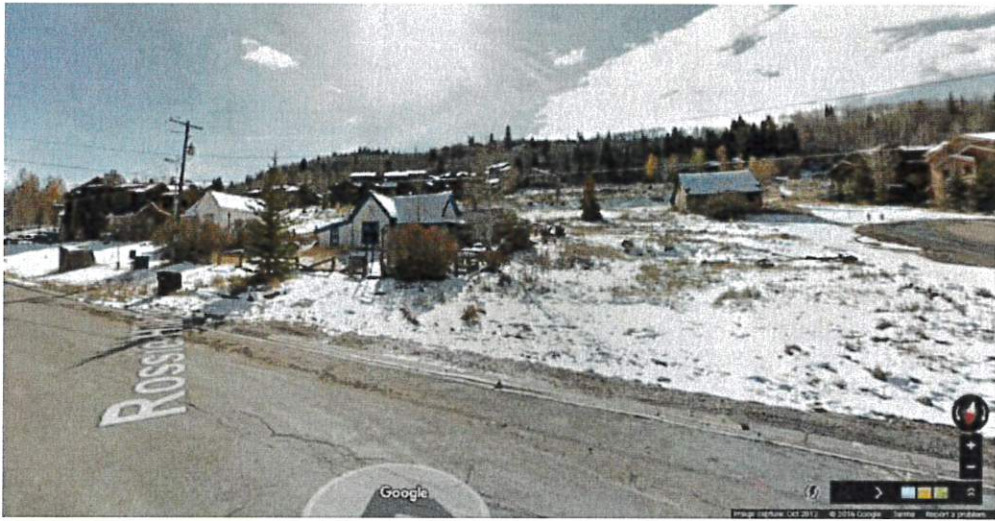
(Please note that 632 Deer Valley Drive is not included)



Exhibit D















**DATE: February 16, 2017**

**TO HONORABLE MAYOR AND COUNCIL**

City Council has expressed concern about the future development of the BLM parcels along Rossie Hill Drive, which include 622, 652, and 660 Rossie Hill Drive. The neighborhood of the BLM parcels is currently zoned Residential Medium (RM) District along Deer Valley Drive, and Estate (E) to the south of Rossie Hill Drive; this area provides a transition between Old Town to the West and Lower Deer Valley to the east. As outlined in the General Plan, the aesthetics of the Lower Deer Valley neighborhood should be preserved with special consideration to preserving the few remaining miners' houses along Deer Valley Drive and encouraging compatible development that does not overwhelm the historic houses. Additionally, the General Plan recommends the use of conservation neighborhoods tools to protect native vegetation and wildlife corridors in the Lower Deer Valley neighborhood.

In order to maintain the aesthetic experience of arriving at the resort and meeting City Council's goals for preserving historic resources along Deer Valley Drive, City Council directed staff to make a zone change amendment on September 22, 2016. The Planning Commission forwarded a positive recommendation to City Council for this zone change on January 11, 2017.

**Respectfully:**

Anya Grahn, Planner II



## City Council Staff Report



**Subject:** Zoning Map Amendment Request  
**Author:** Anya Grahn, Historic Preservation Planner  
Bruce Erickson, AICP, Planning Director  
**Project Number:** PL-16-03323  
**Date:** February 16, 2017  
**Type of Item:** Legislative – Zoning Map Amendment

### **Summary Recommendations**

Staff recommends the City Council hold a public hearing for the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

### **Description**

|                     |                                                                                                                   |
|---------------------|-------------------------------------------------------------------------------------------------------------------|
| Applicant:          | Park City Planning Department                                                                                     |
| Location:           | 622, 652, and 660 Rossie Hill Drive as well as the adjacent BLM Parcels                                           |
| Existing Zoning:    | Residential Medium (RM) and Estate (E)                                                                            |
| Proposed Zoning:    | Historic Residential Low-Density (HRL) and Recreation Open Space (ROS)                                            |
| Adjacent Land Uses: | Single-family and multi-unit residential                                                                          |
| Reason for Review:  | Zoning Map Amendment applications require a Planning Commission recommendation and City Council review and action |

### **Executive Summary/Proposal**

City Council has expressed concern about the future development of the BLM parcels along Rossie Hill Drive, which include 622, 652, and 660 Rossie Hill Drive. The neighborhood of the BLM parcels is currently zoned Residential Medium (RM) District along Deer Valley Drive, and Estate (E) to the south of Rossie Hill Drive; this area provides a transition between Old Town to the West and Lower Deer Valley to the east. As outlined in the General Plan, the aesthetics of the Lower Deer Valley neighborhood should be preserved with special consideration to preserving the few remaining miners' houses along Deer Valley Drive and encouraging compatible development that does not overwhelm the historic houses. Additionally, the General Plan recommends the use of conservation neighborhoods tools to protect native vegetation and wildlife corridors in the Lower Deer Valley neighborhood.

In order to maintain the aesthetic experience of arriving at the resort and meeting City Council's goals for preserving historic resources along Deer Valley Drive, City Council



directed staff to make a zone change amendment on September 22, 2016 ([Staff Report](#) page 92, [Minutes](#) page 18). The Planning Commission expressed concern about the zone change as they did not believe Deer Valley Drive was a transition between Old Town and Deer Valley Resort and they had reservations about creating a non-contiguous island of zoning; however, they forwarded a positive recommendation to City Council for this zone change on January 11, 2017, largely due to the owner's support of the rezone.

### **Background**

Prior to 2013, the BLM has owned the hillside containing the three historic miner's houses at 622, 652, and 660 Rossie Hill Drive, the fire-damaged historic house at 632 Deer Valley Loop, and the triangle parcel above Rossie Hill Drive. In 2013, the BLM granted a land patent to the Bertagnoles for the 632 Deer Valley Loop parcel after 30 years of Color of Title legal action. Richard Dennis is currently in a Color of Title action with BLM for the three (3) remaining houses.

This hillside was initially zoned R-1 in 1968, which permitted a density of about 14.5 units/acre; however, by 1985, it had been rezoned to RM. The RM zoning district serves as a transition neighborhood between Old Town to the west and Lower Deer Valley to the east. The neighborhood is largely characterized by resort-oriented housing development, including single family, duplex, and multi-unit dwellings that serve as primary and second homes as well as nightly rentals.

The triangle parcel to the west of Coalition View Court is currently zoned Estate; however, the size of the parcel is a substandard lot for the minimum lot size requirements for the Estate zone.

During City Council's review of the Lilac Hill Subdivision at 632 Deer Valley Loop on July 14, 2016, Council was concerned about future development of the adjacent BLM parcels. In particular, Council asked staff to return with limitations on house size, height, site parameters, and restrictions on relocation of the historic houses. On September 22, 2016 [See [City Council Staff Report](#) (starting page 92) and [City Council Minutes](#) (starting page 15)], staff presented to City Council the potential to rezone the area from Residential-Medium (RM) to Residential Development (RD) District; however, upon further analysis, staff finds that Historic Residential Low-Density (HRL) is more appropriate.

Staff's change of recommendation from RD to HRL was largely due to the size of BLM parcel PC-537-X, which contains the three Richard Dennis-owned historic houses at 622, 652, and 660 Rossie Hill Drive. The RD zone district limits density to three units per acre (3 units/1 acre), and this property contains 3 houses on 0.74 acres. Therefore, if zoned RD, the site would be legal non-complying and no further development could occur. However, additions could be made to the existing homes during restoration.

Additionally, the proposed zone change is consistent with the plat notes added to the Lilac Hill Subdivision, approved by City Council on October 20, 2016 [See [City Council](#)



[Staff Report](#) (starting on page 108) and [City Council Minutes](#) (starting page 9)]. The property at 632 Deer Valley Loop is zoned RM; however, any new development at this site is required to comply with Park City Design Guidelines for Historic Districts and Historic Sites in order to ensure that new development is compatible to the historic structure on this lot and the Historic Structures in the surrounding area. The Conditions of Approval of [Ordinance 16-32](#) for this Subdivision also provided a 40% open space provision.

On January 11, 2017, the Park City Planning Commission reviewed this application. [See [Staff Report](#) (starting page 221) and Minutes (Exhibit F)]. Several of the Planning Commissioners expressed concern about zoning such a small parcel and that the HRL zoning proposal was not contiguous to the HRL neighborhood along McHenry Neighborhood. They also expressed interest in the City purchasing the property in order to better control development of the property consistent with the neighbors' wishes of seeing the hillside preserved as open space or even a pocket park. Ultimately, however, the Planning Commission found that the proposal would provide growth management, mitigated the neighborhoods' wishes and concerns about development of the Dennis-BLM parcel, and favored the rehab of the buildings to avoid demolition by neglect. The Planning Commission unanimously forwarded a positive recommendation to City Council for the rezone.

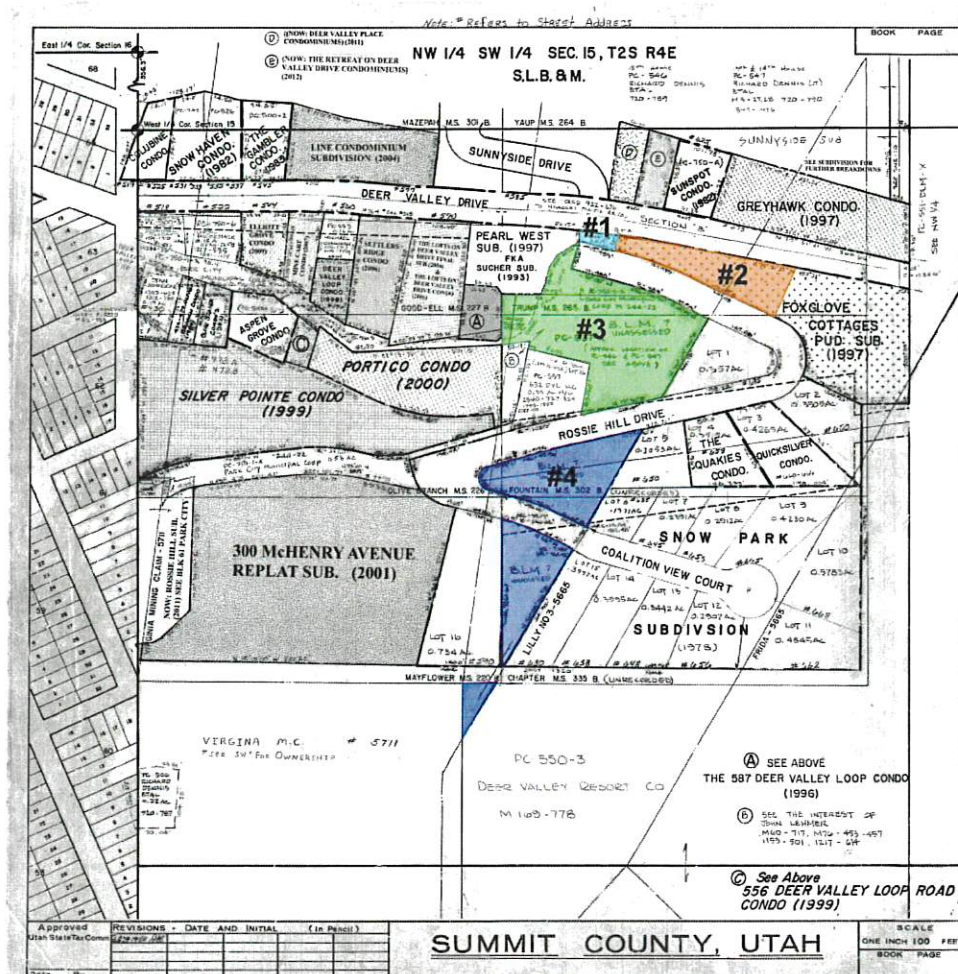
### **Zoning Map Amendment**

In order to accommodate their goals, City Council directed staff to bring an application to rezone the BLM properties and private property which includes:

- Parcel 1: The City-owned parcel PC-750-4-X to the south of Rossie Hill Drive and north of the historic houses on Rossie Hill Drive
- Parcel 2: The portion of the Foxglove Cottages PUD Subdivision (1997) that was designated as common open space on their plat
- Parcel 3: BLM parcel PC-537-X which includes the Richard Dennis-owned historic houses at 622, 652, and 660 Rossie Hill Drive
- Parcel 4: BLM triangle parcel that extends from Rossie Hill to the north, across Coalition View Court, and south adjacent to the Snow Park Subdivision

These parcels are shown on the image below:





Summit County, Utah Parcel Map

These parcels are under separate ownership. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to the south and east of Rossie Hill Drive and south of Coalition View Court.

Parcel #1 is owned by Park City Municipal Corporation; it is the paved area that connects Rossie Hill Drive to Deer Valley Drive. Parcel #2 has been designated as open space on the Foxglove Cottages PUD Subdivision, recorded in 1997, and owned by the Foxglove Homeowners association. Parcel #3 is owned by the BLM; however, the BLM is in a Color of Title legal action with the Dennis family for the northeast side of the property which includes the three (3) historic houses along Rossie Hill Drive. Finally, Parcel #4 is also owned by the BLM.

Parcels #1, #2, and #3 are currently zoned Residential Medium (RM); whereas the triangle Parcel #4 is zoned Estate (E). Zoned as estate, Parcel #4 is an undevelopable parcel as the Estate zone requires a minimum lot size of three (3) acres for all uses with



density limited to one (1) unit per three (3) acres. Parcel #4 consists of approximately 0.6 acres north of Coalition View Court and approximately 0.4 acres on the south side of Coalition View Court. These lots are substandard lots and cannot be developed under the current zoning.

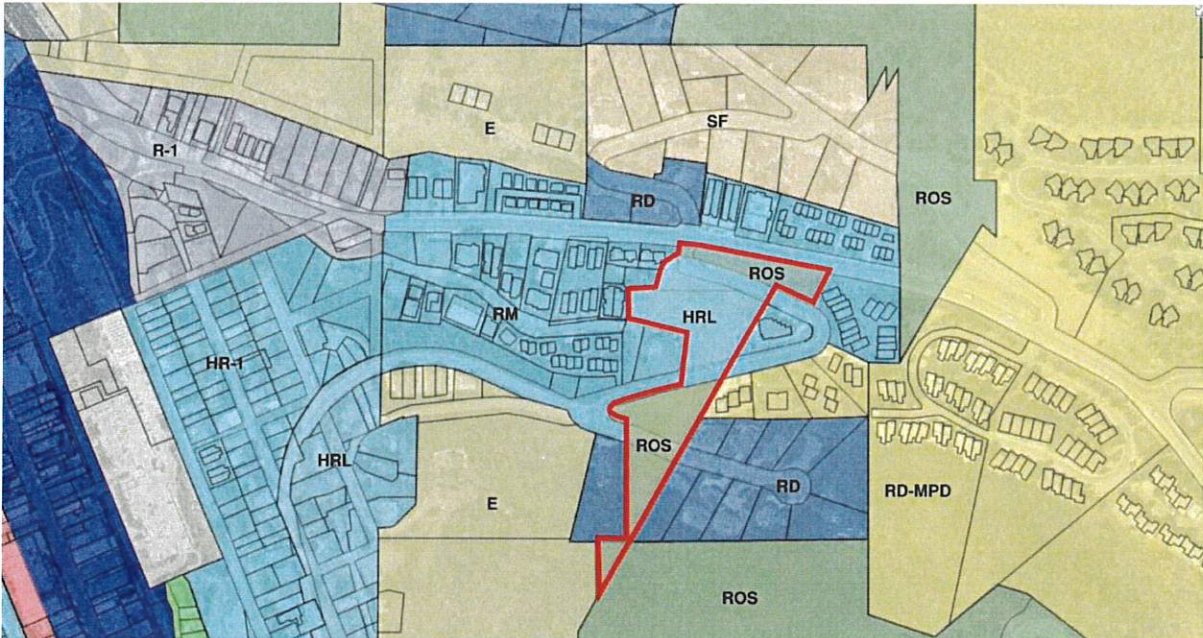
Staff proposes rezoning Parcel #1, #2, and #4 as Recreation and Open Space (ROS). This will protect this area from development and allow it to retain its natural character of an open meadow. It will also help preserve the context of the historic houses along Rossie Hill Drive as they will continue to be framed by open space. The purposes of the ROS District include:

- A. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. permit recreational Uses and preserve recreational Open Space land,
- C. encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
- D. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. encourage sustainability, conservation, and renewable energy.

Staff also proposes to rezone Parcel #3 from RM to HRL. The change in zone will aid in meeting Council's goals as it will reduce the amount of density permitted on the site as the RM zone would permit up to twenty-two (22) units of development and the HRL zone would only allow eight (8) units of development; these unit calculations are based only on the size of the lot and do not consider the placement of the historic houses on the property. The Historic zone designation will ensure that development is reviewed under the Historic District Design Guidelines and Review process (HDDR).

This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive. The size of the proposed rezoning area is approximately 15% of the total the size the entire existing HRL Zone District along McHenry Road.





*This map outlines the area impacted by the proposed zoning change in red and notes the proposed zone changes for these parcels. Note the surrounding land uses.*

This proposal to modify this specific area is aligned with the City's General Plan and current zoning restrictions. The zone change will maintain the existing open space on the hillside and designated by the Fox Glove Cottages PUD Subdivision and further protect the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

The purpose statements of the HRL zoning district reflect the strategies and goals outlined in our General Plan. The purpose statements for the HRL Zoning District include:

- A. reduce density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
- B. provide an Area of lower density Residential Use within the old portion of Park City,
- C. preserve the character of Historic residential Development in Park City,
- D. encourage the preservation of Historic Structures,
- E. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment, and
- G. define Development parameters that are consistent with the General Plan policies for the Historic core.

These purpose statements reflect the goals for Historic Character as outlined in the General Plan. The General Plan seeks to preserve the integrity, mass, scale, and



character of Park City's Historic fabric. It also addressed examining lot sizes in Old Town to ensure compatible mass and scale of infill development and additions to historic structures. It recommends developing compatibility regulations that limit lot size, massing, siting, and height in order to guide compatible neighborhood development as well as retain and preserve the character of historic sites. Most importantly it intends to maintain local and national historic designations, prevent incompatible infill as well as significant modifications/alterations to historic structures, and the loss of historic resources.

Parcel #3 was identified as Old Town in the General Plan. However, the historic resources along Deer Valley Drive were actually addressed as part of the Lower Deer Valley Neighborhood. In this area, Deer Valley is meant to be a transition between historic Old Town and the relatively new resort. The General Plan sought to preserve the aesthetic experience of the approach to the resort by maintaining cultural resources along Deer Valley Drive, particularly the few remaining miner's home. Again, preservation is a key component to the HR-L zoning District.

The following table outlines the differences between the existing RM and proposed HRL zones:

| <b>Zone Allowance:</b>                                      | <b>Residential Medium-Density (RM)</b>       | <b>Historic Residential Low-Density (HRL) District</b> |
|-------------------------------------------------------------|----------------------------------------------|--------------------------------------------------------|
| <b>Lot Size Requirements:</b>                               |                                              |                                                        |
| Single Family                                               | 2,812 SF                                     | 3,750 SF                                               |
| Duplex Dwelling                                             | 3,750 SF                                     | Not permitted                                          |
| Triplex Dwelling                                            | 4,687 SF                                     | Not permitted                                          |
| Four-plex Dwelling                                          | 5,625 SF                                     | Not permitted                                          |
| More than four dwelling units                               | 5,625 SF + 1,000 SF for each additional unit | Not permitted                                          |
| <b>Lot Width</b>                                            | <b>37.50 ft.</b>                             | <b>35 ft.</b>                                          |
| <b>Setbacks</b>                                             |                                              |                                                        |
| <u>Front Yard</u>                                           |                                              |                                                        |
| Single Family, Duplex, and Accessory Buildings              | 15 ft.                                       | 10-15 ft. depending on lot depth                       |
| Front Facing Garages for Single Family and Duplex Dwellings | 20 ft.                                       | N/A                                                    |
| Triplex or Multi-Unit Dwellings                             | 20 ft.                                       |                                                        |
| Front Facing Garages for Multi-Unit Dwellings               | 25 ft.                                       | N/A                                                    |
| <u>Rear Yard</u>                                            |                                              |                                                        |
| Single Family and Duplex Dwellings                          | 10 ft.                                       | 10-15 ft. depending on lot depth                       |
| Triplex or Multi-Unit Dwelling                              | 15 ft.                                       | N/A                                                    |
| Accessory Building less than 18 ft. in height               | 5 ft.                                        | 1 ft.                                                  |
| <u>Side Yard</u>                                            |                                              |                                                        |
| Single Family, Duplex, and                                  |                                              | 3-10 ft. depending on lot width                        |



|                                                                                                        |                          |                                                                                                                                                                                                                                                                                                                                                                                       |
|--------------------------------------------------------------------------------------------------------|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Accessory Buildings<br>Triplex or Multi-Unit Dwelling<br>Accessory Building less than 18 ft. in height | 5 ft.<br>10 ft.<br>3 ft. | N/A<br><br>3 ft.                                                                                                                                                                                                                                                                                                                                                                      |
| Open Space Requirement<br>Triplex or Multi-Unit Dwelling                                               | 60%                      | Not permitted                                                                                                                                                                                                                                                                                                                                                                         |
| Building Height                                                                                        | 28 ft.                   | 27 ft. from existing grade; maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish grade on all sides of the Structure. |
| Maximum House Size                                                                                     | N/A                      | Based on footprint allowance                                                                                                                                                                                                                                                                                                                                                          |

<sup>1</sup> As part of a MPD or subdivision, the Planning Commission may designate maximum house sizes to ensure Compatibility. See equations outlined in LMC 15-2.13-6.

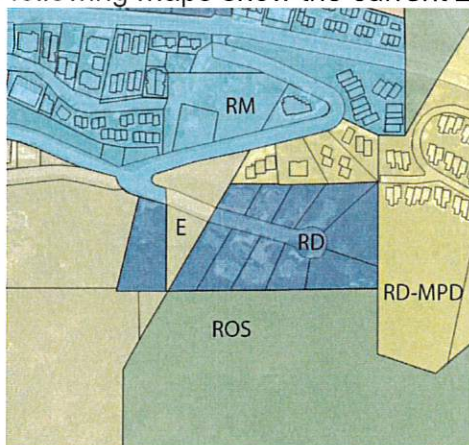
As noted in the following table, the allowed uses of the zones are fairly similar in promoting residential development. The HRL zone restricts residential development only to single family dwellings which is consistent with the historic development on Parcel #3. Additionally, the conditional uses of the HRL zone include Passenger Tramway Stations and Ski Base Facilities, Ski Tow Ropes, Ski Lifts, Ski Runs, and Ski Bridges which further support resort development to the east. The following table shows the differences in allowed uses between the RM and RD zones:

| <b>Zone Allowance:</b>          | <b>Residential Medium-Density (RM)</b> | <b>Historic Residential Low-Density (HRL) District</b> |
|---------------------------------|----------------------------------------|--------------------------------------------------------|
| Single Family Dwelling          | Allowed                                | Allowed                                                |
| Duplex Dwelling                 | Allowed                                | Not Permitted                                          |
| Triplex Dwelling                | Allowed                                | Not Permitted                                          |
| Secondary Living Quarters       | Allowed                                | Not Permitted                                          |
| Lockout Unit                    | Allowed                                | CUP                                                    |
| Accessory Apartment             | Allowed                                | CUP                                                    |
| Nightly Rental                  | Allowed                                | CUP                                                    |
| Home Occupation                 | Allowed                                | Allowed                                                |
| Child Care, In-Home Babysitting | Allowed                                | Allowed                                                |
| Child Care, Family              | Allowed                                | Allowed                                                |
| Child Care, Family Group        | Allowed                                | Allowed                                                |
| Accessory Building and Use      | Allowed                                | Allowed                                                |

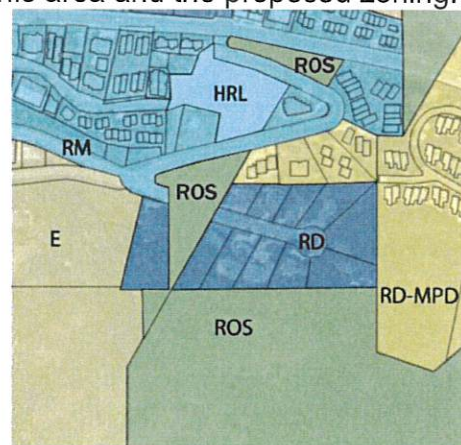


|                                                                                  |               |                    |
|----------------------------------------------------------------------------------|---------------|--------------------|
| Conservation Activity                                                            | Allowed       | Allowed            |
| Agriculture                                                                      | Allowed       | Allowed            |
| Bed & Breakfast Inn                                                              | Allowed       | Not Permitted      |
| Parking Area or Structure with four (4) or fewer spaces                          | Allowed       | Not Permitted      |
| Multi-Unit Dwelling                                                              | CUP           | Not Permitted      |
| Guest House, on Lot greater than one (1) acre                                    | CUP           | Not Permitted      |
| Group Care Facility                                                              | CUP           | Not Permitted      |
| Child Care Center                                                                | CUP           | Not Permitted      |
| Public and Quasi-Public Institution, Church, and School                          | CUP           | Not Permitted      |
| Essential Municipal Public Utility Use, Facility, Service, and Structure         | CUP           | CUP                |
| Telecommunication Antenna                                                        | CUP           | CUP                |
| Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter        | CUP           | CUP                |
| Boarding House, Hostel                                                           | CUP           | Not Permitted      |
| Hotel, Minor                                                                     | CUP           | Not Permitted      |
| Outdoor Event                                                                    | Admin-CUP     | Not Permitted      |
| Residential Parking Area or Structure with four (4) or fewer spaces              | Not Permitted | Allowed            |
| Parking Area or Structure with five (5) or more spaces                           | CUP           | CUP                |
| Temporary Improvement                                                            | Admin-CUP     | Admin-CUP          |
| Recreation Facility, Public and Private                                          | CUP           | CUP (Private only) |
| Master Planned Development with moderate income housing Density bonus            | CUP           | Not Permitted      |
| Master Planned Development with residential and transient lodging Uses only      | CUP           | Not Permitted      |
| Master Planned Development with Support Retail and Minor Service Commercial Uses | CUP           | Not Permitted      |
| Fences greater than six feet in Height from Final Grade                          | Admin-CUP     | Admin-CUP          |
| Passenger Tramway Station and Ski Base Facility                                  | Not Permitted | CUP                |
| Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge                                  | Not Permitted | CUP                |

The following maps show the current zoning for this area and the proposed zoning:



Current Zoning



Proposed Zoning



## **General Plan Compliance**

Volume I of the General Plan contains goals, objectives, and strategies for each of the four (4) Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals are copied below in italics below:

### **Small Town**

- Goal 1: Park City will protect undeveloped lands; discourage sprawl, and direct growth inward to strengthen existing neighborhoods. *The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood while safeguarding the neighborhood's historic character through rezoning Parcel #3 to HRL and the remaining parcels to recreation and open space by zoning it ROS.*
- Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake County regions through regional land use and transportation planning. *Not applicable.*
- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character. *Not applicable.*

### **Natural Setting**

- Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting. *The proposed zoning change will continue to maintain the existing open space by zoning it ROS to further protect it from future development.*
- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020. *The zone change will ensure the protection of existing natural resources and open space by zoning it ROS.*
- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate change. *Not applicable.*

### **Sense of Community**

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents. *Not applicable.*
- Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the work force of Park City. *Not applicable.*
- Goal 9: Parks & Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors. *The purpose statements of the ROS zoning district encourages parks, trails, and other recreational uses*



as well as the preservation and enhancement of environmentally sensitive lands such as the meadows, stream corridors, and forests.

- Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. Not applicable.
- Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. The proposed zone change will encourage the rehabilitation of the three (3) existing miner's cottages along Rossie Hill Drive while also maintaining their context by rezoning the existing open space as ROS.
- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City. Not applicable.
- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression. Not applicable.
- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region. Not applicable.

#### Historic Character

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations. The rezone of the historic cottages from RM to HRL will allow redevelopment of these sites and ensure their longevity by encouraging their adaptive reuse. The context of their location will be maintained and preserved by rezoning the existing open space as ROS.
- Goal 16: Maintain the Historic Main Street District as the heart of the City for residents and encourage tourism in the district for visitors. The proposed Zone Changes does not affect the "heart" of the City, Main Street.

#### Good Cause

Planning Staff finds that there is Good Cause for this Zone Amendment as the amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code can be met. In addition, the portion of land proposed to change from RM to HRL and RM and E to ROS have not been developed previously and still contain undisturbed native grasses and shrubs in a natural state typical of other designated open space areas so no re-vegetation will be necessary and it satisfies the requirements of the Zone.



### **Process**

The approval of the proposed rezoning application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 1-8.

### **Department Review**

This project has gone through an interdepartmental review. No further issues were brought up at that time.

### **Notice**

On December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on December 31, 2016 according to requirements of the Land Management Code.

On February 2, 2017, the property was posted and notice was mailed to property owners within 300 feet for the City Council public hearing. Legal Notice was published in the Park Record February 1, 2017, according to requirements of the Land Management Code.

### **Public Input**

The Planning Department has received written communication from the neighborhood. Overall the neighbors are supportive of the zone change; however, they would like to see more of the area zoned ROS to protect the open space for both animal migration, historic context, and trails and recreation. Public comment has been included in this packet as Exhibit E.

### **Alternatives**

- The City Council may approve the Zoning Map Amendment; or
- The City Council may deny the Zoning Map Amendment and direct staff to make Findings for this decision; or
- The City Council may continue the discussion on the Zoning Map Amendment; or
- The City Council may remand the item back to the Planning Commission for specific discussion on topics and/or findings.

### **Significant Impacts**

There are no significant fiscal or environmental impacts from this application.

### **Consequences of not taking the Planning Department's Recommendation**

The zoning designation would remain as is.

### **Summary Recommendations**

Staff recommends the City Council hold a public hearing for the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.



**Exhibits**

Exhibit A – Zoning Map Amendment Draft Ordinance and map of amendment

Exhibit B – Survey of Richard Dennis Property

Exhibit C – Aerial photographs of the rezone

Exhibit D – Site Photographs

Exhibit E – Public Comment

Exhibit F – Planning Commission Minutes, 1.11.17



Exhibit A: Zoning Map Amendment Draft Ordinance

**Ordinance 2017-05**

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FROM RESIDENTIAL MEDIUM (RM) DISTRICT TO HISTORIC RESIDENTIAL LOW-DENSITY (HRL) DISTRICT AND RECREATION OPEN SPACE (ROS) AT 622, 652, AND 660 ROSSIE HILL DRIVE AS WELL AS THE BLM-OWNED PARCELS, PARK CITY, UTAH.**

WHEREAS, City Council directed staff to initiate a Zoning Map Amendment on September 22, 2016; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet; and

WHEREAS, legal notice was published in the Park Record on December 31, 2016 according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on January 11, 2017 to receive input on Zoning Map Amendment; and

WHEREAS, the Planning Commission, on January 11, 2017, forwarded a positive recommendation to the City Council; and,

WHEREAS, on February 16, 2017 the City Council held a public hearing to receive input on the Zoning Map Amendment; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve Amend the Zoning Map.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

**SECTION 1. APPROVAL.** Zoning Map Amendment from Residential Medium (RM) District to Historic Residential Low-Density Development (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive as well as the BLM-owned parcels as shown in Attachment 1 is approved subject to the following Findings of Facts, and Conclusions of Law.

**Findings of Fact:**

1. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to



- the south and east of Rossie Hill Drive and south of Coalition View Court.
2. The property is currently zoned Residential Medium-Density (RM) and the triangle parcel is zoned Estate (E).
  3. There are currently three historic houses located at 622, 652, and 660 Rossie Hill Drive. These are located on parcel PC-537-X. These houses are designated as Landmarks on the City's Historic Sites Inventory.
  4. This rezone also includes the northwestern half of the Foxglove Cottages PUD Subdivision, which was recorded in 1997. This subdivision included a provision that the common area is master planned open space, and may not be sold separately. The eastern half of the property is designated as open space on the subdivision.
  5. This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive.
  6. The size of the proposed rezoning area is approximately 15% of the total size of the entire existing HRL Zone District along McHenry Road.
  7. The access to the sites is from Rossie Hill Drive and Coalition Court.
  8. The ROS District lists Conservation Activity as the only allowed use.
  9. The requested Zoning Map Amendment from RM to HRL and ROS is appropriate in that the zone change will meet City Council's goals of preserving the hillside and promoting redevelopment of the historic houses and is consistent with the General Plan.
  10. This zone change proposes rezoning parcel PC-537-X from RM to HRL. The RD zone only allows up to 8 single family units of development; under the RM zone, the density is roughly 24 units of development consisting of a mix of multi-unit dwellings over four units.
  11. This zone change proposes rezoning the remainder of PC-537-X and the other parcels to Recreation Open Space (ROS) which encourages preserving and enhancing environmentally sensitive lands, encouraging sustainability, conservation, and renewable energy.
  12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood and protects the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

**Conclusions of Law:**

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication and when the revised Official Zoning Map is signed by the City upon final review by the City



Attorney.

PASSED AND ADOPTED this 16th day of February, 2017.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
Jack Thomas, MAYOR

ATTEST:

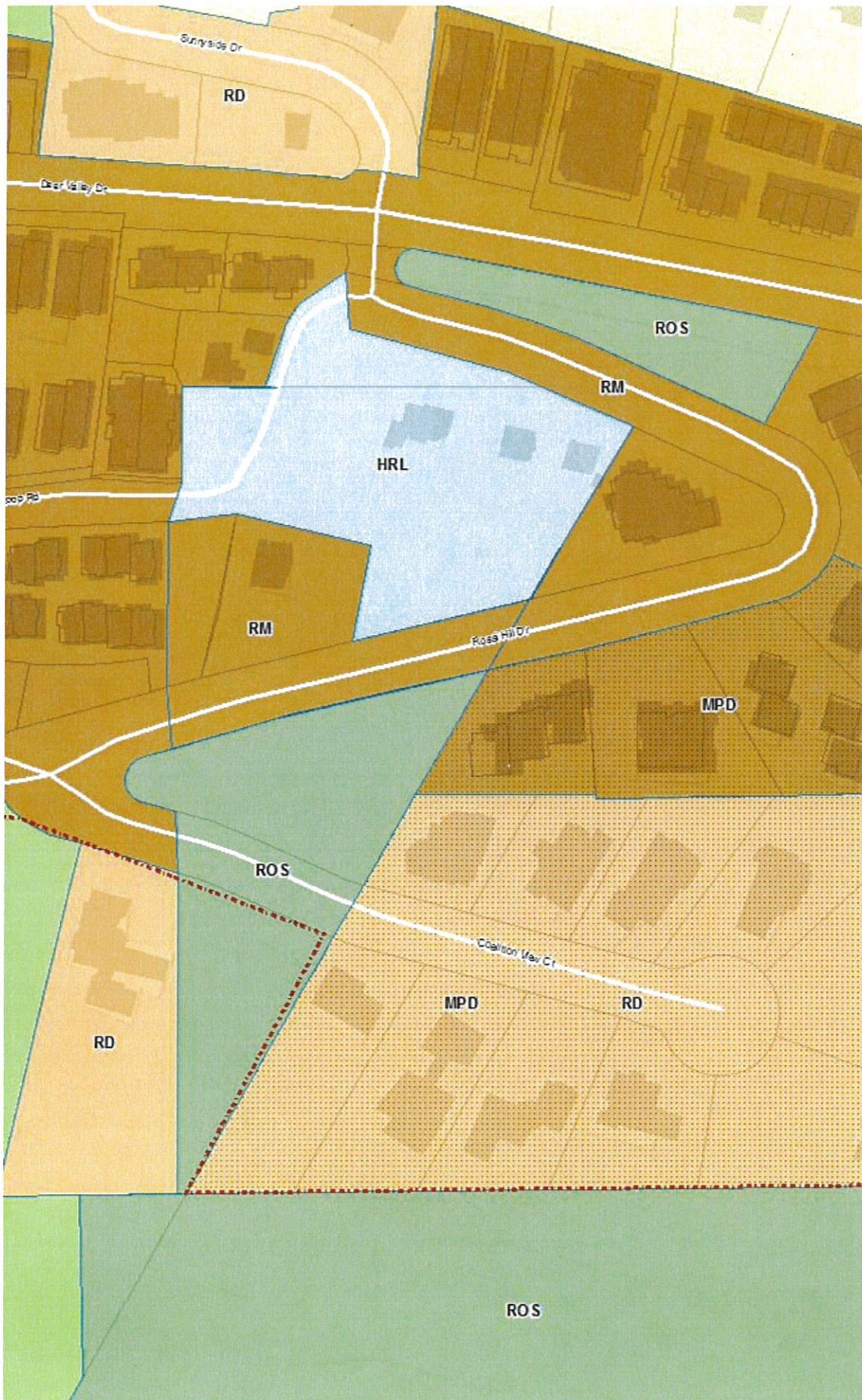
\_\_\_\_\_  
Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
Mark Harrington, City Attorney

Attachment 1 – Proposed Zoning Map Amendment

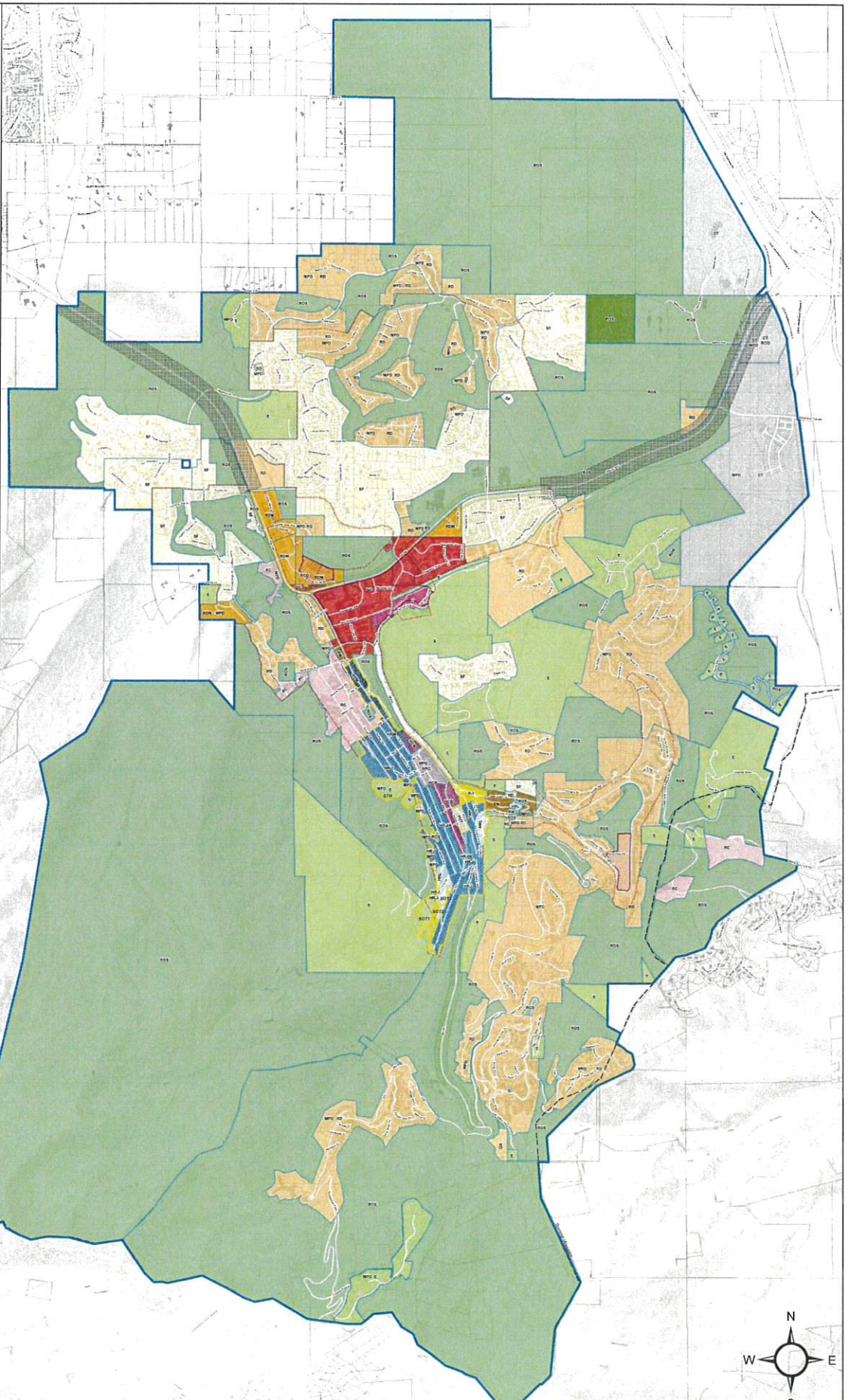






## Legend

- Park City Limits
- County Boundaries
- Sending Zones
- Receiving Zones
- Sensitive Lands (SLO)
- Frontage Protection Zone (FPZ)
- Entry Corridor Protection (ECP)
- Master Planned Development (MPD)
- Regional Commercial (RCO)
- Community Transition (CT)
- Estate (E)
- General Commercial (GC)
- Historic Commercial Business (HCB)
- Historic Residential (HR-1)
- Historic Residential (HR-2A)
- Historic Residential (HR-2B)
- Historic Recreation Commercial (HRC)
- Historic Residential - Low Density (HRL)
- Historic Res. - Medium Density (HRM)
- Light Industrial (LI)
- Protected Open Space (POS)
- Public Use Transition (PUT)
- Residential (R-1)
- Recreation Commercial (RC)
- Residential Development (RD)
- Residential Dev. - Medium Density (RD-M)
- Residential - Medium Density (RM)
- Recreational Open Space (ROS)
- Single Family (SF)
- Parcels



Official Zoning Map

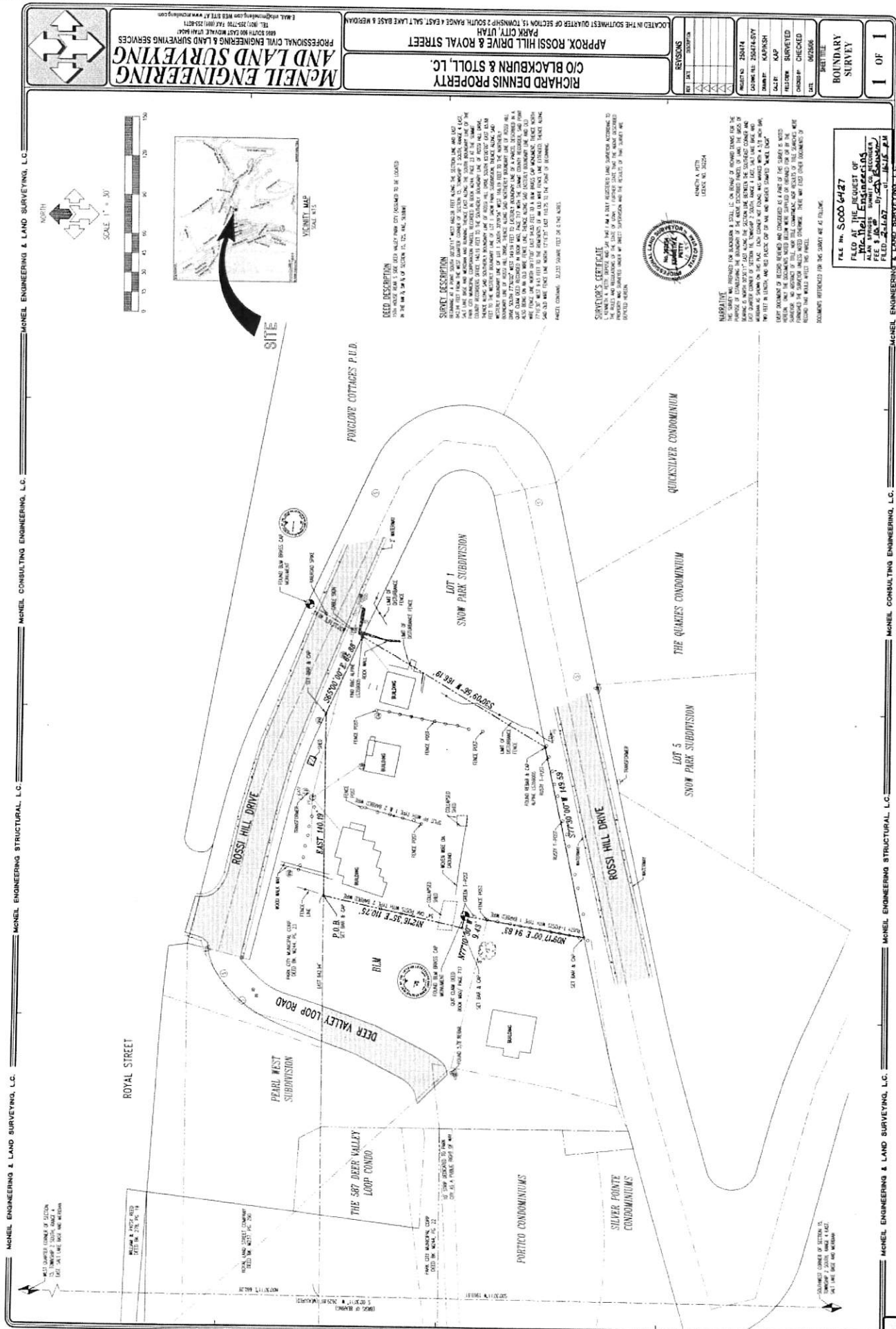
Jack Thomas, Mayor

Bruce Erickson, Planning Director

Adam Strachan, Planning Commission Chair









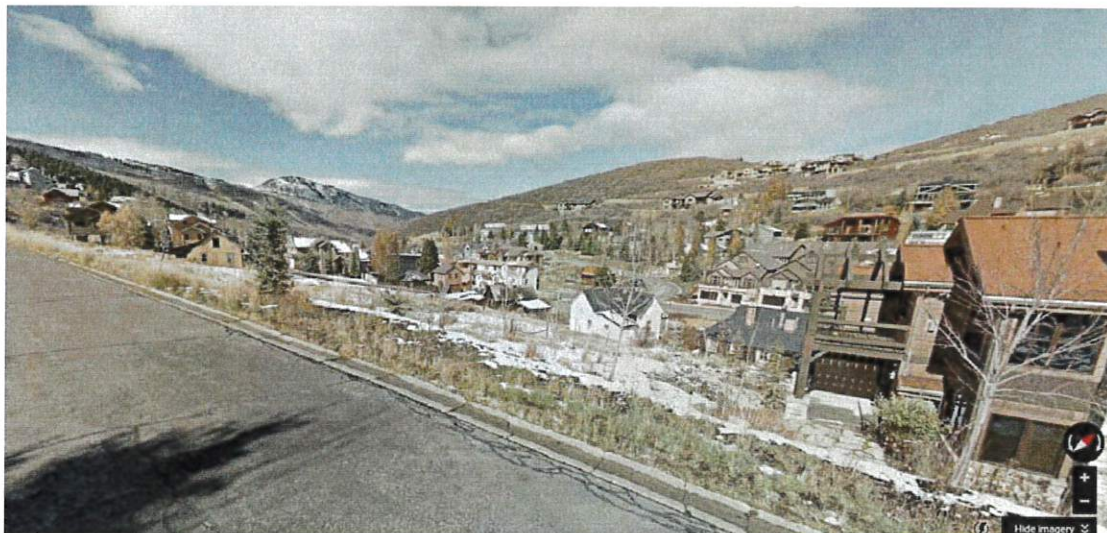
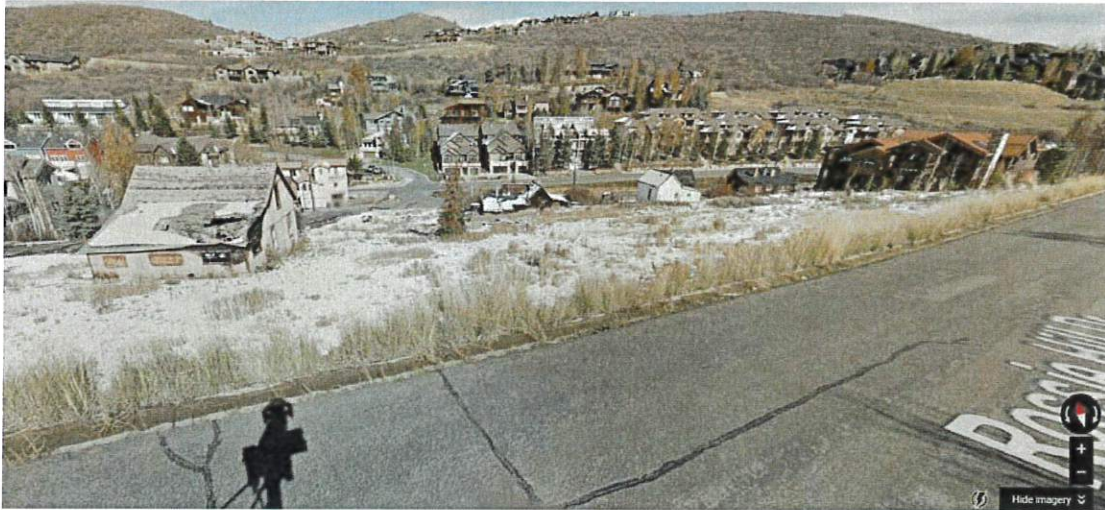


### **Rossie Hill Zone Change**

(Please note that 632 Deer Valley Drive is not included)



Exhibit D









## **Anya Grahm**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grahm  
**Subject:** FW: Save Rossi Hill

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**From:** Jamie Vaught [vaughtlaw@gmail.com]  
**Sent:** Tuesday, January 10, 2017 2:08 PM  
**To:** planning  
**Subject:** Save Rossi Hill

I own a home at 668 Rossie Hill Drive. I support the zoning change to HRL and ROS because it will preserve the unique character of the piece of Park City that is Rossi Hill.

Park City has a unique "feel" and appearance, and this is due in part to the open spaces and to the appearance of the historic areas around town, especially on Rossi Hill. I purchased my home on Rossi Hill due to the unique feel and appearance of the Rossi Hill area.

Let's preserve Park City for our residents, home owners, visitors and future generations.

Please do not support any plans that would allow increased development on Rossi Hill, especially any high-density development. Please preserve the feel and appearance of Rossi Hill.

Thank you

James Vaught

James Vaught Law Office, PLLC

2393 Alumni Drive, Suite 204

Lexington, KY 40517

859-455-7444

859-554-5931 fax



## Anya Grahm

---

**From:** planning  
**Sent:** Wednesday, January 11, 2017 3:45 PM  
**To:** Anya Grahm  
**Subject:** FW: Rossie Hill Historic Open Space

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**From:** Christina Marie Shiebler [christina@shiebler.com]  
**Sent:** Wednesday, January 11, 2017 1:21 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce  
**Cc:** planning; Council\_Mail; Jack Thomas; Bruce Erickson; Anya Grahm  
**Subject:** Rossie Hill Historic Open Space

Good afternoon and thank you for taking the time to read my email.

My family has been in Park City for nearly 25 years. I myself have been a resident of Park City for nearly 13 years. I have lived on Coalition View Court, part of the Rossie Hill (affectionately named "Happy Hill") neighborhood, for 11 years and counting. I am a proud to be from this incredible community and also proud to be a part of the Rossie Hill Historic Open Space Alliance.

I, along with 358 others (241 from Park City and surrounding, 28 are from our home state of Utah, and 16 out-of-state Park City second home / property owners or visitors) support the protection and preservation of this incredible and historic land.

I am in support of the zoning amendment as referenced in the packet for the meeting scheduled for this evening. Additionally it is my hope and the hope of the many others supporting the Save Rossie Hill Historic Open Space that the Commission recommend to Council that further long range protections be applied to this land. We have a unique opportunity to preserve this land and its rich history. I, along with so many other members of our community, would like to see additional / stronger zoning changes, consideration to strengthen protection through the historic guidelines and / or the general plan, and / or strong consideration and proposal to have the City acquire the land to be held as open and historic space in perpetuity.

As I look through the packet for the meeting and see the Treasure Hill agenda item, I can not help but think that this ongoing community issue is an opportunity for great community to look 30 years in to the future and take the opportunity to preserve and secure this Rossie Hill sacred land. Although the scale is wildly different, the sentiment is the same. Change is inevitable, but how we change and grow is within our control.

I am grateful to the members of Staff, the Planning Commission, Council and the Mayor for your individual and collective willingness to work on behalf of our great community. Your work has great impact on the current and future state of Park City, and I respect the time and attention you all give to these important issues.



Respectfully,  
Christina Marie Shiebler



## Anya Grahm

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grahm  
**Subject:** FW: Upcoming Rossie Hill hearings

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**From:** Rachel.Sahlman@aps.com [Rachel.Sahlman@aps.com]  
**Sent:** Tuesday, January 10, 2017 11:16 AM  
**To:** planning  
**Subject:** Upcoming Rossie Hill hearings

Planning Commission,  
I understand there are two upcoming hearings concerning the zoning at Rossie Hill. Although my husband Scott and I are unable to attend the meetings, we wanted to pass along our thoughts about Rossie Hill and open space in Park City. We have lived at 625 Deer Valley Drive for more than 10 years and have enjoyed the historical character and witnessed the wildlife migration that is part of that space. The area is already beginning to have a more densely populated feel and I am concerned that we are losing the character of an area we love very much. There needs to be room to breathe and as the density increases along Deer Valley Drive, I'm afraid that we are losing the true character of the area. Additional multi-housing will overwhelm this small valley community and will add to the traffic, noise and congestion. We choose Park City because of its beautiful open spaces, wildlife, peace and quiet. Please don't put that at risk. Our address is below if needed for future reference.

Best regards,

Scott and Rachel Sahlman

Contact phone: 602-402-6166  
625 Deer Valley Drive A2  
Park City, UT 84060

--- NOTICE ---

This message is for the designated recipient only and may contain confidential, privileged or proprietary information. If you have received it in error, please notify the sender immediately and delete the original and any copy or printout. Unintended recipients are prohibited from making any other use of this e-mail. Although we have taken reasonable precautions to ensure no viruses are present in this e-mail, we accept no liability for any loss or damage arising from the use of this e-mail or attachments, or for any delay or errors or omissions in the contents which result from e-mail transmission.



## Anya Grahm

---

**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:55 AM  
**To:** Anya Grahm  
**Subject:** FW: Rossie Hill Proposal on tomorrow's agenda

More public comment on BLM.

Ashley

---

**From:** Jordan Pynes [jordan@tsahousing.com]  
**Sent:** Tuesday, January 10, 2017 6:27 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce; planning  
**Cc:** Council\_Mail  
**Subject:** Rossie Hill Proposal on tomorrow's agenda

Dear Commission Members:

My name is Jordan Pynes and my family has owned and resided at 645 Coalition View Court for the past eight years. Thank you for your consideration for the proposed zoning changes on Rossie Hill. It is my hope you will approve the proposed modifications to the existing zoning of the Rossie Hill Open Space.

I believe the proposal is a fair and win-win agreement. While most of us in the community would like to see zero future development, I think what is being proposed is the right compromise. Please consider preserving as much open space as possible to protect the character of our neighborhood, the wildlife that is a wonderful part of our daily lives and the beautiful historic homes that help make Park City/Rossie Hill such a charming community.

Thank you for all your hard work and with this matter. I hope you will approve the zoning change that is being proposed.

Jordan Pynes



## Anya Grahm

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grahm  
**Subject:** FW: Rossie Hill

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**From:** Mark Kaire [Mark@kairelaw.com]  
**Sent:** Tuesday, January 10, 2017 3:42 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce; planning  
**Subject:** Rossie Hill

Esteemed Commission Members,

By way of brief introduction my name is Mark Kaire, and together with my wife and 3 children we reside at 635 Coalition view court. I am hopeful that my family and I will make this a full time residence in the near future.

I would like to take this opportunity to truly thank the planning department and commission members for trying to formulate a plan that works for all the residents of park city. The plan is a true compromise- all parties walk away thinking they gave up too much. To that end, while I am saddened with the amount of development that is proposed, I am likewise grateful that the plan limits the amount of new homes, preserves the historic character, and changes the zoning of parcel #4 to ROS.

Please consider preserving as much open space as you deem necessary to protect the character of this neighborhood and these treasured historic homes.

Thank you for all your help and cooperation in this matter.

Mark and Jennifer Kaire

Mark A. Kaire  
Kaire & Heffernan, LLC  
999 Brickell Avenue  
PH 1102  
Miami, FL 33131  
305-372-0123(P)  
305-377-4222(F)  
[www.kairelaw.com](http://www.kairelaw.com)



To: Park City Planning Commission

From: Robert Gurss

Date: January 9, 2017 (for January 11, 2017 Planning Commission Meeting)

RE: Zoning Map Amendment Request, PL-16-03323

Mr. Chairman and members of the Planning Commission, my name is Robert Gurss. My wife and I are full time residents of Park City. We live at 654 Rossie Hill Drive, directly behind the BLM property containing three historic mining era homes.

As this Commission is well aware, Park City's historic architecture is probably the most important factor that makes "Park City Park City." I volunteer at the Park City Museum, giving tours of historic Main Street in the summer. I can tell you from personal experience that many people come to Park City precisely because of our colorful mining history. Having preserved that history, Park City is able to stand out among other Mountain West resort towns that offer little more than condominiums, high end homes, and touristy shops.

The mining era homes on Rossie Hill Drive are a unique remnant of our history. I often see tourists stopping on the road to take pictures of the homes, and it's not unusual to see an artist at an easel painting pictures of the houses and their surroundings. These houses are historic treasures, not only because they are in nearly original form, but also because these 3 houses are probably the ONLY remaining Park City historic homes in an original semi-rural setting. Once upon a time, small homes dotted some of the hills around Park City, often surrounded by gardens or small pastures. Most of the few that remain are now surrounded by or completely engulfed by modern day construction (e.g., the Line), with little remaining sense of their original settings.

Therefore, it is essential that the City take this opportunity to protect these rare vestiges of our history by preserving these historic homes and the surrounding open space.

The Planning Department has done a good job addressing this issue, and I applaud their efforts. Their current proposal is for HRL zoning for parcel #3, containing the 3 historic homes. That is a major improvement over the "existing" zoning of RM, which may have allowed the entire parcel to be covered by a huge condominium complex. However, according to the Department's proposal, even with the HRL zoning, up to 5 new homes (for a total of 8 single family homes) could be built on parcel #3 based on the total acreage in the parcel. As the Department notes, the actual number of new structures would be limited by the location of the current historic homes and related factors. Nevertheless, the potential for up to 5 new homes on the land (up to 3,750 SF each), most likely behind the current houses, is troublesome as it would take away much of the semi-rural setting that make these historic homes so special. The Planning Department's proposal points to the recommended ROS zoning of other portions of the BLM land, including Parcel #4 (i.e. the "triangle" straddling Coalition View Ct), as a way to preserve open space relative to the historic homes. While I and my neighbors strongly support that ROS designation, the open space immediately surrounding the historic homes within parcel #3 should also be preserved, whether through zoning or enforcement of relevant historic guidelines.



The original Planning Department recommendation presented to City Council on September 22, 2016, divided parcel #3 into two parts, with the southern (uphill) portion proposed for ROS. I would ask the Commission to consider drawing a similar line, with the northern (downhill) portion of parcel #3 zoned HRL, and the southern (uphill) portion of parcel #3 (and all of parcel #4) zoned ROS, assuming such a division would better preserve both the historic homes and their unique original setting.

Thank you for your consideration.



## Anya Grahm

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 3:45 PM  
**To:** Anya Grahm  
**Subject:** FW: Public Input - Rossie Hill Zoning Amendment (PL-16-03323)

---

**From:** Diane Bernhardt [diane.a.bernhardt@gmail.com]  
**Sent:** Wednesday, January 11, 2017 2:32 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce  
**Cc:** planning; Anya Grahm; Bruce Erickson  
**Subject:** Public Input - Rossie Hill Zoning Amendment (PL-16-03323)

Chairman and Commissioners,

My name is Diane Bernhardt. I am a resident at 630 Coalition View Ct and I represent the *Save Rossie Hill Historic Open Space Alliance*, an organization whose mission is to promote the creation of a long-range vision and action plan for the protection of the historic open space on Rossie Hill.

With this mission, our first goal is to advocate for and facilitate the protection of the open space and the historic miners' cabins which are located on BLM Parcel 18.

To that end, we created a petition representing our community's support for the preservation of the Rossie Hill Historic Open Space. Those supporting the petition declared that:

1. they support the restoration and preservation of the historic mining-era homes.
2. they support the preservation of the irreplaceable open space for future generations
3. they request the rezone of BLM parcel 18 to ensure the protection of this open space from new land development.

The response to the petition was extraordinary. First circulated on Thursday, August 11, six days later, it had gathered 297 signatures. As of yesterday, the petition had 359 signatures in the affirmative of which 241 are from Park City or its suburbs, 28 are from Utah, and 16 are out-of-state Park City property owners or frequent visitors. Through the sensational support of the petition, our community has made **abundantly** clear that the preservation of this unique open space is **very** important.

We thank the Planning Staff for this considered zoning amendment proposal. It makes appreciable progress toward the goal of protecting this prized open space. The HRL designation provides significantly more defense for the miner's cottages than the current zone, but still permits development that will overpower the quaint homes and take them out of their historical context. We support the approval of this zoning amendment in order to provide immediate, increased protection. However, we **also** respectfully request that the Commission recommend to Council that further protections are required to truly preserve this land, using tools such as: additional zoning changes, amendments to the general plan, strengthening of historic guidelines, or municipal acquisition of this land for the benefit of our community.

We respectfully request that the Commission forward a positive recommendation to City Council to approve the Zoning Map Amendment Request as recommended by staff with additional recommendation that further protective measures are required to fully safeguard this iconic Park City landscape.

Thanks for the opportunity to provide input from the members of *Save Rossie Hill* and from the 359 community members signing the petition requesting the rezone and further protections.

Diane Bernhardt

<http://saverossiehill.org>



<http://www.thepetitionsite.com/225/200/591/save-rossie-hill-historic-open-space-by-rezoning/>



Planning Commission Meeting  
January 11, 2017  
Page 53

Francisco: We wouldn't be ready. Yeah.

Chair

Strachan: I'm just wondering whether our agenda on February 8<sup>th</sup> is going to get backed up because we're lacking a meeting.

Commissioner

Suesser: So lacking a meeting on the 25<sup>th</sup>?

Planner

Francisco: And I'm not sure how effective we would be without seeing the update that's being proposed now for Presidents Day 2017. I don't know if---  
Bruce?

Shawn

Ferrin: Do you want to continue to the 8<sup>th</sup> and we'll have a discussion with Staff about what's next on the agenda. And if we're back, great, and if we're not you can continue it again.

Chair

Strachan: That sounds fair. Yeah, that sounds fair.

Shawn

Ferrin: We can at least have it [inaudible].

Chair

Strachan: Yeah, that's fine. All right. Motion to Continue then to February 8<sup>th</sup>.

MOTION: Commissioner Thimm moved to CONTINUE the Treasure Hill Conditional Use Permit to February 8<sup>th</sup>, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

2. 622, 652, and 660 Rossie Hill Drive as well as the BLM-owned parcels, request for Zone Change from Residential Medium (RM) District to Historic Residential Low-Density (HRL) and Recreation Open Space (ROS) as well as from Estate (E) to ROS. (Application PL-16-03323)



Planner Anya Grahm reported that this request was to rezone the BLM properties, as well as the three historic houses that are at approximately 622, 652, and 660 Rossi Hill Drive. Planner Grahm explained that they were talking about rezoning Parcels 1, 2 and 3 from RM to ROS.

Parcel #1 is owned by the City and provides the linkage between Rossi Hill Drive on to Deer Valley Drive. Parcel #2 is a portion of the Fox Glove Cottages PUD Subdivision. The PUD identifies all the common space as open space. Changing the zoning to ROS was not much different because it was already identified to remain open space. Parcel #4 is also owned by the BLM, and currently the parcels are zoned E for Estate. The density on Estate is one unit per three acres. Therefore, this parcel is not able to be developed because of the density requirement, and the Planning Department was suggesting changing it to ROS for Recreation Open Space.

Planner Grahm stated that Parcel #3 is partially owned by the City, and partially in a Title of Color litigation with the BLM by the Dennis family.

Planner Grahm showed what the map would look like if the proposed zoning change occurs. She pointed out the current zoning versus the proposed zoning. Planner Grahm remarked that it would blend with the HRL District, which is Historic Residential Low Density.

Planner Grahm noted that there have been questions about whether or not this zoning change would set a precedent. She stated that there are other cases where the zoning has a similar situation of creating a pocket of a different zone within a larger neighborhood. One example was the Library Field, which is designated as ROS. She also commented on an annexation parcel that was zoned Estate even though it was surrounded by Single Family and RD development. Another example was the rezone of the Sunnyside Subdivide. In that case the residents came forward with a request to change from RD to Single Family to eliminate the opportunity for nightly rentals. In doing so, it left a pocket of RD that could continue to be used as residential.

Planner Grahm had received public comments that was forwarded to the Planning Commission via email, and the Commissioner were also given hard copies of those comments as well.

Assistant City Attorney McLean explained that the standard the Planning Commission was looking at is whether it promotes the general welfare. It has to be a rationally based decision under State Case Law. The Commissioners need to balance their decision on good cause and the rationality behind it. The findings should be on whether or not this promotes the general welfare. Ms. McLean noted that the Planning



Commission has done zone changes, but not frequently. It is covered under Section 10-9A-801, which is the appeal section that talks about how those decisions are reviewed. The State Code states that the zoning promotes the purpose of the chapter being the Land Use Chapter. The Courts interpret it as for the general welfare.

Chair Strachan thought the direction from the City Council was unclear. Director Erickson stated that the Council's goal was three-fold. One was to bring the property more in compliance with the General Plan as the transition zone between the historic district and Deer Valley. Second was to provide a mechanism to restore the three houses. And third was to do the best possible to maximize the amount of open space on the property without removing property rights from the Color of Title action. Director Erickson remarked that the City Council had asked for a rigorous start towards those goals, and the Planning Department came up with low density zoning alternatives, including the RD zone, which is three units per acre. It would have effectively taken away most of the development rights. The HRL, which is the proposed solution, could yield as many as eight units, including restoration of the three houses. Director Erickson noted that there may be additional open space opportunities when the Color of Title action is complete.

Commissioner Joyce asked how the rezone helps with the transition from Historic Old Town to Deer Valley, when at least a quarter to a half mile on both sides is packed with condos. Director Erickson replied that the Staff position is that the rhythm and pattern is maintained by the protection of the three houses in that location, as well as the restoration and the provision of the open space on the hillside, which becomes a pocket park consistent with the Library Field, the City Park at the south end of Main Street, and Creekside Park. Director Erickson stated that it works very much like the undeveloped street rights-of-way in the Historic District. He explained that they could develop the site, but those three houses would not remain in the same existing historic agricultural context. A limited amount of development may achieve that goal, consistent with a few other historic houses on the other side of the street.

Chair Strachan opened the public hearing.

Robert Gurse stated that he and his wife are full-time residents of Park City at 654 Rossi Hill Drive, directly behind the BLM property. Mr. Gurse remarked that Park City's historic architecture is the most important factor that makes Park City Park City. He volunteers at the Park City Museum giving tours of Main Street in the summer. From personal experience, he knows that a lot of people come to Park City because of its history. Having preserved that history, Park City is able to stand out among other Mountain West resort town that little more than condominiums and high priced homes and tourist shops. Mr. Gurse stated that the mining era homes on Rossi Hill area a



unique remnant of Park City's history. He often sees tourists stop on the road to take pictures of these homes. He has also seen people set up an easel and paint pictures of the homes and their surroundings. Mr. Gurse believed these homes were historic treasures for Park City, not only because they are in nearly original form, but because they are probably the only remaining Park City historic homes in their original semi-rural setting. He stated that at one time small homes dotted the hills around Park City, often surrounded by gardens and small pastures. Most of those homes that remain have been completely engulfed by condominiums and other modern structures with no remnants of their original setting. Mr. Gurse believed it was essential for the City to take this opportunity to protect these rare vestiges of its history by preserving these historic homes and the surrounding open space. He thought the Planning Department had done a good job addressing this issue, and he applauded their efforts. The current proposal for HRL zoning for Parcel #3 containing the three historic homes is a major improvement over the existing zoning of RM, which would allow the entire parcel to become a huge condominium complex. However, according to the proposal by the Planning Department, even with the HRL zoning, up to five new homes for a total of eight could be built on this parcel based on the total acreage. The actual number of new structures would be limited by the location of the current homes and other factors, but the potential for five new homes on this land mostly likely behind the current homes is troublesome. It would take away much of the semi-rural setting that makes these homes so special. Mr. Gurse noted that the Planning Department's proposal points to the recommended ROS zoning of other portions of the BLM land, including Parcel #4, as a way to preserve the open space relative to the historic homes. He and his neighbors support that; however, additional steps should be made to protect the open space immediately surrounding these homes to the extent possible whether it is through rezoning or through strict enforcement of relevant historic guidelines. Mr. Gurse stated that the original Planning Department to the City Council on December 22<sup>nd</sup> divided Parcel #3 into two parts, with the southern portion as ROS. He asked the Planning Commission to at least consider drawing a similar line with the northern downhill portion of that parcel zoned HRL, and the southern uphill portions zoned ROS, along with Parcel #4 and Parcel 1 and 2. Such a division would better preserve both the historic homes and their unique original setting.

Bryce Panser, stated that he was an attorney representing Richard Dennis and his two daughters who own the three historic cabins. He has been involved with this since the initial meeting that Mr. Gurse mentioned. Mr. Panser stated that this came up in the context of an adjacent property seeking to establish a record lot for the Bertagnole cabin, which is in a Color of Title Action, which is similar to what the Dennis family has been involved in for the last ten years. He remarked that the neighbors were upset that anything would be done with this pristine area, which they have come to understand is a city park and believe it should be maintained as a park. As Mr. Gurse had indicated,



one of the proposals floated was to make much of the parcel that the Dennis' claim as ROS. Mr. Panzer understood that the Planning Department examined this and ultimately concluded that the proposal that had been floated would make the remaining cabin properties non-complying, and would confiscate all possible development rights. It would make it uneconomical and unattractive for anyone to do anything with the cabins which have fallen into disrepair. When the Planning Department come up with the proposal of converting the parcel to HRL, his client thought it made sense. He wanted to see the cabins preserved and believe this proposal provided a mechanism for doing it. Mr. Panzer pointed out that Richard Dennis was born in one of these cabins, and his family has owned the three cabins for the last 100 years or so. Mr. Panzer remarked that what the neighbors suggested was a laudable goal, but if the City wants to preserve the land as a pocket park, they should purchase the property or acquire in some fashion, rather than restrict the development. Mr. Panzer pointed out that this does not create a transition zone between Old Town and Deer Valley because of the existing development. However, in essence it is a compromise. It is a solution that his clients are agreeable to, and that fits with what they think the future development of this property should be.

Jeff Camp, a resident at 590 Coalition View Court, stated that he has lived adjacent to the BLM property for 25 years. He pointed out that no one ever raises the issue of animals. Having live there for 25 years he watches the animals over and over again. It used to be a corridor for the animals to go down and cross Deer Valley Drive and up into the open space in the Aerie. A wall has been built but the animals still squeeze through it. Mr. Camp noted that an elk herd used to come through there but he has not seen them in years since the two duplexes were built on the opposite side of Deer Valley Drive. Mr. Camp remarked that all the animals need water. The deer and moose are very prevalent on that land because it is the only place where they can get to the water. Walls of condominiums prevent them from getting to the Deer Valley ponds, and the creek runs underground at the intersection of Rossi Hill Road. Mr. Camp believed the issue was more about saving a place for the animals. He commended the City for wanting to zone the upper parts ROS, and he also liked the HRL zone for the Dennis parcel. However, he agreed with Mr. Gurse that the remainder of Parcel #3 should be ROS as well. He noted that in terms of the BLM, the use has always been ROS. Mr. Camp stated that the BLM is supposed to preserve open space, but now they were divesting their property. Mr. Camp has been in touch with the BLM for a number of years and watching their intentions for that property. He provided copies of a document he obtained from the BLM several years ago. When he first started living there the BLM land was one large parcel, but over time it was divided into smaller lots. Mr. Camp believed the Dennis family was claiming property rights to property that they do not own. They own the shacks that are on top of the ground, but they do not own the land. It is Color of Title. The Bertagnole family fought it 30 years and he suggested that the



Dennis family may fight it for another 10 years. Mr. Camp requested that the Planning Commission give the Dennis family the smaller parcel and let it be HRL, as proposed, and make the remainder of Parcel #3 ROS to protect the animals.

Diane Bernhardt, a resident at 630 Coalition View Court, stated that she represented the Save Rossi Hill Historic Open Space Alliance, whose mission is to promote the creation of a long range vision and action plan for the protection of the historic open space on Rossi Hill. The first goal of this mission is to advocate for and facilitate the protection of the open space and the historic miners' cabins located on BLM parcel 18. To that end, the organization created a petition representing community support for the preservation of the parcel. Those supporting the petition declared that: 1) they support the restoration and preservation of the historic mining era homes; 2) they support the preservation of the irreplaceable open space for future generations; 3) they request a rezone to ensure the protection of this open space from new land development. Ms. Bernhardt stated that the response to this petition was extraordinary. It was first circulated on August 11<sup>th</sup>, and six days later it had gathered 297 signatures. As of yesterday, the petition had 359 signatures in the affirmative, of which 241 are from Park City or its suburbs, 28 are from Utah, and 16 are out-of-state Park City property owners or frequent visitors. Ms. Bernhardt remarked that through the sensational support of the petition, the community has made it abundantly clear that preservation of this unique open space is very important. The Save Rossi Hill Historic Open Space Alliance thanked the Planning Staff for this considered zoning amendment proposal. It makes appreciable progress towards the goal of protecting these remarkable acres. The HRL designation provides significantly more defense for the miners' cottages than the current zone, but still permits development that will overpower the quaint homes and remove them from their historical context. The organization supports the approval of the zoning amendment in order to provide immediate increased protection. However, the also respectfully requested that the Planning Commission recommend to the City Council that further protections are required to truly protect this land using tools such as additional zoning changes, amendments to the General Plan, strengthening of historic guidelines, or the municipal acquisition of this land for the benefit of the community. Ms. Bernhardt urged the Planning Commission to forward a positive recommendation to the City Council to approve the zoning map amendment request as proposed by Staff, with additional recommendation that further protective measures are required to fully safeguard this iconic Park City landscape. She thanked the Commissioners for the opportunity to provide input from the members of Save Rossi Hill, and from the 359 petitioners calling for this rezone and for further protections.

Christina Schiebler, a resident at 638 Coalition View Court, agreed with her neighbors and the Rossi Hill Open Space Alliance.



Chair Strachan closed the public hearing.

Commissioner Phillips was pleased to see that the Dennis family was not wanting to maximize development. It is extremely important to preserve these old buildings, but in some ways it felt like they were downzoning to accomplish that goal. Commissioner Phillips was trying to see the other side as well, to make sure no mistakes were being made. He recalled that the Lilac Subdivision was approved by the Planning Commission, but he was unsure what happened with it at the City Council level.

Director Erickson reported that the plat was approved by the City Council and created one lot of record. Planner Grahm explained that when the City Council reviewed the Lilac Hill Subdivision, which is the burnt out house at 632 Deer Valley Loop, added conditions of approval included a requirement to provide 40% open space. Another condition was to make sure that any development on that site or any future subdivided parcels or lots created out of that site had to comply with the design guidelines. Planner Grahm noted that as discussed by the Planning Commission, any work to the historic house would have to comply with the guidelines; however, new construction on new lots would not have to comply because it is outside of the historic districts. Planner Grahm stated that the added condition of approval makes sure that work on the historic house, as well as any new development, must comply with the guidelines to help promote that historic character. She recalled that another added condition of approval talked about not blocking the view to the historic house so the hillside would maintain its existing look and feel. Planner Grahm remarked that those were the primary conditions for why the Planning Staff recommended the HRL. Even though that parcel would remain RM and would not be rezoned to HRL, the HRL zone carries over the design guidelines and some of the requirements that keep the historic context.

Commissioner Phillips stated that in reading the Staff report there was reference to 22 units, and then it talked about the amount of allowed units being based off of the square footage. He asked to what extent the Dennis family was informed of what they could actually do, as opposed to the actual number that could fit. Planner Grahm replied that the Staff did not look what could be allowed because they did not want to draw subdivision lines and try to estimate what the development could be. That was the reason for basing it off the square footage of the lot as a whole.

Commissioner Phillips favored the proposal because it would definitely help preserve the structures. However, if the Dennis family were to build other buildings on this site, he asked if the City would look at limiting the other buildings to be more consistent with the same mass and scale of the existing structures. Planner Grahm believed the design guidelines would dictate that. She pointed out that height requirements in the LMC stipulates a maximum height of 27'. Commissioner Phillips pointed out that 27' would



tower over the existing structures, and he asked if they could require a lower height or if it was a given based on the requirements. Planner Grahn did not believe it was a given; but when the building comes in with the Design Guidelines, the Staff would mitigate it at that point to make sure it would not overpower the historic buildings.

Commissioner Suesser asked if the Staff had considered isolating the three cottages to the HRL section, and keeping the remainder of Parcel 3 ROS. Planner Grahn replied that the Staff had looked at that, but the concern was that some development has to be allowed on the site in order to rehab the houses and make it financially feasible. The Staff also looked at the historic Sanborn maps from 1927 and at that time this hillside had ten small houses on it. It helped the Staff understand what should be built there and to keep that context. Commissioner Suesser understood that anything else built on Parcel 3 would have to comply with HRL guidelines. Planner Grahn replied that she was correct. It would have to comply with that section of the LMC in addition to the Design Guidelines.

Commissioner Joyce stated that he lives up the hill from this parcel and he looks at those structures every day. He wanted to see the structures preserved, but at the same time what they want cannot influence what they do. Commissioner Joyce was uncomfortable creating a little zoning island of one lot of one land owner; and at some level downzoning them. He was looking for good excuses as to why that was acceptable, but he thought the transitional reason was ludicrous. Commissioner pointed out that two feet from one of the historic houses, the City approved an 8,000 square foot duplex on one side and Foxpoint was on the other side. Commissioner Joyce was not in favor of micro-zoning. In his opinion, it was a bad use of the zoning tool and they should not make it a habit. He clarified that the only reason he would vote to support this was because the landowner supports it. He would recommend to the City Council that if they want to preserve these houses they should purchase them. If they want to make it a park, the City should buy it. Otherwise, if the landowner comes back wanting to build 27' houses, he would support their proposal because the zoning allows it and he believes it is reasonable. Commissioner Joyce reiterated that his original intent was to vote no on this proposal because he believes micro-zoning is wrong.

Commissioner Campbell agreed with Commissioner Joyce. He was opposed to what was clearly the downzoning of the other lot and he voted against it. He would have voted against this one as well. Commissioner Campbell was not sure the owner being in favor swayed him, but he backed Commissioner Joyce 100% that everyone gets great satisfaction out of seeing those structures as they drive up and down the road. The only way it will remain is if the City buys it. Commissioner Campbell suggested that the Planning Commission let the City Council know that they agree to approve this



request, but in return they would like the Council to look at purchasing the structures to preserve them.

Commissioner Band concurred with Commissioners Campbell and Joyce. Open space that is privately owned is not open space; it is privately owned land. She shared the sentiment that if the City wants it preserved they should purchase it. Commissioner Band believed this proposal was a great compromise, and that many of the neighbors shared her opinion. She personally favored spot zoning. It is a great tool if people are creative and she thought Park City should look at it in the future.

Assistant City Attorney McLean stated that spot zoning or micro-zoning does not exist in Utah. It is a matter of finding the right zone for a particular area. Zoning cannot be done only for economic reasons.

Commissioner Thimm concurred with the other Commissioners with respect to zoning. His decision was swayed by the historic structures. Commissioner Thimm did not believe that creating the non-contiguous zoning islands was a good practice and he thought they should be careful about doing that. He felt this proposal would create a district that is set up by the existing historic structures in trying to modulate the scale of what is occurring in that area. Creating open space by zoning towards the ROS would preserve that ground in an appropriate way. Commissioner Thimm supported the proposal.

Commissioner Phillips was in favor of a City purchase, but he would be uncomfortable changing the zoning before the purchase. He preferred to purchase first and then change the zoning. Commissioner Phillips stated that he still had some misgivings, but he was willing to support the proposal.

Director Erickson remarked that the effect of this particular zone change reduces trip generation on Deer Valley Drive from 22 units x 10 to 8 units x 10. He explained that doing the zoning to protect the context of these historic houses is much closer to form based code in saying that this is the character we want to preserve in this location for X, Y and Z reasons. Director Erickson stated that this was more than a strict downzone. It was a careful enactment of progressive non-Euclidian technics and growth management on Deer Valley Drive, and protection of the neighborhood values. When the Staff looked at this rezone proposal, the number one mission was to protect the houses.

Commissioner Campbell referred to Silver Star, the Rio Grande and similar places that were deteriorating but there were plans for preservation; however, a commercial piece behind it paid for the preservation. It was a model he would like to see and he was



certain that the City, the Planning Staff and the public could get behind it. Commissioner Campbell clarified that he did not believe that model would work in this case because no one would want additional commerce in that area. His intent was to make sure that commercial components are considered in places where it would work.

Director Erickson stated that the mechanism already exists for historic houses where commercial uses such as a café could occur. As lower Park Avenue redevelops, he anticipated one or two additional coffee shops in that zone.

Commissioner Campbell wanted it on the record that his vote would be in favor of anything that would keep the historic buildings from demolition by neglect. It is never the intent, but it does happen to many structures if rebuilding them does not make sense.

MOTION: Commissioner Joyce moved to forward a POSITIVE recommendation to the City Council to approve the zoning map amendment request from RM to HRL and ROS at 622, 652 and 660 Rossi Hill Drive, and the BLM parcels, as well as additional zone changes from Estate to ROS for the BLM parcels above Rossi Hill, based on the Findings of Fact and Conclusions of Law as found in the draft ordinance. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

#### Findings of Fact – Zoning Map Amendment

1. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to the south and east of Rossie Hill Drive and south of Coalition View Court.
2. The property is currently zoned Residential Medium-Density (RM) and the triangle parcel is zoned Estate (E).
3. There are currently three historic houses located at 622, 652, and 660 Rossie Hill Drive. These are located on parcel PC-537-X. These houses are designated as Landmarks on the City's Historic Sites Inventory.
4. This rezone also includes the northwestern half of the Foxglove Cottages PUD Subdivision, which was recorded in 1997. This subdivision included a provision that the common area is master planned open space, and may not be sold separately. The eastern half of the property is designated as open space on the subdivision.

5. This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive.
6. The size of the proposed rezoning area is approximately 15% of the total size of the entire existing HRL Zone District along McHenry Road.
7. The access to the sites is from Rossie Hill Drive and Coalition Court.
8. The ROS District lists Conservation Activity as the only allowed use.
9. The requested Zoning Map Amendment from RM to HRL and ROS is appropriate in that the zone change will meet City Council's goals of preserving the hillside and promoting redevelopment of the historic houses and is consistent with the General Plan.
10. This zone change proposes rezoning parcel PC-537-X from RM to HRL. The RD zone only allows up to 8 single family units of development; under the RM zone, the density is roughly 24 units of development consisting of a mix of multi-unit dwellings over four units.
11. This zone change proposes rezoning the remainder of PC-537-X and the other parcels to Recreation Open Space (ROS) which encourages preserving and enhancing environmentally sensitive lands, encouraging sustainability, conservation, and renewable energy.
12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood and protects the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

Conclusions of Law – Zoning Map Amendment

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.



December 12, 2019

**VIA U.S. MAIL AND E-MAIL** ([andy@parkcity.org](mailto:andy@parkcity.org))

Park City Municipal Corporation  
Attn: Andy Beerman, Mayor  
PO Box 1480  
Park City, Utah 84060

*Re: HRL Zone- Nightly Rental Prohibition Error on Dennis Property*

Dear Mayor Beerman,

This firm represents Frank Watanabe, Watanabe Ventures, LLC, and Lilac Hill, LLC. Watanabe Ventures holds a security interest and an executory option to purchase that certain real property located on Deer Valley drive commonly known as 622, 652 and 660 Rossie Hill, Parcel Nos. PC-546-547, currently vested in the Dennis family (the “Dennis Property”). We recently discovered that City records incorrectly reflect the Dennis Property as being zoned in an area in which nightly rentals are prohibited, with or without a conditional use permit.

Under the Park City Land Management Code Section 15-2.1-2, which defines, among other things, the permissible uses of properties located in the Historic Residential-Low Density Zone (the “HR-L Zone”), nightly rentals are listed as potential conditional uses, subject to the following footnote:

Conditional Use Permit allowed only in the West sub-neighborhood located south of platted 2nd Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. No Nightly Rentals are allowed elsewhere in this Zoning District.

Thus, as things stood in 2015, some owners in the HR-L Zone are permitted to apply for conditional use permits for nightly rentals and some are not, depending on the “sub-neighborhood” in which their property is located.

Note that this code section – and this detailed sub-neighborhood-specific footnote – was last amended in 2015 by Ordinance No. 15-44, at a point in time before the Dennis Property was included in the zone. A copy of this ordinance is enclosed.

To our knowledge, it was not until 2017 that the Planning Department proposed adding the Dennis Property to the HR-L Zone. According to the February 16, 2017 Staff Report regarding the Dennis Property, nightly rentals were clearly identified as a conditional use:

| <b>Zone Allowance:</b>                 | <b>Residential<br/>Medium-<br/>Density (RM)</b> | <b>Historic<br/>Residential<br/>Low-Density<br/>(HRL) District</b> |
|----------------------------------------|-------------------------------------------------|--------------------------------------------------------------------|
| <i>Single Family Dwelling</i>          | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |
| <i>Duplex Dwelling</i>                 | <i>Allowed</i>                                  | <i>Not Permitted</i>                                               |
| <i>Triplex Dwelling</i>                | <i>Allowed</i>                                  | <i>Not Permitted</i>                                               |
| <i>Secondary Living Quarters</i>       | <i>Allowed</i>                                  | <i>Not Permitted</i>                                               |
| <i>Lockout Unit</i>                    | <i>Allowed</i>                                  | <i>CUP</i>                                                         |
| <i>Accessory Apartment</i>             | <i>Allowed</i>                                  | <i>CUP</i>                                                         |
| <i>Nightly Rental</i>                  | <i>Allowed</i>                                  | <i>CUP</i>                                                         |
| <i>Home Occupation</i>                 | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |
| <i>Child Care, In-Home Babysitting</i> | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |
| <i>Child Care, Family</i>              | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |
| <i>Child Care, Family Group</i>        | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |
| <i>Accessory Building and Use</i>      | <i>Allowed</i>                                  | <i>Allowed</i>                                                     |

See p. 146 of February 16, 2017 Staff Report, a copy of which is enclosed.

Notably, nowhere in the Staff Report does it state that nightly rentals would be prohibited on the Dennis Property if they agreed to be re-zoned HR-L. The Dennis' attorney, Bryce Panzer was in attendance at this meeting. He has advised Mr. Watanabe that had he and the Dennises been made aware that nightly rentals were not going to be a permissible conditional use in the HRL Zone, the Dennises would have objected to the rezone.

Based on this information, we believe that the prohibition on nightly rentals on the Dennis Property was not properly placed before the City Council, the Dennises or the public who would have had an opportunity to provide input on that aspect of the rezone. Rather, we think this prohibition is a result of an apparent oversight or scrivener's error.

Since the prohibition does not appear to have been actually voted on by the City Council – which voted based on the information in the staff report – it plainly did not intend to prohibit nightly rentals on the Dennis Property when it adopted Ordinance 2017-05.

From our prospective, this can be corrected administratively. Let me know if there is any additional information required to process this correction. The Dennises and our client would appreciate it very much if this matter could be resolved quickly, as it potentially impacts their transaction.

Sincerely,

HOGGAN LEE HUTCHINSON



Matthew B. Hutchinson

Encl.



cc: Frank Watanabe (via e-mail)  
Mark Harrington (via e-mail)  
Bruce Erickson (via e-mail)  
Bryce Panzer, Esq. (via e-mail)

## **Ordinance 15-44**

### **AN ORDINANCE AMENDING THE LAND MANAGEMENT CODE OF PARK CITY, UTAH, AMENDING SECTION 15-2.1-2 USES IN THE HISTORIC RESIDENTIAL-LOW DENSITY (HR-L) DISTRICT.**

WHEREAS, the Land Management Code was adopted by the City Council of Park City, Utah to promote the health, safety and welfare of the residents, visitors, and property owners of Park City; and

WHEREAS, the Land Management Code implements the goals, objectives and policies of the Park City General Plan to maintain the quality of life and experiences for its residents and visitors; and to preserve the community's unique character and values; and

WHEREAS, the City reviews the Land Management Code and identifies necessary amendments to address planning and zoning issues that have come up in the past, and to address specific Land Management Code issues raised by the public, Staff, and the Commission, and to align the Code with the Council's goals implementing the General Plan; and

WHEREAS, the City's goals include preservation of Park City's character regarding Old Town improvements, historic preservation, sustainability, affordable housing, and protecting Park City's residential neighborhoods and commercial districts; and

WHEREAS, Chapters 2.1, Historic Residential-Low Density District (HR-L) provides a description of requirements, provisions and procedures specific to this zoning district that the City desires to revise; and

WHEREAS, by prohibiting Nightly Rentals within the HR-L District-East, it would further protect the integrity of this Old Town sub-neighborhood to remain predominantly as a primary resident neighborhood; and

WHEREAS, the Planning Commission duly noticed and conducted public hearings at the regularly scheduled meeting on May 13, 2005, October 14, 2015, and October 28, 2015; and forwarded a positive recommendation to City Council; and

WHEREAS, the City Council duly noticed and conducted a public hearing at its regularly scheduled meeting on November 5, 2015; and

WHEREAS, it is in the best interest of the residents of Park City, Utah to amend the Land Management Code to be consistent with the Park City General Plan and to be consistent with the values and identified goals of the Park City community and City Council to protect health and safety, maintain the quality of life for its residents,



preserve and protect the residential neighborhoods, and preserve the community's unique character.

NOW, THEREFORE, BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. AMENDMENTS TO TITLE 15 - Land Management Code Chapter 2.1 Section 2. The recitals above are incorporated herein as findings of fact. Section 15-2.1-2 of the Land Management Code of Park City is hereby amended as redlined (see Attachment 1).

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.



PASSED AND ADOPTED this 5th day of November, 2015.

PARK CITY MUNICIPAL CORPORATION

  
\_\_\_\_\_  
Jack Thomas, Mayor

Attest:

  
\_\_\_\_\_  
Michelle Kellogg, City Recorder

Approved as to form:

  
\_\_\_\_\_  
Mark Harrington, City Attorney

## Attachment 1

### 15-2.1-2. USES.

#### (A) ALLOWED USES.

- (1) Single Family Dwelling
- (2) Home Occupation
- (3) Child Care, In-Home Babysitting
- (4) Child Care, Family<sup>1</sup>
- (5) Child Care, Family Group<sup>1</sup>
- (6) Accessory Building and Use
- (7) Conservation Activity
- (8) Agriculture
- (9) Residential Parking Area or Structure with four (4) or fewer spaces

#### (B) CONDITIONAL USES.

- (1) Nightly Rentals<sup>8</sup>
- (2) Lockout Unit
- (3) Accessory Apartment<sup>2</sup>
- (4) Child Care Center<sup>1</sup>
- (5) Essential Municipal and Public Utility Use, facility, service, and Building
- (6) Telecommunication Antenna<sup>3</sup>
- (7) Satellite dish greater than thirty-nine inches (39") in diameter<sup>4</sup>
- (8) Residential Parking Area or Structure five (5) or more spaces
- (9) Temporary Improvement<sup>5</sup>
- (10) Passenger Tramway Station and Ski Base Facility<sup>6</sup>
- (11) Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge<sup>6</sup>
- (12) Recreation Facility, Private
- (12) Fences greater than six feet (6') in height from Final Grade<sup>5,7</sup>

(C) PROHIBITED USES. Any Use not listed above as an Allowed or Conditional Use is a prohibited Use.

(Amended by Ord. Nos. 06-56; 09-10; 15-44)

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<sup>1</sup>See LMC Chapter 15-4-9 for Child Care Regulations

<sup>2</sup>See LMC Chapter 15-4-7, Supplemental Regulations for Accessory Apartments

<sup>3</sup>See LMC Chapter 15-4-14, Telecommunications Facilities

<sup>4</sup>See LMC Chapter 15-4-13, Satellite Receiving Antennas

<sup>5</sup>Subject to Administrative or Administrative Conditional Use permit, see LMC Chapter 15-4.

<sup>6</sup>See LMC Chapter 15-4-18, Passenger Tramways and Ski-Base Facilities

<sup>7</sup>See LMC Chapter 15-4-2, Fences and Walls

<sup>8</sup>Conditional Use Permit allowed only in the West sub-neighborhood located south of platted 2<sup>nd</sup> Avenue, west of Upper Norfolk and Daly Avenues, and east of King Road. No Nightly Rentals are allowed elsewhere in this Zoning District.





**DATE: February 16, 2017**

**TO HONORABLE MAYOR AND COUNCIL**

City Council has expressed concern about the future development of the BLM parcels along Rossie Hill Drive, which include 622, 652, and 660 Rossie Hill Drive. The neighborhood of the BLM parcels is currently zoned Residential Medium (RM) District along Deer Valley Drive, and Estate (E) to the south of Rossie Hill Drive; this area provides a transition between Old Town to the West and Lower Deer Valley to the east. As outlined in the General Plan, the aesthetics of the Lower Deer Valley neighborhood should be preserved with special consideration to preserving the few remaining miners' houses along Deer Valley Drive and encouraging compatible development that does not overwhelm the historic houses. Additionally, the General Plan recommends the use of conservation neighborhoods tools to protect native vegetation and wildlife corridors in the Lower Deer Valley neighborhood.

In order to maintain the aesthetic experience of arriving at the resort and meeting City Council's goals for preserving historic resources along Deer Valley Drive, City Council directed staff to make a zone change amendment on September 22, 2016. The Planning Commission forwarded a positive recommendation to City Council for this zone change on January 11, 2017.

**Respectfully:**

Anya Grahn, Planner II



## PLANNING DEPARTMENT

# City Council Staff Report

**Subject:** Zoning Map Amendment Request  
**Author:** Anya Grahn, Historic Preservation Planner  
Bruce Erickson, AICP, Planning Director  
**Project Number:** PL-16-03323  
**Date:** February 16, 2017  
**Type of Item:** Legislative – Zoning Map Amendment

### Summary Recommendations

Staff recommends the City Council hold a public hearing for the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

### Description

**Applicant:** Park City Planning Department  
**Location:** 622, 652, and 660 Rossie Hill Drive as well as the adjacent BLM Parcels  
**Existing Zoning:** Residential Medium (RM) and Estate (E)  
**Proposed Zoning:** Historic Residential Low-Density (HRL) and Recreation Open Space (ROS)  
**Adjacent Land Uses:** Single-family and multi-unit residential  
**Reason for Review:** Zoning Map Amendment applications require a Planning Commission recommendation and City Council review and action

### Executive Summary/Proposal

City Council has expressed concern about the future development of the BLM parcels along Rossie Hill Drive, which include 622, 652, and 660 Rossie Hill Drive. The neighborhood of the BLM parcels is currently zoned Residential Medium (RM) District along Deer Valley Drive, and Estate (E) to the south of Rossie Hill Drive; this area provides a transition between Old Town to the West and Lower Deer Valley to the east. As outlined in the General Plan, the aesthetics of the Lower Deer Valley neighborhood should be preserved with special consideration to preserving the few remaining miners' houses along Deer Valley Drive and encouraging compatible development that does not overwhelm the historic houses. Additionally, the General Plan recommends the use of conservation neighborhoods tools to protect native vegetation and wildlife corridors in the Lower Deer Valley neighborhood.

In order to maintain the aesthetic experience of arriving at the resort and meeting City Council's goals for preserving historic resources along Deer Valley Drive, City Council



directed staff to make a zone change amendment on September 22, 2016 ([Staff Report](#) page 92, [Minutes](#) page 18). The Planning Commission expressed concern about the zone change as they did not believe Deer Valley Drive was a transition between Old Town and Deer Valley Resort and they had reservations about creating a non-contiguous island of zoning; however, they forwarded a positive recommendation to City Council for this zone change on January 11, 2017, largely due to the owner's support of the rezone.

### **Background**

Prior to 2013, the BLM has owned the hillside containing the three historic miner's houses at 622, 652, and 660 Rossie Hill Drive, the fire-damaged historic house at 632 Deer Valley Loop, and the triangle parcel above Rossie Hill Drive. In 2013, the BLM granted a land patent to the Bertagnoles for the 632 Deer Valley Loop parcel after 30 years of Color of Title legal action. Richard Dennis is currently in a Color of Title action with BLM for the three (3) remaining houses.

This hillside was initially zoned R-1 in 1968, which permitted a density of about 14.5 units/acre; however, by 1985, it had been rezoned to RM. The RM zoning district serves as a transition neighborhood between Old Town to the west and Lower Deer Valley to the east. The neighborhood is largely characterized by resort-oriented housing development, including single family, duplex, and multi-unit dwellings that serve as primary and second homes as well as nightly rentals.

The triangle parcel to the west of Coalition View Court is currently zoned Estate; however, the size of the parcel is a substandard lot for the minimum lot size requirements for the Estate zone.

During City Council's review of the Lilac Hill Subdivision at 632 Deer Valley Loop on July 14, 2016, Council was concerned about future development of the adjacent BLM parcels. In particular, Council asked staff to return with limitations on house size, height, site parameters, and restrictions on relocation of the historic houses. On September 22, 2016 [See [City Council Staff Report](#) (starting page 92) and [City Council Minutes](#) (starting page 15)], staff presented to City Council the potential to rezone the area from Residential-Medium (RM) to Residential Development (RD) District; however, upon further analysis, staff finds that Historic Residential Low-Density (HRL) is more appropriate.

Staff's change of recommendation from RD to HRL was largely due to the size of BLM parcel PC-537-X, which contains the three Richard Dennis-owned historic houses at 622, 652, and 660 Rossie Hill Drive. The RD zone district limits density to three units per acre (3 units/1 acre), and this property contains 3 houses on 0.74 acres. Therefore, if zoned RD, the site would be legal non-complying and no further development could occur. However, additions could be made to the existing homes during restoration.

Additionally, the proposed zone change is consistent with the plat notes added to the Lilac Hill Subdivision, approved by City Council on October 20, 2016 [See [City Council](#)

[Staff Report](#) (starting on page 108) and [City Council Minutes](#) (starting page 9)]. The property at 632 Deer Valley Loop is zoned RM; however, any new development at this site is required to comply with Park City Design Guidelines for Historic Districts and Historic Sites in order to ensure that new development is compatible to the historic structure on this lot and the Historic Structures in the surrounding area. The Conditions of Approval of [Ordinance 16-32](#) for this Subdivision also provided a 40% open space provision.

On January 11, 2017, the Park City Planning Commission reviewed this application. [See [Staff Report](#) (starting page 221) and Minutes (Exhibit F)]. Several of the Planning Commissioners expressed concern about zoning such a small parcel and that the HRL zoning proposal was not contiguous to the HRL neighborhood along McHenry Neighborhood. They also expressed interest in the City purchasing the property in order to better control development of the property consistent with the neighbors' wishes of seeing the hillside preserved as open space or even a pocket park. Ultimately, however, the Planning Commission found that the proposal would provide growth management, mitigated the neighborhoods' wishes and concerns about development of the Dennis-BLM parcel, and favored the rehab of the buildings to avoid demolition by neglect. The Planning Commission unanimously forwarded a positive recommendation to City Council for the rezone.

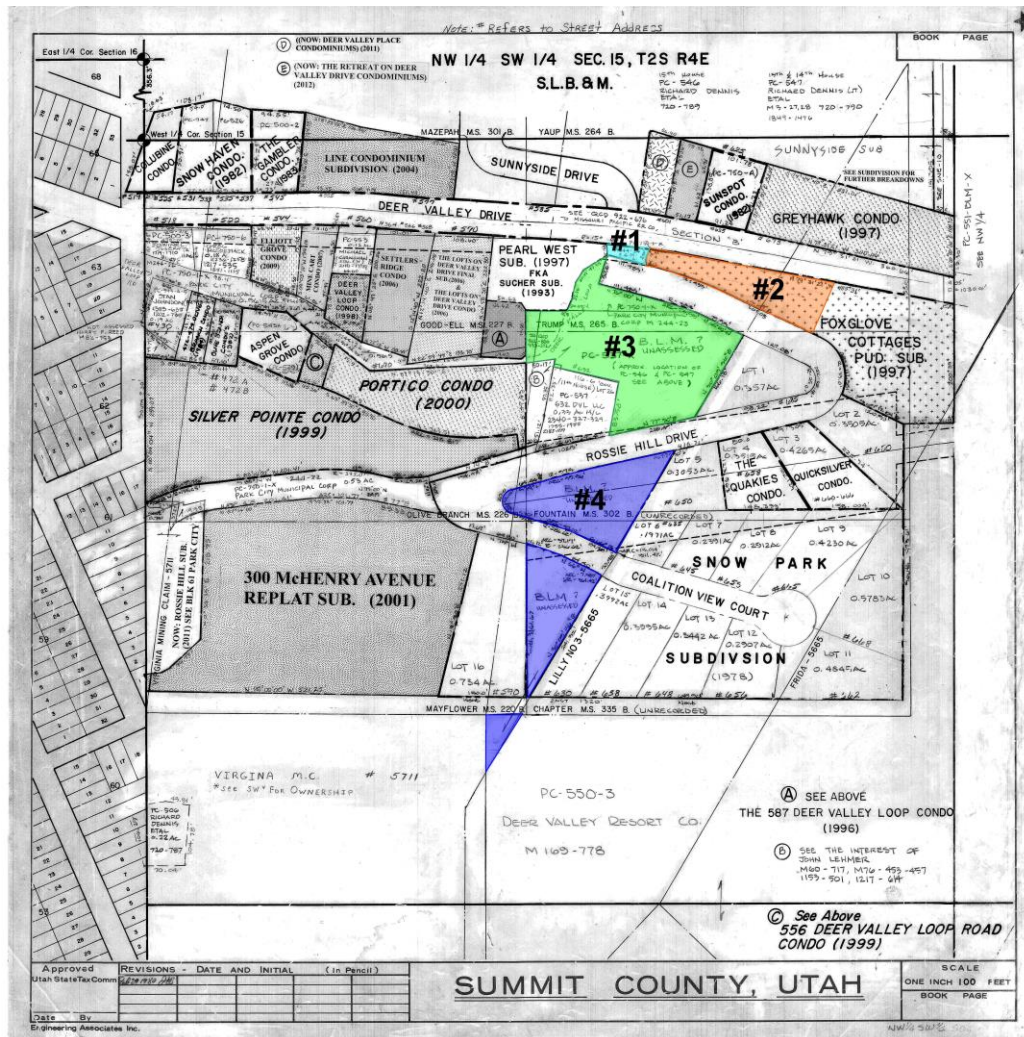
### **Zoning Map Amendment**

In order to accommodate their goals, City Council directed staff to bring an application to rezone the BLM properties and private property which includes:

- Parcel 1: The City-owned parcel PC-750-4-X to the south of Rossie Hill Drive and north of the historic houses on Rossie Hill Drive
- Parcel 2: The portion of the Foxglove Cottages PUD Subdivision (1997) that was designated as common open space on their plat
- Parcel 3: BLM parcel PC-537-X which includes the Richard Dennis-owned historic houses at 622, 652, and 660 Rossie Hill Drive
- Parcel 4: BLM triangle parcel that extends from Rossie Hill to the north, across Coalition View Court, and south adjacent to the Snow Park Subdivision

These parcels are shown on the image below:





Summit County, Utah Parcel Map

These parcels are under separate ownership. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to the south and east of Rossie Hill Drive and south of Coalition View Court.

Parcel #1 is owned by Park City Municipal Corporation; it is the paved area that connects Rossie Hill Drive to Deer Valley Drive. Parcel #2 has been designated as open space on the Foxglove Cottages PUD Subdivision, recorded in 1997, and owned by the Foxglove Homeowners association. Parcel #3 is owned by the BLM; however, the BLM is in a Color of Title legal action with the Dennis family for the northeast side of the property which includes the three (3) historic houses along Rossie Hill Drive. Finally, Parcel #4 is also owned by the BLM.

Parcels #1, #2, and #3 are currently zoned Residential Medium (RM); whereas the triangle Parcel #4 is zoned Estate (E). Zoned as estate, Parcel #4 is an undevelopable parcel as the Estate zone requires a minimum lot size of three (3) acres for all uses with

density limited to one (1) unit per three (3) acres. Parcel #4 consists of approximately 0.6 acres north of Coalition View Court and approximately 0.4 acres on the south side of Coalition View Court. These lots are substandard lots and cannot be developed under the current zoning.

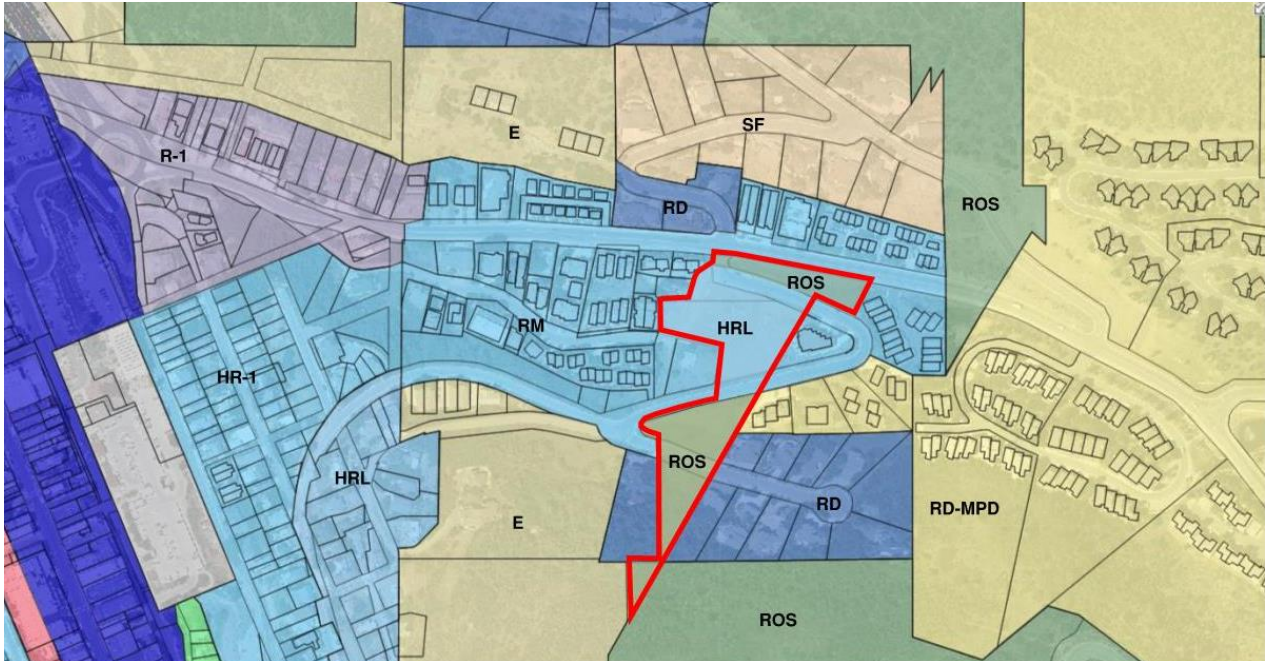
Staff proposes rezoning Parcel #1, #2, and #4 as Recreation and Open Space (ROS). This will protect this area from development and allow it to retain its natural character of an open meadow. It will also help preserve the context of the historic houses along Rossie Hill Drive as they will continue to be framed by open space. The purposes of the ROS District include:

- A. establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. permit recreational Uses and preserve recreational Open Space land,
- C. encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
- D. preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. encourage sustainability, conservation, and renewable energy.

Staff also proposes to rezone Parcel #3 from RM to HRL. The change in zone will aid in meeting Council's goals as it will reduce the amount of density permitted on the site as the RM zone would permit up to twenty-two (22) units of development and the HRL zone would only allow eight (8) units of development; these unit calculations are based only on the size of the lot and do not consider the placement of the historic houses on the property. The Historic zone designation will ensure that development is reviewed under the Historic District Design Guidelines and Review process (HDDR).

This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive. The size of the proposed rezoning area is approximately 15% of the total the size the entire existing HRL Zone District along McHenry Road.





*This map outlines the area impacted by the proposed zoning change in red and notes the proposed zone changes for these parcels. Note the surrounding land uses.*

This proposal to modify this specific area is aligned with the City's General Plan and current zoning restrictions. The zone change will maintain the existing open space on the hillside and designated by the Fox Glove Cottages PUD Subdivision and further protect the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

The purpose statements of the HRL zoning district reflect the strategies and goals outlined in our General Plan. The purpose statements for the HRL Zoning District include:

- A. reduce density that is accessible only by substandard Streets so these Streets are not impacted beyond their reasonable carrying capacity,
- B. provide an Area of lower density Residential Use within the old portion of Park City,
- C. preserve the character of Historic residential Development in Park City,
- D. encourage the preservation of Historic Structures,
- E. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District, and maintain existing residential neighborhoods.
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment, and
- G. define Development parameters that are consistent with the General Plan policies for the Historic core.

These purpose statements reflect the goals for Historic Character as outlined in the General Plan. The General Plan seeks to preserve the integrity, mass, scale, and

character of Park City's Historic fabric. It also addressed examining lot sizes in Old Town to ensure compatible mass and scale of infill development and additions to historic structures. It recommends developing compatibility regulations that limit lot size, massing, siting, and height in order to guide compatible neighborhood development as well as retain and preserve the character of historic sites. Most importantly it intends to maintain local and national historic assignments, prevent incompatible infill as well as significant modifications/alterations to historic structures, and the loss of historic resources.

Parcel #3 was identified as Old Town in the General Plan. However, the historic resources along Deer Valley Drive were actually addressed as part of the Lower Deer Valley Neighborhood. In this area, Deer Valley is meant to be a transition between historic Old Town and the relatively new resort. The General Plan sought to preserve the aesthetic experience of the approach to the resort by maintaining cultural resources along Deer Valley Drive, particularly the few remaining miner's home. Again, preservation is a key component to the HR-L zoning District.

The following table outlines the differences between the existing RM and proposed HRL zones:

| <b>Zone Allowance:</b>                                             | <b>Residential Medium-Density (RM)</b>              | <b>Historic Residential Low-Density (HRL) District</b> |
|--------------------------------------------------------------------|-----------------------------------------------------|--------------------------------------------------------|
| <i>Lot Size Requirements:</i>                                      |                                                     |                                                        |
| <i>Single Family</i>                                               | <i>2,812 SF</i>                                     | <i>3,750 SF</i>                                        |
| <i>Duplex Dwelling</i>                                             | <i>3,750 SF</i>                                     | <i>Not permitted</i>                                   |
| <i>Triplex Dwelling</i>                                            | <i>4,687 SF</i>                                     | <i>Not permitted</i>                                   |
| <i>Four-plex Dwelling</i>                                          | <i>5,625 SF</i>                                     | <i>Not permitted</i>                                   |
| <i>More than four dwelling units</i>                               | <i>5,625 SF + 1,000 SF for each additional unit</i> | <i>Not permitted</i>                                   |
| <i>Lot Width</i>                                                   | <i>37.50 ft.</i>                                    | <i>35 ft.</i>                                          |
| <i>Setbacks</i>                                                    |                                                     |                                                        |
| <i><u>Front Yard</u></i>                                           |                                                     |                                                        |
| <i>Single Family, Duplex, and Accessory Buildings</i>              | <i>15 ft.</i>                                       | <i>10-15 ft. depending on lot depth</i>                |
| <i>Front Facing Garages for Single Family and Duplex Dwellings</i> | <i>20 ft.</i>                                       | <i>N/A</i>                                             |
| <i>Triplex or Multi-Unit Dwellings</i>                             | <i>20 ft.</i>                                       |                                                        |
| <i>Front Facing Garages for Multi-Unit Dwellings</i>               | <i>25 ft.</i>                                       | <i>N/A</i>                                             |
| <i><u>Rear Yard</u></i>                                            |                                                     |                                                        |
| <i>Single Family and Duplex Dwellings</i>                          | <i>10 ft.</i>                                       | <i>10-15 ft. depending on lot depth</i>                |
| <i>Triplex or Multi-Unit Dwelling</i>                              | <i>15 ft.</i>                                       | <i>N/A</i>                                             |
| <i>Accessory Building less than 18 ft. in height</i>               | <i>5 ft.</i>                                        | <i>1 ft.</i>                                           |
| <i><u>Side Yard</u></i>                                            |                                                     |                                                        |
| <i>Single Family, Duplex, and</i>                                  |                                                     | <i>3-10 ft. depending on lot width</i>                 |



|                                                                                                                             |                          |                                                                                                                                                                                                                                                                                                                                                                                          |
|-----------------------------------------------------------------------------------------------------------------------------|--------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Accessory Buildings</i><br><i>Triplex or Multi-Unit Dwelling</i><br><i>Accessory Building less than 18 ft. in height</i> | 5 ft.<br>10 ft.<br>3 ft. | N/A<br>3 ft.                                                                                                                                                                                                                                                                                                                                                                             |
| <i>Open Space Requirement</i><br><i>Triplex or Multi-Unit Dwelling</i>                                                      | 60%                      | Not permitted                                                                                                                                                                                                                                                                                                                                                                            |
| <i>Building Height</i>                                                                                                      | 28 ft.                   | 27 ft. from existing grade;<br>maximum height of thirty five feet (35') measured from the lowest floor plane to the point of the highest wall top plate that supports the ceiling joists or roof rafters. A ten foot (10') minimum horizontal step in the downhill façade is required unless the First Story is located completely under the finish grade on all sides of the Structure. |
| <i>Maximum House Size</i>                                                                                                   | N/A                      | Based on footprint allowance                                                                                                                                                                                                                                                                                                                                                             |

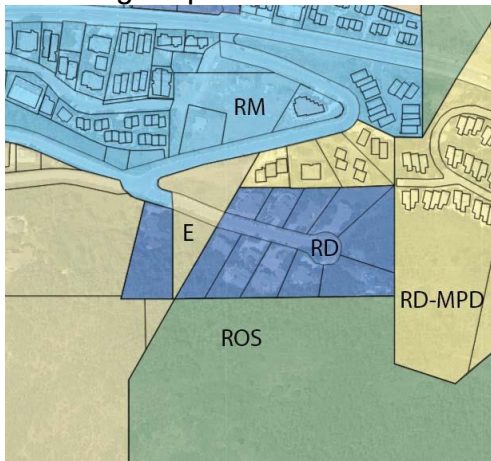
<sup>1</sup> As part of a MPD or subdivision, the Planning Commission may designate maximum house sizes to ensure Compatibility. See equations outlined in LMC 15-2.13-6.

As noted in the following table, the allowed uses of the zones are fairly similar in promoting residential development. The HRL zone restricts residential development only to single family dwellings which is consistent with the historic development on Parcel #3. Additionally, the conditional uses of the HRL zone include Passenger Tramway Stations and Ski Base Facilities, Ski Tow Ropes, Ski Lifts, Ski Runs, and Ski Bridges which further support resort development to the east. The following table shows the differences in allowed uses between the RM and RD zones:

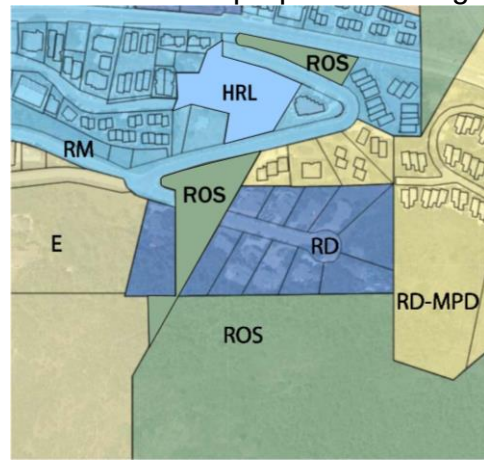
| <b>Zone Allowance:</b>                 | <b>Residential Medium-Density (RM)</b> | <b>Historic Residential Low-Density (HRL) District</b> |
|----------------------------------------|----------------------------------------|--------------------------------------------------------|
| <i>Single Family Dwelling</i>          | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Duplex Dwelling</i>                 | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Triplex Dwelling</i>                | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Secondary Living Quarters</i>       | <i>Allowed</i>                         | <i>Not Permitted</i>                                   |
| <i>Lockout Unit</i>                    | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Accessory Apartment</i>             | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Nightly Rental</i>                  | <i>Allowed</i>                         | <i>CUP</i>                                             |
| <i>Home Occupation</i>                 | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, In-Home Babysitting</i> | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, Family</i>              | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Child Care, Family Group</i>        | <i>Allowed</i>                         | <i>Allowed</i>                                         |
| <i>Accessory Building and Use</i>      | <i>Allowed</i>                         | <i>Allowed</i>                                         |

|                                                                                  |               |                    |
|----------------------------------------------------------------------------------|---------------|--------------------|
| Conservation Activity                                                            | Allowed       | Allowed            |
| Agriculture                                                                      | Allowed       | Allowed            |
| Bed & Breakfast Inn                                                              | Allowed       | Not Permitted      |
| Parking Area or Structure with four (4) or fewer spaces                          | Allowed       | Not Permitted      |
| Multi-Unit Dwelling                                                              | CUP           | Not Permitted      |
| Guest House, on Lot greater than one (1) acre                                    | CUP           | Not Permitted      |
| Group Care Facility                                                              | CUP           | Not Permitted      |
| Child Care Center                                                                | CUP           | Not Permitted      |
| Public and Quasi-Public Institution, Church, and School                          | CUP           | Not Permitted      |
| Essential Municipal Public Utility Use, Facility, Service, and Structure         | CUP           | CUP                |
| Telecommunication Antenna                                                        | CUP           | CUP                |
| Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter        | CUP           | CUP                |
| Boarding House, Hostel                                                           | CUP           | Not Permitted      |
| Hotel, Minor                                                                     | CUP           | Not Permitted      |
| Outdoor Event                                                                    | Admin-CUP     | Not Permitted      |
| Residential Parking Area or Structure with four (4) or fewer spaces              | Not Permitted | Allowed            |
| Parking Area or Structure with five (5) or more spaces                           | CUP           | CUP                |
| Temporary Improvement                                                            | Admin-CUP     | Admin-CUP          |
| Recreation Facility, Public and Private                                          | CUP           | CUP (Private only) |
| Master Planned Development with moderate income housing Density bonus            | CUP           | Not Permitted      |
| Master Planned Development with residential and transient lodging Uses only      | CUP           | Not Permitted      |
| Master Planned Development with Support Retail and Minor Service Commercial Uses | CUP           | Not Permitted      |
| Fences greater than six feet in Height from Final Grade                          | Admin-CUP     | Admin-CUP          |
| Passenger Tramway Station and Ski Base Facility                                  | Not Permitted | CUP                |
| Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge                                  | Not Permitted | CUP                |

The following maps show the current zoning for this area and the proposed zoning:



Current Zoning



Proposed Zoning



## **General Plan Compliance**

Volume I of the General Plan contains goals, objectives, and strategies for each of the four (4) Core Values: Small Town, Natural Setting, Sense of Community, and Historic Character. The General Plan goals are copied below in italics below:

### **Small Town**

- Goal 1: Park City will protect undeveloped lands; discourage sprawl, and direct growth inward to strengthen existing neighborhoods. *The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood while safeguarding the neighborhood's historic character through rezoning Parcel #3 to HRL and the remaining parcels to recreation and open space by zoning it ROS.*
- Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake County regions through regional land use and transportation planning. *Not applicable.*
- Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character. *Not applicable.*

### **Natural Setting**

- Goal 4: Open Space: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting. *The proposed zoning change will continue to maintain the existing open space by zoning it ROS to further protect it from future development.*
- Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020. *The zone change will ensure the protection of existing natural resources and open space by zoning it ROS.*
- Goal 6: Climate Adaptation: Park City will implement climate adaptation strategies to enhance the City's resilience to the future impacts of climate change. *Not applicable.*

### **Sense of Community**

- Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents. *Not applicable.*
- Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the work force of Park City. *Not applicable.*
- Goal 9: Parks & Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors. *The purpose statements of the ROS zoning district encourages parks, trails, and other recreational uses*

as well as the preservation and enhancement of environmentally sensitive lands such as the meadows, stream corridors, and forests.

- Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community. Not applicable.
- Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. The proposed zone change will encourage the rehabilitation of the three (3) existing miner's cottages along Rossie Hill Drive while also maintaining their context by rezoning the existing open space as ROS.
- Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City. Not applicable.
- Goal 13: Arts & Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression. Not applicable.
- Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region. Not applicable.

#### Historic Character

- Goal 15: Preserve the integrity, mass, scale, compatibility and historic fabric of the nationally and locally designated historic resources and districts for future generations. The rezone of the historic cottages from RM to HRL will allow redevelopment of these sites and ensure their longevity by encouraging their adaptive reuse. The context of their location will be maintained and preserved by rezoning the existing open space as ROS.
- Goal 16: Maintain the Historic Main Street District as the heart of the City for residents and encourage tourism in the district for visitors. The proposed Zone Changes does not affect the "heart" of the City, Main Street.

#### Good Cause

Planning Staff finds that there is Good Cause for this Zone Amendment as the amendment will not cause undo harm to adjacent property owners and all requirements of the Land Management Code can be met. In addition, the portion of land proposed to change from RM to HRL and RM and E to ROS have not been developed previously and still contain undisturbed native grasses and shrubs in a natural state typical of other designated open space areas so no re-vegetation will be necessary and it satisfies the requirements of the Zone.



### **Process**

The approval of the proposed rezoning application by the City Council constitutes Final Action that may be appealed following the procedures found in LMC § 1-8.

### **Department Review**

This project has gone through an interdepartmental review. No further issues were brought up at that time.

### **Notice**

On December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet. Legal notice was also published in the Park Record on December 31, 2016 according to requirements of the Land Management Code.

On February 2, 2017, the property was posted and notice was mailed to property owners within 300 feet for the City Council public hearing. Legal Notice was published in the Park Record February 1, 2017, according to requirements of the Land Management Code.

### **Public Input**

The Planning Department has received written communication from the neighborhood. Overall the neighbors are supportive of the zone change; however, they would like to see more of the area zoned ROS to protect the open space for both animal migration, historic context, and trails and recreation. Public comment has been included in this packet as Exhibit E.

### **Alternatives**

- The City Council may approve the Zoning Map Amendment; or
- The City Council may deny the Zoning Map Amendment and direct staff to make Findings for this decision; or
- The City Council may continue the discussion on the Zoning Map Amendment; or
- The City Council may remand the item back to the Planning Commission for specific discussion on topics and/or findings.

### **Significant Impacts**

There are no significant fiscal or environmental impacts from this application.

### **Consequences of not taking the Planning Department's Recommendation**

The zoning designation would remain as is.

### **Summary Recommendations**

Staff recommends the City Council hold a public hearing for the Zoning Map Amendment Request from Residential Medium (RM) District to Historic Residential Low-Density (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive and the BLM-owned parcels as well as an additional zone change from Estate (E) to ROS for the BLM-owned parcels above Rossie Hill Drive, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance.

**Exhibits**

Exhibit A – Zoning Map Amendment Draft Ordinance and map of amendment

Exhibit B – Survey of Richard Dennis Property

Exhibit C – Aerial photographs of the rezone

Exhibit D – Site Photographs

Exhibit E – Public Comment

Exhibit F – Planning Commission Minutes, 1.11.17



Exhibit A: Zoning Map Amendment Draft Ordinance

**Ordinance 2017-05**

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FROM RESIDENTIAL MEDIUM (RM) DISTRICT TO HISTORIC RESIDENTIAL LOW-DENSITY (HRL) DISTRICT AND RECREATION OPEN SPACE (ROS) AT 622, 652, AND 660 ROSSIE HILL DRIVE AS WELL AS THE BLM-OWNED PARCELS, PARK CITY, UTAH.**

WHEREAS, City Council directed staff to initiate a Zoning Map Amendment on September 22, 2016; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on December 28, 2016 the property was posted and notice was mailed to property owners within 300 feet; and

WHEREAS, legal notice was published in the Park Record on December 31, 2016 according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on January 11, 2017 to receive input on Zoning Map Amendment; and

WHEREAS, the Planning Commission, on January 11, 2017, forwarded a positive recommendation to the City Council; and,

WHEREAS, on February 16, 2017 the City Council held a public hearing to receive input on the Zoning Map Amendment; and

WHEREAS, there is good cause and it is in the best interest of Park City, Utah to approve Amend the Zoning Map.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

**SECTION 1. APPROVAL.** Zoning Map Amendment from Residential Medium (RM) District to Historic Residential Low-Density Development (HRL) District and Recreation Open Space (ROS) at 622, 652, and 660 Rossie Hill Drive as well as the BLM-owned parcels as shown in Attachment 1 is approved subject to the following Findings of Facts, and Conclusions of Law.

**Findings of Fact:**

1. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to

- the south and east of Rossie Hill Drive and south of Coalition View Court.
2. The property is currently zoned Residential Medium-Density (RM) and the triangle parcel is zoned Estate (E).
  3. There are currently three historic houses located at 622, 652, and 660 Rossie Hill Drive. These are located on parcel PC-537-X. These houses are designated as Landmarks on the City's Historic Sites Inventory.
  4. This rezone also includes the northwestern half of the Foxglove Cottages PUD Subdivision, which was recorded in 1997. This subdivision included a provision that the common area is master planned open space, and may not be sold separately. The eastern half of the property is designated as open space on the subdivision.
  5. This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive.
  6. The size of the proposed rezoning area is approximately 15% of the total size of the entire existing HRL Zone District along McHenry Road.
  7. The access to the sites is from Rossie Hill Drive and Coalition Court.
  8. The ROS District lists Conservation Activity as the only allowed use.
  9. The requested Zoning Map Amendment from RM to HRL and ROS is appropriate in that the zone change will meet City Council's goals of preserving the hillside and promoting redevelopment of the historic houses and is consistent with the General Plan.
  10. This zone change proposes rezoning parcel PC-537-X from RM to HRL. The RD zone only allows up to 8 single family units of development; under the RM zone, the density is roughly 24 units of development consisting of a mix of multi-unit dwellings over four units.
  11. This zone change proposes rezoning the remainder of PC-537-X and the other parcels to Recreation Open Space (ROS) which encourages preserving and enhancing environmentally sensitive lands, encouraging sustainability, conservation, and renewable energy.
  12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood and protects the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

**Conclusions of Law:**

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.

**SECTION 2. EFFECTIVE DATE.** This Ordinance shall take effect upon publication and when the revised Official Zoning Map is signed by the City upon final review by the City



Attorney.

PASSED AND ADOPTED this 16th day of February, 2017.

PARK CITY MUNICIPAL CORPORATION

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Jack Thomas, MAYOR

ATTEST:

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Michelle Kellogg, City Recorder

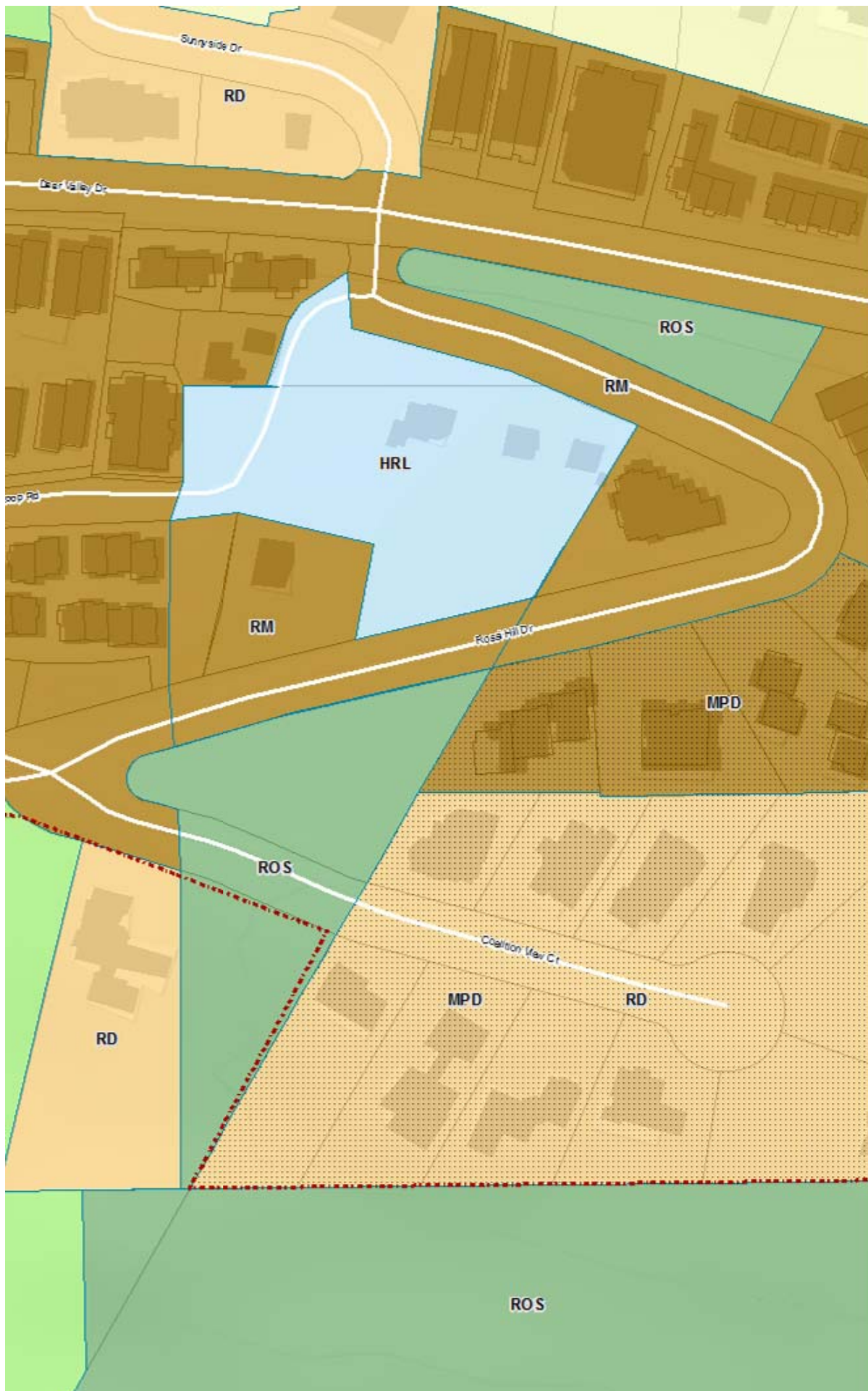
APPROVED AS TO FORM:

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Mark Harrington, City Attorney

Attachment 1 – Proposed Zoning Map Amendment

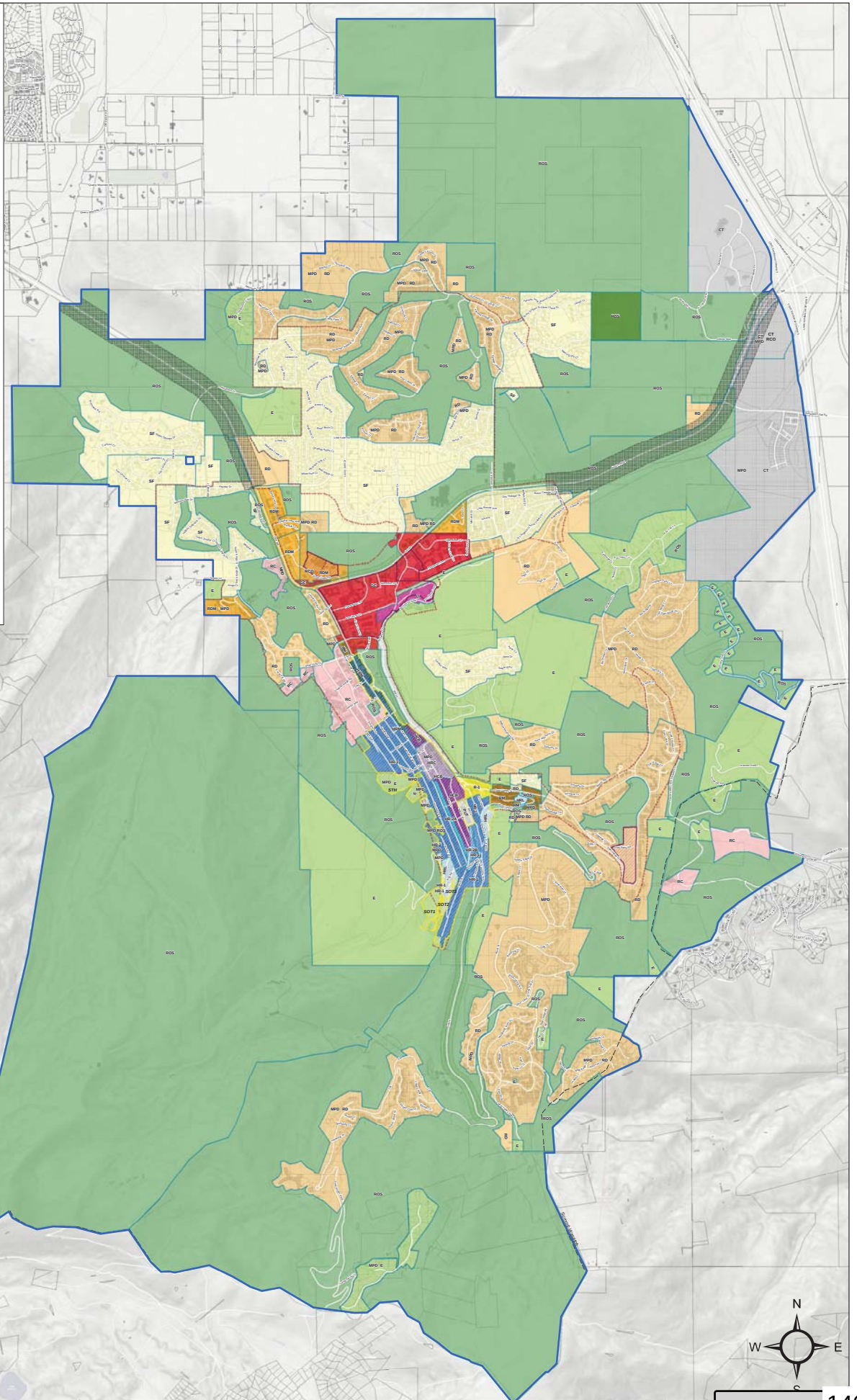
# Proposed Zoning Map Amendment





## Legend

- Park City Limits
- County Boundaries
- Sending Zones
- Receiving Zones
- Sensitive Lands (SLO)
- Frontage Protection Zone (FPZ)
- Entry Corridor Protection (ECP)
- Master Planned Development (MPD)
- Regional Commercial (RCO)
- Community Transition (CT)
- Estate (E)
- General Commercial (GC)
- Historic Commercial Business (HCB)
- Historic Residential (HR-1)
- Historic Residential (HR-2A)
- Historic Residential (HR-2B)
- Historic Recreation Commercial (HRC)
- Historic Residential - Low Density (HRL)
- Historic Res. - Medium Density (HRM)
- Light Industrial (LI)
- Protected Open Space (POS)
- Public Use Transition (PUT)
- Residential (R-1)
- Recreation Commercial (RC)
- Residential Development (RD)
- Residential Dev. - Medium Density (RD-M)
- Residential - Medium Density (RM)
- Recreational Open Space (ROS)
- Single Family (SF)
- Parcels



Official Zoning Map

Jack Thomas, Mayor

Bruce Erickson, Planning Director

Adam Strachan, Planning Commission Chair



This map is a graphic illustration of Park City's zoning districts and is not intended to establish precise dimensions and/or surveyed boundaries of each zone. Interpretation of the Zoning Map is governed by the standards in IAC Section 20-5-5. For complete information regarding the specific boundaries of any of the zoning designations shown on this map, please contact the Park City Planning Department.









## Rossie Hill Zone Change

(Please note that 632 Deer Valley Drive is not included)









**Anya Grah**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grah  
**Subject:** FW: Save Rossi Hill

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**From:** Jamie Vaught [vaughtlaw@gmail.com]  
**Sent:** Tuesday, January 10, 2017 2:08 PM  
**To:** planning  
**Subject:** Save Rossi Hill

I own a home at 668 Rossie Hill Drive. I support the zoning change to HRL and ROS because it will preserve the unique character of the piece of Park City that is Rossi Hill.

Park City has a unique "feel" and appearance, and this is due in part to the open spaces and to the appearance of the historic areas around town, especially on Rossi Hill. I purchased my home on Rossi Hill due to the unique feel and appearance of the Rossi Hill area.

Let's preserve Park City for our residents, home owners, visitors and future generations.

Please do not support any plans that would allow increased development on Rossi Hill, especially any high-density development. Please preserve the feel and appearance of Rossi Hill.

Thank you

James Vaught

James Vaught Law Office, PLLC

2393 Alumni Drive, Suite 204

Lexington, KY 40517

859-455-7444

859-554-5931 fax



## **Anya Grah**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 3:45 PM  
**To:** Anya Grah  
**Subject:** FW: Rossie Hill Historic Open Space

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**From:** Christina Marie Shiebler [christina@shiebler.com]  
**Sent:** Wednesday, January 11, 2017 1:21 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce  
**Cc:** planning; Council\_Mail; Jack Thomas; Bruce Erickson; Anya Grah  
**Subject:** Rossie Hill Historic Open Space

Good afternoon and thank you for taking the time to read my email.

My family has been in Park City for nearly 25 years. I myself have been a resident of Park City for nearly 13 years. I have lived on Coalition View Court, part of the Rossie Hill (affectionately named "Happy Hill") neighborhood, for 11 years and counting. I am a proud to be from this incredible community and also proud to be a part of the Rossie Hill Historic Open Space Alliance.

I, along with 358 others (241 from Park City and surrounding, 28 are from our home state of Utah, and 16 out-of-state Park City second home / property owners or visitors) support the protection and preservation of this incredible and historic land.

I am in support of the zoning amendment as referenced in the packet for the meeting scheduled for this evening. Additionally it is my hope and the hope of the many others supporting the Save Rossie Hill Historic Open Space that the Commission recommend to Council that further long range protections be applied to this land. We have a unique opportunity to preserve this land and its rich history. I, along with so many other members of our community, would like to see additional / stronger zoning changes, consideration to strengthen protection through the historic guidelines and / or the general plan, and / or strong consideration and proposal to have the City acquire the land to be held as open and historic space in perpetuity.

As I look through the packet for the meeting and see the Treasure Hill agenda item, I can not help but think that this ongoing community issue is an opportunity for great community to look 30 years in to the future and take the opportunity to preserve and secure this Rossie Hill sacred land. Although the scale is wildly different, the sentiment is the same. Change is inevitable, but how we change and grow is within our control.

I am grateful to the members of Staff, the Planning Commission, Council and the Mayor for your individual and collective willingness to work on behalf of our great community. Your work has great impact on the current and future state of Park City, and I respect the time and attention you all give to these important issues.

Respectfully,  
Christina Marie Shiebler



## **Anya Grah**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grah  
**Subject:** FW: Upcoming Rossie Hill hearings

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**From:** Rachel.Sahlman@aps.com [Rachel.Sahlman@aps.com]  
**Sent:** Tuesday, January 10, 2017 11:16 AM  
**To:** planning  
**Subject:** Upcoming Rossie Hill hearings

Planning Commission,

I understand there are two upcoming hearings concerning the zoning at Rossie Hill. Although my husband Scott and I are unable to attend the meetings, we wanted to pass along our thoughts about Rossie Hill and open space in Park City. We have lived at 625 Deer Valley Drive for more than 10 years and have enjoyed the historical character and witnessed the wildlife migration that is part of that space. The area is already beginning to have a more densely populated feel and I am concerned that we losing the character of an area we love very much. There needs to be room to breathe and as the density increases along Deer Valley Drive, I'm afraid that we are losing the true character of the area. Additional multi-housing will overwhelm this small valley community and will add to the traffic, noise and congestion. We choose Park City because of its beautiful open spaces, wildlife, peace and quiet. Please don't put that at risk. Our address is below if needed for future reference.

Best regards,

Scott and Rachel Sahlman

Contact phone: 602-402-6166  
625 Deer Valley Drive A2  
Park City, UT 84060

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## **Anya Grah**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:55 AM  
**To:** Anya Grah  
**Subject:** FW: Rossie Hill Proposal on tomorrow's agenda

More public comment on BLM.

Ashley

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**From:** Jordan Pynes [jordan@tsahousing.com]  
**Sent:** Tuesday, January 10, 2017 6:27 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce; planning  
**Cc:** Council\_Mail  
**Subject:** Rossie Hill Proposal on tomorrow's agenda

Dear Commission Members:

My name is Jordan Pynes and my family has owned and resided at 645 Coalition View Court for the past eight years. Thank you for your consideration for the proposed zoning changes on Rossie Hill. It is my hope you will approve the proposed modifications to the existing zoning of the Rossie Hill Open Space.

I believe the proposal is a fair and win-win agreement. While most of us in the community would like to see zero future development, I think what is being proposed is the right compromise. Please consider preserving as much open space as possible to protect the character of our neighborhood, the wildlife that is a wonderful part of our daily lives and the beautiful historic homes that help make Park City/Rossie Hill such a charming community.

Thank you for all your hard work and with this matter. I hope you will approve the zoning change that is being proposed.

Jordan Pynes



## **Anya Grah**

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 9:56 AM  
**To:** Anya Grah  
**Subject:** FW: Rossie Hill

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**From:** Mark Kaire [Mark@kairelaw.com]  
**Sent:** Tuesday, January 10, 2017 3:42 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce; planning  
**Subject:** Rossie Hill

Esteemed Commission Members,

By way of brief introduction my name is Mark Kaire, and together with my wife and 3 children we reside at 635 Coalition view court. I am hopeful that my family and I will make this a full time residence in the near future.

I would like to take this opportunity to truly thank the planning department and commission members for trying to formulate a plan that works for all the residents of park city. The plan is a true compromise- all parties walk away thinking they gave up too much. To that end, while I am saddened with the amount of development that is proposed, I am likewise grateful that the plan limits the amount of new homes, preserves the historic character, and changes the zoning of parcel #4 to ROS.

Please consider preserving as much open space as you deem necessary to protect the character of this neighborhood and these treasured historic homes.

Thank you for all your help and cooperation in this matter.

Mark and Jennifer Kaire

Mark A. Kaire  
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999 Brickell Avenue  
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To: Park City Planning Commission

From: Robert Gurss

Date: January 9, 2017 (for January 11, 2017 Planning Commission Meeting)

RE: Zoning Map Amendment Request, PL-16-03323

Mr. Chairman and members of the Planning Commission, my name is Robert Gurss. My wife and I are full time residents of Park City. We live at 654 Rossie Hill Drive, directly behind the BLM property containing three historic mining era homes.

As this Commission is well aware, Park City's historic architecture is probably the most important factor that makes "Park City Park City." I volunteer at the Park City Museum, giving tours of historic Main Street in the summer. I can tell you from personal experience that many people come to Park City precisely because of our colorful mining history. Having preserved that history, Park City is able to stand out among other Mountain West resort towns that offer little more than condominiums, high end homes, and touristy shops.

The mining era homes on Rossie Hill Drive are a unique remnant of our history. I often see tourists stopping on the road to take pictures of the homes, and it's not unusual to see an artist at an easel painting pictures of the houses and their surroundings. These houses are historic treasures, not only because they are in nearly original form, but also because these 3 houses are probably the ONLY remaining Park City historic homes in an original semi-rural setting. Once upon a time, small homes dotted some of the hills around Park City, often surrounded by gardens or small pastures. Most of the few that remain are now surrounded by or completely engulfed by modern day construction (e.g., the Line), with little remaining sense of their original settings.

Therefore, it is essential that the City take this opportunity to protect these rare vestiges of our history by preserving these historic homes and the surrounding open space.

The Planning Department has done a good job addressing this issue, and I applaud their efforts. Their current proposal is for HRL zoning for parcel #3, containing the 3 historic homes. That is a major improvement over the "existing" zoning of RM, which may have allowed the entire parcel to be covered by a huge condominium complex. However, according to the Department's proposal, even with the HRL zoning, up to 5 new homes (for a total of 8 single family homes) could be built on parcel #3 based on the total acreage in the parcel. As the Department notes, the actual number of new structures would be limited by the location of the current historic homes and related factors. Nevertheless, the potential for up to 5 new homes on the land (up to 3,750 SF each), most likely behind the current houses, is troublesome as it would take away much of the semi-rural setting that make these historic homes so special. The Planning Department's proposal points to the recommended ROS zoning of other portions of the BLM land, including Parcel #4 (i.e. the "triangle" straddling Coalition View Ct), as a way to preserve open space relative to the historic homes. While I and my neighbors strongly support that ROS designation, the open space immediately surrounding the historic homes within parcel #3 should also be preserved, whether through zoning or enforcement of relevant historic guidelines.



The original Planning Department recommendation presented to City Council on September 22, 2016, divided parcel #3 into two parts, with the southern (uphill) portion proposed for ROS. I would ask the Commission to consider drawing a similar line, with the northern (downhill) portion of parcel #3 zoned HRL, and the southern (uphill) portion of parcel #3 (and all of parcel #4) zoned ROS, assuming such a division would better preserve both the historic homes and their unique original setting.

Thank you for your consideration.

## Anya Grahm

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**From:** planning  
**Sent:** Wednesday, January 11, 2017 3:45 PM  
**To:** Anya Grahm  
**Subject:** FW: Public Input - Rossie Hill Zoning Amendment (PL-16-03323)

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**From:** Diane Bernhardt [diane.a.bernhardt@gmail.com]  
**Sent:** Wednesday, January 11, 2017 2:32 PM  
**To:** Adam Strachan; Laura Suesser; Melissa Band; Douglas Thimm; John Phillips; Preston Campbell; Steve Joyce  
**Cc:** planning; Anya Grahm; Bruce Erickson  
**Subject:** Public Input - Rossie Hill Zoning Amendment (PL-16-03323)

Chairman and Commissioners,

My name is Diane Bernhardt. I am a resident at 630 Coalition View Ct and I represent the *Save Rossie Hill Historic Open Space Alliance*, an organization whose mission is to promote the creation of a long-range vision and action plan for the protection of the historic open space on Rossie Hill.

With this mission, our first goal is to advocate for and facilitate the protection of the open space and the historic miners' cabins which are located on BLM Parcel 18.

To that end, we created a petition representing our community's support for the preservation of the Rossie Hill Historic Open Space. Those supporting the petition declared that:

1. they support the restoration and preservation of the historic mining-era homes.
2. they support the preservation of the irreplaceable open space for future generations
3. they request the rezone of BLM parcel 18 to ensure the protection of this open space from new land development.

The response to the petition was extraordinary. First circulated on Thursday, August 11, six days later, it had gathered 297 signatures. As of yesterday, the petition had 359 signatures in the affirmative of which 241 are from Park City or its suburbs, 28 are from Utah, and 16 are out-of-state Park City property owners or frequent visitors. Through the sensational support of the petition, our community has made **abundantly** clear that the preservation of this unique open space is **very** important.

We thank the Planning Staff for this considered zoning amendment proposal. It makes appreciable progress toward the goal of protecting this prized open space. The HRL designation provides significantly more defense for the miner's cottages than the current zone, but still permits development that will overpower the quaint homes and take them out of their historical context. We support the approval of this zoning amendment in order to provide immediate, increased protection. However, we **also** respectfully request that the Commission recommend to Council that further protections are required to truly preserve this land, using tools such as: additional zoning changes, amendments to the general plan, strengthening of historic guidelines, or municipal acquisition of this land for the benefit of our community.

We respectfully request that the Commission forward a positive recommendation to City Council to approve the Zoning Map Amendment Request as recommended by staff with additional recommendation that further protective measures are required to fully safeguard this iconic Park City landscape.

Thanks for the opportunity to provide input from the members of *Save Rossie Hill* and from the 359 community members signing the petition requesting the rezone and further protections.

Diane Bernhardt

<http://saverossiehill.org>



<http://www.thepetitionsite.com/225/200/591/save-rossie-hill-historic-open-space-by-rezoning/>

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Francisco: We wouldn't be ready. Yeah.

Chair

Strachan: I'm just wondering whether our agenda on February 8<sup>th</sup> is going to get backed up because we're lacking a meeting.

Commissioner

Suesser: So lacking a meeting on the 25<sup>th</sup>?

Planner

Francisco: And I'm not sure how effective we would be without seeing the update that's being proposed now for Presidents Day 2017. I don't know if--- Bruce?

Shawn

Ferrin: Do you want to continue to the 8<sup>th</sup> and we'll have a discussion with Staff about what's next on the agenda. And if we're back, great, and if we're not you can continue it again.

Chair

Strachan: That sounds fair. Yeah, that sounds fair.

Shawn

Ferrin: We can at least have it [inaudible].

Chair

Strachan: Yeah, that's fine. All right. Motion to Continue then to February 8<sup>th</sup>.

MOTION: Commissioner Thimm moved to CONTINUE the Treasure Hill Conditional Use Permit to February 8<sup>th</sup>, 2017. Commissioner Phillips seconded the motion.

VOTE: The motion passed unanimously.

2. **622, 652, and 660 Rossie Hill Drive as well as the BLM-owned parcels, request for Zone Change from Residential Medium (RM) District to Historic Residential Low-Density (HRL) and Recreation Open Space (ROS) as well as from Estate (E) to ROS.** (Application PL-16-03323)



Planner Anya Grahm reported that this request was to rezone the BLM properties, as well as the three historic houses that are at approximately 622, 652, and 660 Rossi Hill Drive. Planner Grahm explained that they were talking about rezoning Parcels 1, 2 and 3 from RM to ROS.

Parcel #1 is owned by the City and provides the linkage between Rossi Hill Drive on to Deer Valley Drive. Parcel #2 is a portion of the Fox Glove Cottages PUD Subdivision. The PUD identifies all the common space as open space. Changing the zoning to ROS was not much different because it was already identified to remain open space. Parcel #4 is also owned by the BLM, and currently the parcels are zoned E for Estate. The density on Estate is one unit per three acres. Therefore, this parcel is not able to be developed because of the density requirement, and the Planning Department was suggesting changing it to ROS for Recreation Open Space.

Planner Grahm stated that Parcel #3 is partially owned by the City, and partially in a Title of Color litigation with the BLM by the Dennis family.

Planner Grahm showed what the map would look like if the proposed zoning change occurs. She pointed out the current zoning versus the proposed zoning. Planner Grahm remarked that it would blend with the HRL District, which is Historic Residential Low Density.

Planner Grahm noted that there have been questions about whether or not this zoning change would set a precedent. She stated that there are other cases where the zoning has a similar situation of creating a pocket of a different zone within a larger neighborhood. One example was the Library Field, which is designated as ROS. She also commented on an annexation parcel that was zoned Estate even though it was surrounded by Single Family and RD development. Another example was the rezone of the Sunnyside Subdivide. In that case the residents came forward with a request to change from RD to Single Family to eliminate the opportunity for nightly rentals. In doing so, it left a pocket of RD that could continue to be used as residential.

Planner Grahm had received public comments that was forwarded to the Planning Commission via email, and the Commissioner were also given hard copies of those comments as well.

Assistant City Attorney McLean explained that the standard the Planning Commission was looking at is whether it promotes the general welfare. It has to be a rationally based decision under State Case Law. The Commissioners need to balance their decision on good cause and the rationality behind it. The findings should be on whether or not this promotes the general welfare. Ms. McLean noted that the Planning

Commission has done zone changes, but not frequently. It is covered under Section 10-9A-801, which is the appeal section that talks about how those decisions are reviewed. The State Code states that the zoning promotes the purpose of the chapter being the Land Use Chapter. The Courts interpret it as for the general welfare.

Chair Strachan thought the direction from the City Council was unclear. Director Erickson stated that the Council's goal was three-fold. One was to bring the property more in compliance with the General Plan as the transition zone between the historic district and Deer Valley. Second was to provide a mechanism to restore the three houses. And third was to do the best possible to maximize the amount of open space on the property without removing property rights from the Color of Title action. Director Erickson remarked that the City Council had asked for a rigorous start towards those goals, and the Planning Department came up with low density zoning alternatives, including the RD zone, which is three units per acre. It would have effectively taken away most of the development rights. The HRL, which is the proposed solution, could yield as many as eight units, including restoration of the three houses. Director Erickson noted that there may be additional open space opportunities when the Color of Title action is complete.

Commissioner Joyce asked how the rezone helps with the transition from Historic Old Town to Deer Valley, when at least a quarter to a half mile on both sides is packed with condos. Director Erickson replied that the Staff position is that the rhythm and pattern is maintained by the protection of the three houses in that location, as well as the restoration and the provision of the open space on the hillside, which becomes a pocket park consistent with the Library Field, the City Park at the south end of Main Street, and Creekside Park. Director Erickson stated that it works very much like the undeveloped street rights-of-way in the Historic District. He explained that they could develop the site, but those three houses would not remain in the same existing historic agricultural context. A limited amount of development may achieve that goal, consistent with a few other historic houses on the other side of the street.

Chair Strachan opened the public hearing.

Robert Gurse stated that he and his wife are full-time residents of Park City at 654 Rossi Hill Drive, directly behind the BLM property. Mr. Gurse remarked that Park City's historic architecture is the most important factor that makes Park City Park City. He volunteers at the Park City Museum giving tours of Main Street in the summer. From personal experience, he knows that a lot of people come to Park City because of its history. Having preserved that history, Park City is able to stand out among other Mountain West resort town that little more than condominiums and high priced homes and tourist shops. Mr. Gurse stated that the mining era homes on Rossi Hill area a



unique remnant of Park City's history. He often sees tourists stop on the road to take pictures of these homes. He has also seen people set up an easel and paint pictures of the homes and their surroundings. Mr. Gurse believed these homes were historic treasures for Park City, not only because they are in nearly original form, but because they are probably the only remaining Park City historic homes in their original semi-rural setting. He stated that at one time small homes dotted the hills around Park City, often surrounded by gardens and small pastures. Most of those homes that remain have been completely engulfed by condominiums and other modern structures with no remnants of their original setting. Mr. Gurse believed it was essential for the City to take this opportunity to protect these rare vestiges of its history by preserving these historic homes and the surrounding open space. He thought the Planning Department had done a good job addressing this issue, and he applauded their efforts. The current proposal for HRL zoning for Parcel #3 containing the three historic homes is a major improvement over the existing zoning of RM, which would allow the entire parcel to become a huge condominium complex. However, according to the proposal by the Planning Department, even with the HRL zoning, up to five new homes for a total of eight could be built on this parcel based on the total acreage. The actual number of new structures would be limited by the location of the current homes and other factors, but the potential for five new homes on this land mostly likely behind the current homes is troublesome. It would take away much of the semi-rural setting that makes these homes so special. Mr. Gurse noted that the Planning Department's proposal points to the recommended ROS zoning of other portions of the BLM land, including Parcel #4, as a way to preserve the open space relative to the historic homes. He and his neighbors support that; however, additional steps should be made to protect the open space immediately surrounding these homes to the extent possible whether it is through rezoning or through strict enforcement of relevant historic guidelines. Mr. Gurse stated that the original Planning Department to the City Council on December 22<sup>nd</sup> divided Parcel #3 into two parts, with the southern portion as ROS. He asked the Planning Commission to at least consider drawing a similar line with the northern downhill portion of that parcel zoned HRL, and the southern uphill portions zoned ROS, along with Parcel #4 and Parcel 1 and 2. Such a division would better preserve both the historic homes and their unique original setting.

Bryce Panser, stated that he was an attorney representing Richard Dennis and his two daughters who own the three historic cabins. He has been involved with this since the initial meeting that Mr. Gurse mentioned. Mr. Panser stated that this came up in the context of an adjacent property seeking to establish a record lot for the Bertagnole cabin, which is in a Color of Title Action, which is similar to what the Dennis family has been involved in for the last ten years. He remarked that the neighbors were upset that anything would be done with this pristine area, which they have come to understand is a city park and believe it should be maintained as a park. As Mr. Gurse had indicated,

one of the proposals floated was to make much of the parcel that the Dennis' claim as ROS. Mr. Panzer understood that the Planning Department examined this and ultimately concluded that the proposal that had been floated would make the remaining cabin properties non-complying, and would confiscate all possible development rights. It would make it uneconomical and unattractive for anyone to do anything with the cabins which have fallen into disrepair. When the Planning Department come up with the proposal of converting the parcel to HRL, his client thought it made sense. He wanted to see the cabins preserved and believe this proposal provided a mechanism for doing it. Mr. Panzer pointed out that Richard Dennis was born in one of these cabins, and his family has owned the three cabins for the last 100 years or so. Mr. Panzer remarked that what the neighbors suggested was a laudable goal, but if the City wants to preserve the land as a pocket park, they should purchase the property or acquire in some fashion, rather than restrict the development. Mr. Panzer pointed out that this does not create a transition zone between Old Town and Deer Valley because of the existing development. However, in essence it is a compromise. It is a solution that his clients are agreeable to, and that fits with what they think the future development of this property should be.

Jeff Camp, a resident at 590 Coalition View Court, stated that he has lived adjacent to the BLM property for 25 years. He pointed out that no one ever raises the issue of animals. Having live there for 25 years he watches the animals over and over again. It used to be a corridor for the animals to go down and cross Deer Valley Drive and up into the open space in the Aerie. A wall has been built but the animals still squeeze through it. Mr. Camp noted that an elk herd used to come through there but he has not seen them in years since the two duplexes were built on the opposite side of Deer Valley Drive. Mr. Camp remarked that all the animals need water. The deer and moose are very prevalent on that land because it is the only place where they can get to the water. Walls of condominiums prevent them from getting to the Deer Valley ponds, and the creek runs underground at the intersection of Rossi Hill Road. Mr. Camp believed the issue was more about saving a place for the animals. He commended the City for wanting to zone the upper parts ROS, and he also liked the HRL zone for the Dennis parcel. However, he agreed with Mr. Gurse that the remainder of Parcel #3 should be ROS as well. He noted that in terms of the BLM, the use has always been ROS. Mr. Camp stated that the BLM is supposed to preserve open space, but now they were divesting their property. Mr. Camp has been in touch with the BLM for a number of years and watching their intentions for that property. He provided copies of a document he obtained from the BLM several years ago. When he first started living there the BLM land was one large parcel, but over time it was divided into smaller lots. Mr. Camp believed the Dennis family was claiming property rights to property that they do not own. They own the shacks that are on top of the ground, but they do not own the land. It is Color of Title. The Bertagnole family fought it 30 years and he suggested that the



Dennis family may fight it for another 10 years. Mr. Camp requested that the Planning Commission give the Dennis family the smaller parcel and let it be HRL, as proposed, and make the remainder of Parcel #3 ROS to protect the animals.

Diane Bernhardt, a resident at 630 Coalition View Court, stated that she represented the Save Rossi Hill Historic Open Space Alliance, whose mission is to promote the creation of a long range vision and action plan for the protection of the historic open space on Rossi Hill. The first goal of this mission is to advocate for and facilitate the protection of the open space and the historic miners' cabins located on BLM parcel 18. To that end, the organization created a petition representing community support for the preservation of the parcel. Those supporting the petition declared that: 1) they support the restoration and preservation of the historic mining era homes; 2) they support the preservation of the irreplaceable open space for future generations; 3) they request a rezone to ensure the protection of this open space from new land development. Ms. Bernhardt stated that the response to this petition was extraordinary. It was first circulated on August 11<sup>th</sup>, and six days later it had gathered 297 signatures. As of yesterday, the petition had 359 signatures in the affirmative, of which 241 are from Park City or its suburbs, 28 are from Utah, and 16 are out-of-state Park City property owners or frequent visitors. Ms. Bernhardt remarked that through the sensational support of the petition, the community has made it abundantly clear that preservation of this unique open space is very important. The Save Rossi Hill Historic Open Space Alliance thanked the Planning Staff for this considered zoning amendment proposal. It makes appreciable progress towards the goal of protecting these remarkable acres. The HRL designation provides significantly more defense for the miners' cottages than the current zone, but still permits development that will overpower the quaint homes and remove them from their historical context. The organization supports the approval of the zoning amendment in order to provide immediate increased protection. However, the also respectfully requested that the Planning Commission recommend to the City Council that further protections are required to truly protect this land using tools such as additional zoning changes, amendments to the General Plan, strengthening of historic guidelines, or the municipal acquisition of this land for the benefit of the community. Ms. Bernhardt urged the Planning Commission to forward a positive recommendation to the City Council to approve the zoning map amendment request as proposed by Staff, with additional recommendation that further protective measures are required to fully safeguard this iconic Park City landscape. She thanked the Commissioners for the opportunity to provide input from the members of Save Rossi Hill, and from the 359 petitioners calling for this rezone and for further protections.

Christina Schiebler, a resident at 638 Coalition View Court, agreed with her neighbors and the Rossi Hill Open Space Alliance.

Chair Strachan closed the public hearing.

Commissioner Phillips was pleased to see that the Dennis family was not wanting to maximize development. It is extremely important to preserve these old buildings, but in some ways it felt like they were downzoning to accomplish that goal. Commissioner Phillips was trying to see the other side as well, to make sure no mistakes were being made. He recalled that the Lilac Subdivision was approved by the Planning Commission, but he was unsure what happened with it at the City Council level.

Director Erickson reported that the plat was approved by the City Council and created one lot of record. Planner Grahm explained that when the City Council reviewed the Lilac Hill Subdivision, which is the burnt out house at 632 Deer Valley Loop, added conditions of approval included a requirement to provide 40% open space. Another condition was to make sure that any development on that site or any future subdivided parcels or lots created out of that site had to comply with the design guidelines. Planner Grahm noted that as discussed by the Planning Commission, any work to the historic house would have to comply with the guidelines; however, new construction on new lots would not have to comply because it is outside of the historic districts. Planner Grahm stated that the added condition of approval makes sure that work on the historic house, as well as any new development, must comply with the guidelines to help promote that historic character. She recalled that another added condition of approval talked about not blocking the view to the historic house so the hillside would maintain its existing look and feel. Planner Grahm remarked that those were the primary conditions for why the Planning Staff recommended the HRL. Even though that parcel would remain RM and would not be rezoned to HRL, the HRL zone carries over the design guidelines and some of the requirements that keep the historic context.

Commissioner Phillips stated that in reading the Staff report there was reference to 22 units, and then it talked about the amount of allowed units being based off of the square footage. He asked to what extent the Dennis family was informed of what they could actually do, as opposed to the actual number that could fit. Planner Grahm replied that the Staff did not look what could be allowed because they did not want to draw subdivision lines and try to estimate what the development could be. That was the reason for basing it off the square footage of the lot as a whole.

Commissioner Phillips favored the proposal because it would definitely help preserve the structures. However, if the Dennis family were to build other buildings on this site, he asked if the City would look at limiting the other buildings to be more consistent with the same mass and scale of the existing structures. Planner Grahm believed the design guidelines would dictate that. She pointed out that height requirements in the LMC stipulates a maximum height of 27'. Commissioner Phillips pointed out that 27' would



tower over the existing structures, and he asked if they could require a lower height or if it was a given based on the requirements. Planner Grahm did not believe it was a given; but when the building comes in with the Design Guidelines, the Staff would mitigate it at that point to make sure it would not overpower the historic buildings.

Commissioner Suesser asked if the Staff had considered isolating the three cottages to the HRL section, and keeping the remainder of Parcel 3 ROS. Planner Grahm replied that the Staff had looked at that, but the concern was that some development has to be allowed on the site in order to rehab the houses and make it financially feasible. The Staff also looked at the historic Sanborn maps from 1927 and at that time this hillside had ten small houses on it. It helped the Staff understand what should be built there and to keep that context. Commissioner Suesser understood that anything else built on Parcel 3 would have to comply with HRL guidelines. Planner Grahm replied that she was correct. It would have to comply with that section of the LMC in addition to the Design Guidelines.

Commissioner Joyce stated that he lives up the hill from this parcel and he looks at those structures every day. He wanted to see the structures preserved, but at the same time what they want cannot influence what they do. Commissioner Joyce was uncomfortable creating a little zoning island of one lot of one land owner; and at some level downzoning them. He was looking for good excuses as to why that was acceptable, but he thought the transitional reason was ludicrous. Commissioner pointed out that two feet from one of the historic houses, the City approved an 8,000 square foot duplex on one side and Foxpoint was on the other side. Commissioner Joyce was not in favor of micro-zoning. In his opinion, it was a bad use of the zoning tool and they should not make it a habit. He clarified that the only reason he would vote to support this was because the landowner supports it. He would recommend to the City Council that if they want to preserve these houses they should purchase them. If they want to make it a park, the City should buy it. Otherwise, if the landowner comes back wanting to build 27' houses, he would support their proposal because the zoning allows it and he believes it is reasonable. Commissioner Joyce reiterated that his original intent was to vote no on this proposal because he believes micro-zoning is wrong.

Commissioner Campbell agreed with Commissioner Joyce. He was opposed to what was clearly the downzoning of the other lot and he voted against it. He would have voted against this one as well. Commissioner Campbell was not sure the owner being in favor swayed him, but he backed Commissioner Joyce 100% that everyone gets great satisfaction out of seeing those structures as they drive up and down the road. The only way it will remain is if the City buys it. Commissioner Campbell suggested that the Planning Commission let the City Council know that they agree to approve this

request, but in return they would like the Council to look at purchasing the structures to preserve them.

Commissioner Band concurred with Commissioners Campbell and Joyce. Open space that is privately owned is not open space; it is privately owned land. She shared the sentiment that if the City wants it preserved they should purchase it. Commissioner Band believed this proposal was a great compromise, and that many of the neighbors shared her opinion. She personally favored spot zoning. It is a great tool if people are creative and she thought Park City should look at it in the future.

Assistant City Attorney McLean stated that spot zoning or micro-zoning does not exist in Utah. It is a matter of finding the right zone for a particular area. Zoning cannot be done only for economic reasons.

Commissioner Thimm concurred with the other Commissioners with respect to zoning. His decision was swayed by the historic structures. Commissioner Thimm did not believe that creating the non-contiguous zoning islands was a good practice and he thought they should be careful about doing that. He felt this proposal would create a district that is set up by the existing historic structures in trying to modulate the scale of what is occurring in that area. Creating open space by zoning towards the ROS would preserve that ground in an appropriate way. Commissioner Thimm supported the proposal.

Commissioner Phillips was in favor of a City purchase, but he would be uncomfortable changing the zoning before the purchase. He preferred to purchase first and then change the zoning. Commissioner Phillips stated that he still had some misgivings, but he was willing to support the proposal.

Director Erickson remarked that the effect of this particular zone change reduces trip generation on Deer Valley Drive from 22 units x 10 to 8 units x 10. He explained that doing the zoning to protect the context of these historic houses is much closer to form based code in saying that this is the character we want to preserve in this location for X, Y and Z reasons. Director Erickson stated that this was more than a strict downzone. It was a careful enactment of progressive non-Euclidian technics and growth management on Deer Valley Drive, and protection of the neighborhood values. When the Staff looked at this rezone proposal, the number one mission was to protect the houses.

Commissioner Campbell referred to Silver Star, the Rio Grande and similar places that were deteriorating but there were plans for preservation; however, a commercial piece behind it paid for the preservation. It was a model he would like to see and he was



certain that the City, the Planning Staff and the public could get behind it. Commissioner Campbell clarified that he did not believe that model would work in this case because no one would want additional commerce in that area. His intent was to make sure that commercial components are considered in places where it would work.

Director Erickson stated that the mechanism already exists for historic houses where commercial uses such as a café could occur. As lower Park Avenue redevelops, he anticipated one or two additional coffee shops in that zone.

Commissioner Campbell wanted it on the record that his vote would be in favor of anything that would keep the historic buildings from demolition by neglect. It is never the intent, but it does happen to many structures if rebuilding them does not make sense.

MOTION: Commissioner Joyce moved to forward a POSITIVE recommendation to the City Council to approve the zoning map amendment request from RM to HRL and ROS at 622, 652 and 660 Rossi Hill Drive, and the BLM parcels, as well as additional zone changes from Estate to ROS for the BLM parcels above Rossi Hill, based on the Findings of Fact and Conclusions of Law as found in the draft ordinance. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

#### Findings of Fact – Zoning Map Amendment

1. The property is identified as Summit County parcels M244-24, PC-750-1-X, M-244-23, PC-537-X, and the un-assessed BLM triangle parcel that is located to the south and east of Rossie Hill Drive and south of Coalition View Court.
2. The property is currently zoned Residential Medium-Density (RM) and the triangle parcel is zoned Estate (E).
3. There are currently three historic houses located at 622, 652, and 660 Rossie Hill Drive. These are located on parcel PC-537-X. These houses are designated as Landmarks on the City's Historic Sites Inventory.
4. This rezone also includes the northwestern half of the Foxglove Cottages PUD Subdivision, which was recorded in 1997. This subdivision included a provision that the common area is master planned open space, and may not be sold separately. The eastern half of the property is designated as open space on the subdivision.

5. This property is not contiguous to the existing HRL Zone District, which is located approximately 750 feet to the west / southwest along Rossie Hill Drive.
6. The size of the proposed rezoning area is approximately 15% of the total size of the entire existing HRL Zone District along McHenry Road.
7. The access to the sites is from Rossie Hill Drive and Coalition Court.
8. The ROS District lists Conservation Activity as the only allowed use.
9. The requested Zoning Map Amendment from RM to HRL and ROS is appropriate in that the zone change will meet City Council's goals of preserving the hillside and promoting redevelopment of the historic houses and is consistent with the General Plan.
10. This zone change proposes rezoning parcel PC-537-X from RM to HRL. The RD zone only allows up to 8 single family units of development; under the RM zone, the density is roughly 24 units of development consisting of a mix of multi-unit dwellings over four units.
11. This zone change proposes rezoning the remainder of PC-537-X and the other parcels to Recreation Open Space (ROS) which encourages preserving and enhancing environmentally sensitive lands, encouraging sustainability, conservation, and renewable energy.
12. The proposed Zoning Map Amendment directs complimentary development into an existing neighborhood and protects the historic properties along Deer Valley Drive through the HRL zoning regulations, meeting the goals of the General Plan.

#### Conclusions of Law – Zoning Map Amendment

1. There is Good Cause for this Zoning Map Amendment.
2. The Zoning Map Amendment request is consistent with the Park City General Plan and the Park City Land Management Code.
3. The Zoning Map Amendment is consistent with applicable State law.
4. Neither the public nor any person will be materially injured by the proposed Zoning Map Amendment.
5. Approval of the Zoning Map Amendment does not adversely affect the health, safety and welfare of the citizens of Park City.



## Planning Commission Staff Report



**Subject:** King's Crown Master Planned Development  
**Application:** PL-20-04612  
**Author:** Rebecca Ward  
**Date:** September 23, 2020  
**Type of Item:** Master Planned Development Modification

### Summary Recommendation

Staff recommends the Planning Commission review the proposal, hold a public hearing, and consider approving modifications to the King's Crown Master Planned Development, Conditional Use Permit, and Development Agreement based on the amended Findings of Fact, Conclusions of Law, and Conditions of Approval.

### Description

**Applicant:** Rory Murphy  
**Location:** 1201 – 1299 Lowell Avenue and 1210 – 1294 Rothwell Road  
**Zoning District:** Recreation Commercial; Recreation Open Space;  
Sensitive Lands Overlay  
**Adjacent Land Uses:** Single-Family Dwellings; Sweetwater Condominiums;  
Sweetwater Lift Lodge; Mountainside Condos;  
Park City Mountain Resort; Open Space  
**Reason for Review:** The Planning Commission takes Final Action on substantive modifications to a Master Planned Development

### Acronyms

CUP Conditional Use Permit  
LMC Land Management Code  
MPD Master Planned Development

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

### Executive Summary

On July 30, 2020, the developer submitted an application to modify the King's Crown Housing Mitigation Plan, MPD/CUP Final Action Letter, and Development Agreement. The developer proposes converting two attainable units to affordable units, and five attainable units to market-rate units in Building A, the Workforce Housing Condominiums, located on Lot 1 of the King's Crown MPD. This modification first required approval to the amended Housing Mitigation Plan by the Park City Housing Authority.

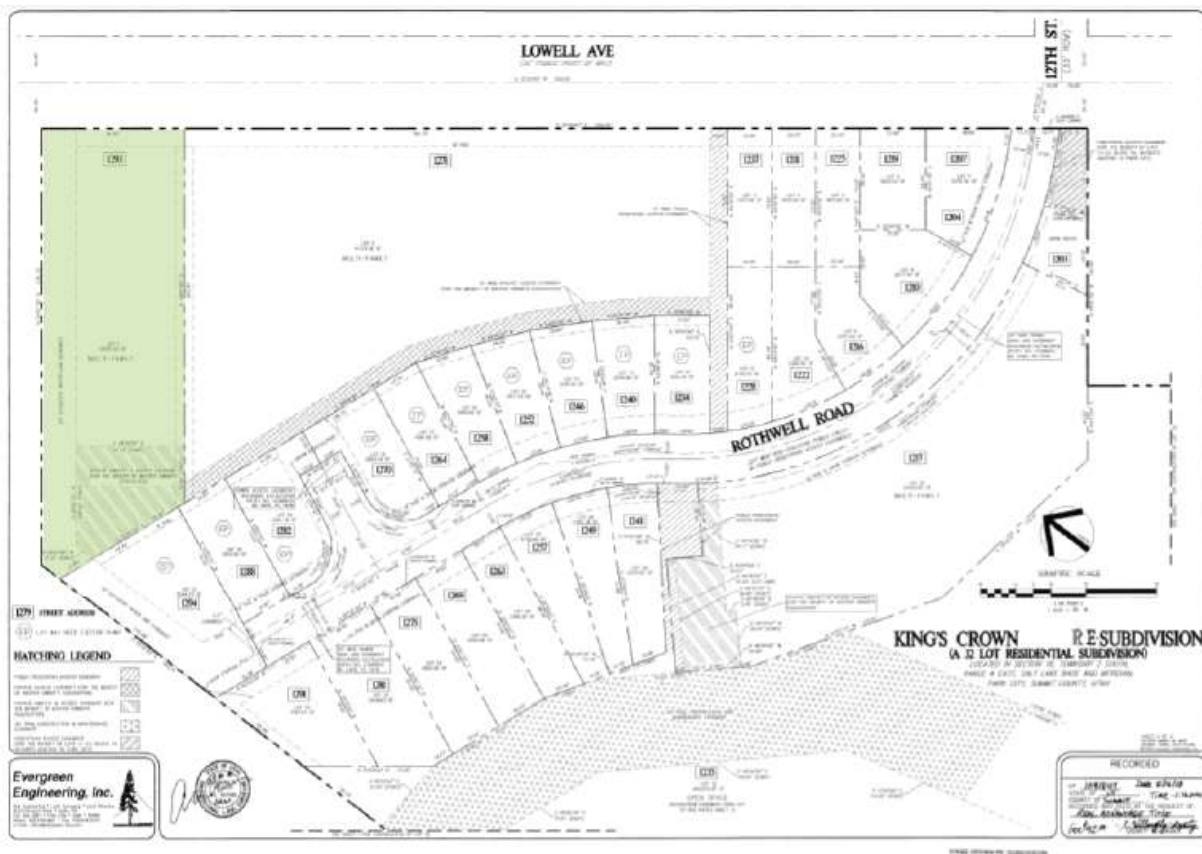
On September 17, 2020, the Park City Housing Authority considered the Third Amended King's Crown Housing Mitigation Plan, which encompasses the proposed changes. The Housing Authority discussed the need to identify issues within the City's attainable housing policy and regulatory documents, and expressed concern that approval of attainable units to market-rate units could set a precedent. Ultimately, however, the Housing Authority unanimously approved the amended Housing Mitigation

Plan. The developer initially voluntarily exceeded and continues to exceed the affordable housing obligations pursuant to Housing Resolution 03-2017.

As part of the modification process, staff recommends the Commission approve updates to the MPD/CUP Final Action Letter and Development Agreement to reflect modifications to the Housing Mitigation Plan, as well as modifications the Commission and Council approved that are not yet reflected in the final approval documents.

### **Background**

The King's Crown Master Planned Development is a 32-Lot subdivision that includes 27 Single-Family Lots, 7 Townhomes on Lot 30, and four Condominium Buildings. Building A – known as the Workforce Housing Condominiums – is on Lot 1 and includes 15 units. Buildings B | C | D are on Lot 2 and include 27 units. Over 11 acres are preserved as Open Space on Lot 32. The image below is taken from the Kings Crown Re-Subdivision Plat (Summit County Recorder Entry No. 109847). Lot 1, the subject of the proposed amendments, is highlighted in green:



### **Timeline:**

January 10, 2018

The Commission approved the King's Crown Master Planned Development and Conditional Use Permit ([Staff Report](#), p. 354; [Minutes](#), p. 38-61)



|                    |                                                                                                                                                                                                                                                                                                                                           |
|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| February 1, 2018   | The Council approved <a href="#">Ordinance No. 2018-05</a> , the King's Crown Re-Subdivision Plat ( <a href="#">Staff Report</a> p. 58; <a href="#">Minutes</a> , p. 8-9)                                                                                                                                                                 |
| June 13, 2018      | The Commission ratified the King's Crown Development Agreement ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 53-54)                                                                                                                                                                                                       |
| August 30, 2018    | The Housing Authority approved the King's Crown Affordable Housing Mitigation Plan ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 10-11; <a href="#">Housing Mitigation Plan</a> )                                                                                                                                         |
| May 22, 2019       | The Commission modified the King's Crown Master Planned Development and Conditional Use Permit ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 46-55)                                                                                                                                                                       |
| May 29, 2019       | The Housing Authority approved the First Amended King's Crown Affordable Housing Mitigation Plan and removed the income limits for attainable condominiums in the Workforce Housing Condominium Building A on Lot 1 ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 9-10; <a href="#">Amended Housing Mitigation Plan</a> ) |
| June 20, 2019      | The Council adopted <a href="#">Ordinance No. 2019-34</a> , the King's Crown Condominium Plat for Buildings B   C   D on Lot 2 ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 8-9)                                                                                                                                         |
| October 10, 2019   | The Council approved <a href="#">Ordinance No. 2019-51</a> , amending Lots 30 and 32 of the King's Crown Re-Subdivision to accommodate Setback requirements for the Ski Amenity Building ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 7-8)                                                                               |
| October 10, 2019   | The Council approved <a href="#">Ordinance No. 2019-52</a> , the King's Crown Townhome Condominium Plat on Lot 30 ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 8)                                                                                                                                                        |
| November 21, 2019  | The Council approved <a href="#">Ordinance No. 2019-56</a> , amending the King's Crown Condominium Plat for Buildings B   C   D on Lot 2 ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 14)                                                                                                                                |
| November 21, 2019  | The Housing Authority approved the Second Amended King's Crown Housing Mitigation Plan to add an Affordable Unit to Building B (Unit B101) of the King's Crown Condominiums ( <a href="#">Staff Report</a> ; <a href="#">Minutes</a> , p. 19; <a href="#">Amended Housing Mitigation Plan</a> )                                           |
| September 17, 2020 | The Housing Authority approved the Third Amended King's Crown Housing Mitigation Plan to convert two attainable units to affordable units and five attainable units to market-rate units                                                                                                                                                  |

in the Workforce Housing Condominium Building A on Lot 1  
([Staff Report](#); [Audio](#); [Amended Housing Mitigation Plan](#))

## Analysis

**(I) Staff recommends amending the King's Crown MPD/CUP and Development Agreement to reflect the modifications the Council approved on November 21, 2019.**

The Commission approved the King's Crown Master Planned Development and Conditional Use Permit (King's Crown MPD/CUP) on January 10, 2018, which included 30 market-rate units (23 condominium units in Buildings B | C | D on Lot 2 and 7 townhomes on Lot 30); 27 Single-Family Dwellings; and 15 deed-restricted affordable and attainable housing units in the Workforce Housing Condominium Building A on Lot 1 ([Staff Report](#), p. 354; [Minutes](#), p. 38-61).

On June 13, 2018, the Commission ratified the King's Crown Development Agreement ([Staff Report](#); [Minutes](#), p. 53-54). Summit County recorded the Development Agreement on June 14, 2018 (Summit County Recorder [Entry No. 1093392](#)).

On May 22, 2019, the Commission approved modifications to the King's Crown MPD/CUP. This modification amended certain Findings of Facts regarding the total number of condominium units, which increased, and the total residential square footage, which decreased ([Staff Report](#); [Minutes](#), p. 46-55). The King's Crown MPD/CUP Final Action Letter was amended to reflect the Commission's approval. The amended King's Crown MPD/CUP Final Action Letter is attached at Exhibit A and the May 22, 2019 amendments are shown in red.

On November 21, 2019, the Council approved an amended King's Crown Condominium Plat for Buildings B | C | D on Lot 2 ([Staff Report](#); [Minutes](#), p. 14). The amendments reduced the Unit B401 square footage from 3,666 to 3,121; shifted the pool from the interior of Building B to the exterior rear of Building B; removed 7,140 square feet from the lower two floors of Building B, and amended the plat to designate Unit B101—the affordable unit—as private space rather than common space. These amendments are not yet reflected in the King's Crown MPD/CUP Final Action Letter or Development Agreement.

As a result, staff recommends amending the King's Crown MPD/CUP Final Action Letter Findings of Fact 4, 23, 24, and 66 to reflect the November 21, 2019 modifications, shown in orange:

4. The applicant proposes to build ~~three (3)~~ four (4) multi-unit buildings with access off Lowell Avenue, a private road/drive to be known as Rothwell Road, and a townhouse building with access off Rothwell Road.

23. Building B/C has ~~12~~ fourteen (14) market-rate residential units and 1



affordable unit (Unit B101).

24. Building B/C has the following square footage:

- a. Residential: ~~28,253~~ ~~27,218~~ 27,687 (~~14.13~~ ~~13.61~~ 13.84 residential Unit Equivalents) (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet).
- b. Mechanical: ~~375~~ 957
- c. Internal circulation (hallways, stairs, and elevator): ~~1,133~~ 2,664
- d. Parking and vehicular circulation: ~~9,305~~ 10,593
- e. Common area/pool: 5,822 (exterior)
- f. Owners storage (platted common): 1,310
- g. Affordable housing unit (platted ~~common~~ private): 717 765
- h. Overall: ~~39,066~~ ~~49,281~~ 43,976

66. The applicant proposes the construction of the following ~~30~~ 32 residential units and the allotment of 27 lots:

- a. ~~12-14~~ flats and 1 affordable unit (B101) within multi-unit Building B/C totaling ~~27,683~~ ~~27,218~~ 27,687 square feet (~~13.84~~ ~~13.61~~ 13.84 residential Unit Equivalents). (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet)
- b. ~~11-12~~ flats within multi-unit Building D totaling ~~24,255~~ 24,250 square feet (12.13 residential Unit Equivalents).
- c. 7 townhouses within the Townhome Building totaling 29,005 square feet (14.50 residential Unit Equivalents).
- d. 27 lots to accommodate one (1) future single-family dwelling on each lot which would be approximately 71,880 square feet (35.94 residential Unit Equivalents).

Lastly, staff recommends that the amended King's Crown MPD/CUP Final Action Letter be recorded as an exhibit to the amended Development Agreement, which is addressed in Subsection (II) below.

**(II) Staff recommends amending the King's Crown MPD/CUP Final Action Letter and Development Agreement to reflect the modifications the Housing Authority approved on September 17, 2020, converting two attainable units to affordable units and five attainable units to market-rate units in the Workforce Housing Condominium Building A on Lot 1.**

The Planning Commission reviews initial Housing Mitigation Plans that are triggered as a result of a Master Planned Development and makes a recommendation to the City Council. [Housing Resolution 03-2017 Section 13](#). The King's Crown MPD/CUP Final Action Letter Finding of Fact 91 states, "[t]he current affordable housing proposal, which is developed through the Affordable Housing Staff and the Affordable Housing Authority (The City Council), is shown on a table within this staff report [see the [January 10, 2018 Staff Report](#), p. 367-368]. The Staff and the Affordable Housing Authority retain the final say on these figures."

The Housing Authority approved the King's Crown Housing Mitigation Plan and amendments as follows:

- August 30, 2018 – approval of the Housing Mitigation Plan
- May 29, 2019 – approval of the First Amended Housing Mitigation Plan to remove income limits for the attainable units in the Workforce Housing Condominiums and to add affordable Unit B101 to meet additional residential density requirements
- November 21, 2019 – approval of the Second Amended Housing Mitigation Plan to change affordable Unit B101 from platted common area to private area

The King's Crown MPD/CUP exceeded the Affordable Unit Equivalents required pursuant to [Housing Resolution 03-2017](#) by 200%. The developer constructed seven affordable units and eight attainable units in the Workforce Housing Condominium Building A on Lot 1. The developer was required to complete construction of Building A prior to obtaining a Certificate of Occupancy for any market-rate unit. The City issued a Certificate of Occupancy for Building A in March of this year.

The seven affordable units were sold to households at 76% Area Median Income (AMI). The eight attainable units were slated to be sold to households at 150% AMI. However, seven of the eight attainable units remain vacant. On May 29, 2019, the Housing Authority approved the First Amended King's Crown Affordable Housing Mitigation Plan and removed the income limits for attainable condominiums ([Staff Report](#); [Minutes](#), p. 9-10; [Amended Housing Mitigation Plan](#)). There were few attainable buyers and of these, fewer who qualified to meet the income and net worth limitations in the deed restrictions.

After working to sell the attainable units for nearly two years, the developer requested that the Housing Authority convert five attainable units to market-rate units and two attainable units to affordable units. A majority—thirteen of fifteen unit owners—of the Workforce Housing Condominium HOA voted to approve the proposed change (Exhibit E). The owner of the attainable unit voted against the amendment (Exhibit F).

On September 17, 2020, Housing Staff recommended the Housing Authority approve the proposed amendments because (1) the developer still exceeds required affordable housing obligations; (2) the City's affordable housing stock increases by two units, providing housing for community members at 76% AMI at a price point below the attainable price; and (3) the CC&Rs governing the units will prohibit Nightly Rentals. The Housing Authority approved the developer's request. ([Staff Report](#); [Audio](#); [Third Amended King's Crown Housing Mitigation Draft Plan](#)).

The developer continues to exceed the Affordable Unit Equivalent obligations as follows:



- [Housing Resolution 03-2017 Section 8](#) establishes the formula for MPD residential Affordable Unit Equivalent obligations: Total units approved x 0.15 (residential mitigation rate)
  - The King's Crown MPD, as amended, includes 65 total units. This triggers an obligation of 9.75 Affordable Unit Equivalents ( $9.75 \times 0.15 = 9.75$ )
  - The Third Amended King's Crown Housing Mitigation Plan provides 12.91 Affordable Unit Equivalents and exceeds the total required Affordable Unit Equivalents by 3.19 Affordable Unit Equivalents

To reflect the Housing Authority's approval, staff recommends Findings of Fact 10, 11, 13, 15, 23, 66, 90, 91, and 99 of the King's Crown MPD/CUP Final Action Letter be amended as shown in **orange** below:

10. The MPD includes ~~seven (7)~~ eight (8) ~~ten (10)~~ deed restricted affordable housing condominium units, nine (9) located in the Workforce Housing Condominiums, and one (1) located in the King's Crown Condominiums Building B (Unit B101) (~~8.55~~ 8.85 ~~11.61~~ affordable unit equivalents).

11. The MPD includes ~~eight (8)~~ one (1) additional non-required deed restricted affordable attainable housing condominium units in the Workforce Housing Condominiums Building A (~~9.07~~ 1.29 affordable unit equivalents).

13. The MPD includes ~~23~~ 25 31 market rate condominiums, 7 market rate townhomes, and 27 market rate single family detached houses.

15. Building A has ~~15~~ nine (9) residential affordable housing units, one (1) attainable housing unit, and five (5) market rate housing units.

23. Building B/C has ~~12~~ fourteen (14) market-rate residential units and 1 affordable unit (Unit B101).

24. Building B/C has the following square footage:

- a. Residential: ~~28,253~~ 27,218 27,687 (~~14.13~~ 13.61 13.84 residential Unit Equivalents) (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet)
- b. Mechanical: ~~375~~ 957
- c. Internal circulation (hallways, stairs, and elevator): ~~1,133~~ 2,664
- d. Parking and vehicular circulation: ~~9,305~~ 10,593
- e. Common area/pool: 5,822 (exterior)
- f. Owners storage (platted common): 1,310
- g. Affordable housing unit (platted common): 717-765
- h. Overall: ~~39,066~~ 49,281 43,976

66. The applicant proposes the construction of the following ~~30~~ 32 residential units and the allotment of 27 lots:

- a. ~~12-14~~ flats and 1 affordable unit (B101) within multi-unit Building B/C totaling ~~27,683~~ 27,218 ~~27,687~~ square feet (~~13.84~~ 13.61 ~~13.84~~ residential Unit Equivalents). (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet)
- b. ~~11-12~~ flats within multi-unit Building D totaling ~~24,255~~ 24,250 square feet (12.13 residential Unit Equivalents).
- c. 7 townhouses within the Townhome Building totaling 29,005 square feet (14.50 residential Unit Equivalents).
- d. 27 lots to accommodate one (1) future single-family dwelling on each lot which would be approximately 71,880 square feet (35.94 residential Unit Equivalents).

90. The proposal ~~includes 200% of the~~ exceeds the required Affordable Housing as required by the current housing resolution (03-2017) by 3.19 Affordable Unit Equivalents.

91. The current affordable housing proposal, which is developed through the Affordable Housing Staff and the Affordable Housing Authority (The City Council), is shown ~~below on a table within this staff report~~. The Staff and the Affordable Housing Authority retain the final say on these figures.

| Kings Crown Affordable Housing Requirement |         |          |
|--------------------------------------------|---------|----------|
|                                            | Current | Proposed |
| Market Rate Units                          | 60      | 65       |
| Affordable Housing Units Required          | 9       | 9.75     |
| Required Square Footage                    | 8100    | 8775     |
| Proposed Affordable Housing Units          | 17.79   | 12.91    |
| Proposed Square Footage                    | 16013   | 11616    |

99. The applicant proposes the construction of four (4) multi-unit dwelling buildings which includes ~~one (1) building housing the~~ Building A with nine (9) affordable housing units, one (1) attainable housing unit, and five (5) market-rate units. ~~that exceeds the required affordable housing requirements.~~

Additionally, staff recommends the King's Crown Development Agreement be amended to reflect these changes (Exhibit B).

### Department Review

The Planning, Engineering, and Legal Departments reviewed this application.

### Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on September 9, 2020. Staff mailed courtesy notice to property owners within 300 feet on September 9, 2020. The *Park Record* published notice on September 9, 2020. LMC [§ 15-1-21](#).



### **Public Input**

Please see Exhibit F, which includes a letter from the owner of the attainable unit in the Workforce Housing Condominium Building, and a letter from the owners of 1240 Lowell Avenue, which is located across the street from Building D of the King's Crown MPD. The scope of the Commission's review for this modification is limited to previous amendments to Buildings B and C, and to recent amendments to Building A.

On August 12, 2020, the developer submitted a letter to Park City requesting to vacate and rescind the Building D plat approval and engineering approval for the Building D Parking Structure. The developer will submit a plat amendment for Commission and Council approval prior to moving forward with Building D construction. As a result, Building D will be considered by the Commission at a later date.

### **Exhibits**

Exhibit A: Proposed Amended King's Crown MPD/CUP Final Action Letter

Exhibit B: Proposed Amended King's Crown Development Agreement

Exhibit C: Applicant's Statement

Exhibit D: Current and Proposed Workforce Housing Condominium Amendments

Exhibit E: King's Crown Workforce Housing Condominium Association Approval Letter

Exhibit F: Public Input



22 January 2018

Amended 22 May 2019

Amended 23 September 2020

Rory Murphy  
1887 Gold Dust Lane, Suite 301  
Park City, Utah 84060

**Re: King's Crown Master Planned Development and Conditional Use Permit**

Rory:

On January 10, 2018, the Planning Commission of Park City approved your Master Planned Development (application no. PL-17-03515) and Conditional Use Permit (PL-17-03566), and on May 22, 2019, the Commission approved modifications outlined in red below (PL-19-04214), and on September 23, 2020, the Commission approved modifications outlined in orange below (PL-20-04612), subject to the following findings of fact, conclusions of law, and conditions of approval:

Master Planned Development & Conditional Use Permit Findings of Fact:

1. The subject site is located at 1201 – 1299 Lowell Avenue.
2. The subject site is within the RC, ROS, and SLO District.
3. The proposed development takes place roughly over 30% of the property, all contained within the RC District located adjacent to Lowell Avenue towards the northeast of the subject site.
4. The applicant proposes to build ~~three (3)~~ four (4) multi-unit buildings with access off Lowell Avenue, a private road/drive to be known as Rothwell Road, and a townhouse building with access off Rothwell Road.
5. The proposed private road/drive begins at the 12<sup>th</sup> Street / Lowell Avenue intersection which then curves up to a hammer-head turn around.
6. Rothwell Road climbs up approximately sixty feet (60') and is approximately 548 feet long.
7. The applicant also proposes to develop 27 single-family lots, 4 of which would be accessed off Lowell Avenue, and the remaining 24 would be accessed off Rothwell Road (15 on the west side of the private road and 8 on the east side of the private road).



8. The applicant does not plan on building the 27 houses, but to develop the lots to be able to sell them individually.
9. The MPD includes a total of 32 lots.
10. The MPD includes ~~seven (7)~~ ~~eight (8)~~ ten (10) deed restricted affordable housing condominium units, nine (9) located in the Workforce Housing Condominiums, and one (1) located in the King's Crown Condominiums Building B (Unit B101) (~~8.55 8.85 11.61~~ affordable unit equivalents).
11. The MPD includes ~~eight (8)~~ one (1) additional non-required deed restricted affordable attainable housing condominium units in the Workforce Housing Condominiums Building A (~~9.07 1.29~~ affordable unit equivalents).
12. The MPD includes 11.2 acres of platted open space in the form of large tracts of contiguous natural open space that does not include open space area around the units, equating to 74.6%. The total open space percentage is 83.9.
13. The MPD includes ~~23 25 31~~ market rate condominiums, 7 market rate townhomes, and 27 market rate single family detached houses.
14. Building A is a multi-unit dwelling, listed as a conditional use.
15. Building A has ~~15~~ nine (9) residential affordable housing units, one (1) attainable housing unit, and five (5) market rate housing units.
16. Building A has the following square footage:
  - a. Residential: 16,520
  - b. Mechanical: 256
  - c. Internal circulation (hallways and stairs): 1,833
  - d. Parking and vehicular circulation: 5,571
  - e. Overall: 24,180
17. Building A has 18 parking spaces located in an enclosed underground parking garage.
18. Building A has vehicular access off Lowell Avenue through one (1) driveway.
19. Building A has 5 stories above the parking garage.
20. Building A is on proposed lot 1.
21. Affordable housing residential units do not count towards residential Unit Equivalents.
22. Building B/C is a multi-unit dwelling, listed as a conditional use.
23. Building B/C has ~~12~~ fourteen (14) market-rate residential units and 1 affordable unit (Unit B101).
24. Building B/C has the following square footage:
  - a. Residential: ~~28,253 27,218 27,687~~ (~~14.13 13.61 13.84~~ residential Unit Equivalents) (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet)
  - b. Mechanical: ~~375 957~~
  - c. Internal circulation (hallways, stairs, and elevator): ~~1,133 2,664~~
  - d. Parking and vehicular circulation: ~~9,305 10,593~~
  - e. Common area/pool: 5,822 (exterior)
  - f. Owners storage (platted common): 1,310
  - g. Affordable housing unit (platted common private): 717 765
  - h. Overall: ~~39,066 49,281 43,976~~
25. Building B/C has ~~21 25~~ parking spaces located in enclosed underground parking

- garages.
26. Building B/C has vehicular access off Lowell Avenue through two (2) separate driveways.
  27. Building B/C has 4 stories above the parking garage
  28. Building B/C is on proposed lot 2
  29. Building D is a multi-unit dwelling, listed as a conditional use.
  30. Building D has ~~11~~ 12 residential units
  31. Building D has the following square footage:
    - a. Residential: ~~24,590~~ 24,250 (~~12.30~~ 12.15 residential Unit Equivalents)
    - b. Mechanical: ~~166,528~~
    - c. Internal circulation (hallways, stairs, and elevator): ~~1,827~~ 2,252
    - d. Parking and vehicular circulation: ~~8,313~~ 7,865
    - e. Owner's storage (platted common): 724
    - f. Overall: ~~34,896~~ 35,619
  32. Building D has 22 parking spaces located in an enclosed underground parking garage.
  33. Building D has vehicular access off Lowell Avenue through one (1) driveway.
  34. Building D has 4 stories above the parking garage.
  35. Building D is on proposed lot 2.
  36. Townhomes Building is a multi-unit dwelling, listed as a conditional use.
  37. Townhomes Building has 7 residential units
  38. Townhomes Building is 29,005 (14.50 residential Unit Equivalents).
  39. Townhomes Building has 14 parking spaces, 2 within each parking garage.
  40. Townhomes Building has vehicular access off proposed private drive through individual driveways.
  41. Townhomes Building has 3 stories above the garage level.
  42. Townhomes Building is on proposed lot 30
  43. Single-family dwellings are an allowed use within the District.
  44. The applicants request to plat 27 lots to accommodate one (1) single-family dwelling on each lot.
  45. The approximate buildable square footage of the single family dwellings is 71,880 (35.94 residential Unit Equivalents).
  46. The single-family dwellings require 54 parking spaces, 2 within each lot as required.
  47. The single-family dwellings have vehicular access off proposed private drive through individual driveways and four (4) off Lowell Avenue.
  48. The single family lots are on proposed lots 3-29.
  49. The applicant proposed two (2) lots to be re-platted as open space.
  50. Proposed open space Lot 31 is 2,106.4 square feet with retaining walls and stair access to adjacent property to the south.
  51. Proposed open space Lot 32 is 487,798.29 square feet (11.2 acres).
  52. Proposed open space Lot 32 is to house an accessory building, 750 square feet, consisting of restroom and lockers for the exclusive use of property owners.
  53. The proposed accessory building on Lot 32 is located on the RC District.
  54. Accessory buildings are an allowed use with the RC District.
  55. Restrooms/lockers are considered residential accessory space and does not



- count towards Unit Equivalents.
56. The site contains a total of 653,860 sf. (15.01 acres) broken down in the following manner:
    - a. RC District: 199,867 sf. (4.59 acres)
    - b. RC District within the SLO Zone: 78,654 sf. (1.81 acres)
    - c. ROS District: 84,194 sf. (1.93 acres)
    - d. ROS District within the SLO Zone: 291,145 sf. (6.68 acres)
  57. The applicant proposes to build solely within the zoning boundaries of the RC District. The applicant does not request to build within the boundary of the RC District/SLO, or within the ROS District, and these areas would be dedicated as open space.
  58. Within the RC District, sites with multi-unit dwellings receive a maximum floor area ratio (FAR) of 1.0.
  59. The portion of the site in the RC District has a maximum floor area of 199,867 sf. for multi-unit dwellings.
  60. The RC District does not provide a FAR standard for single-family dwelling lots, but rather, a minimum lot area requirement of 1,875 sf.
  61. The proposal contains a total FAR of 0.41 ( $80,963 \div 199,867$ ) for multi-unit dwellings.
  62. In applying the FAR at its maximum, the site would have a remaining 118,904 sf. in density ( $199,867 - 80,963$ ).
  63. In applying the floor area not used for multi-unit dwelling for single-family dwellings, this would create approximately 63 residential lots (applying the minimum lot area of 1,875 square feet).
  64. The applicant requests to re-subdivide 27 single-family lots in conjunction with their 80,963 sf. of multi-unit dwellings.
  65. A residential Unit Equivalent is 2,000 square feet.
  66. The applicant proposes the construction of the following ~~30~~ 32 residential units and the allotment of 27 lots:
    - a. ~~12-14~~ flats and 1 affordable unit (B101) within multi-unit Building B/C totaling ~~27,683~~ 27,218 ~~27,687~~ square feet (~~13.84~~ 13.61 ~~13.84~~ residential Unit Equivalents). (Affordable Unit B101 does not count toward Residential Unit Equivalents and is 756 square feet)
    - b. ~~11-12~~ flats within multi-unit Building D totaling ~~24,255~~ 24,250 square feet (12.13 residential Unit Equivalents).
    - c. 7 townhouses within the Townhome Building totaling 29,005 square feet (14.50 residential Unit Equivalents).
    - d. 27 lots to accommodate one (1) future single-family dwelling on each lot which would be approximately 71,880 square feet (35.94 residential Unit Equivalents).
  67. The applicant requests to maintain the MPD setback of 25 feet around the perimeter of the entire development, with the exception of seven (7) future single-family residential Lots 3-7 and 21-22.
  68. Applicant seeks the following setback reductions as allowed by the Code, if granted by the Planning Commission:
    - a. Proposed Lot 3-7 front setback reduction to ten feet (10').
    - b. Proposed Lot 21 side setback reduction to twenty feet (20').

- c. Proposed Lot 22 side setback reduction to ten feet (10').
- 69. The proposed setback reductions as described above matches the abutting zone setbacks and all aspect of the project will comply with applicable Building and Fire codes. The reductions do not increase project density, maintain the general character of the surrounding neighborhood in terms of mass, scale and spacing between houses, and they meet open space requirements of the MPD.
- 70. The proposed setback reductions are in compliance with LMC MPD provisions.
- 71. All Master Planned Developments shall contain a minimum of sixty percent (60%) open space as defined in LMC Chapter 15-15 [...].
- 72. The site contains a total of 653,759 square feet. The site contains 17,012 square feet of hard-scaped plazas equating to 2.6% of the site and 531,519 square feet (12.20 acres) equating to 81.3% of natural open space.
- 73. The applicant proposes to designate the use of the two (2) open space lots on the proposed Re-Subdivision (plat).
- 74. The applicant does not request to decrease the required number of off-street parking spaces; therefore, no parking analysis has been submitted. See building by building requirement:
  - a. Affordable Housing Building A requires 18 parking spaces based on the size of the units. The proposed building contains 18 parking spaces.
  - b. Building B/C requires ~~21~~ 24 parking spaces based on the size of the units. The proposed building contains ~~21~~ 25 parking spaces.
  - c. Building D requires ~~21~~ 20 parking spaces based on the size of the units. The proposed building contains 22 parking spaces.
  - d. Townhome building requires 14 parking spaces based on the size of the units, two (2) parking spaces per unit. Proposed building contains 14 parking spaces.
  - e. Single-family dwelling residential lots require 54 parking spaces, based on unit count. These 27 residential lots would require a minimum of 2 parking spaces per unit.
- 75. The proposal complies with the provisions of the building height parameters for multi-unit buildings listed under LMC § [15-2.16-4 Building Height](#) and single-family dwellings listed under LMC § [15-2.16-5 Special Requirements For Single Family And Duplex Dwellings \(subsection L-M\)](#), including all applicable height exceptions as allowed in the LMC.
- 76. The applicant does not seek additional height under the MPD parameters listed under LMC § [15-6-5 MPD Requirements, Sub-section F](#).
- 77. The project has been designed to maintain the existing neighborhood development pattern, with the larger scale buildings located alongside the existing multi-family.
- 78. The proposed plan uses the massing of the buildings to mitigate the need for retaining walls by burying the buildings into the hillside. The balance of the required retaining walls has been stepped in shorter wall sections to reduce/eliminate tall retaining walls.
- 79. Roads and utility lines are proposed to work with the existing grades to the greatest extent possible, as indicated on the civil site and grading plans. Areas of the deepest cuts are mitigated by using the townhome buildings to step up the



hill.

80. All trails proposed with the MPD are incorporated into open space elements and in some areas are maintained and improved in their existing locations. Trail easements will be platted on the final recorded subdivision plats. Staff recommends adding a public recreation easement on Rothwell Road (private road) connecting to trail network on the mountain.
81. The City requests to secure a recreational public access easement from Lowell Avenue, up the roadway to the stairwell shown on the plans, to allow for public trail access.
82. The City requests to prepare a public trail plan for the open space parcel, provide for trail 'corridors' subject to final alignment, which would be part of the recorded development agreement. The applicant stipulates to this condition of approval.
83. There are sufficient areas adjacent to the streets, driveways, and parking areas to store snow.
84. The MPD shall comply with the trash storage and collection and recycling regulations contained herein.
85. There are no commercial or non-residential uses with this project, and all off-street parking requirements are met within the project. The bus stop/ transportation area is located yards away from the project at the resort base. The applicant is considering placing an e-bike sharing station on site on Lowell Avenue for public use.
86. The submitted landscape plans specify the maximum area allowed for lawn or turf is limited to fifty percent (50%) of the total Area allowed to be disturbed and not covered by Buildings and other hard surfaces.
87. Drought tolerant species and species native to the area are stipulated in the Guidelines. Native rock and boulders are stipulated as allowed within the LMC.
88. Lighting is proposed to comply with requirements of LMC Chapter 15-5, Architectural Review and is further spelled out in the Guidelines.
89. No development within the MPD is located within the SLO with the exception of trails, which are an allowed use in the SLO.
90. The proposal ~~includes 200% of~~ the exceeds the required Affordable Housing as required by the current housing resolution (03-2017) by 3.19 Affordable Unit Equivalents.
91. The current affordable housing proposal, which is developed through the Affordable Housing Staff and the Affordable Housing Authority (The City Council), is shown ~~below on a table within this staff report~~. The Staff and the Affordable Housing Authority retain the final say on these figures.

| <b>Kings Crown Affordable Housing Requirement</b> |                |                 |
|---------------------------------------------------|----------------|-----------------|
|                                                   | <b>Current</b> | <b>Proposed</b> |
| <b>Market Rate Units</b>                          | 60             | 65              |
| <b>Affordable Housing Units Required</b>          | 9              | 9.75            |
| <b>Required Square Footage</b>                    | 8100           | 8775            |
| <b>Proposed Affordable Housing Units</b>          | 17.79          | 12.91           |
| <b>Proposed Square Footage</b>                    | 16013          | 11616           |

92. The proposal does not create additional demands for child care.
93. An environmental survey ([Exhibit P - Environmental Survey](#)) was prepared

- revealing no environmental contaminants on the property.
94. A mine site study ([Exhibit Q - Mine Site Studies](#)) was conducted and determined that there were no mining related activities on the property.
  95. The proposal fulfills the following goals and objectives of the General Plan.
  96. A cultural survey ([Exhibit O - Cultural Survey](#)) was prepared revealing the only significant historical element on site was the Crescent Tramway, which will remain as the existing ski/ bike trail on the property. There are no historic structures on site.
  97. LMC § 15-6-4 (G) states that once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement and shall be submitted to the Planning Department within six (6) months of MPD approval, for ratification by the Planning Commission.
  98. Multi-unit dwellings and Master Planned Developments are listed as a conditional uses in the RC District.
  99. The applicant proposes the construction of four (4) multi-unit dwelling buildings which includes ~~one (1) building housing the Building A with nine (9) affordable housing units, one (1) attainable housing unit, and five (5) market-rate units. that exceeds the required affordable housing requirements.~~
  100. There are certain uses that, because of unique characteristics or potential impacts on the municipality, surrounding neighbors, or adjacent land uses, may not be compatible in some areas or may be compatible only if certain conditions are required that mitigate or eliminate the detrimental impacts.
  101. A conditional use shall be approved if reasonable conditions are proposed, or can be imposed, to mitigate the reasonably anticipated detrimental effects of the proposed Use in accordance with applicable standards.
  102. The project is located on Lowell Avenue, between 12th and 13<sup>th</sup> Street.
  103. The four (4) multi-unit dwellings are located at the lower portion of the subject site.
  104. A traffic study (Triton Engineering, June, 2017) was provided by the applicant and reviewed by the City indicating that study intersections are anticipated to continue operating at acceptable levels of service.
  105. Capacity of existing streets can handle anticipated normal traffic especially based on the fact that maximum density is not being pursued by the applicant.
  106. Utilities necessary for these proposed uses are available at or near the site.
  107. Final utility plans, including grading and storm water run-off plans will be required at time of building permit review.
  108. The proposed plans have been reviewed by the City and the Park City Fire District for compliance and meet the requirements for emergency vehicle access based on the close proximity to Lowell Avenue and the direct connection of the private drive.
  109. The proposed conditional use meets all LMC parking regulations.
  110. The internal circulation plan incorporated on the site plan showing proposed access to existing trails as well community access point to the trails and ski runs.
  111. Adjoining uses mirror the uses proposed in this project, and no separation is required. In fact, the project is providing community access through to adjacent open space.



112. The project has been designed to mirror the existing neighborhood development patterns.
113. The larger mass buildings are located adjacent to the larger buildings on Lowell, and the project homes mirror the East side of Lowell, with the townhomes continuing the townhome pattern as well.
114. As designed, approximately 82 percent of the project is contiguous open space, with access to skiing and bike trails.
115. All signs and lighting for the project will be approved through the Master Sign Plan application process and through building department review for compliance with the LMC.
116. The physical design of the proposed additions and new buildings, in terms of mass, scale, style, design and architectural detailing.
117. The proposed buildings complement the existing neighborhood in architectural character, materials, colors, mass and scale.
118. Proposed materials consist of metal and membrane roofing, wood and metal siding, natural stone and other elements consistent with the existing buildings.
119. This project will not create any of the conditions listed that are not normally associated in the residential nature of the proposed use.
120. There will be no commercial delivery or service vehicles to the project as the entire project is residential. Typical residential delivery service will utilize residential streets and driveways.
121. Trash and Recycling will mirror the existing Old Town pattern and usage with small residential trash bins, and shall comply with the required regulation listed under Master Planned Developments.
122. All condominiums will be sold as wholly owned condominiums and be required to follow local guidelines relative to other uses, the same applies to the single-family lots.
123. The proposed development is not within any environmentally sensitive lands, physical mine hazards, historic mine waste, or Park City Soils Ordinance.
124. The site is within steep slopes found throughout the site.
125. The overall proposal, both Multi-Unit Dwellings (conditional use) and single-family detached houses (allowed use) takes place over approximately 30% of the entire site.
126. The Applicant provided [Exhibit R - Proposed Export Fill Placement Exhibit and Possible Fill Locations, with the](#) placement, volume and height of on-mountain waste rock on a map showing the placement areas for waste rock
127. Applicant indicates a verbal agreement with Park City Mountain representatives to place the material from the multi-unit buildings and road construction on Park City Mountain.
128. [Exhibit R - Proposed Export Fill Placement Exhibit and Possible Fill Locations](#) also shows the proposed study of the corresponding volumes and depths of the waste material on adjacent property.
129. Applicant indicates that all waste material must be certified as environmentally clean, compacted in no more than 2-foot lifts (to achieve a 90%+ compaction) covered with six inches (6") of topsoil, seeded with a native grass mix and sod placed over the grass seeds.

130. Applicant demonstrates that the maximum depth would be 5 feet, tapering off to 0 feet.
131. Applicant proposes to transport the excavated material to the neighboring property without the necessity of using City streets. It is the Applicant's responsibility to seek such permission with the neighboring site.
132. Applicant explains that in the highly unlikely case that they are unable to secure a written agreement with the Park City Mountain, the excavation material would be disposed of by the traditional method used in the vast majority of construction projects to be approved by the City prior to issuance of building permits.
133. The applicant estimates 14,400 cubic yards of material (includes swell) which would equate to 1,440 truckloads (at 10 yds. / truck).
134. As a Condition of Approval, the applicant has indicated that they would not undergo excavation or footings and foundation work on the multi-family buildings or the access road during the winter season from Christmas through April 1st.
135. Applicant has indicated that they will instruct construction staff to keep delivery trucks off the streets during the peak busy times of between 8:30 am and 10:00 am as well as the peak afternoon times of 3:30 pm through 4:30 pm.
136. Applicant agrees to not deliver materials during the busiest tourist times of Christmas week, MLK weekend, Sundance week, MLK weekend, President's Day weekend, Arts Fest, July 4<sup>th</sup> weekend, Miner's Day weekend, and Tour de Utah.
137. Applicant has provided the approximate excavation quantities of the 27 single-family dwellings which would be approximately 7500 cubic yards.
138. The applicant does not plan on building the 27 single-family dwellings but plans to sell the lots to individuals and/or builders.
139. The Chief Building official has studied the applicant's preliminary Construction Mitigation Plan and finds that the proposal is in compliance with current Building Department policies.
140. Construction Mitigation Plan will be finalized by the Building Dept. once building permits are submitted by the applicant.
141. The applicant stipulates to the conditions of approval.
142. The discussion in the Analysis section is incorporated herein.

#### Master Planned Development Conclusions of Law

- 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.

Conditional Use Permit Conclusions of Law:

- 1. The proposal satisfies the Conditional Use Permit review criteria as established by the LMC's Conditional Use Review process (§15-1-10(E), Criteria 1-16).
- 2. The proposal complies with all requirements of this LMC.
- 3. The Uses will be Compatible with surrounding Structures in Use, scale, mass
- 4. The effects of any differences in Use or scale have been mitigated through careful planning.

Master Planned Development & Conditional Use Permit Conditions of Approval:

- 1. All standard project conditions shall apply.
- 2. A Construction Mitigation Plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, as a condition precedent to issuance of any grading or building permits. The CMP shall be updated as necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project. The CMP shall include information about specific construction phasing, traffic, parking, service and delivery, stock-piling of materials and staging of work, work hours, noise control, temporary lighting, trash management and recycling,

- mud and dust control, construction signs, temporary road and/or trail closures, limits of disturbance fencing, protection of existing vegetation, erosion control. Storm-water management, and other items as may be required by the Building Department. The immediate neighborhood and community at large shall be provided notice at least 24 hours in advance of construction work impacting private driveways, street closures, and interruption of utility service.
3. A storm water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed predevelopment drainage conditions and special consideration shall be made to protect any wetlands delineated on and adjacent to the site.
  4. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
  5. Final utility plans, consistent with preliminary utility plans reviewed by the Planning Commission during the MPD review, shall be submitted with the final subdivision plat.
  6. Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the area provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping.
  7. The Snyderville Basin Water Reclamation District's review and approval of the utility plans and final subdivision plat, for conformance with the District's standards for review, is a condition precedent to plat recordation and building permit issuance.
  8. An Affordable Housing Plan shall be approved by the Park City Housing Authority prior to issuance of any building permits for units within the MPD and deed restrictions shall be recorded.
  9. As a condition precedent to receiving a certificate of occupancy for any market rate unit the City shall be provided with proof of compliance with the approved Affordable Housing Plan.
  10. A master sign plan for the project shall be submitted, reviewed for compliance with the Park City Sign Code, and approved by the City, as a condition precedent to issuance of any individual sign permits.
  11. Approval of this Master Planned Development is subject to LMC Chapter 6- Master Planned Developments and shall expire two years from the date of execution of the Development Agreement unless Construction, as defined by the Uniform Building Code, has commenced on the project.
  12. Once the Planning Commission has approved an MPD, the approval shall be put in the form of a Development Agreement. The Development Agreement must be submitted to the Planning Department for ratification by the Planning Commission within 6 months of this approval. The Development Agreement shall be signed by the Mayor on behalf of the City Council and recorded with the Summit County Recorder.
  13. Timing of completion of all required items and public benefits shall be further described and stated in the Development Agreement.



14. Vegetation and landscaping will be planted in such a manner that screening of adjacent properties is to be consistent with approved landscape plans. The applicant recognizes that the City Engineer have final authority on landscape placement in required easement areas.
15. All interior roads shall be constructed to Park City Engineering standards. Final grades, storm drainage and width to be approved by the City Engineer.
16. Interior roads are proposed to be private and maintained by the HOA.
17. An HOA shall be in place to maintain and govern the property.
18. An open space use plan shall be approved by the Park City Planning Department and shall be included as part of the development agreement. Such uses shall be consistent with the LMC and shall include ski runs, hiking/biking trails and related ski improvements such as snow making and signage as needed and appropriate.
19. A trails master plan that is consistent with the city's needs and desires shall be forwarded by the City Trails personnel and approved by both the applicant and the Park City Planning Department, which would be part of the recorded development agreement.
20. The applicant shall allow a recreational public access easement from Lowell Avenue, up the roadway to the stairwell shown on the plans, to allow for public trail access, and shall be shown on the plat.
21. The proposal shall comply with all Architectural Design Guidelines outlined in LMC § 15-5-5 which includes prohibited architectural styles and motifs, prohibited siding materials, design ornamentation, number of exterior wall materials, roofing materials, roof shapes, solar panels and skylights, window treatments, Lighting, trash and recycling enclosures, mechanical equipment, patios and driveways, and landscaping. Materials color samples and final design details shall be approved by staff prior to building permit issuance and shall be in substantial compliance with the elevations reviewed by the Planning Commission on January 10, 2018.
22. The proposal shall comply with the trash storage and collection parameters with the language outlined in LMC § 15-5-5(G).
23. The proposal shall not undergo excavation or footings and foundation work on the multi-family buildings or the access road (Rothwell Road) during the winter season from Christmas (December 25) through April 1st.
24. Materials shall not be delivered during the busiest tourist times of Christmas week, MLK weekend, Sundance week, MLK weekend, President's Day weekend, Arts Fest, July 4<sup>th</sup> weekend, Miner's Day weekend, and Tour de Utah.
25. The final building plans and construction details for the project shall substantially comply with the drawings reviewed by the Planning Commission on January 10, 2018.
26. The applicant shall record a plat prior to selling individual units.
27. A deed restriction all affordable housing units shall be recorded prior building permit issuance.
28. The CCRs shall be submitted with the plat for review and approval by the City prior to final plat recordation.
29. The CCRs submitted with condominium plats that include any deed restricted affordable housing units shall limit the HOA dues related to the deed restricted

employee housing unit in order to ensure that the units remain affordable. The CCRs shall reflect a lower par-value to reflect the reduced cost of the units (or exempt the units from HOA fees) to ensure that the units don't lose their affordability due to HOA fees. The CCRs shall be submitted with the condominium plat for review and approval by the City prior to final condominium plat recordation.

30. The Conditional Use Permit shall expire on January 10, 2019, unless an extension is requested in writing prior to expiration date and the extension is granted by the Planning Director.
31. A final water efficient landscape and irrigation plan that indicates required storm water facilities and snow storage areas, and that meets the defensible space requirements and mitigates for removal of significant vegetation, shall be submitted with the building permit application for approval by the Planning, Building, and Engineering Department, and shall be in substantial conformance with the plans reviewed by the Planning Commission on January 10, 2018.
32. All requirements and conditions of the Snyderville Basin Water Reclamation District shall be met prior to building permit issuance.
33. This development is part of a common development that is greater than one (1) acre. This development shall meet the MS4 storm water requirements.

Please be aware that this approval in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is the responsibility of the property owner to ensure compliance with these regulations.

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission meeting are available in the Planning Department office.

If you have questions regarding your applications or the action taken please don't hesitate to contact me at 435-615-5064 or [fastorga@parkcity.org](mailto:fastorga@parkcity.org).

Sincerely,



Francisco Astorga, AICP  
Senior Planner

Amended May 22, 2019

John Phillips  
Planning Commission Chair  
Amended September 23, 2020



WHEN RECORDED, MAIL TO:

City Recorder  
Park City Municipal Corporation  
PO Box 1480  
Park City, Utah 84060

**FIRST AMENDMENT TO THE DEVELOPMENT AGREEMENT FOR THE KING'S CROWN  
MASTER PLANNED DEVELOPMENT (MPD), LOCATED AT 1201-1299 LOWELL AVENUE,  
PARK CITY, SUMMIT COUNTY, UTAH**

This First Amendment to the Development Agreement for the King's Crown Master Planned Development (MPD), located at 1201-1299 Lowell Avenue (this "**Amended Agreement**") is entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2020 by and between CRH Partners, LLC, a Utah Limited Liability Company ("**the Developer**"), as the owner and developer of certain real property located in Park City, Summit County, Utah, on which Developer proposes the development of a project known as the King's Crown Master Planned Development, and Park City Municipal Corporation, a municipality and political subdivision of the State of Utah ("**Park City**"), by and through its City Council.

**RECITALS**

A. The Recitals outlined in the *Development Agreement for the King's Crown Master Planned Development (MPD), Located at 1201-1299 Lowell Avenue, Park City, Summit County, Utah* ("**Original Agreement**"), entered into as of the 14<sup>th</sup> day of June, 2018, by and between the Developer and Park City, and recorded in the Office of the Summit County Recorder as Entry No. 01093393 on the 14<sup>th</sup> day of June, 2018 are incorporated herein;

B. This Amended Agreement includes modifications to the King's Crown Master Planned Development. On May 22, 2019, and on September 23, 2020, the Park City Planning Commission approved modifications the King's Crown Master Planned Development and on November 21, 2019, the City Council approved modifications amending the King's Crown Condominium Plat for Buildings B | C | D on Lot 2. These modifications are outlined in the King's Crown Master Planned Development/Conditional Use Permit Final Action Letter ("**Amended King's Crown MPD/CUP Final Action Letter**;" Attachment 1, attached hereto and incorporated herein);

C. On August 30, 2018, the Park City Housing Authority approved the King's Crown Affordable Housing Mitigation Plan (Attachment 2, attached hereto and incorporated herein); on May 29, 2019, the Park City Housing Authority approved the First Amended King's Crown Affordable Housing Mitigation Plan (Attachment 3, attached hereto and incorporated herein); on November 21, 2019, the Park City Housing Authority approved the Second Amended King's Crown Affordable Housing Mitigation Plan (Attachment 4, attached hereto and incorporated herein); on September 17, 2020, the Park City Housing Authority approved the Third Amended King's Crown Affordable Housing Mitigation Plan (Attachment 5, attached hereto and incorporated herein);

D. This Amended Agreement amends ¶ 2.1; ¶ 6.1; ¶ 6.2; and ¶ 8 of the Original Agreement, as described below;

E. This Amended Agreement in no way diminishes the Developer's obligations established in the Original Agreement;

Now, therefore, in consideration of mutual covenants, conditions, and considerations as more fully set forth below, the Developer and Park City hereby agree as follows:

**¶ 2.1 of the Original Agreement is hereby amended as follows:**

2.1 The MPD Approval Letter, as approved by the Planning Commission on January 10, 2018, is attached to the Original Agreement as Exhibit B. The Amended King's Crown MPD/CUP Final Action Letter, approved by the Park City Planning Commission on May 22, 2019, on November 21, 2019, and on September 23, 2020, Attachment 1, is attached hereto and incorporated herein as the Modified Project.

**¶ 6.1 of the Original Agreement is hereby amended as follows:**

6.1 Project Phasing. The Project shall be developed in three (3) phases. Following the recording in the Office of the Recorder of Summit County, Utah of the subdivision plat ("the Plat") that has been approved by Park City for the Project, the first phase of the Project shall include the construction and completion by Developer of Rothwell Road, Building A, which is the affordable, attainable, and market-rate building; and the ski access and the associated ski facility and infrastructure, all as shown on the Plat. As a condition precedent to Park City issuing a Certificate of Occupancy for any market-rate unit within the Project, Park City shall be provided with proof of the construction and completion by Developer of Rothwell Road. The second phase of the Project shall be commenced and shall proceed: (a) based on the local real estate sales market acceptance for the market-rate condominium units, and (b) based on the ability of Developer to obtain the requisite construction financing. Developer shall cause to be constructed during the second phase the 26 market-rate condominium units in Buildings B, C, D within Lot 2, and the 7 market-rate condominium units within Lot 30. The second phase of the Project may be commenced prior to the completion by Developer of the first phase of the Project, but as stated above Park City shall not issue a Certificate of Occupancy for any market rate unit within the Project in either the second phase or the third phase until Park City shall be provided with proof of the construction and completion by Developer of Rothwell Road and Building A, which is the affordable, attainable, and market-rate building. The third phase of the Project shall consist of the improvement and sale of the 27 market-rate single-family lots, which Developer anticipates to be an on-going effort that may take several years to complete the sale of all such 27 single-family lots. The third phase of the Project may be commenced prior to the completion by Developer of the first phase and the second phase of the Project, but as stated above, Park City shall not issue a Certificate of Occupancy for any market-rate unit within the Project in either the second or the third phase until Park City shall be provided with proof of the construction and completion by Developer of Rothwell Road and Building A, which is the affordable, attainable, and market-rate building.

**¶ 6.2 of the Original Agreement is hereby amended as follows:**

6.2 Form of Ownership Anticipated for the Project. The Project will consist of up to 27 market-rate single-family lots; 31 market-rate condominium units; nine (9) deed-restricted affordable



housing condominiums units with eight (8) deed-restricted affordable units in the Workforce Housing Condominiums Building A on lot 1 and one (1) deed-restricted affordable unit in the King's Crown Condominiums Building B (Unit B101) on lot 2; and one (1) additional non-required deed-restricted attainable unit in the Workforce Housing Condominiums Building A on lot 1. All units shall be available for individual ownership.

**¶ 8 of the Original Agreement is hereby amended as follows:**

**8. Affordable Housing.**

As required by the Conditions of Approval of the January 10, 2018 King's Crown MPD/CUP Final Action Letter (Exhibit B to the Original Agreement), and the Amended King's Crown MPD/CUP approved by the Planning Commission on May 22, 2019, on November 21, 2019, and on September 23, 2020 (Attachment 1 to this Amended Agreement), on August 30, 2018, the Park City Housing Authority approved the King's Crown Affordable Housing Mitigation Plan (Attachment 2, attached hereto and incorporated herein); on May 29, 2019, the Park City Housing Authority approved the First Amended King's Crown Affordable Housing Mitigation Plan (Attachment 3, attached hereto and incorporated herein); on November 21, 2019, the Park City Housing Authority approved the Second Amended King's Crown Affordable Housing Mitigation Plan (Attachment 4, attached hereto and incorporated herein); on September 17, 2020, the Park City Housing Authority approved the Third Amended King's Crown Affordable Housing Mitigation Plan (Attachment 5, attached hereto and incorporated herein). Prior to the issuance of any building permits for units within the Project, deed restrictions pertaining to the Affordable Housing Plan shall be recorded. The City shall issue no Certificate of Occupancy for any market-rate unit within the Project until the Developer provides the City with proof of compliance with the Affordable Housing Mitigation Plan, as amended.

*[signatures on the next page]*

**IN WITNESS WHEREOF**, this Amended Agreement has been executed by the Developer by persons duly authorized to execute the same and by Park City acting by and through its City Council as of the \_\_\_\_ day of \_\_\_\_\_, 2020.

**PARK CITY MUNICIPAL CORPORATION**

\_\_\_\_\_  
Andy Beerman, Mayor

ATTEST:

\_\_\_\_\_  
Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
Mark D. Harrington, City Attorney

**STATE OF UTAH        )**  
**):ss.**  
**COUNTY OF SUMMIT )**

On this \_\_\_\_ day of \_\_\_\_\_, 2020, personally appeared before me Andy Beerman, who being by me duly sworn did say that he is the Mayor of Park City Municipal Corporation, a Utah municipal corporation, and that the within and foregoing instrument was signed on behalf of such entity.

\_\_\_\_\_  
Notary Public

\_\_\_\_\_  
Residing at:

My Commission Expires:

\_\_\_\_\_



**DEVELOPER**  
**CRH PARTNERS, LLC,**  
**a Utah Limited Liability Company**

By: \_\_\_\_\_

Name: \_\_\_\_\_

Title: \_\_\_\_\_

**STATE OF UTAH        )**  
**):ss.**  
**COUNTY OF SUMMIT )**

On this \_\_\_\_\_ day of \_\_\_\_\_, 2020, personally appeared before me \_\_\_\_\_, whose identity is personally known to me/or proved to me on the basis of satisfactory evidence and who by me duly sworn/affirmed, did say that he is a member/manager of CRH Partners, LLC, a Utah Limited Liability Company.

\_\_\_\_\_  
Notary Public

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_

July 17, 2020

Mr. Jason Glidden  
Park City Housing Development Manager  
Park City Municipal Corporation  
445 Marsac Avenue  
PO Box 1450  
Park City, Utah 84060

**RE: King's Crown Affordable Housing**

Thank you for the opportunity to submit this proposal to you. We appreciate the Council's consideration of this concept. As you are aware, we have had a very difficult time selling the attainable housing units associated with King's Crown. The affordable units sold immediately and we could have sold them many times over. We were required to build seven affordable units as a result of our housing obligation for King's Crown. We chose to build not only the seven affordable, but eight additional attainable units. This was meant completely in the spirit of doing the right thing and attempting to address the issue of affordable housing within City limits.

Unfortunately, what we found was that there were relatively few attainable buyers and even fewer that could pass the criteria implemented in the deed restrictions. After two years and one attainable sale, we have found ourselves in the unenviable position of going back to the City to reexamine the attainable units to see if there were alternatives that could be considered. Our workforce building was constructed on-site and was the first building constructed in the entire King's Crown project. Our commitment is and remains strong for affordable housing. However, the market has made it clear that attainable housing, while perhaps strong in other communities such as Aspen, is not yet a market force in Park City.

At the present time, we are very upside-down with the workforce housing building from a cost-to-revenue perspective. That is not as much of a consideration as is the apparent inability to sell the attainable units. At the same time, the affordable housing need in Park City remains acute. The combination of these dynamics has created a possible solution we respectfully request that the Council consider. The idea originated from Staff and we would like to request permission to pursue this idea formally.

It has been determined that the greatest need is more affordable housing units. While the economics of the building preclude us reducing the current pricing, a combination/mix of affordable units and market-rate units would not cause additional loss and at the same time provide for additional affordable housing. The basic proposal is that we convert two of the remaining Attainable units to affordable housing units (AMI to be determined by Affordable Housing Staff). The remaining five units would be sold at market-rate. The City affordable housing inventory would increase by two units and the net additional units contributed to the City would be above and beyond the current requirement.



The above idea that was developed by the City Staff and Council, is an elegant solution to a difficult problem. The Attainable Buyer that fully qualifies for deed-restricted housing is much rarer than we had anticipated. Due to the high AMI of an attainable unit, the price approaches market-rate, particularly when one considers the older inventory located at the base of the resort. Buyers who qualify will tend towards obtaining an older market-rate unit to avoid the deed-restrictions. By converting the current attainable units into affordable, the market opens up very widely and these units will be greatly sought after and there will likely be many qualified applicants interested in them. Converting the upper two floors to market-rate in exchange for the two new affordable units is a win for the City, a win for two eligible buyers and a win for CRH, who is underwater on the building.

We have put together an Exhibit showing the original concept and the proposed concept and they are attached to this report. As the Exhibit shows, the first two floors do not change. In the third floor, the two eastern-most units change from attainable units to affordable units so that the entire third floor is now affordable in the proposed plan. The upper floors convert to market-rate and the one attainable unit that was sold remains as an attainable unit and is under the deed-restrictions imposed at the time of the sale. The following Table 1. Shows the individual units, their square footages, their designation (affordable, attainable or market) currently and their proposed designation subsequent to this application.

Table 1.

| Unit # | Square footage | Designation (current) | Designation (proposed) |
|--------|----------------|-----------------------|------------------------|
| A101   | 1,349 sf       | Affordable            | Affordable             |
| A102   | 1,000 sf       | Affordable            | Affordable             |
| A203   | 1,000 sf       | Affordable            | Affordable             |
| A202   | 998 sf         | Affordable            | Affordable             |
| A203   | 1,377 sf       | Affordable            | Affordable             |
| A301   | 989 sf         | Attainable            | Affordable             |
| A302   | 987 sf         | Attainable            | Affordable             |
| A303   | 1,000 sf       | Affordable            | Affordable             |
| A304   | 997 sf         | Affordable            | Affordable             |
| A401   | 671 sf         | Attainable            | Market                 |
| A402   | 959 sf         | Attainable            | Market                 |
| A403   | 1,174 sf       | Attainable            | Market                 |
| A404   | 1,189 sf       | Attainable            | Market                 |
| A501   | 1,160 sf       | Attainable            | Market                 |
| A502   | 1,163 sf       | Attainable            | Attainable             |

Having a Market component within the building will also bring with it a cash-incentive that will greatly benefit the current affordable and attainable owners. It is entirely within the law to assign HOA dues based on a value perspective. Naturally, the market units will be substantially more valuable than the affordable units. This gives us an opportunity to drastically reduce the monthly HOA dues for the affordable units. We believe that it will allow for a 50% reduction from the current dues and thus make the units a great deal more affordable and livable.

We deeply appreciate the Affordable Housing Authority's consideration of this request. We believe that this proposal is a very graceful solution to a complex problem. It allows for additional affordable units to be placed into the market. It also minimizes the loss being absorbed by the applicant on the building. Most importantly, it puts people into housing where it is need most. Please do not hesitate to contact me with any questions or comments whatsoever concerning his proposal.

Sincerely,



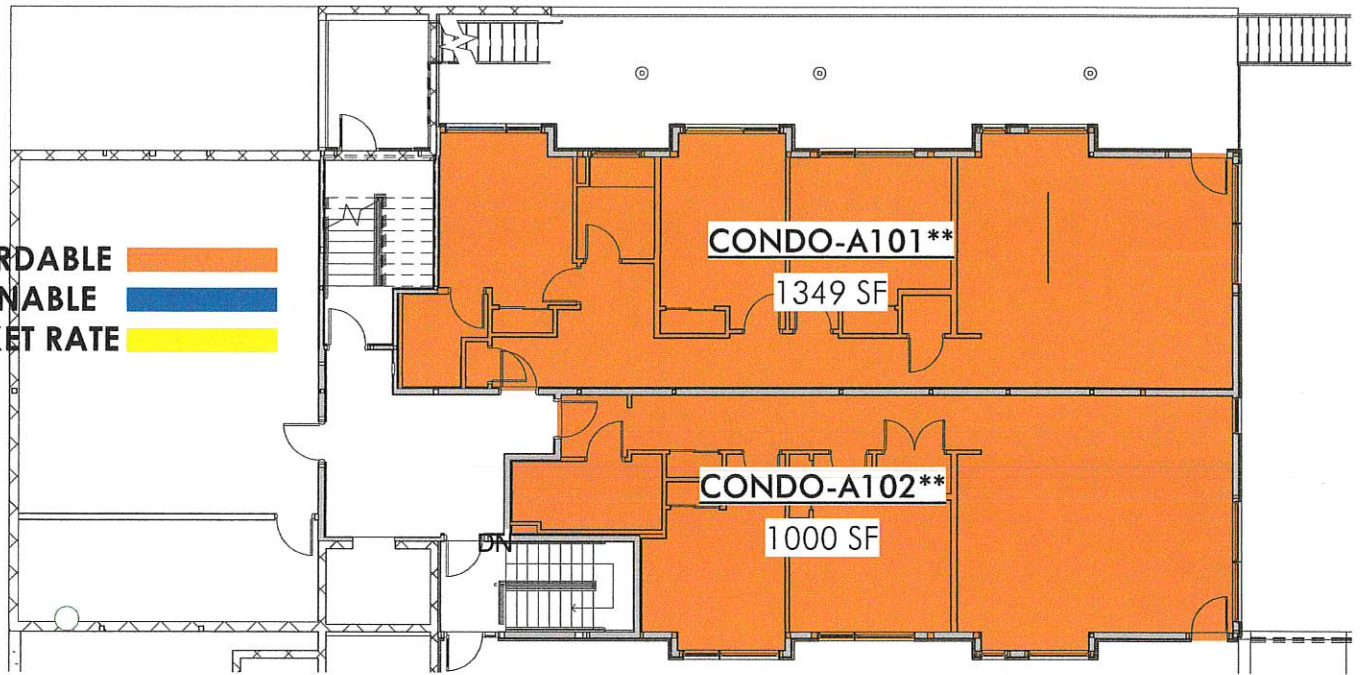
Rory Murphy  
Managing Partner  
CRH Partners, LLC



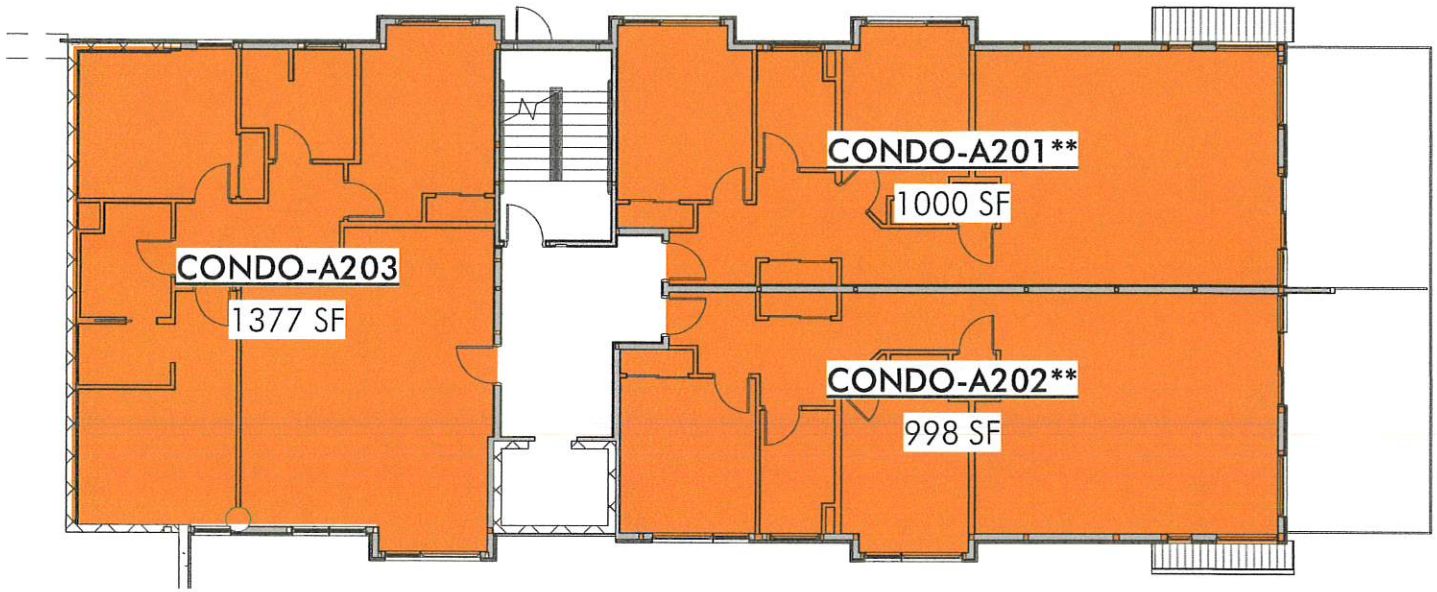
CURRENT

1st Floor

AFFORDABLE  
ATTAINABLE  
MARKET RATE

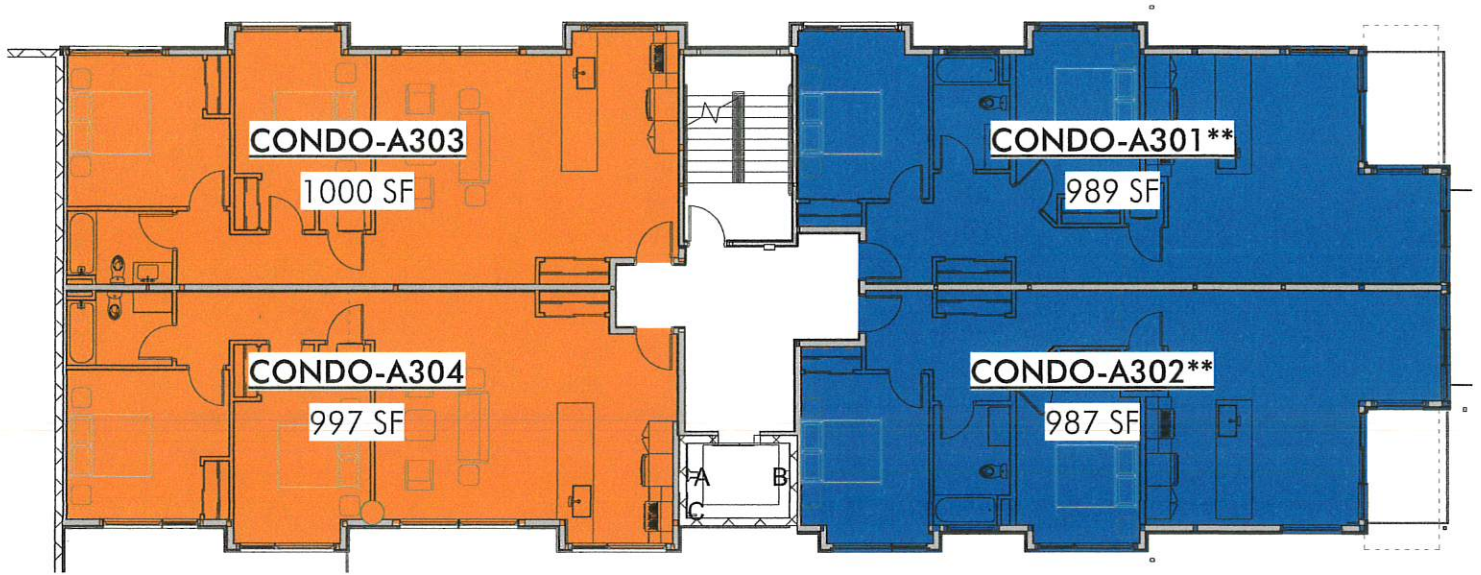


2nd Floor

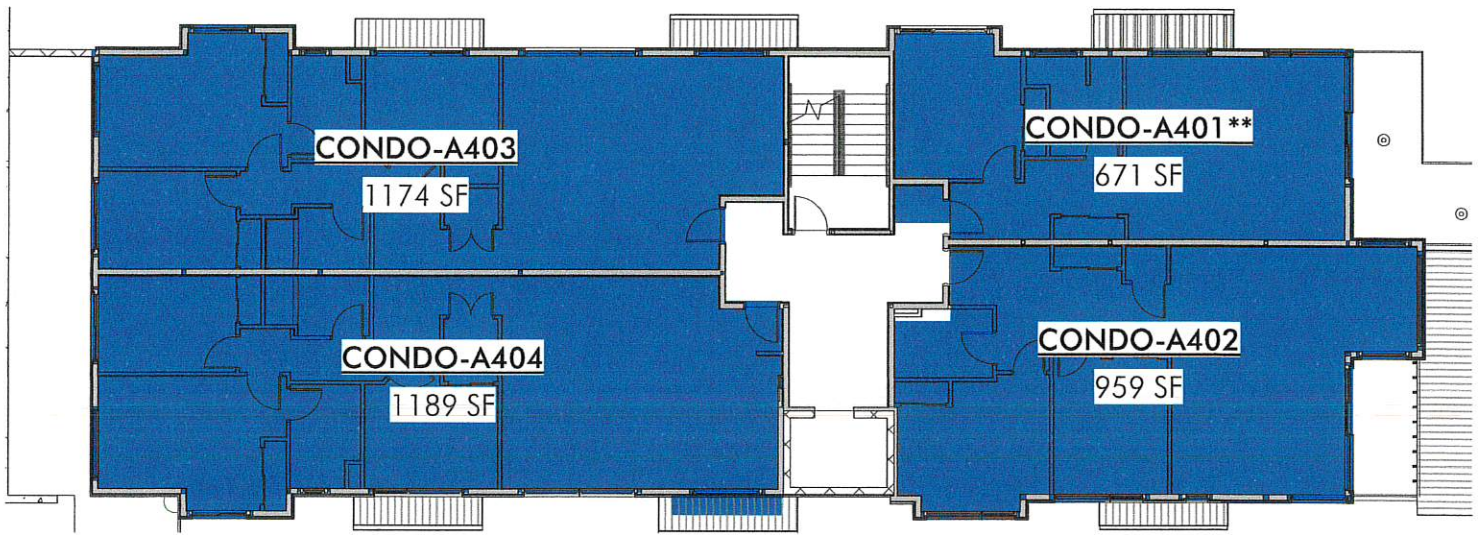




3rd Floor

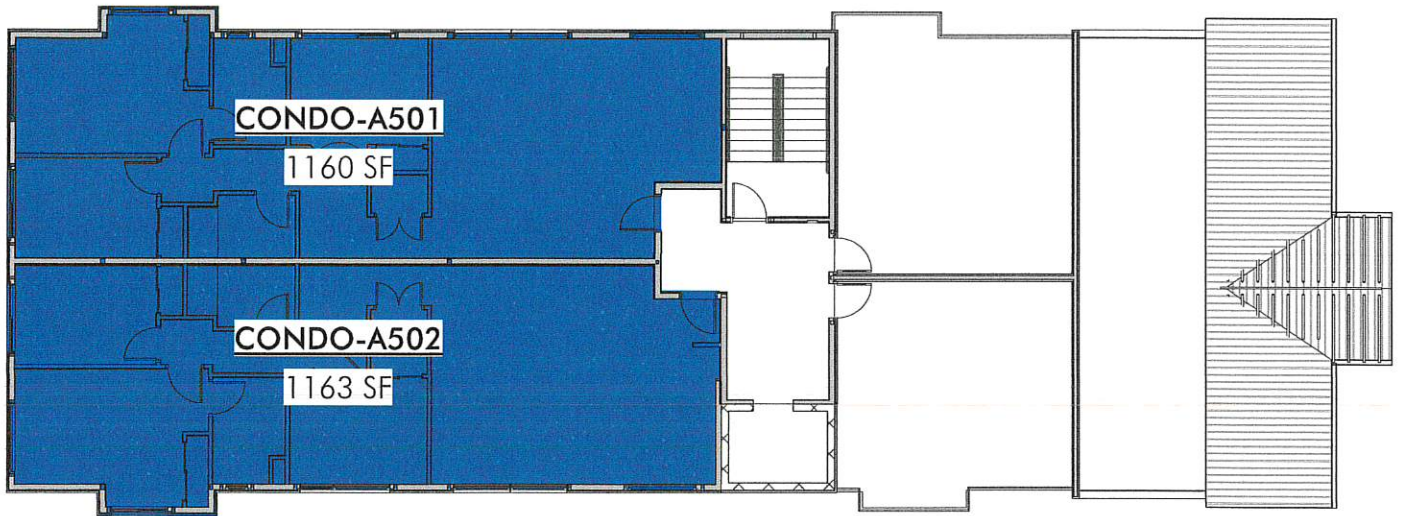


4th Floor





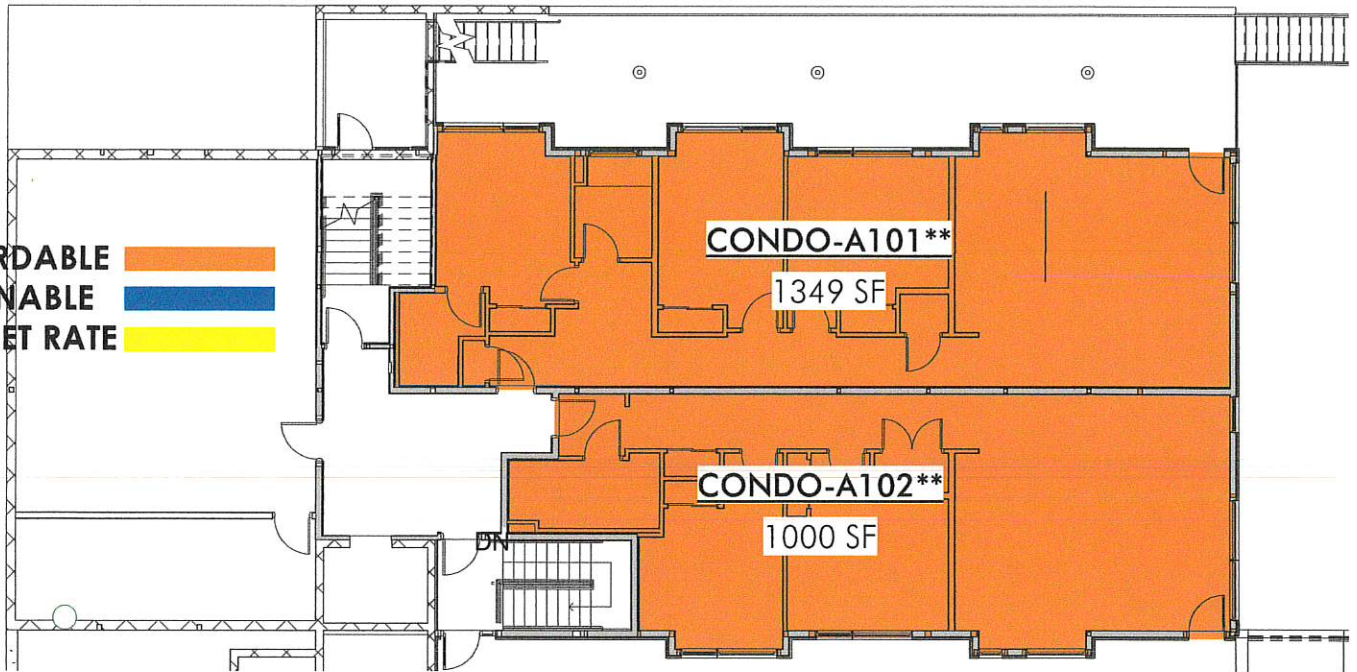
5th Floor



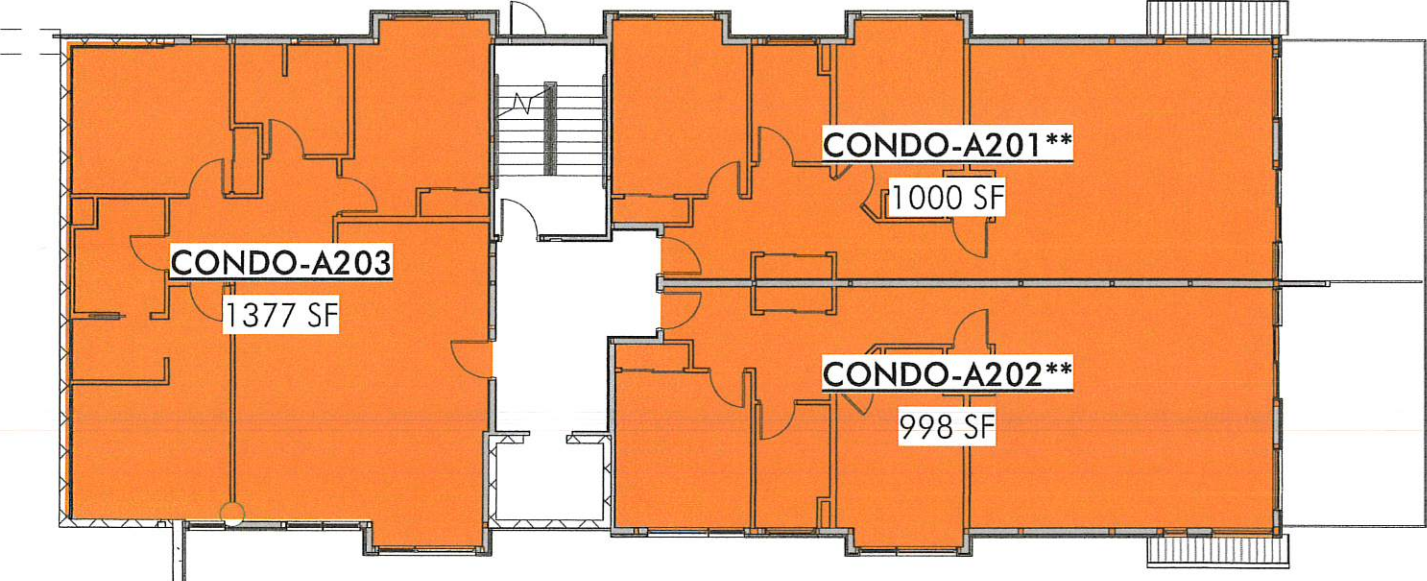
PROPOSED

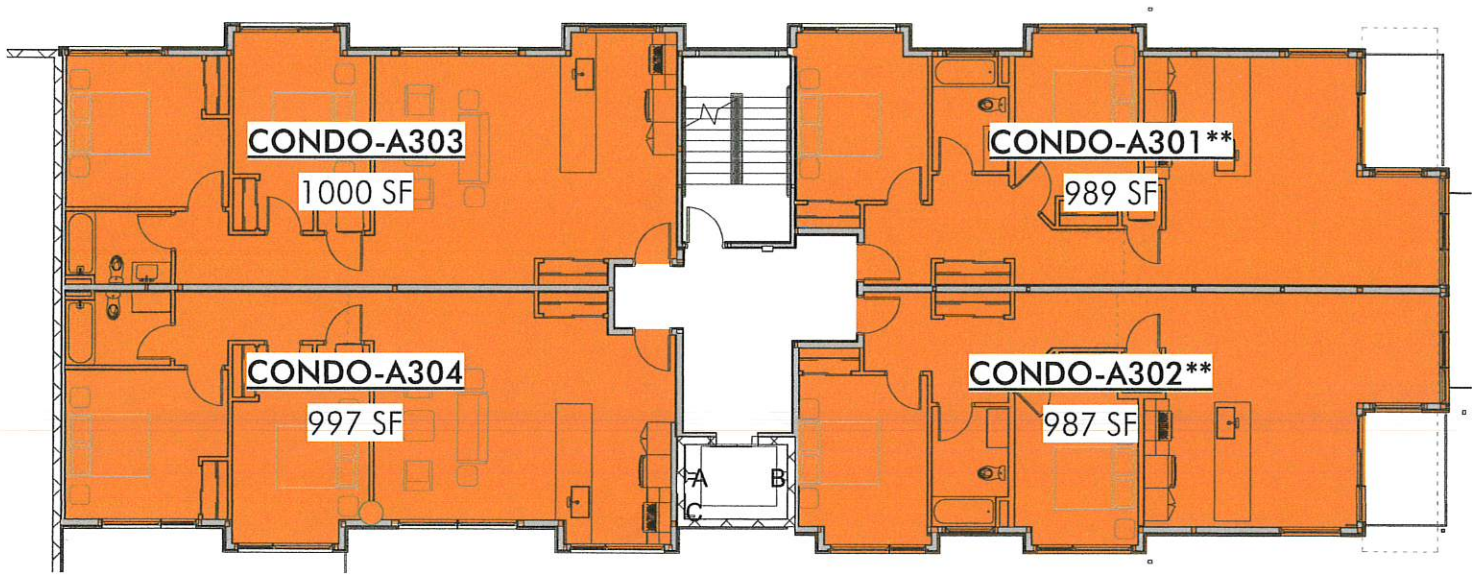
1ST Floor

AFFORDABLE  
ATTAINABLE  
MARKET RATE

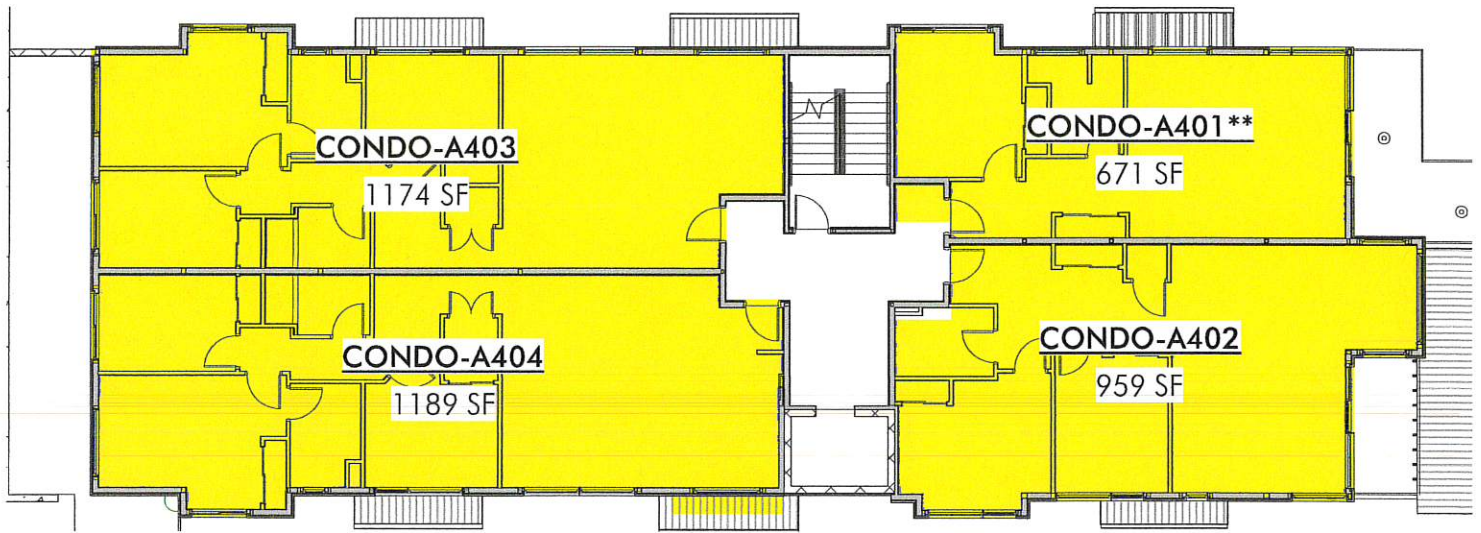


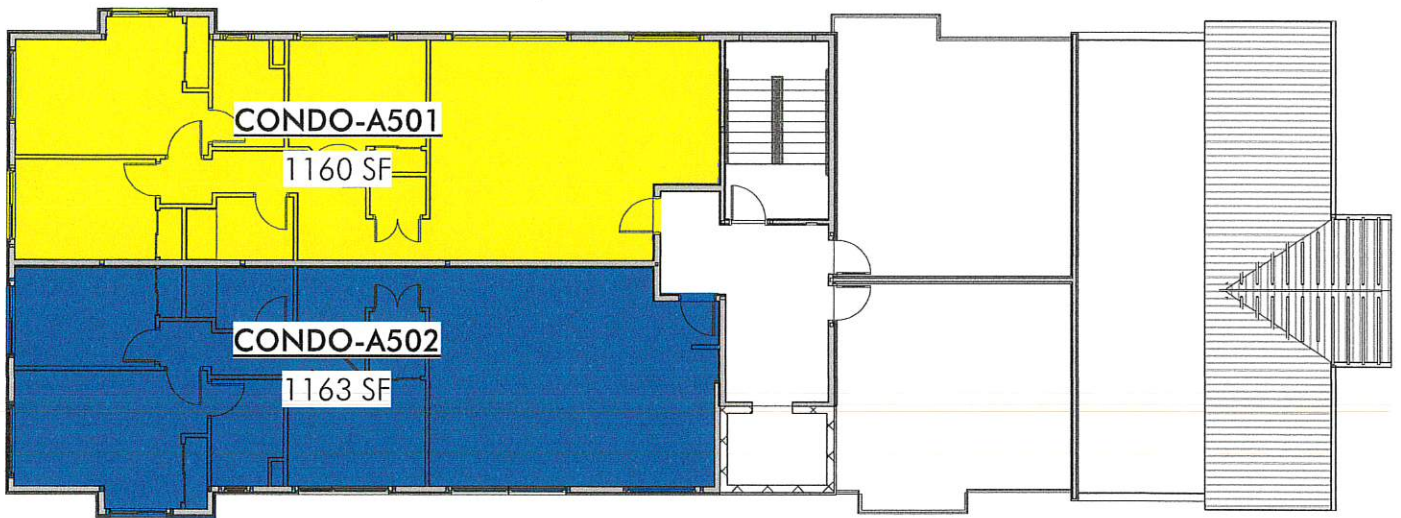














Rebecca Ward, Senior Planner  
Park City Planning Department  
Park City Municipal Corporation  
PO Box 1450  
445 Marsac Avenue  
Park City, Utah 84060

**RE: HOA Vote Concerning Conversion of King's Crown Workforce Housing from Attainable to Market/Affordable**

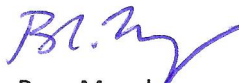
Hi Rebecca,

Please find signed Agreements from the following units attached to this letter; A101, A102, A201, A202, A303 and A304. We did not hear back in time from A203 nor A501. Although, it is not affirmative one way or another, we must assume they did not support the action and therefore voted "No" at this time. The Applicant owns A301, A302, A401, A402, A403, A404 and A502. All of the Applicant's votes are "Yes". The Vote tabulation is then represented as follows:

| Unit  | Vote | Percentage of Ownership |
|-------|------|-------------------------|
| A101  | Yes  | 8.4%                    |
| A102  | Yes  | 6.3%                    |
| A201  | Yes  | 6.3%                    |
| A202  | Yes  | 6.2%                    |
| A203  | No   | 8.5%                    |
| A301  | Yes  | 6.2%                    |
| A302  | Yes  | 6.2%                    |
| A303  | Yes  | 6.3%                    |
| A304  | Yes  | 6.2%                    |
| A401  | Yes  | 4.2%                    |
| A402  | Yes  | 6.0%                    |
| A403  | Yes  | 7.3%                    |
| A404  | Yes  | 7.4%                    |
| A501  | No   | 7.2%                    |
| A502  | Yes  | 7.3%                    |
|       |      |                         |
| Total |      | 84.3% Yes, 15.7% No     |

This is well beyond the threshold of 66.7% needed to amend the Condominium Declarations to support this action. Please let me know if you need any additional information.

Thank you,

  
Rory Murphy

## EXHIBIT A

### Schedule of Units, Square Footage, Votes And Undivided Interests In Common Areas and Facilities

| <b>King's Crown<br/>Workforce Housing<br/>Condominiums Unit<br/>Identifying Number</b> | <b>Square Footage<br/>of Unit</b>          | <b>Number of Votes<br/>Per Unit</b> | <b>Undivided Interest<br/>Per Unit in the<br/>Common Areas<br/>and Facilities</b> |
|----------------------------------------------------------------------------------------|--------------------------------------------|-------------------------------------|-----------------------------------------------------------------------------------|
| A-101                                                                                  | 1,340                                      | 840                                 | 8.4%                                                                              |
| A-102 (ADA)                                                                            | 1,000                                      | 630                                 | 6.3%                                                                              |
| A-201                                                                                  | 1,000                                      | 630                                 | 6.3%                                                                              |
| A-202                                                                                  | 1,000                                      | 620                                 | 6.2%                                                                              |
| A-203                                                                                  | 1,377                                      | 850                                 | 8.5%                                                                              |
| A-301                                                                                  | 972                                        | 620                                 | 6.2%                                                                              |
| A-302                                                                                  | 972                                        | 620                                 | 6.2%                                                                              |
| A-303                                                                                  | 1,000                                      | 630                                 | 6.3%                                                                              |
| A-304                                                                                  | 995                                        | 620                                 | 6.2%                                                                              |
| A-401                                                                                  | 662                                        | 420                                 | 4.2%                                                                              |
| A-402                                                                                  | 937                                        | 600                                 | 6.0%                                                                              |
| A-403                                                                                  | 1,163                                      | 730                                 | 7.3%                                                                              |
| A-404                                                                                  | 1,179                                      | 740                                 | 7.4%                                                                              |
| A-501                                                                                  | 1,167                                      | 720                                 | 7.2%                                                                              |
| A-502                                                                                  | 1,179                                      | 730                                 | 7.3%                                                                              |
|                                                                                        | <b>Total Square<br/>Footage<br/>15,943</b> | <b>Total Votes<br/><br/>10,000</b>  | <b>Total Percentage<br/>Interests<br/>100%</b>                                    |



September 11, 2020

David Ruesch  
1293 Lowell Ave Unit A 303  
Park City, UT 84060

**Re: Proposed Second Amendment to the Declaration of Condominium  
for King's Crown Workforce Housing Condominiums**

Dear David Ruesch:

This letter is sent to you as an owner of a Unit within the King's Crown Workforce Housing Condominiums from CRH Partners, LLC, in its capacity as the "Declarant" under the Declaration of Condominium for King's Crown Workforce Housing Condominiums dated February 4, 2020. All of the Units within the Project are subject to the terms and conditions in the Declaration and are also subject to the terms and conditions of the Restrictive Covenant Agreement Protecting the Affordability, Attainability and Sustainability of the King's Crown Workforce Housing Condominiums by and between CRH and Park City Municipal Corporation dated February 4, 2020.

The Project consists of 15 residential condominium Units located in a single building (the "Building"), as described in the Declaration. Pursuant to the terms of the Declaration and the Restrictive Covenant Agreement, seven of the Units within the Project have been designated as "Affordable Units" (Units A-101 A-102 ABA, A-201, A-202, A-203, A-303 and A-304) and eight of the Units have been designated as "Attainable Units" (Units A-301, A-302, A-401, A-402, A-403, A-404, A-501 and A-502).

CRH proposes to amend the Declaration and the Restrictive Covenant Agreement so that nine of the Units would be designated and restricted as Affordable Units (Units A-101, A-102 ADA, A-201, A-202, A-203, A-301, A-302, A-303 and A-304), and one Unit would be designated as an Attainable Unit (Unit A-501). The remaining Units within the Project (Units A401, A-402, A-403, A-404 and A-502) would not be designated as either an Affordable Unit or an Attainable Unit, and these five unrestricted Units could be sold, occupied and re-sold without any limitation as to maximum purchase price or maximum household income. **The unrestricted Units would not be allowed to be rented on a nightly basis.** If the City approves CRH's proposed amendment to the Declaration and to the Restrictive Covenant Agreement described above, then the Declaration and the Restrictive Covenant Agreement would be amended to be consistent with the above-described changes.

CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

September 11, 2020  
Page 2

Very truly yours,

CRH PARTNERS, LLC  
a Utah limited liability company

By:   
Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A303 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.



Signature of Unit Owner

David Ruesch

Printed Name of Owner

Unit Number Owned: A303\_\_\_\_\_

Date of Execution: 09/14/2020\_\_\_\_\_



September 11, 2020

Christian O'Reilly  
1293 Lowell Ave Unit A 102  
Park City, UT 84060

**Re: Proposed Second Amendment to the Declaration of Condominium  
for King's Crown Workforce Housing Condominiums**

Dear Christian O'Reilly:

This letter is sent to you as an owner of a Unit within the King's Crown Workforce Housing Condominiums from CRH Partners, LLC, in its capacity as the "Declarant" under the Declaration of Condominium for King's Crown Workforce Housing Condominiums dated February 4, 2020. All of the Units within the Project are subject to the terms and conditions in the Declaration and are also subject to the terms and conditions of the Restrictive Covenant Agreement Protecting the Affordability, Attainability and Sustainability of the King's Crown Workforce Housing Condominiums by and between CRH and Park City Municipal Corporation dated February 4, 2020.

The Project consists of 15 residential condominium Units located in a single building (the "Building"), as described in the Declaration. Pursuant to the terms of the Declaration and the Restrictive Covenant Agreement, seven of the Units within the Project have been designated as "Affordable Units" (Units A-101 A-102 ABA, A-201, A-202, A-203, A-303 and A-304) and eight of the Units have been designated as "Attainable Units" (Units A-301, A-302, A-401, A-402, A-403, A-404, A-501 and A-502).

CRH proposes to amend the Declaration and the Restrictive Covenant Agreement so that nine of the Units would be designated and restricted as Affordable Units (Units A-101, A-102 ADA, A-201, A-202, A-203, A-301, A-302, A-303 and A-304), and one Unit would be designated as an Attainable Unit (Unit A-501). The remaining Units within the Project (Units A401, A-402, A-403, A-404 and A-502) would not be designated as either an Affordable Unit or an Attainable Unit, and these five unrestricted Units could be sold, occupied and re-sold without any limitation as to maximum purchase price or maximum household income. **The unrestricted Units would not be allowed to be rented on a nightly basis.** If the City approves CRH's proposed amendment to the Declaration and to the Restrictive Covenant Agreement described above, then the Declaration and the Restrictive Covenant Agreement would be amended to be consistent with the above-described changes.

CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

Very truly yours,

CRH PARTNERS, LLC  
A UTAH LIMITED LIABILITY  
COMPANY

By: 

Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A102 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.

Signature of Unit Owner



Printed Name of Owner

Rory C. Murphy

Unit Number Owned:

A102

Date of Execution:

9/11/20

4835-2859-3610.v2



September 11, 2020

Diego Zegarra  
1293 Lowell Ave Unit A 304  
Park City, UT 84060

**Re: Proposed Second Amendment to the Declaration of Condominium  
for King's Crown Workforce Housing Condominiums**

Dear Diego Zegarra:

This letter is sent to you as an owner of a Unit within the King's Crown Workforce Housing Condominiums from CRH Partners, LLC, in its capacity as the "Declarant" under the Declaration of Condominium for King's Crown Workforce Housing Condominiums dated February 4, 2020. All of the Units within the Project are subject to the terms and conditions in the Declaration and are also subject to the terms and conditions of the Restrictive Covenant Agreement Protecting the Affordability, Attainability and Sustainability of the King's Crown Workforce Housing Condominiums by and between CRH and Park City Municipal Corporation dated February 4, 2020.

The Project consists of 15 residential condominium Units located in a single building (the "Building"), as described in the Declaration. Pursuant to the terms of the Declaration and the Restrictive Covenant Agreement, seven of the Units within the Project have been designated as "Affordable Units" (Units A-101 A-102 ABA, A-201, A-202, A-203, A-303 and A-304) and eight of the Units have been designated as "Attainable Units" (Units A-301, A-302, A-401, A-402, A-403, A-404, A-501 and A-502).

CRH proposes to amend the Declaration and the Restrictive Covenant Agreement so that nine of the Units would be designated and restricted as Affordable Units (Units A-101, A-102 ADA, A-201, A-202, A-203, A-301, A-302, A-303 and A-304), and one Unit would be designated as an Attainable Unit (Unit A-501). The remaining Units within the Project (Units A-401, A-402, A-403, A-404 and A-502) would not be designated as either an Affordable Unit or an Attainable Unit, and these five unrestricted Units could be sold, occupied and re-sold without any limitation as to maximum purchase price or maximum household income. **The unrestricted Units would not be allowed to be rented on a nightly basis.** If the City approves CRH's proposed amendment to the Declaration and to the Restrictive Covenant Agreement described above, then the Declaration and the Restrictive Covenant Agreement would be amended to be consistent with the above-described changes.

September 11, 2020  
Page Two

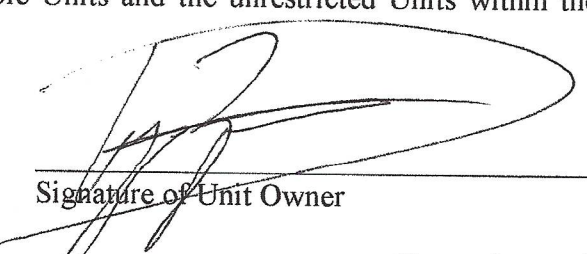
CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

Very truly yours,

CRH PARTNERS, LLC  
a Utah limited liability company

By:   
Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A304 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.

  
Signature of Unit Owner

DIEGO ZEGARRA  
Printed Name of Owner

Unit Number Owned: 304

Date of Execution: 09 / 14 / 20



September 9, 2020

Laura Kappus  
1293 Lowell Ave Unit A 101  
Park City, UT 84060

**Re: Proposed Second Amendment to the Declaration of Condominium  
for King's Crown Workforce Housing Condominiums**

Dear Laura Kappus:

This letter is sent to you as an owner of a Unit within the King's Crown Workforce Housing Condominiums from CRH Partners, LLC, in its capacity as the "Declarant" under the Declaration of Condominium for King's Crown Workforce Housing Condominiums dated February 4, 2020. All of the Units within the Project are subject to the terms and conditions in the Declaration and are also subject to the terms and conditions of the Restrictive Covenant Agreement Protecting the Affordability, Attainability and Sustainability of the King's Crown Workforce Housing Condominiums by and between CRH and Park City Municipal Corporation dated February 4, 2020.

The Project consists of 15 residential condominium Units located in a single building (the "Building"), as described in the Declaration. Pursuant to the terms of the Declaration and the Restrictive Covenant Agreement, seven of the Units within the Project have been designated as "Affordable Units" (Units A-101 A-102 ABA, A-201, A-202, A-203, A-303 and A-304) and eight of the Units have been designated as "Attainable Units" (Units A-301, A-302, A-401, A-402, A-403, A-404, A-501 and A-502).

CRH proposes to amend the Declaration and the Restrictive Covenant Agreement so that nine of the Units would be designated and restricted as Affordable Units (Units A-101, A-102 ADA, A-201, A-202, A-203, A-301, A-302, A-303 and A-304), and one Unit would be designated as an Attainable Unit (Unit A-501). The remaining Units within the Project (Units A-401, A-402, A-403, A-404 and A-502) would not be designated as either an Affordable Unit or an Attainable Unit, and these five unrestricted Units could be sold, occupied and re-sold without any limitation as to maximum purchase price or maximum household income. **The unrestricted Units would not be allowed to be rented on a nightly basis.** If the City approves CRH's proposed amendment to the Declaration and to the Restrictive Covenant Agreement described above, then the Declaration and the Restrictive Covenant Agreement would be amended to be consistent with the above-described changes.

CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

Very truly yours,  
CRH PARTNERS, LLC  
a Utah limited liability company

By:



Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A101 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.

Printed Name of Owner: Laura Kappas  
Unit 101 A  
Sept 14 2020

*Laura Kappas*



September 11, 2020

Laura England  
1293 Lowell Ave Unit A 202  
Park City, UT 84060

**Re: Proposed Second Amendment to the Declaration of Condominium  
for King's Crown Workforce Housing Condominiums**

Dear Laura England:

This letter is sent to you as an owner of a Unit within the King's Crown Workforce Housing Condominiums from CRH Partners, LLC, in its capacity as the "Declarant" under the Declaration of Condominium for King's Crown Workforce Housing Condominiums dated February 4, 2020. All of the Units within the Project are subject to the terms and conditions in the Declaration and are also subject to the terms and conditions of the Restrictive Covenant Agreement Protecting the Affordability, Attainability and Sustainability of the King's Crown Workforce Housing Condominiums by and between CRH and Park City Municipal Corporation dated February 4, 2020.

The Project consists of 15 residential condominium Units located in a single building (the "Building"), as described in the Declaration. Pursuant to the terms of the Declaration and the Restrictive Covenant Agreement, seven of the Units within the Project have been designated as "Affordable Units" (Units A-101 A-102 ABA, A-201, A-202, A-203, A-303 and A-304) and eight of the Units have been designated as "Attainable Units" (Units A-301, A-302, A-401, A-402, A-403, A-404, A-501 and A-502).

CRH proposes to amend the Declaration and the Restrictive Covenant Agreement so that nine of the Units would be designated and restricted as Affordable Units (Units A-101, A-102 ADA, A-201, A-202, A-203, A-301, A-302, A-303 and A-304), and one Unit would be designated as an Attainable Unit (Unit A-501). The remaining Units within the Project (Units A401, A-402, A-403, A-404 and A-502) would not be designated as either an Affordable Unit or an Attainable Unit, and these five unrestricted Units could be sold, occupied and re-sold without any limitation as to maximum purchase price or maximum household income. **The unrestricted Units would not be allowed to be rented on a nightly basis.** If the City approves CRH's proposed amendment to the Declaration and to the Restrictive Covenant Agreement described above, then the Declaration and the Restrictive Covenant Agreement would be amended to be consistent with the above-described changes.

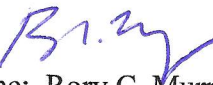
CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

September 11, 2020

Page 2

Very truly yours,

CRH PARTNERS, LLC  
a Utah limited liability company

By:   
Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A202 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.



\_\_\_\_\_  
Signature of Unit Owner

Laura England

\_\_\_\_\_  
Printed Name of Owner

Unit Number Owned: A202

Date of Execution: 9/11/2020



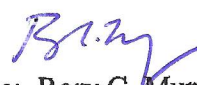
September 11, 2020

Page 2

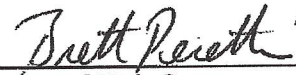
CRH is respectfully requesting that you execute this letter in the space provided below and return it by email to CRH, evidencing your consent to and approval of the proposal by CRH to amend the Declaration to evidence the redesignation of Affordable Units, Attainable Units, and unrestricted Units within the Building.

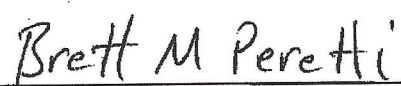
Very truly yours,

CRH PARTNERS, LLC  
a Utah limited liability company

By:   
Name: Rory C. Murphy  
Title: Managing Partner

The undersigned owner of Unit A201 within the King's Crown Workforce Housing Condominiums hereby consents to and approves an amendment to the Declaration of Condominium for the King's Crown Workforce Housing Condominiums for the purpose of redesignating the Affordable Units, the Attainable Units and the unrestricted Units within the Building, as provided in the foregoing letter.

  
\_\_\_\_\_  
Signature of Unit Owner

  
\_\_\_\_\_  
Printed Name of Owner

Unit Number Owned: A-201

Date of Execution: 9/11/20

9/14/2020  
Planning Department  
City Council  
Julie Minahan

To Whom it May Concern:

My name is Ivonne Timar. My family bought an attainable (more expensive than affordable) unit at the King's Crown Development 501-A. We closed in the end of March and my husband, daughter and I moved in the end of March. My family are the only ones living in an attainable unit in this property at this time. None of the other 7 attainable units have been sold.

The developer pulled all the other attainable units off the market for the past several months solely to change the rules. While the units have been off the market the developer made plans to change the rules for unsold units – the remaining 7 attainable units will be split: 2 affordable and 5 market rate. How can this happen and why am I the one to get stuck with the only attainable unit? I understood that we were moving into a community of people who work in the community and was looking forward to building relationships. I understood the purpose of affordable- attainable housing is to keep people of all income levels in the community. How does changing this help that goal?

The developer is now asking to change the approvals and reduce the number of attainable units to just one – mine

My family and I are stuck with rules that apply **only to my sole unit and my family**. Changes cannot be made to the HOA solely for my unit (the only attainable one). Furthermore, there have been issues with the design and construction. Outside of our front door water continues to collect on the walkway and I've been told it cannot be fixed. Our unit has no windows or any ventilation that open in the kitchen and living room. The unsold units are being equipped with air-conditioning and shades. While they offered to install one for my unit for \$8,000, I cannot include it within my mortgage. This is another detriment to the property, one I am stuck with.

I am a new homeowner and went through the City's lottery process to be chosen and selected for the unit. I relied on the expertise of the City and developer's staff, since was our first time and it is a challenging process. At no time during this process did I think this could happen.

I cannot understand how this can happen. How the developer could possibly change all this and leave me in a situation that they could not work out with new attainable buyers, even in this very good real estate market? If the City approves the change and switches the rules my family will become stuck in these attainable handcuffs for all our lives.



Who would purchase a unit such as ours while the developers who are experts could not sell the remaining units? Does this make sense to any of you?

Please protect me and my family.

Helping me get local housing was a dream come true but the rules I bought under are being switched and benefitting everyone else but my family. How in the world will I ever get out of this when the smart developers tell you they cannot sell unless they get out of these same guidelines?

This is very sad. I feel trapped.

Ivonne Timar  
801-244-2921

Patricia Kravtin and Jonathan Horwitz

1240 Lowell Avenue

Written Comment for September 23, 2020 Planning Commission Meeting

RE: Developer's Error in Plans for Kings Crown Development Building D Southern Boundary Line in Contravention of Approval Requiring Development Mirror Existing Neighborhood Pattern for Existing Small-Scale Homes Commencing at 1240 Lowell Avenue.

Summary of Public Comment and Requested Action:

Park City Municipal Code governing Master Planned Developments requires, among other things, compatibility with existing neighborhoods. In 2017, the then lead planner, Francisco Astorga ("Planner Astorga"), facilitated an agreement between the developer CRG and CRH (the "Applicant") and us (the "2017 Agreement") to relocate the southernmost boundary of Building D of the Kings Crown development project (the "Project") to conform Building D to the Master Planned Development ("MPD") and conditional use permit findings of fact specifically requiring that the Project "mirror the existing neighborhood pattern" and that "the larger mass buildings are located adjacent to the larger buildings on Lowell, and the [P]roject homes mirror the east side of Lowell, with the townhomes continuing the townhome patterns as well". The 2017 Agreement satisfied the MPD and the above-noted conditional use permit findings of fact necessary for the city's approval of the Project with respect to the plat for Building D.

Specifically, under the 2017 Agreement, the Applicant agreed to move the southernmost boundary of Building D a minimum of 15 feet to the north to line up with southernmost boundary of the existing Lift Lodge in order to mitigate the visual and physical impact of the enormous scale of Building D on the existing small-scale residential neighborhood pattern of homes on the east side of Lowell Avenue beginning with our home at 1240 Lowell Avenue. Because of our home's location as the first single-family residential home on the east side of Lowell in that small-scale neighborhood pattern, we are perhaps the most impacted by the Project. For this reason, we have been active, vocal participants in the planning approval process and have maintained regular communications with the Applicant since the Project's inception. We have repeatedly raised the issue of the Building D boundary and requested strict enforcement of municipal code and the MPD to mitigate the various harmful impacts of Building D's massing on our home in public statements before the commission, and in communications with Planning staff and with the Applicant.

Indeed, for the past three years, we were repeatedly assured by the Applicant both in private communications and, more significantly, on the public record of the meetings of this Commission that our concern with the southernmost boundary of Building D had been addressed and resolved by the Applicant as agreed upon. Most prominent of those assurances was provided in an email dated November 26, 2017, wherein the Applicant's representative, Rory Murphy, stated: "We will make a point to clarify to the commission verbally that the south wall of Building D lines up with the southernmost edge of the Lift Lodge. This building moved 15 feet from its original location...." Mr. Murphy stated further, "... we moved the building 15 feet north from its original



location to help mitigate the impact on your home. Again, the southern boundary of Building D lines up with the southern boundary of Lift Lodge.”

To further buttress these assurances, Mr. Murphy provided us with a drawing clearly delineating the boundary of Building D to align with the southern boundary of Lift Lodge. See Exhibit 1 (providing above-referenced email and copy of the attached agreement boundary document). As recently as the Commission’s November 13, 2019 meeting, Mr. Murphy confirmed, on the meeting record, and reaffirmed by follow up email to us dated November 14, 2019, “[t]hat both I [Mr. Murphy] and the new Planner, Rebecca Ward, reiterated the position publicly ***we have discussed all along regarding aligning the southernmost edge of Building D with the southernmost edge of Lift Lodge.***” (Emphasis added). See Exhibit 2 (providing referenced email).

It was not until early December 2019, after years of providing written and oral assurances to us and in statements on the record before this Commission, that the Applicant admitted that its filed plans were, in fact, in error, and, if uncorrected, would place the boundary of Building D too far to the south, in contravention of applicable code, the 2017 Agreement and the MPD. In the first few months that followed the Applicant’s acknowledgement of its error, we were repeatedly assured by Mr. Murphy, in writing, that the error would be corrected. Indeed, Mr. Murphy went so far as to state, by email dated December 18, 2019, that the Applicant would not proceed “without our blessing.” See Exhibit 3 (providing referenced email dated December 18, 2019).

Unfortunately, that spirit of cooperation abruptly ended in a letter from Mr. Murphy dated July 27, 2020, stating that the Applicant would no longer be communicating with us regarding correction of the Building D boundary line error in the plans, and notifying us, for the first time, of the Applicant’s intention to bring the matter of “Building D and the Building D parking structure” back before the Commission and the city council to “initiate the process once again to request ...all necessary approvals.” See Exhibit 4 (providing referenced letter attached to email from Mr. Murphy dated July 27, 2020).

Since the Applicant is no longer communicating with us, we can only surmise that, having now realized its error in the positioning of the southern boundary of Building D, the Applicant believes that by seeking to vacate the approvals and reopening the matter of Building D before the Commission, it will be able to free itself from the 2017 Agreement and the many affirmative representations it made, on the record, to this Commission at the November 29, 2019 meeting that the Building D boundary line would be aligned with the boundary line for the Lift Lodge and avoid compliance with the conditional use findings of fact and applicable provisions of the municipal code regarding neighborhood compatibility.

Accordingly, we respectfully request the Commission, in its role as steward of the public interest and the Park City Municipal Code for MPDs, recognize and hold the Applicant to the 2017 Agreement or, alternatively, exact from the Applicant an alignment of the boundary line of Building D with the boundary line for the Lift Lodge for any proposed new plan in order to mitigate the damage this large master planned developed and large scale buildings will have on the existing small-scale home neighborhood pattern and on our home in particular. Requiring that the Project as a whole— and Building D specifically— conform to the MPD and conditional use findings of

fact requiring mirroring the existing small-scale neighborhood pattern that begins with our home and requiring larger mass buildings to be located nearer the existing larger buildings along Lowell Avenue, is critical for protecting the city's residents and the public trust and to preserve the integrity of the planning and approval process.

We further request this Commission require the Applicant to take responsibility for the errors in the plans and its failure to align the boundary line of Building D with the larger scale Lift Lodge building boundary by conforming its plan and that the Commission not allow the Applicant to unfairly shift the impact of its plan errors onto us as the initial home in the small scale home neighborhood pattern in the form of an intrusive, large scale parking garage and/or building through seeking to vacate the existing approvals.

More detail written comments and documentation follow.



Patricia Kravtin and Jonathan Horwitz  
1240 Lowell Avenue  
September 23, 2020 Planning Commission Meeting

RE: Kings Crown Project Building D

Public Comment and Additional Background Facts and Documentation (Exhibits 1 through 18).

As noted in the above Summary, Planner Astorga facilitated the 2017 Agreement between the Applicant and us (which is memorialized in a series of email correspondence and affirmed by the Applicant on the record at meetings of this Commission) to move the southernmost boundary of Building D a minimum of 15 feet to the north so as to line up with southernmost boundary of the Lift Lodge, in accordance with the MPD and Conditional Use Permit Finding of Fact. Commission members may recall that Conditional Use Permit Findings of Facts #77, #112 and #113 collectively conditioned approval of the Project on the requirement that the Project “maintain the existing development pattern, with the larger scale buildings alongside the existing multi-family” (Finding #77), “mirror the existing neighborhood pattern,” (Finding #112), and, as more specifically prescribed in Finding #113, “the larger mass buildings are located adjacent to the larger buildings on Lowell, and the [P]roject homes mirror the east side of Lowell, with the townhomes continuing the townhome patterns as well.” The 2017 Agreement is memorialized, in part, in a December 7, 2017 email from Mr. Murphy, in which he states that “***we placed the single family lots in front of your home and the other homes to the south so they would match what was across the street and we would have similar, less-imposing structures across from those existing homes.***” (Emphasis added). See Exhibit 5. The consideration for the 2017 Agreement

was our positive public comment to the Commission in support of the Project, which was satisfied. See Exhibits 5 and 6.

The 2017 Agreement remains critical to the Applicant's compliance with the MPD and Conditional Use Permit Finding of Facts to mitigate numerous anticipated detrimental impacts on our home if Building D, the largest mass building of the Project, is sited directly across from our small, single-family home, as originally proposed rather than moved to the north at least 15 feet to mirror the small-scale neighborhood homes on the other side of Lowell Avenue. See Exhibit 7 (showing pictures of our home at 1240 Lowell and its exposure to the large massing impacts of Building D and attendant detrimental externalities associated with a structure of that scale and mass).

The terms and validity of the 2017 Agreement were expressly acknowledged by the Applicant on the record of this Commission's November 29, 2017 meeting. Specifically, the meeting minutes state: "Mr. Murphy stated that ... [a] building was moved 15 feet north from its original site to accommodate the Crafton Horowitz house [sic]. See Exhibit 8. The minutes further state:

Mr. Murphy reiterated that relative to the Crafton/Horowitz [sic] house, they pulled the building 15' to the north. He noted that the southernmost boundary on Building C/D matches the southernmost boundary on the Lift Lodge. Also, the driveway for Building D was pulled 42' to the north to accommodate the Crafton/Horowitz [sic] because they did not want headlights coming out of the driveway and into their house." Id.

The 2017 Agreement was again affirmed by the Applicant and by Planner Rebecca Ward at the Commission's November 13, 2019. See Exhibit 9. (Relevant portions of the November 13, 2019 meeting minutes). Unfortunately, an error in the plans would now place the boundary of Building D too far to the south, encroaching on the small-scale residential pattern of the Lowell



Avenue neighborhood, which starts at our residence at 1240 Lowell Avenue. See Exhibit 10 (showing pictures of small scale residential streetscape beginning at 1240 Lowell Avenue).

The Applicant has had ample opportunity over the past three years to have identified and corrected its Building D boundary error. We repeatedly raised the question about Building D's southernmost boundary between April 2017 and December 19, 2019 with the Applicant, and in public comments submitted before the Commission. See Exhibit 11 (providing copies of our written and oral public comments submitted July 26, 2017, November 29, 2017, November 13, 2019, and December 19, 2019, seeking Commission clarification with the Applicant concerning Building D's southernmost boundary vis-à-vis documentation from the Applicant as to its proper siting).

In response to our repeated inquiries as to the correctness of Building D boundary line we were repeatedly given assurances by Mr. Murphy that he had checked with the project architect, and even further representations that the architect had made the conforming changes and had sent those on to Planner Astorga. See Exhibits 12 and 13 (email correspondence with Applicant).

More recently, in an email dated November 11, 2019 responding to our email dated November 9, 2019 expressing our concern based on our observation that "the distance between lot 3 and building D on the current drawing does not seem to reconcile with Building D ending with the Lift Lodge building," Mr. Murphy responded that he would confirm the boundary line location aligned with the Lift Lodge boundary and stated, "[p]lease ***be assured that I will honor what was said.***" (Emphasis added). See Exhibit 14.

Two days later, Mr. Murphy stated in an email to us:

I understand your concerns and your requests are absolutely fair and reasonable. When you are next here, I will get the surveyor/civil engineer to join us on site and

we will measure off. This should give you peace of mind you are seeking. Relative to tonight [Planning Commission meeting], I will reiterate our position on this and further put this on the record.

Mr. Murphy, in fact, did confirm the Applicant's commitment to correct the boundary error, alongside Planner Rebecca Ward, on the public record, that Building D would not move from what had been agreed to per the 2017 Agreement.

The on-site meeting referred to in Mr. Murphy's above referenced correspondence occurred December 3, 2019, but no surveyor or civil engineer attended. Mr. Murphy and Mr. Onwuegbu [Project architect] indicated that was unnecessary as they could now confirm themselves that the concerns we had repeatedly expressed to them over the past three years with regard to the accuracy of their Building D plans were, in fact, valid, *i.e.*, that the plans on file with the Commission for Building D did not actually align with the southernmost boundary of Building D with Lift Lodge as agreed and as represented to the Commission. Mr. Murphy continued to provide assurances to us, however, noting in an email dated December 18, 2019, "I want you to know emphatically that we [the Applicant] will not submit anything for Building D without your blessing." See Exhibit 3; see also Exhibits 15 and 16, (providing additional email communications from Mr. Murphy providing further assurances, dated February 21, 2020 and March 2, 2020, respectively).

Those late 2019 and early 2020 email assurances from the Applicant concerning the boundary of Building D were consistent with the tenor and spirit in which we had positively and constructively engaged with the Applicant from the very inception of the project. Indeed Mr. Murphy on numerous occasions orally and in writing acknowledged the fairness and reasonableness of our mitigation requests and concerns and thanked us for our constructive, cooperative attitude as highly impacted neighboring property owners in being willing to work with



them including as recently as this past November. See Exhibit 17 (email communications from Mr. Murphy dated December 7, 2017 and November 13, 2019). In this same spirit, following Applicant's discovery of the error in the plans, we continued to positively engage with the Applicant on potential mutually agreeable solutions to the boundary issue and believed we were on a path that could have led to resolution.

Unfortunately, the Applicant's willingness to address the error and to abide by the 2017 Agreement abruptly changed. By letter dated July 27, 2020, we were notified that the Applicant was unilaterally terminating all discussions with us concerning Building D, and purported to instruct us instead to use the "opportunity to express your opposition and concerns pertaining to the engineering, design, construction, and location of Building D and the Building D Parking Structure directly to the Planning Commission, to the City Council, to the City's Building Department and to any and all employees and officers of the City as you deem appropriate." ... See Exhibit 4.

Despite the adversarial tone of that letter, we reached out to Mr. Murphy in a spirit of cooperation and expressed our willingness to reengage in productive dialogue with him and the development team concerning the boundary Building D "to resolve this in a more expeditious and less cumbersome manner than your letter suggests," *i.e.*, to have the matter of Building D reopened anew before the City. By letter dated August 5, 2020, the Applicant reaffirmed its unwillingness to correct its error and advised that "further discussion between [us] and representatives of CRG [the Applicant] will not be productive." See Exhibit 18 (containing copy of our outreach to Mr. Murphy on July 31, 2020 and Applicant's August 5, 2020 Letter in response). We are now advised by Planner Rebecca Ward that the Applicant has requested to vacate its prior approvals and are

understandably concerned that the Applicant is seeking to avoid the 2017 Agreement and compliance with the MPD and Conditional Use Findings of Facts as set forth above.

Based on the Applicant's agreement with us and the Applicant's numerous representations to this Commission, we would expect that the Commission would look very unfavorably on any effort by the Applicant to use the recently acknowledged error in its plans for Building D as a basis for negating the 2017 Agreement and the MPD and Conditional Use Permit Finding of Facts on which the 2017 agreement was based. To allow the Applicant to do so would cast serious doubts on the integrity of the planning process in serving the greater public good over special interests—a process we personally respect and have indeed put our faith in. We thank you for your time and consideration and the opportunity to provide these comments.

Sincerely, Patricia Kravtin and Jonathan Horwitz

## EXHIBIT INDEX

|     |                                                                                                                                                                                                                                                                                                                                        |
|-----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1.  | Email from Rory Murphy dated November 22, 2017 with Attached Boundary Document                                                                                                                                                                                                                                                         |
| 2.  | Email from Rory Murphy dated November 14, 2019                                                                                                                                                                                                                                                                                         |
| 3.  | Email from Rory Murphy dated December 18, 2019                                                                                                                                                                                                                                                                                         |
| 4.  | Email from Rory Murphy dated July 27, 2020 with Attached Letter                                                                                                                                                                                                                                                                        |
| 5.  | Email from Rory Murphy dated December 7, 2017                                                                                                                                                                                                                                                                                          |
| 6.  | Email communication to and from Patricia Kravtin and Francisco Astorga between July 25, 2017 and August 16, 2017                                                                                                                                                                                                                       |
| 7.  | Pictures of Residence at 1240 showing home's exposure to large massing impacts of Building D's                                                                                                                                                                                                                                         |
| 8.  | Excerpt from November 29, 2017 Meeting Minutes with Mr. Murphy on record describing the Building D Boundary Agreement in relation to the Crafton/Horowitz(sic) house                                                                                                                                                                   |
| 9.  | Excerpt from November 13, 2019 Meeting Minutes with Mr. Murphy on record confirming the Building D Boundary Agreement alongside Planner Rebecca Ward                                                                                                                                                                                   |
| 10. | Pictures of Small-Scale Pattern of Residential Streetscape beginning at 1240 Lowell                                                                                                                                                                                                                                                    |
| 11. | Written Public Comments of Patricia Kravtin & Jonathan Horwitz submitted for the Commission's meetings dated July 26, 2017, November 13, 2019, and December 19, 2019                                                                                                                                                                   |
| 12. | Email from Patricia Kravtin and Jonathan Horwitz to Rory Murphy dated April 7, 2017 and his response dated April 9, 2017, copying architect Chimso Onwuegbu, and his further response dated April 10, 2017 confirming Mr. Onwuegbu's movement of the building per the agreement and Mr. Onwuegbu's representation he sent to Francisco |
| 13. | Email from Patricia Kravtin and Jonathan Horwitz to Rory Murphy dated July 28, 2017 and Mr. Murphy's response dated August 1, 2017.                                                                                                                                                                                                    |
| 14. | Email from Jon Horwitz to Rory Murphy dated November 9, 2019, and Mr. Murphy's response dated November 11, 2019                                                                                                                                                                                                                        |
| 15. | Email from Rory Murphy dated February 21, 2020                                                                                                                                                                                                                                                                                         |
| 16. | Email from Rory Murphy dated March 2, 2020                                                                                                                                                                                                                                                                                             |
| 17. | Email communications from Rory Murphy dated December 7, 2017 and November 13, 2019                                                                                                                                                                                                                                                     |
| 18. | Email from Rory Murphy dated August 5, 2020 with Attached Letter                                                                                                                                                                                                                                                                       |



# Exhibit 1

[REDACTED]  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]

[REDACTED]

[REDACTED]

\_\_\_\_\_

**From:** Rory Murphy <mailto:paladinparkcity@aol.com>)  
**Sent:** Wednesday, November 22, 2017 11:11 AM  
**To:** [jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com); [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)  
**Cc:** [chimso@be-wow.com](mailto:chimso@be-wow.com)  
**Subject:** Fwd: Horwitz/Kravtin View

Hi Jon and Pat,

I hope you both are well. Sorry for the delay in getting this to you. My Mom passed last month and I'm afraid I've been rather occupied. When you get a chance, please look over the below view and let me know if we are getting closer to your expectations on this item.

take care,

Rory

Rory Murphy  
paladinparkcity@aol.com

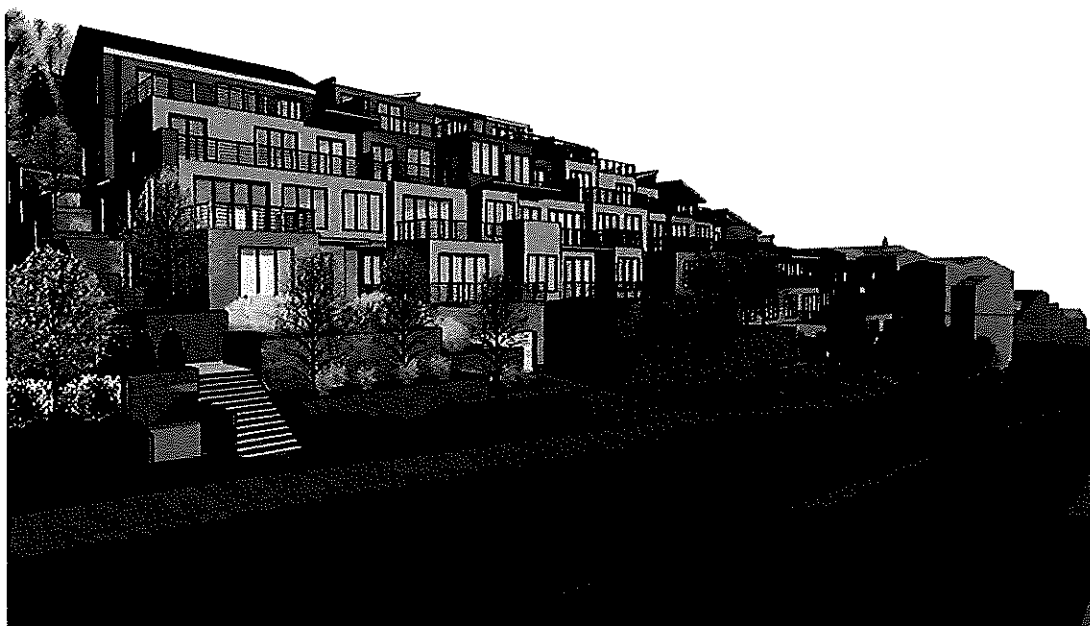
435 640 5068  
 2590 Sidewinder Drive  
 Park City, UT 84060

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

From: Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>  
 To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>  
 Sent: Tue, Nov 21, 2017 9:53 am  
 Subject: Horwitz/Kravtin View

Rory -

Here is a current image which shows a view from the Living area. It shows the driveway moved down per their request, as well as significant undulations to both the Lowell Ave facade as well as the South elevation along the community stairs. Let me know if this is what you were looking for?



chimso onwuegbu    [chimso@be-wow.com](mailto:chimso@be-wow.com)    cell 801.712.4078

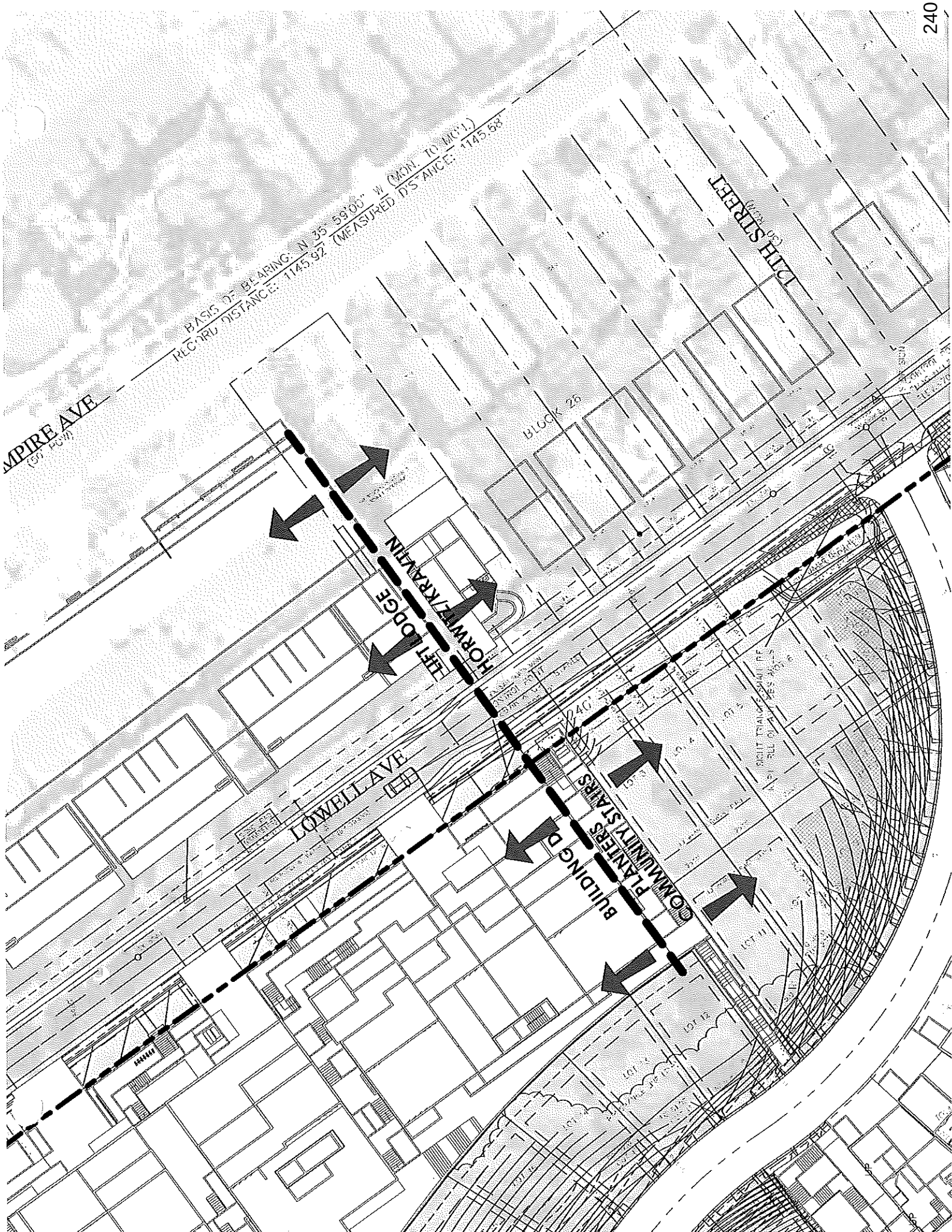



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## **Exhibit 2**

| Category       | Percentage |
|----------------|------------|
| Very important | 10%        |
| Important      | 20%        |
| Not important  | 5%         |
| Don't know     | 15%        |

| Gender | Percentage |
|--------|------------|
| Men    | 85%        |
| Women  | 75%        |

**From:** rory murphy [<mailto:paladinparkcity@aol.com>]  
**Sent:** Thursday, November 14, 2019 12:06 PM  
**To:** [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net); Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>  
**Subject:** Meeting Last Night

Pat/Jon,

Wanted to let you know that both I and the new Planner, Rebecca Ward, reiterated the position publicly we have discussed all along regarding aligning the southernmost edge of building D with the southernmost edge of Lift Lodge. I am gone for Thanksgiving, but back on that Sunday, so maybe we can plan to meet Monday with the Engineer and Chimso to set the stake? Let me know if that still works. Jon: hope you are recovering!

Thanks,

Rory

Rory Murphy  
paladinparkcity@aol.com  
435 640 5068  
2590 Sidewinder Drive  
Park City, UT 84060

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# Exhibit 3

**From:** rory murphy (<mailto:paladinparkcity@aol.com>)

**Sent:** Wednesday, December 18, 2019 11:49 AM

**To:** Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>; pdkravtin@comcast.net

**Subject:** Building D

Hi Jon and Pat,

I wanted to drop you a line and let you know that I am not neglecting the redesign of Building D. We have been trying to get platted, construction loan in place, contracts executed, etc. while barreling towards the holidays. We continue to work on it and should have something pulled together within the next couple of weeks. I have had Chimso working on it, but his first effort wasn't to my expectations. I want you to know emphatically that we will not submit anything for Building D without your blessing. I greatly value the relationship we have developed and at the end of the day it is a lot more important to me that you feel we have integrity.

If I don't see you, then Happy Holidays and we'll see you when you are next in town. Please do not hesitate to contact me with any questions or concerns.

Take care,

Rory

Rory Murphy  
[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)  
 435 640 5068  
 2590 Sidewinder Drive  
 Park City, UT 84060

---

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# Exhibit 4

[REDACTED]  
 [REDACTED]  
 [REDACTED]  
 [REDACTED]

Dear Jon and Pat,

<sup>1</sup> Please see the attached letter from CRG Development, LLC.

Kindest Regards,

Rory

Rory Murphy  
[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)  
435 640 5068  
2590 Sidewinder Drive  
Park City, UT 84060

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July 27, 2020

VIA EMAIL

Jon Horwitz  
Pat Kravtin

**Re: King's Crown Condominiums**

Dear Jon and Pat:

As you know, over the past two years I have communicated with you on behalf of CRG Development, LLC ("CRG") in reference to CRG's King's Crown Condominiums project (the "Project") that is being developed on Lot 2 of King's Crown Re-Subdivision in Park City, Utah ("Lot 2"). Specifically, I have communicated extensively with you regarding the engineering, design and location within the Project of Building D and the below-ground parking structure to be constructed beneath Building D (the "Building D Parking Structure").

During the process pursued by CRG to obtain from the Planning Commission (the "Planning Commission") and the City Council (the "City Council") of Park City Municipal Corporation (the "City"), you have expressed concerns about the engineering, design and location of Building D and the Building D Parking Structure. In an effort to address your concerns, in the process of seeking and obtaining approvals from the Planning Commission and from the City Council of the City regarding the engineering, design and location of Building D and the Building D Parking Structure, CRG, at great expense to CRG, has made significant modifications pertaining to the engineering, design and location of Building D and the Building D Parking Structure. You have even suggested that, during the course of your discussions with me regarding the engineering, design and location of Building D and the Building D Parking Structure, you may have foregone your opportunities to express your concerns and your opposition pertaining to Building D and the Building D Parking Structure directly to the Planning Commission and the City Council.

In spite of the major modifications and concessions made by CRG with respect to Building D and the Building D Parking Structure, recently you have communicated to me that you are still very opposed to the final approvals obtained by CRG from the Planning Commission and from the City Council regarding the engineering, design and location of Building D and the Building D Parking Structure.

In light of your ongoing dissatisfaction with respect to the final approvals obtained by CRG from the Planning Commission and the City Council of the City with respect to the engineering,



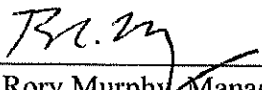
John Horwitz  
Pat Kravtin  
July 27, 2020  
Page Two

design and location of Building D and the Building D Parking Structure, CRG has decided that CRG will immediately request that all approvals previously received by CRG from the Planning Commission and from the City Council pertaining to the engineering, design and location of Building D and the Building D Parking Structure be vacated and rescinded. Thereafter, CRG shall initiate the process once again to request from the Planning Commission and from the City Council of the City all necessary approvals with respect to CRG's proposed engineering, design, construction and location of Building D and the Building D Parking Structure on Lot 2. During this new application and approval process, you will have the unfettered opportunity to express your opposition and concerns pertaining to the engineering, design, construction and location of Building D and the Building D Parking Structure directly to the Planning Commission, to the City Council, to the City's Building Department and to any and all employees and officers of the City as you deem appropriate.

It is the intent of CRG to comply with all applicable laws, ordinances, rules and regulations of the City, as CRG seeks to obtain new approvals from the Planning Commission and from the City Council of the City for the engineering, design, construction and location of Building D and the Building D Parking Structure.

Very truly yours,

CRG Development, LLC,  
a Utah limited liability company

By:   
Rory Murphy, Manager

# Exhibit 5

| Country                      | 2010 | 2011 |
|------------------------------|------|------|
| United States                | 100  | 100  |
| China                        | 100  | 100  |
| India                        | 100  | 100  |
| Germany                      | 100  | 100  |
| Japan                        | 100  | 100  |
| France                       | 100  | 100  |
| United Kingdom               | 100  | 100  |
| Italy                        | 100  | 100  |
| Spain                        | 100  | 100  |
| Sweden                       | 100  | 100  |
| Netherlands                  | 100  | 100  |
| Belgium                      | 100  | 100  |
| Australia                    | 100  | 100  |
| Canada                       | 100  | 100  |
| South Korea                  | 100  | 100  |
| South Africa                 | 100  | 100  |
| Brazil                       | 100  | 100  |
| Argentina                    | 100  | 100  |
| Chile                        | 100  | 100  |
| Colombia                     | 100  | 100  |
| Venezuela                    | 100  | 100  |
| Ecuador                      | 100  | 100  |
| Peru                         | 100  | 100  |
| Uruguay                      | 100  | 100  |
| Paraguay                     | 100  | 100  |
| Bolivia                      | 100  | 100  |
| Costa Rica                   | 100  | 100  |
| Panama                       | 100  | 100  |
| Dominican Republic           | 100  | 100  |
| Honduras                     | 100  | 100  |
| Guatemala                    | 100  | 100  |
| El Salvador                  | 100  | 100  |
| Nicaragua                    | 100  | 100  |
| Haiti                        | 100  | 100  |
| Dominican Republic           | 100  | 100  |
| Jamaica                      | 100  | 100  |
| Trinidad and Tobago          | 100  | 100  |
| Grenada                      | 100  | 100  |
| Barbados                     | 100  | 100  |
| Suriname                     | 100  | 100  |
| Guayana Francesa             | 100  | 100  |
| Aruba                        | 100  | 100  |
| Curaçao                      | 100  | 100  |
| Bonaire                      | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        | 100  | 100  |
| San Juan                     | 100  | 100  |
| San Vicente y las Granadinas | 100  | 100  |
| San Bartolomé y las Islas    | 100  | 100  |
| San Eustaquio                | 100  | 100  |
| San Martín                   | 100  | 100  |
| San Pedro y San Pablo        |      |      |

| Age Group | Percentage Vaccinated |
|-----------|-----------------------|
| 18-24     | 15%                   |
| 25-34     | 25%                   |
| 35-44     | 45%                   |
| 45-54     | 65%                   |
| 55-64     | 75%                   |
| 65-74     | 85%                   |
| 75-84     | 80%                   |
| 85+       | 70%                   |

**From:** Rory Murphy [<mailto:paladinparkcity@aol.com>]  
**Sent:** Thursday, December 07, 2017 5:52 PM  
**To:** Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>; [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)  
**Cc:** [chimso@be-wow.com](mailto:chimso@be-wow.com); [cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com); [hans@xmission.com](mailto:hans@xmission.com)  
**Subject:** Fwd: Horwitz/Kravtin View

Hi Jon and Pat,

Thank you for your kind words regarding the presentation as well as Pat's speech during public comment. We very much appreciate your working with us and continuing to work with us on the various issues with the proposed project.

The standard for the single family lots in Park City is 10' in the HRI Zone as well as the RC Zone where the project is located. Where the conflict comes in is that an MPD (Master Planned Development), which this is, has a typical requirement of a 25' setback surrounding it. The exception would be from the MPD requirements, not the Zone requirements. This is because MPD's rarely involve single family homes, which are restricted to 27' above grade, as opposed to multi-family and commercial structures, which allow heights to go to 35' above the grade (and thus greater mass). Altering a MPD setback is permissible under the Code if it conforms to the underlying Zone, which this does. The lots were designed the way they were to match the lots found across the street and the approximately 95% of the lots in Old Town. We placed the single family lots in front of your home and the other homes to the south so they would match what was across the street and we would have smaller, less-imposing structures across from those existing homes.

The 20' measurement comment you were referring to that Chimso mentioned comes from the requirement that every home provide room for two cars. With the length of a car requiring 20', the garage is set 10' back from the 10' setback, allowing for one car in the garage and one car on the driveway. The practical result is a 20' setback from the curb. While you only need 12-14' for a garage, the practical reality is that while there may be a small entryway adjacent to the garage (maximum 7' wide or so), most people simply chose to park there or put in some stairs (as you did with your house). This is true of virtually every house on Lowell. A quick look at Google Earth will show you what I am saying. The aforementioned reality of construction in the historic Zone would achieve the results you indicated below.

We discussed it at length and the conclusion was that pushing the houses further back up the hill to achieve the 25' setback would not only be inconsistent with the rest of the single family homes in the area, it would also force the building mass into a larger box to maximize the areas of their homes, which would likely be counter-productive to the visual massing effect you referred to in your email. Pushing the whole project up would also force the road and



subsequently the townhomes to be pushed farther up the hill, which would create other concerns with visual impacts on a larger scale.

That being said, I would still like to meet with both of you and Chimso to discuss this and see what we can do to try to accurately visualize the impact to your home and minimize that to the extent possible. We are due to appear in front of Commission next week for a work session (no action) and then again in January (for possible action). If you are in town for the holidays, then lets try to meet and discuss this. otherwise, lets definitely plan to conference call during the next short while at your convenience. Hans, Chuck and I are out of town until Monday, but are available after that.

Thank you again for your willingness to work with us. We very much appreciate it.

Sincerely,

Rory

Rory Murphy  
[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)  
 435 640 5068  
 2590 Sidewinder Drive  
 Park City, UT 84060

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

From: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>  
 To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>; pdkravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>  
 Cc: chimso <[chimso@be-wow.com](mailto:chimso@be-wow.com)>; cv.heath.pc <[cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)>; hans <[hans@xmission.com](mailto:hans@xmission.com)>  
 Sent: Mon, Dec 4, 2017 1:25 pm  
 Subject: RE: Horwitz/Kravtin View

Hi Rory

Pat told me she was very impressed with the presentation you gave to the commission notwithstanding the very late hour, and I would like to echo her appreciation for your clarifying to the Commission the changes to Unit D and its garage, as well as additional landscaping and other architectural features you added to help mitigate our impacts from that building's massing impact. There was one item however that she said came up during the meeting, seemingly the first time we have heard of this issue, that I wanted to follow-up on with you on related to the setback for the single family lots on Lowell Ave across from our home.

From what she explained, the standard setback for single family homes from the street is 20 feet, and that was reflected as part of your original plan. She told me that it was subsequently brought to your attention that in old town, exemptions for 10 foot setbacks are permitted, and on that basis your plans were amended, and you are now seeking exemptions for all lots, including those on Lowell Ave across the street from us. She indicated one of the Commissioners questioned that change, specifically for the lots across the street from us fronting on Lowell, noting that it did not keep in line with the larger setback of the stacked condos. We also have concerns about the potential impact of the smaller setbacks on us personally (shadows, blocking sunlight, massing etc.) as well as the visual impact on the Lowell Ave streetscape generally. She mentioned that Chimso in response to the Commissioner said that most home builders would typically prefer the 20 foot setback in old town to allow room to park more cars since parking is so limited, such that according to Chimso, most setbacks existing on Lowell today are generally 20 feet or greater, and so he did not think this would turn out to be a real concern. That said, there is no guarantee as to what any individual lot owner would do. Given this exposure, and based on Chimso's comments, I would respectfully ask that you keep the standard set back requirements at the original 20 feet - at least for the lots directly fronting Lowell Ave next to the stacked condos (the ones having the most visual impact on the streetscape), as the Commissioner noted. It would certainly give us much more peace of mind not to have to add worry about the additional potential visual massing impact of the single family homes directly across the street from us in addition to the stacked condos we know we are going to be facing.

Let me know where you are at on this issue.

Thanks Rory,  
 Jon

From: Rory Murphy [<mailto:paladinparkcity@aol.com>]  
 Sent: Tuesday, November 28, 2017 11:53 AM  
 To: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>; pdkravtin@comcast.net



Cc: chimso@be-wow.com; [cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com); hans@xmission.com

Subject: Fwd: Horwitz/Kravtin View

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

From: Patricia Kravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>

To: 'Rory Murphy' <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>; jon\_horwitz <[jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com)>

Cc: chimso <[chimso@be-wow.com](mailto:chimso@be-wow.com)>; 'Jon Horwitz' <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>

Sent: Sun, Nov 26, 2017 5:00 pm

Subject: RE: Horwitz/Kravtin View

Rory, Jon and I are still going through the materials posted on the commission site but had a few threshold questions for you and Chimso that we are seeking clarification on for us and the Commission.

We very much appreciate that the image below is definitely getting closer to our expectation in that it appears to incorporate changes we had discussed for, i.e., movement of the garage entrance down from the uphill end of Unit D so headlights did not glare into house, and also that undulations had been added to the Lowell Ave facade and South elevation for a less harsh architectural massing.

We would like to clarify:

(1) that with this movement of the garage entrance, which is only partway down from the uphill end of the building, that Chimso is confident and can represent to us and the Commission that we will not have the glare of headlights coming into our home. This is a real concern of ours given the size of Unit D and the volume of cars that might be going in and out of that building. We do appreciate the movement of the garage, but had been hoping the garage would be located *even* further away from our end of that Building. We understand your concern regarding the garage. In the latest drawings, we pulled the entrance to the garage 42 feet to the north along Lowell from where we had it to accommodate your concerns. This was as far as was practical as we were already pushing the limits of constructability relative to cross-slopes on the road. This really is as far as we can push it. Relative to the headlights, if a driver turns south from the garage entrance, then there will be a brief instant when the cars lights will shine on your home, but it appears that it will hit the first floor and not the bedroom.

(2) that you will clarify to the Commission that the proposed plat in their package does not reflect the true location of Unit D relative to Lift Lodge and our home, as the plat in the package is inconsistent with your updated drawings which show the uphill end of Unit D to be located well north of our home. We will make a point to clarify to the Commission verbally (and therefore on the record) that the south wall of Building D lines up with the southernmost edge of the Lift Lodge. This building moved 15 feet from its original location to accommodate your view.

(3) following up on point (2), there is still ambiguity as to where exactly the uphill (i.e., southern-most) end of Unit D would be located relative to our home and Lift Lodge structures. The last email we had on the subject indicated the building had definitely been *moved* 15 feet to the north but also that there would be an effort made to *move* it *even* further north of our home to mitigate our negative impacts. Given the importance of Unit D's placement, we would like to remove this ambiguity and for you to clarify for us and the Commission more precisely where the southernmost end of Unit D would lie. Please see the attached drawing showing the proposed locations of the buildings. After we met, we moved the Building D 15 feet north from its original location to help mitigate the impact on your home. Again, the southern boundary of Building D lines up with the southern boundary of Lift Lodge. Please note where the stairs are. The stairs are interspersed with planter boxes which should significantly improve the visual effect from your home. We were, unfortunately, squeezed in the other direction by the City Engineer for the placement of a water line and unfortunately cannot move it farther and still maintain building heights.

(4) Finally, as with the garage movement, we like the tweaks to the original images that Chimso has added to soften the Building D's massing. That said, we had hoped for the addition of more dramatic side terracing as featured in the photo of your Main Street development that Jon had previously forwarded to you. Could you clarify whether you have considered and ruled out the possibility of adding more such prominent features to Building D or whether there remain opportunities to consider further architectural refinements that might soften the building's massing? I discussed this with Chimso this morning and he said he played with the terracing quite a bit and is confident that the effect will soften your views in that direction. We've also added planters where we will plant trees and shrubs to further reduce the visual intrusion on your home. That being said, we should continue our dialogue with Chimso to try to achieve the best end result for your views as possible.

Thanks so much, as always, we so appreciate your outreach and constructive dialogue throughout this process.  
Best Pat

**From:** Rory Murphy [<mailto:paladinparkcity@aol.com>]  
**Sent:** Wednesday, November 22, 2017 11:11 AM  
**To:** [jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com); [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)  
**Cc:** [chimso@be-wow.com](mailto:chimso@be-wow.com)  
**Subject:** Fwd: Horwitz/Kravtin View

Hi Jon and Pat,

I hope you both are well. Sorry for the delay in getting this to you. My Mom passed last month and I'm afraid I've been rather occupied. When you get a chance, please look over the below view and let me know if we are getting closer to your expectations on this item.

take care,

Rory

Rory Murphy  
[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)  
435 640 5068  
2590 Sidewinder Drive  
Park City, UT 84060

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

**From:** Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>  
**To:** Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>  
**Sent:** Tue, Nov 21, 2017 9:53 am  
**Subject:** Horwitz/Kravtin View

Rory-

Here is a current image which shows a view from the Living area. It shows the driveway moved down per their request, as well as significant undulations to both the Lowell Ave facade as well as the South elevation along the community stairs. Let me know if this is what you were looking for?



# Exhibit 6

(b) (5) DPP, (b) (7)(C), (b) (7)(D)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Patricia,

We will not have a King's Crown meeting on August 23. Date to be determined. I will let you know.

Thanks,

445 Marsac Avenue | PO Box 1480  
Park City, UT 84060-1480

Hi Francisco, I just wanted to check whether there was still a chance the Kings Crown development could make it on the August 23rd agenda. I was planning on going back East for a couple of weeks since I hadn't heard back I just wanted to double-check before I made my travel plans. Thank you again for taking the time to meet with Jon and I we're very appreciative of your time and attention to our concerns. Best Patricia

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

From: [fastorga@parkcity.org](mailto:fastorga@parkcity.org)

To: [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)

Cc:

Sent: 2017-07-31 11:56:55 AM

Subject: RE: Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project - follow up

Patricia,

The item was continued to a date uncertain. I will let you know as soon as I find out the new date. Tuesday August 8, Thursday August 10, and Friday August 11 works for me. Let me know at what time.

Sincerely,

Francisco Astorga, AICP ♦ Senior Planner

Park City ♦ Planning Department

(p) 435.615.5064 ♦ (f) 435.658.8940

445 Marsac Avenue ♦ PO Box 1480

Park City, UT 84060-1480

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**From:** Patricia Kravtin [<mailto:pdkravtin@comcast.net>]

**Sent:** Friday, July 28, 2017 2:04 PM

**To:** Francisco Astorga

**Subject:** Re: Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project - follow up

Francisco,

I wanted to follow up on scheduling as we discussed.

First, I wondered if you had any better sense whether the Commission would next be deliberating on the Kings Crown project at its August 23rd or its September 27th meeting?

Also, I did want very much to meet with you the week after next when my husband and I are both in town. We could meet Tuesday August 8th through Friday August 11th – is there one of those days that would be better for you? Would very much like to make an appointment at time convenient to you.

Thanks so much Patricia

---

**From:** Francisco Astorga <[fastorga@parkcity.org](mailto:fastorga@parkcity.org)>

**Date:** Tuesday, July 25, 2017 at 8:21 PM

**To:** "Patricia D. Kravtin" <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>

**Subject:** RE: Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project

Patricia,

I would love to speak with you over the phone. Please let me know what phone number I can reach you at.



Thanks,

Francisco Astorga, AICP ♦ Senior Planner  
Park City ♦ Planning Department  
(p) 435.615.5064 ♦ (f) 435.658.8940

445 Marsac Avenue ♦ PO Box 1480  
Park City, UT 84060-1480

---

**From:** Patricia Kravtin [<mailto:pdkravtin@comcast.net>]  
**Sent:** Tuesday, July 25, 2017 12:38 PM  
**To:** Francisco Astorga  
**Subject:** FW: Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project

Francisco – see below and in separate transmission I sent you a public comment statement I would ask be included in the public record.

As we got so limited advance notice of the agenda item, we are not able to attend tomorrow's night meeting.

Is there a way to get more advance notice of when the Commission will next continue its deliberations on this project?

My husband and are very vested in the outcome of this project as it is directly across the street from our home.

Best Patricia

---

**From:** "Patricia D. Kravtin" <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>  
**Date:** Tuesday, July 25, 2017 at 2:35 PM  
**To:** <[fastorga@parkcity.org](mailto:fastorga@parkcity.org)>  
**Subject:** Public Comment on Kings Crown MPD, 1201-1299 Lowell Avenue Project

#### Public Comment on Proposed King's Crown Project

#### On Planning Commission Meeting

#### Agenda Item: Wednesday July 26th, 2017

We are residents of 1240 Lowell Avenue, which is currently the first single-family residence on Lowell Avenue south of Manor Way. As such, we will be among the most, if not the most impacted abutter of the proposed Kings Crown development in regard to its impact on the residential/old town character of the portion of Lowell Avenue south of the Resort base. We have previously shared issues of abutter impact and means of mitigation with the development team prior to their submission to the commission, and we are very appreciative of the developers' outreach and consideration given to the neighborhood quality of Lowell Avenue south of Manor Way. That said, this is a development of significant scale in a neighborhood that already bears the heavy burden of negative spillover effects of the Resort, and will bear the brunt of the burden of future potentially unprecedented large-scale development associated with the Treasure project. Per the Commission's Corrected Notice of Public Hearing, we understand "the Planning Commission is not expected to take Final Action as this is the initial introduction of the projected" and that the item will be continued to a future date. As key abutters, we respectively ask for the Commission to give this important project its full and careful consideration, taking

into account the potential significant impacts of the development on the Lowell Avenue residential neighborhood.

Respectively,  
Patricia Kravtin and Jonathan Horwitz  
1240 Lowell Avenue  
Park City, Utah 84060



Staff recommended that the Planning Commission grant that reduction and had drafted a finding to support their recommendation. He stated that it is not a special exception or a variance, but it is an exception that is codified in the MPD language that allows the Planning Commission to grant that if it meets specific criteria. One criteria is that no additional density is being requested. Another criteria is that the exception does not remove or take away from any open space requirements. Planner Astorga believed the proposed open space was approximately 82%. For those reasons the Staff believed the Planning Commission could reduce the setbacks from 25' to the zoning designation of the RC District for single family dwellings, which is a minimum of 10'. Planner Astorga noted that the same request was being made to reduce the rear yard setbacks for Lots 21 and 22. Planner Astorga reviewed a site plan to identify which lots were requesting the exception.

Chair Pro Tem Campbell asked if there would be sidewalks in front of those lots. Planner Astorga replied that there were no sidewalks, as currently proposed by the applicant, to comply with City Engineer policy. Chair Pro Tem Campbell understood that the houses across the street had a 10' setback without a sidewalk. Planner Astorga explained that the minimum is 10'. He was not aware of the built setback because the RC District on Lowell Avenue has a very interesting development pattern, and they do not see many lot combinations on Lowell Avenue. It remains true to the standard Old Town development pattern of 25' x 75', which would trigger a minimum setback of 10'. However, in order to accommodate at least one exterior parking space, that portion of the house would be set back at least 18'. If a house has two interior parking spaces, then the setback is 10' minimum.

Chair Pro Tem Campbell recalled from the last meeting that the neighbors on that side supported the reductions. Planner Astorga replied that it was Patricia Crafton. He received an email from Ms. Crafton indicating that she had worked out her issues directly with the applicant. Ms. Crafton did not offer public comment and was not in attendance this evening. Chair Pro Tem Campbell assumed that meant Ms. Crafton had no objections. Planner Astorga agreed.

Planner Astorga pointed out that there is no guarantee that if the Planning Commission allows a 10' setback that all of those five houses would be built exactly at 10' because it is the minimum. The applicant could come back with an 18' setback to accommodate the exterior parking space.

Rory Murphy, representing the applicant, stated that their property line is 18' from the edge of the road, and that is where these lots would start. He pointed out that there is an effect of 18' already, plus the 10' setback. As Planner Astorga reported, having a



# Exhibit 7



















# **Exhibit 8**



the access ski run; and that will be on the adjacent ski run. They were working with Vail on that matter.

Mr. Murphy stated that they had significant roof and building placement consideration. A building was moved 15 feet north from its original site to accommodate the Crafton/Horowitz house, and minimize the disturbance on their visual corridor. They also moved the townhomes around in an effort to accommodate some of the issues that were raised by Planner Astorga and Director Erickson. In addition, they moved some of the single family homes to accommodate snow storage areas, as well utility lines, based on concerns raised by the City Engineer.

Mr. Murphy remarked that all construction parking would be on-site. No parking will be allowed on the street. Lowell would remain open throughout the process. The only time it may be necessary to close Lowell would be at the end of the project when they re-scarify and repave that road. Mr. Murphy stated that they were approached by the Marriott Hotel about shielding the pool activities. At the request of the Planning Commission, they have implemented community within the neighborhood gathering areas. One is a pool and hot tub area. The other is a ski locker area located to the townhomes adjacent to the ski run. They will shield the pool activity area with vegetation and architectural screening to protect that activity from the Marriott as much as possible.

Mr. Murphy reiterated that this project will have no hotel, convention, or commercial uses. The building facades will match the current vernacular of a mountain mining theme. Landscape mitigation is planned in several places. One is to protect the Smith lots around the townhome areas. They also intend to do landscape mitigation by the Marriott as much as possible, given the restraints of an existing water line. They also plan vegetation mitigation adjacent to the pedestrian access stairs in an effort to protect the views of the Crafton/Horowitz house.

Mr. Murphy stated that the windows were adjusted on the affordable housing building at the request of the Marriott, so the windows do not stare into each other. They continue to work with Mark Harney, the General Manager of the Marriott on that issue.

In terms of dust control, they intend to have a water truck onsite at all times throughout the excavation. Mr. Murphy did not believe the dust would be dramatic, but they will do their best to mitigate it and will continue to work with the neighbors on that issue.

Mr. Murphy stated that they were planning to put a community gathering area on the affordable housing deck, which was directly adjacent to space the Marriott considers to



be private and quiet space. At the request of the Marriott, they agreed to remove the deck and not offer it as a community gathering area to address those concerns.

Mr. Murphy noted that the access road was aligned with 12<sup>th</sup> Street to keep lights from cars from directly impacting any particular house. A set of stairs was added to the Smith property so those townhomes can access the ski run. They have made significant roofline modifications for neighbors' views in at least four different areas in trying to protect views where they exist.

Mr. Murphy reiterated that relative to the Crafton/Horowitz house, they pulled the building 15' to the north. He noted that the southernmost boundary on Building C/D matches the southernmost boundary on the Lift Lodge. Also, the driveway for Building D was pulled 42' to the north to accommodate Crafton/Horowitz because they did not want headlights coming out of the driveway and into their house. Mr. Murphy stated that the applicant would continue to make a strong effort to keep the public informed. They were setting up bi-weekly meetings with the Marriott and anyone else who is interested during the construction period.

Mr. Murphy outlined some of the major benefits of the proposed plan. The project has significantly less density than even the most conservative estimates of what is allowed on the site. None of the property in the SLO overlay zone would be disturbed. The applicant was proposing 84% open space, including hardscape; and 82% contiguous undisturbed open space with a conservation easement placed on it. The visual aesthetics of the hillside will be preserved. They were proposing 200% of the affordable housing obligation. Mr. Murphy stated that the most important point of the entire proposal is the elimination of 247 platted Old Town lots. The project has no commercial or hotel uses. No height exceptions are being requested, no use exceptions being requested, and no zoning exceptions being requested. They will preserve the maple forest on the property in perpetuity.

Chair Strachan wanted to know the plans for a mountain biking trail goes through the maple forest. Mr. Murphy replied that the trail has a special quality and it will remain. It is an old railroad line and the only historic feature on the site.

Chair Strachan asked for clarification on the request for the setback exception. Mr. Murphy stated that for the five homes along Lowell, the 10' setback is on every other single-family home on Lowell. He stated that no one had thought about it until Planner Astorga pointed it out. Chismo Onwuegbu stated that the biggest reason for the 10' setback was to maintain the character of the single family homes throughout that zone.

# Exhibit 9



PARK CITY MUNICIPAL CORPORATION  
 PLANNING COMMISSION MEETING MINUTES  
 COUNCIL CHAMBERS  
 MARSAC MUNICIPAL BUILDING  
 NOVEMBER 13, 2019

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, Sarah Hall, John Kenworthy, Mark Sletten, Laura Suesser, Doug Thimm, Christin Van Dine

EX OFFICIO: Planning Director Bruce Erickson; Alexandra Ananth, Planner; Caitlyn Barhorst, Planner; Rebecca Ward, Planner; Mark Harrington, City Attorney

=====

**ROLL CALL**

Chair Phillips called the meeting to order at 5:35 p.m. and noted that all Commissioners were present.

**APPROVAL OF MINUTES**

October 16, 2019

MOTION: Commissioner Sletten moved to APPROVE the Minutes of October 16, 2019 as written. Commissioner Hall seconded the motion.

VOTE: The motion passed unanimously.

October 23, 2019

Commissioner Sletten referred to page 17 and the question from Commissioner Kenworthy regarding the Twisted Branch site visits. Commissioner Sletten asked if the Commissioners could individually schedule a site visit. Director Erickson replied that each Commissioner could communicate directly with Planner Ananth to schedule a site visit.

Commissioner Hall referred to Condition of Approval #3 which states, "The City Council to review and approve the encroachment agreement". She recalled the discussion during the meeting that City Attorney Harrington had said the Planning Commission could direct the City Council to review the previous encroachment agreement. Commissioner Hall did not believe that direction was highlighted sufficiently in the condition as written. She thought the language was too standard to address the important issue that Commissioner Kenworthy had raised; and preferred that it be accentuated.

Planning Commission Meeting  
November 13, 2019  
Page 30

including 15-4-12, 15-7.1-3(C), 15-12-15(B)(9), and applicable State law regarding condominium plat amendments.

3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.

4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

Conditions of Approval – 875 Main Street

1. All Conditions of Approval of the original Lift Lodge at Town Lift condominium plat and any subsequent modifications continue to apply.

2. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.

3. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.

4. Residential fire sprinklers will be required for all new construction per requirements of the Chief Building Official.

**8.E 1271 Lowell Avenue – Condominium Plat – The King's Crown  
Condominium Plat Consists of 26 Market Rate Units and 1 Affordable  
Housing Unit. (Application PL-19-0415)**

Planner Ward presented this item on behalf of Laura Kurhmeyer, the project planner.

Planner Ward reported that this item was the condominium plat for Lot 2 within the King's Crown re-subdivision that was previously approved. The Planning Commission approved this plat on May 22, 2019; however, changes have been proposed since that approval.

Planner Ward stated that one of the proposed changes was to remove 545 square feet from Unit B-401. Another change was to remove the pool from inside Building B to the rear of Building B. The applicant was also proposing to remove approximately 7,000 square feet from the bottom two floors of Building B. Planner Ward noted that originally the affordable housing unit was showing as common area on the plat; and the applicant was now proposing to show the affordable unit as a private unit. The unit would still remain under the same affordable housing deed restrictions. The unit could eventually be sold as an affordable housing unit and those deed restrictions would remain in place. Planner Ward stated that originally the Penthouse in Building D was proposed for

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one owner; however, since the May 22<sup>nd</sup> approval, the applicant was proposing to divide that unit into two units.

Planner Ward reported on an email from the neighbors at 1240 Lowell that was received after the Staff report was published. The email was forwarded to all the Commissioners. Planner Ward stated that the residents at 1240 Lowell are located across the street from Building D and they wanted to ensure that the staggered design, the landscaping, and pedestrian access stairs would not change. Planner Ward clarified that at this time, the location of Building D and the stairs are proposed to remain as they were in the plat that was approved on May 22<sup>nd</sup>.

Rory Murphy, representing the applicant, reiterated the neighbor's concerns and he assured everyone that Building D would not move.

Chair Phillips opened the public hearing.

There were no comments.

Chair Phillips closed the public hearing.

Chair Phillips noted that the original plan was to dig into the hillside, which required a significant amount of truck traffic for hauling. He believed the proposal to remove 7,000 square feet was a positive change to the plan and he supported the request.

MOTION: Commissioner Thimm moved to forward a POSITIVE recommendation to the City Council for the King's Crown Condominium plat located at 1271 Lowell Avenue, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as found in the draft ordinance. Commissioner Sletten seconded the motion.

VOTE: The motion passed unanimously.

Planner Ward indicated a minor change to Finding of Fact #17, to reflect the change in the square footage of the private units.

Commissioner Thimm accepted the change to Finding of Fact #17 in his motion.

#### Findings of Fact – 1271 Lowell Avenue

1. The site is located at 1271 Lowell Avenue, Lot 2 of the King's Crown Re-Subdivision.
2. The site is located within the Recreation Commercial District.
3. On January 10, 2018 the Park City Planning Commission approved the King's



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November 13, 2019  
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- Crown Master Planned Development and a Conditional Use Permit for Multi-Unit Dwellings throughout the development for market rate and affordable housing units.
4. On February 1, 2018 the Park City Council approved the King's Crown ReSubdivision Plat per Ordinance No. 2018-05.
  5. On June 13, 2018 the Park City Planning Commission ratified the Development Agreement required by the approved Master Planned Development.
  6. On June 14, 2018 Summit County recorded the Development Agreement -entry no. 01093392.
  7. On May 16, 2018 Summit County recorded the King's Crown Re-Subdivision Plat – entry no. 1091847.
  8. On August 30, 2018 the Park City Housing Authority approved the King's Crown Affordable Housing Mitigation Plan.
  9. On March 19, 2019 the Park City Planning Department received a complete Condominium Plat.
  10. On May 22, 2019 the Planning Commission amended the MPD and CUP.
  11. On August 14, 2019, the Planning Department received a complete application for this Condominium Plat.
  12. On September 22, 2019, the Planning Commission reviewed the King's Crown Resubdivision First Amended Plat and forwarded a unanimous positive recommendation to Council.
  13. On October 10, 2019, the City Council reviewed and approved the King's Crown Resubdivision First Amended Plat, but removed the additional internal Lot Line splitting Lot 2 into Lot 2A and Lot 2B.
  14. The proposed Condominium Plat memorializes common, limited common, and private areas that would that allows the units to be sold individually.
  15. The proposed Condominium Plat consists of twenty-six (26) market rate units, and one (1) Affordable unit within the King's Crown Building B, C, and D, to be platted as King's Crown Condominiums.
  16. The unit boundaries of each private unit would be set forth on the recorded plat.
  17. The size of the private units within the multi-unit dwelling ranges from 756 – 3,121 square feet.
  18. Common areas include mechanical spaces, internal circulation, parking garage and circulation, swimming pool, spa, gym area, entertainment area, exterior walls and internal bearing walls/columns, footing and foundation, roof, etc.
  19. Limited common areas include several exterior decks throughout the three (3) buildings.
  20. The recordation of this Condominium Plat would allow the applicant to sell each unit.
  21. There is Good Cause for this Condominium Plat as it reflects compliance with the amended Master Plan Development and Conditional Use Permit, approved ReSubdivision Plat, and amended Affordable Housing Mitigation Plan.
  22. The analysis section of the staff report is incorporated herein.

Planning Commission Meeting  
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Conclusions of Law – 1271 Lowell Avenue

1. There is good cause for this Condominium Plat.
2. The Condominium Plat is consistent with the Park City Land Management Code and applicable State law regarding Condominium Plats.
3. Neither the public nor any person will be materially injured by the proposed Condominium Plat.
4. Approval of the Condominium Plat, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval – 1271 Lowell Avenue

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat and CCRs for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the Plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. A plat note shall state that all conditions of approval of the amended Master Planned Development, Conditional Use Permit, King's Crown Re-Subdivision Plat (Ordinance No. 2018-05 and Ordinance No. 2019-51), and amended Housing Mitigation Plan shall continue to apply.

**8.F 1500 Snow Creek – Conditional Use Permit – Silver King Coffee is Seeking a CUP for a Retail Drive-up use in the Regional Commercial Overlay District in the South-East Side of the Snow Creek Crossing Parking Lot.**  
**(Application PL-19-04339)**

Planner Ananth introduced Ben Buehner and Brooke Hontz, representing the applicant.

Planner Ananth reviewed the application for a conditional use permit to relocate the existing drive-thru business from Kearns Boulevard to the Snow Creek Shopping Center. The applicant is proposing to locate in a landscaped area of the Snow Creek Shopping. The Center is zoned RD with a Regional Commercial Overlay. It is also a transfer of development rights receiving zone. Planner Ananth reported that an MPD governs the shopping center.

Planner Ananth reported that retail drive-thru businesses require a CUP to consider traffic impacts on the surrounding area.

# **Exhibit 10**











# **Exhibit 11**



November 11, 2019

My name is Patricia Kravtin. My husband, Jonathan Horwitz, and I are residents of 1240 Lowell Avenue, which is the first single-family residence on Lowell Avenue south of Manor Way. As such, we are among the most, if not the most impacted abutter of the proposed Kings Crown development in regard to its impact on the residential/old town character of the portion of Lowell Avenue south of the Resort base. We have on numerous occasions, from the very beginning of the project review process in the fall of 2017 and throughout the past two years shared our concerns with the Developer and the Commission and its Staff regarding the negative impacts of a development of this size and massing on the residential character and quality of life on the northern end of Lowell by the Resort Base. We have over the past two years followed the review process closely and engaged in productive discussions concerning mitigation with the Developer CRH (through its liaison, Mr. Rory Murphy) and then lead planner Mr. Francisco Astorga.

The productive outcome of our engagement with the Developer and Mr. Astorga, as memorialized by CSH representative Mr. Rory Murphy at the Planning Commission's November 29, 2017 meeting (See pages 97-98 of the Minutes of this meeting) was the agreement that the southernmost condominium building, Building D – the building most proximal to the residential segment of Lowell Avenue and also the building of greatest massing, would not extend beyond the southernmost edge of the Lift Lodge condominium building. Agreements were also made about the placement, staggered design, and landscaping of the planned pedestrian access stairs, to be located between the southernmost edge of Building D and the northern edge of House Lot #3 which was to line up with the Kravtin/Horwitz home. (See attached Excerpts from Minutes of November 28, 2019 Planning Commission Meeting).

The project now is well underway. Understandably, there have been changes in various aspects of the project and numerous iterations of plans and drawings since the project's initial approval, including this most recent set of changes now before the Commission. As lay people, however, it is not clear to us from our review of the current proposal and of the current plat drawings included in the Staff Report as well as our visual inspection of the physical stakes that have since been put in the ground, how the various changes that have come before the Commission may impact prior representations made by the Developer to the Commission that served to help mitigate the negative impact of this project on the Lowell Avenue residential neighborhood and in particular, on our home which is directly across the street from this development.

Over the past two years, we have reached out to CRH and received oral assurances that current plans for the placement of Building D were still as agreed, i.e., that the southernmost boundary of Building D and the pedestrian access on its south side will be in conformance to the agreed upon representations as memorialized in the minutes of the November 29, 2017 meeting. Earlier in the process, we had been provided a courtesy drawing from CRH that illustrated the lineup of Building D and the placement and design of the public access stairway in a manner that would leave no ambiguity. (see Attached). As shown in the attached drawing, that the southernmost edge of Building D would not exceed past the southernmost boundary of the Lift

Lodge condominium. The staircase is also staggered and landscaped in a manner that helps minimize the impact of the Building D.

At this very critical juncture of the project, we again respectfully ask that the Commission and its Staff to ensure with CRH that the representations they made to us and this Commission in November 2017 concerning the placement of Building D and the pedestrian access way will be complied with and are fully reflected in the current drawings and official plat -- notwithstanding the numerous changes in the plans and drawings that have occurred in the past two years including the most recent set of changes before the Commission at this week's meeting.

Thank you for the opportunity to express our concerns as the Kings Crown development in our Lowell Avenue neighborhood is evolving from concept to reality.

Sincerely,  
 Patricia Kravtin and Jonathan Horwitz  
 1240 Lowell Avenue  
 Park City, UT 84060

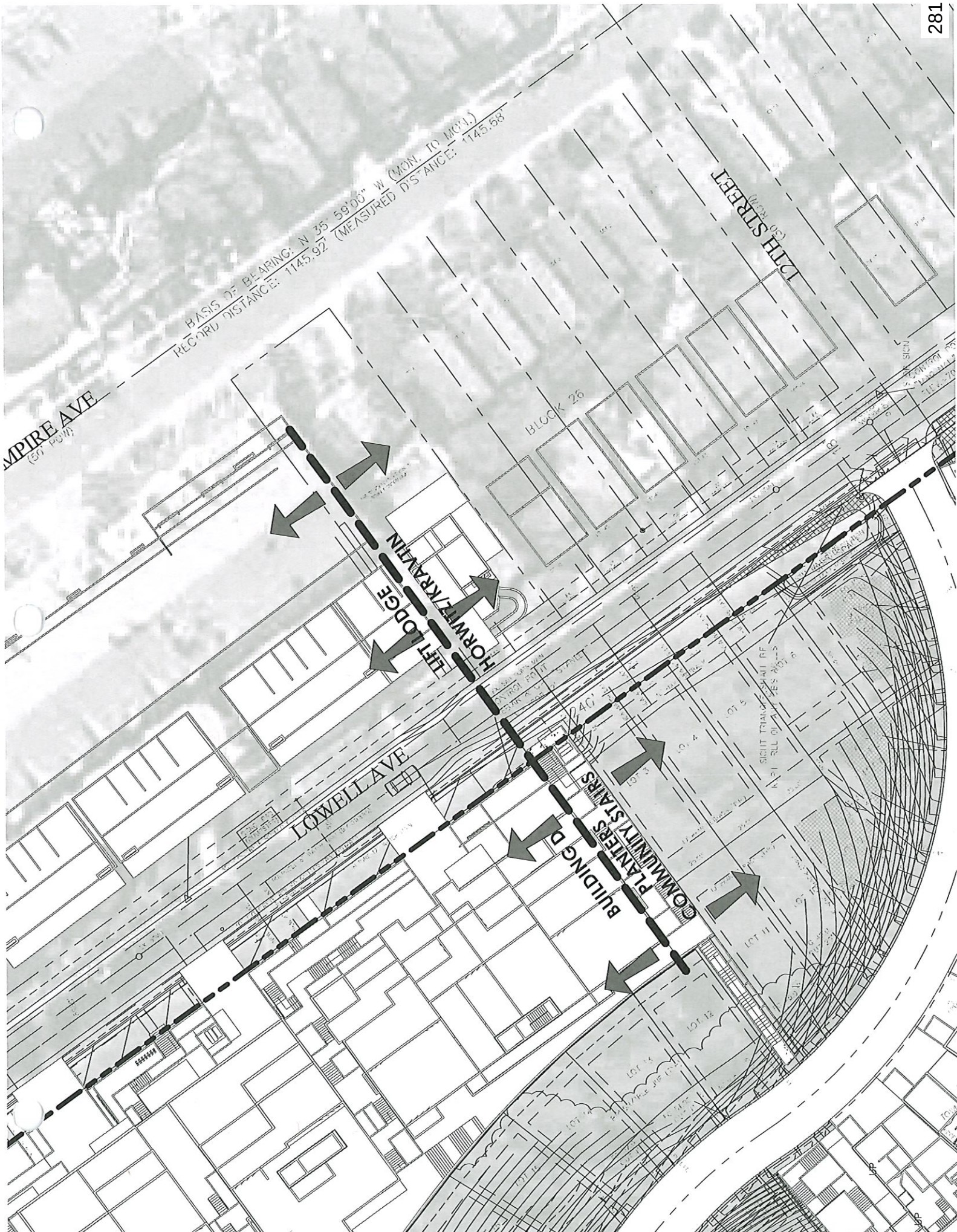
.....  
 Excerpts from the minutes of the November 29, 2017 Planning Commission meeting:

"Mr. Murphy stated that they had significant roof and building placement consideration. A building was moved 15 feet north from its original site to accommodate the Crafton/Horowitz [sic] house, and minimize the disturbance on their visual corridor."  
 (Minutes of the November 29, 2017 Meeting at p.97)

"They also plan vegetation mitigation adjacent to the pedestrian access stairs in an effort to protect the views of the Crafton/Horowitz house." (Id. At p. 97)

"Mr. Murphy reiterated that relative to the Crafton/Horowitz house, they pulled the building 15" to the north. He noted that the southernmost boundary on Building C/D matches the southernmost boundary on the Lift Lodge. Also, the driveway for Building D was pulled 42" to the north to accommodate Crafton/Horowitz because they did not want headlights coming out of the driveway and into their house." (Id. at. p. 98)









My name is Patricia Kravtin. My husband, Jonathan Horwitz, and I are residents of 1240 Lowell Avenue, which is the first single-family residence on Lowell Avenue south of Manor Way. As such, we are among the most, if not the most impacted abutter of the proposed Kings Crown development in regard to its impact on the residential/old town character of the portion of Lowell Avenue south of the Resort base. We have on numerous occasions, from the very beginning of the project review process in the fall of 2017 and throughout the past two years shared our concerns with the Developer and the Commission and its Staff regarding the negative impacts of the stacked condominium buildings with their size and massing on the residential character and quality of life on the northern end of Lowell by the Resort Base.

We have over the past two years followed the review process closely and engaged in productive discussions concerning mitigation with the Developer CRH (through its liaison, Mr. Rory Murphy) and then lead planner Mr. Francisco Astorga, and most recently, Ms. Rebecca Ward. We most recently submitted public comments to the Commission on November 11, 2019 expressing our concerns that the current plat drawings before the Commission as regarding Building D – the building most proximal to the residential segment of Lowell Avenue and also the building of greatest massing, does not currently conform to the developer's representation to us and in statements before the Commission on November 29, 2017 that the southernmost edge of Building D would not extend beyond the southernmost edge of the Lift Lodge condominium building.

While we understand the matter before the Commission today is primarily focused on changes to Buildings B and C, we wish to make it clear that our concerns regarding the location and impact of Building D, of this date, are yet to be resolved. It is our further understanding, based on recent email

communications with CSH representative Mr. Rory Murphy, that revised plans for Building D will be forthcoming. We are hopeful those plans will finally address the unresolved issues with Building D's placement that honor the commitment made by the developer and memorialized by CSH representative Mr. Rory Murphy at the Planning Commission's November 29, 2017 meeting (See pages 97-98 of the Minutes of that meeting, as attached to my November 11, 2019 public comments along with a drawing provided to us by the Developer showing the agreed upon boundary of Building D).

Respectfully, Patricia Kravtin and Jonathan Horwitz, 1240 Lowell Avenue





**Public Comment on Proposed King's Crown Project**

**On Planning Commission Meeting**

**Agenda Item: Wednesday July 26th, 2017**

We are residents of 1240 Lowell Avenue, which is currently the first single-family residence on Lowell Avenue south of Manor Way. As such, we will be among the most, if not the most impacted abutter of the proposed Kings Crown development in regard to its impact on the residential/old town character of the portion of Lowell Avenue south of the Resort base. We have previously shared issues of abutter impact and means of mitigation with the development team prior to their submission to the commission, and we are very appreciative of the developers' outreach and consideration given to the neighborhood quality of Lowell Avenue south of Manor Way. That said, this is a development of significant scale in a neighborhood that already bears the heavy burden of negative spillover effects of the Resort, and will bear the brunt of the burden of future potentially unprecedented large-scale development associated with the Treasure project. Per the Commission's Corrected Notice of Public Hearing, we understand "the Planning Commission is not expected to take Final Action as this is the initial introduction of the projected" and that the item will be continued to a future date. As key abutters, we respectfully ask for the Commission to give this important project its full and careful consideration, taking into account the potential significant impacts of the development on the Lowell Avenue residential neighborhood.

Respectively,

Patricia Kravtin and Jonathan Horwitz

1240 Lowell Avenue

Park City, Utah 84060

# **Exhibit 12**



| Relationship Duration | Percentage of Respondents |
|-----------------------|---------------------------|
| Less than 1 year      | ~85%                      |
| 1-2 years             | ~15%                      |
| 3-5 years             | ~10%                      |
| 6-10 years            | ~5%                       |
| More than 10 years    | ~3%                       |

**From:** Rory Murphy [mailto:paladinparkcity@aol.com]  
**Sent:** Monday, April 10, 2017 4:18 PM  
**To:** Jon Horwitz <Jon\_Horwitz@putnam.com>; pdkravtin@comcast.net  
**Cc:** hans@xmission.com; cv.heath.pc@gmail.com; chimso@be-wow.com  
**Subject:** Fwd: Neighborhood Meeting King's Crown

Hi Jon and Pat,

Here is the corrected overlay drawing. Chimso had moved the condo building about 15 feet from the outside edge of your house to the north. We ran out of room or would have moved it even more. Chimso is also working the roof line to make sure that you have a good line-of-sight to Iron Mountain.

Thank you for your continued interest and dialogue.

take care,

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>

To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Sent: Sun, Apr 9, 2017 1:10 pm

Subject: Re: Neighborhood Meeting King's Crown

Here you go - I will also send to Francisco.

chimso onwuegbu    [chimso@be-wow.com](mailto:chimso@be-wow.com)    cell 801.712.4078



On Fri, Apr 7, 2017 at 3:01 PM, Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)> wrote:

Jon,

You are correct. I didn't catch this in our submittal.

Chimso: can you correct the overall site plan drawing superimposed over the ortho when you get a chance? We will need to send an updated copy to Francisco as well.

Thanks Jon, nice catch. We will update you with elevations as they become available.

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

[435 640 5068](tel:4356405068)

2590 Sidewinder Drive

Park City, UT 84060

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

From: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>

To: Patricia Kravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>; paladinparkcity  
<[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>; hans <[hans@xmission.com](mailto:hans@xmission.com)>; cv.heath.pc  
<[cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)>

Sent: Fri, Apr 7, 2017 2:27 pm

Subject: Re: Neighborhood Meeting King's Crown

Hi Rory

Looking at the attached documents, I believe the one that shows the site plan superimposed on the photograph of Lowell Ave does not appear to be accurate as it seems to place the individual homes across from Lift Lodge and the site driveway directly across from our home. Could you please take a look and clarify for us as the placement of the development relative to us is one of our main concerns. Also, if you could share any elevation drawings once completed.

Thanks again for sharing this with us, it is appreciated.

Best,

Jon

Sent from my iPad

> On Apr 7, 2017, at 2:35 PM, Patricia Kravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)> wrote:

>

> fyi

>

> From: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>>

> Date: Friday, April 7, 2017 at 1:26 PM

> To: "Patricia D. Kravtin" <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)<<mailto:pdkravtin@comcast.net>>>

> Cc: <[hans@xmission.com](mailto:hans@xmission.com)<<mailto:hans@xmission.com>>>, <[cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)<<mailto:cv.heath.pc@gmail.com>>>

> Subject: Re: Neighborhood Meeting King's Crown

>

> Hi Pat,

>

> Thanks for your kind words :) Agreed on Lowell parking. I don't think either side of the street should be used for parking. We'll keep working Staff and Council while we are in front of them on this. Please find attached two drawings that show the proposed plan in some detail. Call me with your questions or comments when you have an opportunity.

>

> take care,

>

> Rory

>

> Rory Murphy

> [paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>

> 435 640 5068

> 2590 Sidewinder Drive

> Park City, UT 84060

>

>



> -----Original Message-----

> From: Patricia Kravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)<<mailto:pdkravtin@comcast.net>>>

> To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>>

> Sent: Fri, Apr 7, 2017 9:25 am

> Subject: Re: Neighborhood Meeting King's Crown

>

> Hi Rory,

> Thanks again for your updates, Jon and I both truly appreciate the neighborhood outreach you and your partners have engaged in and we look forward to further such outreach as your project progresses.

> I did want to follow up and ask that you email a copy of the preliminary drawing you displayed at the meeting last week.

> And lets keep that pressure on the town to get all of Lowell zoned as Residential Permit Parking only. Matt Cassel again confirmed to Hans and I at last night's road construction meeting that he was going to be pushing for it. Lets hold him to it!!

>

> Best Pat

>

> From: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>>

> Date: Tuesday, February 28, 2017 at 11:52 AM

> To: <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>>,

<[ARusten@aol.com](mailto:ARusten@aol.com)<<mailto:ARusten@aol.com>>>,

<[HDLMAL@bellsouth.net](mailto:HDLMAL@bellsouth.net)<<mailto:HDLMAL@bellsouth.net>>>,

<[nick@E7parkcity.com](mailto:nick@E7parkcity.com)<<mailto:nick@E7parkcity.com>>>,

<[nancy@kwparkcity.com](mailto:nancy@kwparkcity.com)<<mailto:nancy@kwparkcity.com>>>,

<[elsteven00@gmail.com](mailto:elsteven00@gmail.com)<<mailto:elsteven00@gmail.com>>>,

<[NielsPV@yahoo.com](mailto:NielsPV@yahoo.com)<<mailto:NielsPV@yahoo.com>>>,

<[psustonehome@yahoo.com](mailto:psustonehome@yahoo.com)<<mailto:psustonehome@yahoo.com>>>,

<[CarolA@E7parkcity.com](mailto:CarolA@E7parkcity.com)<<mailto:CarolA@E7parkcity.com>>>,

<[csramussen@msn.com](mailto:csramussen@msn.com)<<mailto:csramussen@msn.com>>>,

<[shsmith@resortside.com](mailto:shsmith@resortside.com)<<mailto:shsmith@resortside.com>>>,

<[cnhult@comcast.net](mailto:cnhult@comcast.net)<<mailto:cnhult@comcast.net>>>,

<[mark.harney@mvmc.com](mailto:mark.harney@mvmc.com)<<mailto:mark.harney@mvmc.com>>>,

<[laura.suesser@gmail.com](mailto:laura.suesser@gmail.com)<<mailto:laura.suesser@gmail.com>>>,

<[drwinarski@gmail.com](mailto:drwinarski@gmail.com)<<mailto:drwinarski@gmail.com>>>,

<[dean@parkcitysport.com](mailto:dean@parkcitysport.com)<<mailto:dean@parkcitysport.com>>>,

<[jamie@parkcitysport.com](mailto:jamie@parkcitysport.com)<<mailto:jamie@parkcitysport.com>>>,

<[aplloren@gmail.com](mailto:aplloren@gmail.com)<<mailto:aplloren@gmail.com>>>,

<[jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com)<[mailto:jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com)>>,

<[jennettelawrence@gmail.com](mailto:jennettelawrence@gmail.com)<<mailto:jennettelawrence@gmail.com>>>,

<[amoran@evergreen-eng.com](mailto:amoran@evergreen-eng.com)<<mailto:amoran@evergreen-eng.com>>>, "Patricia D.

Kravtin" <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)<<mailto:pdkravtin@comcast.net>>>

> Cc: <[cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)<<mailto:cv.heath.pc@gmail.com>>>,

<[hans@xmission.com](mailto:hans@xmission.com)<<mailto:hans@xmission.com>>>, <[chimso@be-](mailto:chimso@be-wow.com)

[wow.com](mailto:chimso@be-wow.com)<<mailto:chimso@be-wow.com>>>,

<[fastorga@parkcity.org](mailto:fastorga@parkcity.org)<<mailto:fastorga@parkcity.org>>>

> Subject: Re: Neighborhood Meeting King's Crown

>

> All,

>

> We have had a number of additional meetings with neighbors of the King's Crown property with individuals and groups that could not be at the meeting on the 9th. Attached please find an updated list with additional input from those neighbor meetings. Thank you again for your thoughts and time. We will keep you posted as to the progress as things develop. In the meantime, please do not hesitate to share your thoughts and concerns with us regarding the property. We look forward to continuing our dialogue.

>

> take care,

>

> Rory

>

> Rory Murphy  
 > [paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>  
 > 435 640 5068  
 > 2590 Sidewinder Drive  
 > Park City, UT 84060  
 >  
 >  
 > -----Original Message-----  
 > From: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>>  
 > To: ARusten <[ARusten@aol.com](mailto:ARusten@aol.com)<<mailto:ARusten@aol.com>>>; HDLMAL  
 > <[HDLMAL@bellsouth.net](mailto:HDLMAL@bellsouth.net)<<mailto:HDLMAL@bellsouth.net>>>; nick  
 > <[nick@E7parkcity.com](mailto:nick@E7parkcity.com)<<mailto:nick@E7parkcity.com>>>; nancy  
 > <[nancy@kwparkcity.com](mailto:nancy@kwparkcity.com)<<mailto:nancy@kwparkcity.com>>>; elsteven00  
 > <[elsteven00@gmail.com](mailto:elsteven00@gmail.com)<<mailto:elsteven00@gmail.com>>>; NielsPV  
 > <[NielsPV@yahoo.com](mailto:NielsPV@yahoo.com)<<mailto:NielsPV@yahoo.com>>>; psustonehome  
 > <[psustonehome@yahoo.com](mailto:psustonehome@yahoo.com)<<mailto:psustonehome@yahoo.com>>>; CarolA  
 > <[CarolA@E7parkcity.com](mailto:CarolA@E7parkcity.com)<<mailto:CarolA@E7parkcity.com>>>; csramussen  
 > <[csramussen@msn.com](mailto:csramussen@msn.com)<<mailto:csramussen@msn.com>>>; shsmith  
 > <[shsmith@resortside.com](mailto:shsmith@resortside.com)<<mailto:shsmith@resortside.com>>>; cnhult  
 > <[cnhult@comcast.net](mailto:cnhult@comcast.net)<<mailto:cnhult@comcast.net>>>; mark.harney  
 > <[mark.harney@mwwc.com](mailto:mark.harney@mwwc.com)<<mailto:mark.harney@mwwc.com>>>; laura.suesser  
 > <[laura.suesser@gmail.com](mailto:laura.suesser@gmail.com)<<mailto:laura.suesser@gmail.com>>>; drwinarski  
 > <[drwinarski@gmail.com](mailto:drwinarski@gmail.com)<<mailto:drwinarski@gmail.com>>>; dean  
 > <[dean@parkcitysport.com](mailto:dean@parkcitysport.com)<<mailto:dean@parkcitysport.com>>>; jamie  
 > <[jamie@parkcitysport.com](mailto:jamie@parkcitysport.com)<<mailto:jamie@parkcitysport.com>>>; aplloren  
 > <[aplloren@gmail.com](mailto:aplloren@gmail.com)<<mailto:aplloren@gmail.com>>>  
 > Cc: cv.heath.pc <[cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)<<mailto:cv.heath.pc@gmail.com>>>; hans  
 > <[hans@xmission.com](mailto:hans@xmission.com)<<mailto:hans@xmission.com>>>; chimso <[chimso@be-wow.com](mailto:chimso@be-wow.com)<<mailto:chimso@be-wow.com>>>; fastorga  
 > <[fastorga@parkcity.org](mailto:fastorga@parkcity.org)<<mailto:fastorga@parkcity.org>>>  
 > Sent: Sun, Feb 12, 2017 5:15 pm  
 > Subject: Neighborhood Meeting King's Crown  
 >  
 > Dear All,  
 >  
 > I want to reiterate our thanks for attending the neighbor meeting on Thursday. We very much appreciate you taking the time to attend and offer your comments. As we promised, I have attached a list of the comments to this email to be used as a basis for further input and discussion. In that view, please do not hesitate to continue to contact us with your comments and suggestions. This is enormously helpful for us and we are grateful for your participation.  
 >  
 > An administrative note: I tried to copy the emails as best I could. If any bounce back, I will reach out and call to get the correct one. I had to make a best guess with some of them :)  
 >  
 > Take care,  
 >  
 > Rory Murphy 435-640-5068  
 > [paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>  
 > Hans Fuegi 435-640-1383 [hans@xmission.com](mailto:hans@xmission.com)<<mailto:hans@xmission.com>>  
 > Chuck Heath 435-659-8875 [cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com)<<mailto:cv.heath.pc@gmail.com>>  
 >  
 >  
 > Rory Murphy  
 > [paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)<<mailto:paladinparkcity@aol.com>>  
 > 435 640 5068  
 > 2590 Sidewinder Drive  
 > Park City, UT 84060  
 > <Kings Crown Site final .pdf>  
 > <Kings Crown Overall Site final.pdf>



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# **Exhibit 13**

|                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <div style="background-color: black; width: 60px; height: 15px;"></div><br><div style="background-color: black; width: 70px; height: 15px;"></div><br><div style="background-color: black; width: 40px; height: 15px;"></div><br><div style="background-color: black; width: 80px; height: 15px;"></div> | <div style="background-color: black; width: 900px; height: 15px;"></div><br><div style="background-color: black; width: 850px; height: 15px;"></div><br><div style="background-color: black; width: 300px; height: 15px;"></div><br><div style="background-color: black; width: 250px; height: 15px;"></div> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

| Response               | Percentage |
|------------------------|------------|
| Yes, it is a crisis    | 85%        |
| No, it is not a crisis | 15%        |

**From:** Rory Murphy [mailto:paladinparkcity@aol.com]  
**Sent:** Tuesday, August 01, 2017 4:07 PM  
**To:** Jon Horwitz <Jon\_Horwitz@putnam.com>; pdkravtin@comcast.net  
**Cc:** chimso@be-wow.com; hans@xmission.com; cv.heath.pc@gmail.com  
**Subject:** Fwd: 1240 Lowell Ave.

Jon and Pat,

My apologies for taking so long to reply to this. I dropped my computer on Friday and managed to break the hard drive. A pretty fine mess. I'm just now back in operation.

We are happy to discuss the views and the roof lines when you get back into town. As we have said, if we can accommodate you, we will strive to. Chimso and I can meet with you at your convenience and we can continue to discuss this.

You are correct with the belief that the building has been moved the 15 feet north that we discussed earlier. The drawings that you referenced, the Utility plan and the Civil Site



Plan were, as you put (and I really like this phrase) an "artifact" of the previous iterations. The building has been moved down and the area in front of your house is a stairway that walks up to the ski run. We will clarify this in our next presentation at the Planning Commission. Chimso and I have also discussed moving the entrance to the condo building closest to you further north to mitigate the concern you raised in your email below. We can discuss that next week as well.

I want to express our thanks for your taking the time to actually get into the details and understand what we are trying to do. We know this a development is not what you want to have happen across the street from you. Taking the time to get the facts straight is truly appreciated.

take care,

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

[435 640 5068](tel:4356405068)

2590 Sidewinder Drive

Park City, UT 84060

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**From:** Rory Murphy [<mailto:paladinparkcity@aol.com>]  
**Sent:** Thursday, July 27, 2017 12:37 PM  
**To:** Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>; [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)  
**Cc:** [chimso@be-wow.com](mailto:chimso@be-wow.com); [cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com); [hans@xmission.com](mailto:hans@xmission.com)  
**Subject:** Fwd: Jon & Pat

Hi Jon and Pat,

Please take a look at these view when you get a chance. We did fool with the roofs quite a bit to maintain the view northwest to Iron Mountain. I thought this turned out reasonably well. I'm less satisfied with the view to the southwest. I think we can continue to work the roof lines on the townhomes here to maximize your view a little better. Still a work in progress. When you get to town, please contact me and we will set up a time to get together. This dialogue has been very helpful.

Relative to your questions form the preceding email, I think it is important that we continue to work on the entrance so we do not have headlights shining into your unit. Chimso: can you please take a look at this and see what can be done to make this situation better for Jon and Pat? Also, your suggestion that each lot have a vegetation plan makes a lot of sense. There is excellent mature vegetation up there and it needs to be protected where possible. I think having each lot submit a vegetation plan to the HOA architectural committee before construction would be appropriate and the maple trees protected to the extent practical. In no case would we allow what has happened below you where they stripped the land bare long before construction and just let it sit there.

As always, thank you for your continued comments and suggestions. They have been very helpful and given us great ideas.

take care,

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>

To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Sent: Tue, Jul 25, 2017 2:57 pm

Subject: Jon & Pat

Rory -



Here are a couple views from their deck.

chimso onwuegbu

chimso@be-wow.com

cell 801.712.4078



Virus-free. [www.avast.com](http://www.avast.com)

---

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# **Exhibit 14**

**Subject:** Re: Horwitz/Kravtin View

Hope you are both well. I do not believe that the building has moved at all and the areas shown are planter beds, but I am meeting with Chimso in an hour and will confirm. Please be assured that I will honor what was said. I also owe you some assistance on your concrete where you have puddling on your lower deck. Good luck with the surgery and I look forward to seeing you both soon. I will report back to you after my meeting with Chimso.

Rory

paladinparkcity@aol.com



435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>

To: rory murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Cc: Pat Kravtin ([pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)) <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>

Sent: Mon, Nov 11, 2019 8:15 am

Subject: FW: Horwitz/Kravtin View

Hi Rory

I also wanted to give you a heads-up that Pat will not be able to make the meeting this week because I am having a minor surgical procedure. Instead, she is planning to submit a comment to the commission reiterating our understanding, citing back to your presentation at the 11/29/17 planning commission meeting, that the southern edge of Building D not extend past the southern edge of lift lodge. As you know, from the beginning this has been a really important point for us and what we learned is that when the guys show up with plans and orange spray paint, all they care about is what's on that piece of paper.

Best,

Jon

---

**From:** Jon Horwitz

**Sent:** Saturday, November 09, 2019 11:36 AM

**To:** rory murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>; Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>; Pat Kravtin ([pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)) <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>

**Subject:** FW: Horwitz/Kravtin View

Hi Rory

Hope all is well with you. I wanted to follow-up on the placement of building D. Rebecca Ward shared the staff report from the most recent presentation before the planning commission with Pat. It appears that the original staggered stairway is being shown as a straight stairway, with less width, and we wanted to confirm that your commitment to end building D in line with the Lift Lodge building (see attached) has not changed with all the restructuring that is taking

place. We are concerned because the distance between lot 3 and Building D on the current drawing does not seem to reconcile with building D ending with the lift lodge building, so we would appreciate your clarification of the two different drawings and their impact on us.

Thanks so much.

Best, Jon and Pat

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

From: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Date: Nov 28, 2017 11:53 AM

Subject: Fwd: Horwitz/Kravtin View

To: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>, [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)

Cc: [chimso@be-wow.com](mailto:chimso@be-wow.com), [cv.heath.pc@gmail.com](mailto:cv.heath.pc@gmail.com), [hans@xmission.com](mailto:hans@xmission.com)

---

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

From: Patricia Kravtin <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>

To: 'Rory Murphy' <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>; [jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com)

Cc: [chimso@be-wow.com](mailto:chimso@be-wow.com); 'Jon Horwitz' <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>

Sent: Sun, Nov 26, 2017 5:00 pm

Subject: RE: Horwitz/Kravtin View

Rory, Jon and I are still going through the materials posted on the commission site but had a few threshold questions for you and Chimso that we are seeking clarification on for us and the Commission.

We very much appreciate that the image below is definitely getting closer to our expectation in that it appears to incorporate changes we had discussed for, i.e., movement of the garage entrance down from the uphill end of Unit D so headlights did not glare into house, and also that undulations had been added to the Lowell Ave façade and South elevation for a less harsh architectural massing.

We would like to clarify:

(1) that with this movement of the garage entrance, which is only partway down from the uphill end of the building, that Chimso is confident and can represent to us and the Commission that we will not have the glare of headlights coming into our home. This is a real concern of ours given the size of Unit D and the volume of cars that might be going in and out of that building. We do appreciate the movement of the garage, but had been hoping the garage would be located even further away from our end of that Building. We understand your concern regarding the garage. In the latest drawings, we pulled the entrance to the garage 42 feet to the north along Lowell from where we had it to accommodate your concerns. This was as far as was practical as we were already pushing the limits of constructability relative to cross-slopes on the road. This really is as far as we can push it. Relative to the headlights, if a driver turns south from the garage entrance, then there will be a brief instant when the cars lights will shine on your home, but it appears that it will hit the first floor and not the bedroom.

(2) that you will clarify to the Commission that the proposed plat in their package does not reflect the true location of Unit D relative to Lift Lodge and our home, as the plat in the package is inconsistent with your updated drawings which show the uphill end of Unit D to be located well north of our home. We will make a point to clarify to the Commission verbally (and therefore on the record) that the south wall of Building D lines up with the southernmost edge of the Lift Lodge. This building moved 15 feet from its original location to accommodate your view.

(3) following up on point (2), there is still ambiguity as to where exactly the uphill (i.e., southern-most) end of Unit D would be located relative to our home and Lift Lodge structures. The last email we had on the subject indicated the building had definitely been moved 15 feet to the north but also that there would be an effort made to move it even further north of our home to mitigate our negative impacts. Given the importance of Unit D's placement, we would like to remove this ambiguity and for you to clarify for us and the Commission more precisely where the southernmost end of Unit D would lie. Please see the attached drawing showing the proposed locations of the buildings. After we met, we moved the Building D 15 feet north from its original location to help mitigate the impact on your home. Again, the southern boundary of Building D lines up with the southern boundary of Lift Lodge. Please note where the stairs are. The stairs are interspersed with planter boxes which should significantly improve the



visual effect from your home. We were, unfortunately, squeezed in the other direction by the City Engineer for the placement of a water line and unfortunately cannot move it farther and still maintain building heights.

(4) Finally, as with the garage movement, we like the tweaks to the original images that Chimso has added to soften the Building D's massing. That said, we had hoped for the addition of more dramatic side terracing as featured in the photo of your Main Street development that Jon had previously forwarded to you. Could you clarify whether you have considered and ruled out the possibility of adding more such prominent features to Building D or whether there remain opportunities to consider further architectural refinements that might soften the building's massing? I discussed this with Chimso this morning and he said he played with the terracing quite a bit and is confident that the effect will softened your views in that direction. We've also added planters where we will plant trees and shrubs to further reduce the visual intrusion on your home. That being said, we should continue our dialogue with Chimso to try to achieve the best end result for your views as possible.

Thanks so much, as always, we so appreciate your outreach and constructive dialogue throughout this process.

Best Pat

**From:** Rory Murphy [mailto:[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)]  
**Sent:** Wednesday, November 22, 2017 11:11 AM  
**To:** [jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com); [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)  
**Cc:** [chimso@be-wow.com](mailto:chimso@be-wow.com)  
**Subject:** Fwd: Horwitz/Kravtin View

Hi Jon and Pat,

I hope you both are well. Sorry for the delay in getting this to you. My Mom passed last month and I'm afraid I've been rather occupied. When you get a chance, please look over the below view and let me know if we are getting closer to your expectations on this item.

take care,

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Chimso Onwuegbu <[chimso@be-wow.com](mailto:chimso@be-wow.com)>

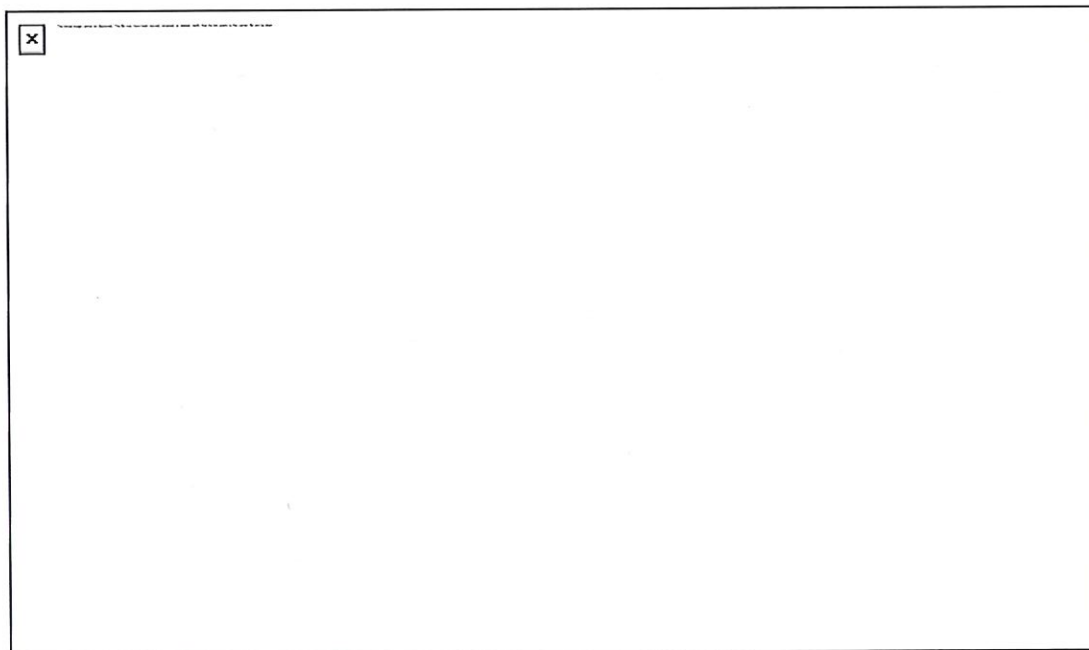
To: Rory Murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Sent: Tue, Nov 21, 2017 9:53 am

Subject: Horwitz/Kravtin View

Rory -

Here is a current image which shows a view from the Living area. It shows the driveway moved down per their request, as well as significant undulations to both the Lowell Ave facade as well as the South elevation along the community stairs. Let me know if this is what you were looking for?



chimso onwuegbu

[chimso@be-wow.com](mailto:chimso@be-wow.com)

cell 801.712.4078



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# **Exhibit 15**

| Organization | Percentage of Respondents |
|--------------|---------------------------|
| Protestant   | 10%                       |
| Catholic     | 8%                        |
| Muslim       | 3%                        |
| Jewish       | 2%                        |
| Other        | 5%                        |
| None         | 12%                       |

| Organization    | Percentage of Respondents |
|-----------------|---------------------------|
| American Legion | 100%                      |
| Elks            | 95%                       |
| Kiwanis         | 75%                       |
| Rotary          | 65%                       |
| Lions           | 55%                       |
| Other           | 45%                       |

**From:** paladinparkcity@aol.com [mailto:paladinparkcity@aol.com]  
**Sent:** Friday, February 21, 2020 10:51 AM  
**To:** Jon Horwitz <Jon\_Horwitz@putnam.com>  
**Cc:** pdkravtin@comcast.net; chimso@be-wow.com  
**Subject:** Re: Building D

Jon/Pat,

Today doesn't work for Chimso, but he and I are available Sunday afternoon if that works for you. Attached is our latest efforts on the re-design. Don't worry, it is still a draft set and that is why we are hoping to meet. We've made some progress but are still not there.

Sorry to have caused you stress with this. It has easily been one of the most stressful issues I have have dealt with regarding this project.

Look forward to seeing you.

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Jon Horwitz <[Jon\\_Horwitz@putnam.com](mailto:Jon_Horwitz@putnam.com)>

To: [paladinparkcity@aol.com](mailto:paladinparkcity@aol.com) <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>

Cc: [pdkravtin@comcast.net](mailto:pdkravtin@comcast.net) <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>; [chimso@be-wow.com](mailto:chimso@be-wow.com) <[chimso@be-wow.com](mailto:chimso@be-wow.com)>

Sent: Thu, Feb 20, 2020 5:57 pm

Subject: Re: Building D

Hi Rory

We are well and I hope you are too. We are currently in Park City, but I am leaving Monday morning. If it works for you we could meet tomorrow afternoon at 3:30 or 4:00. We are also available on the weekend, but I don't want to take you guys away from family. Let me know if tomorrow works.

It would be helpful to get an email with revised drawings in advance, and also to know that building D will end where lift lodge ends.

Thanks so much and look forward to seeing you.

Best,

Jon

Sent from my iPhone

On Feb 20, 2020, at 3:59 PM, "[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)" <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)> wrote:



Hi Pat and Jon,

I hope this email finds you well and you are getting a lot of skiing in this year. Now that the dust has settled with Buildings B and C, I was hoping to meet with you both the next time you are in town and it is convenient and go over the work we have done on Building D.

Let me know what works and Chimso and I will make ourselves available.

Take care,

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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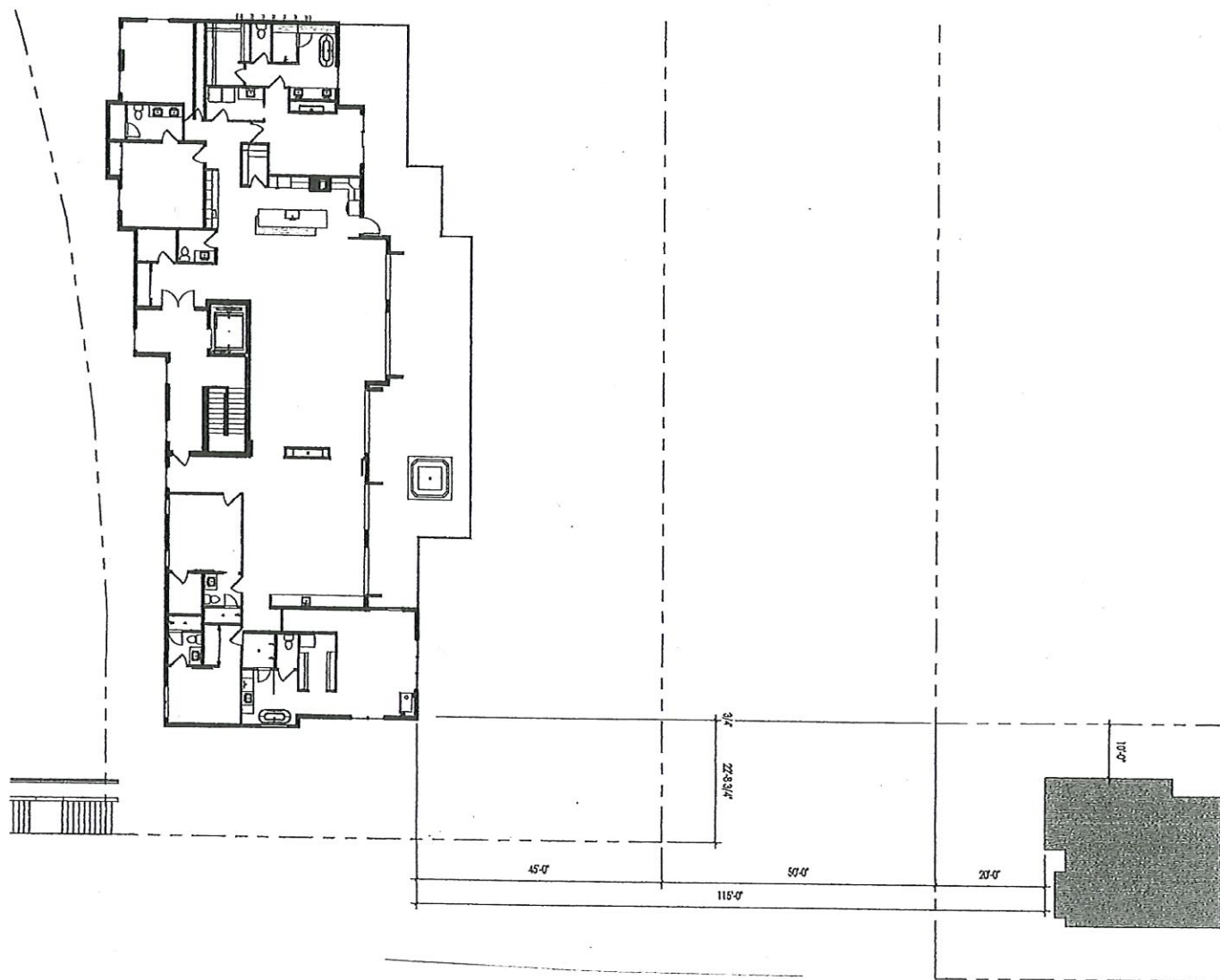
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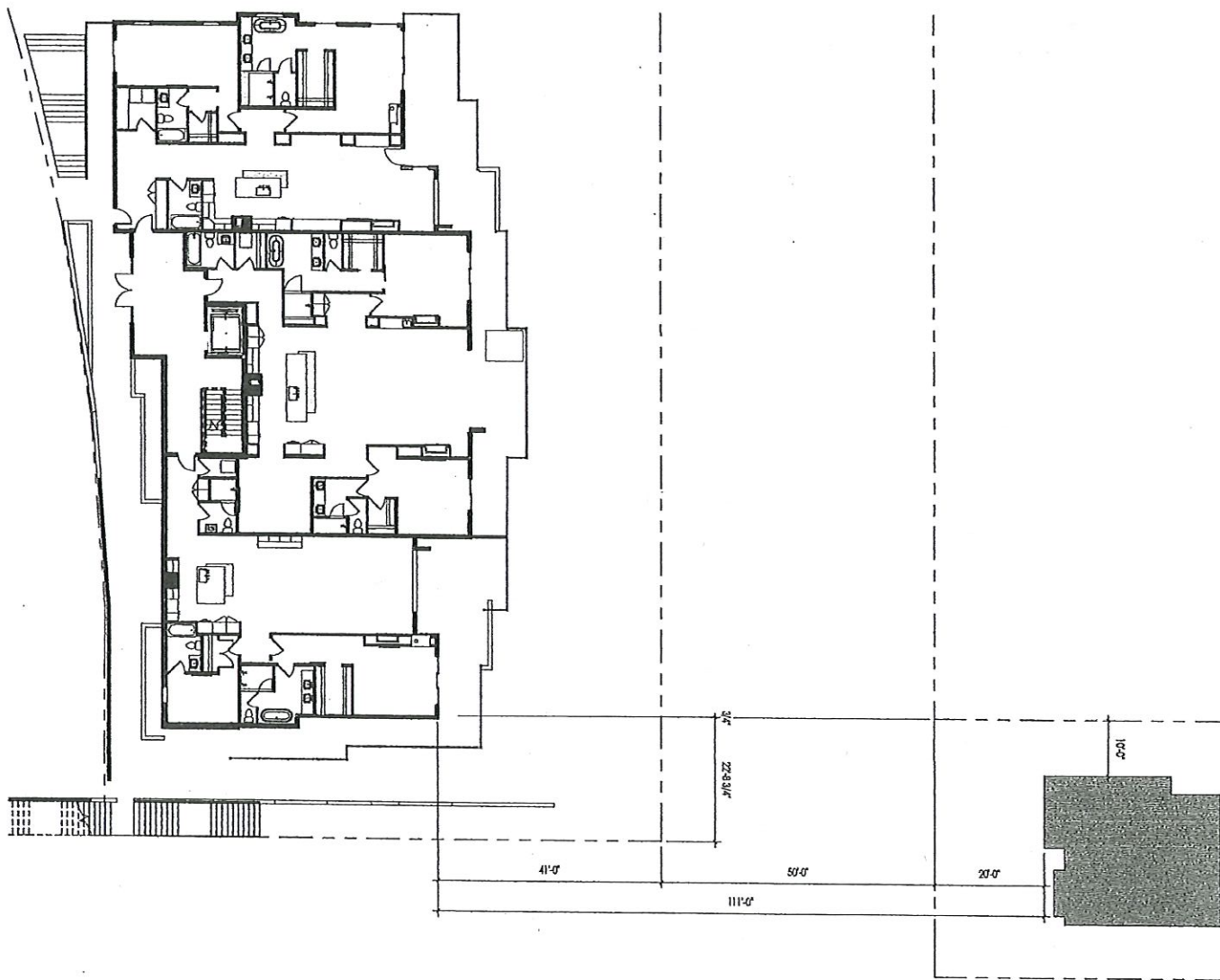
confirmation of any transaction. Putnam does not accept purchase or redemptions of securities, instructions, or authorizations that are sent via e-mail. All market prices, data and other information are not warranted as to completeness or accuracy and are subject to change without notice. Any comments or statements made herein do not necessarily reflect those of Putnam Investments, LLC (DBA Putnam Investments) and its subsidiaries and affiliates. If you are not the intended recipient of this e-mail, please delete the e-mail. Information on how Putnam gathers and uses personal data is available in Putnam's privacy notice which can be found at <https://www.putnam.com/policies>

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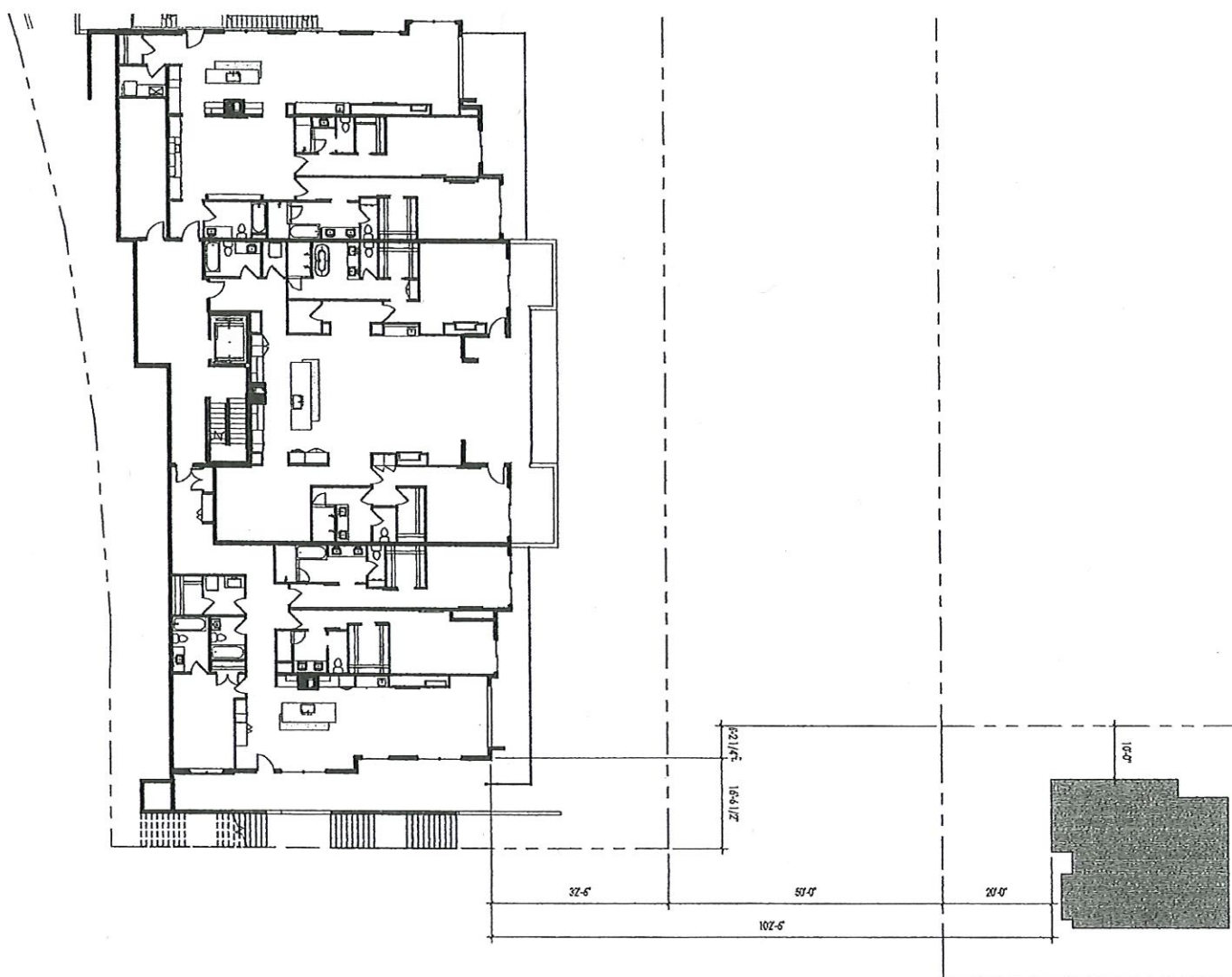


FOURTH FLOOR

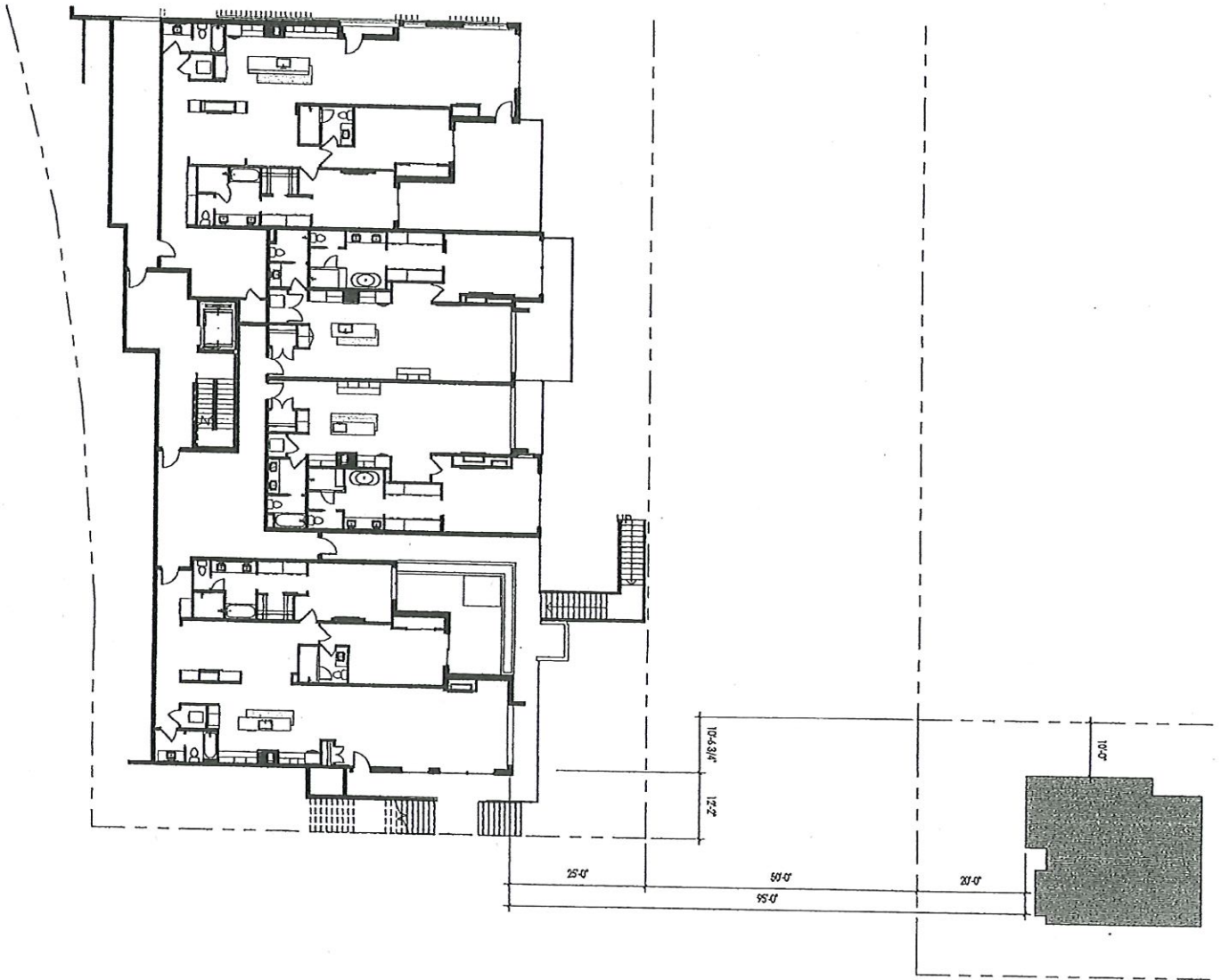




THIRD FLOOR

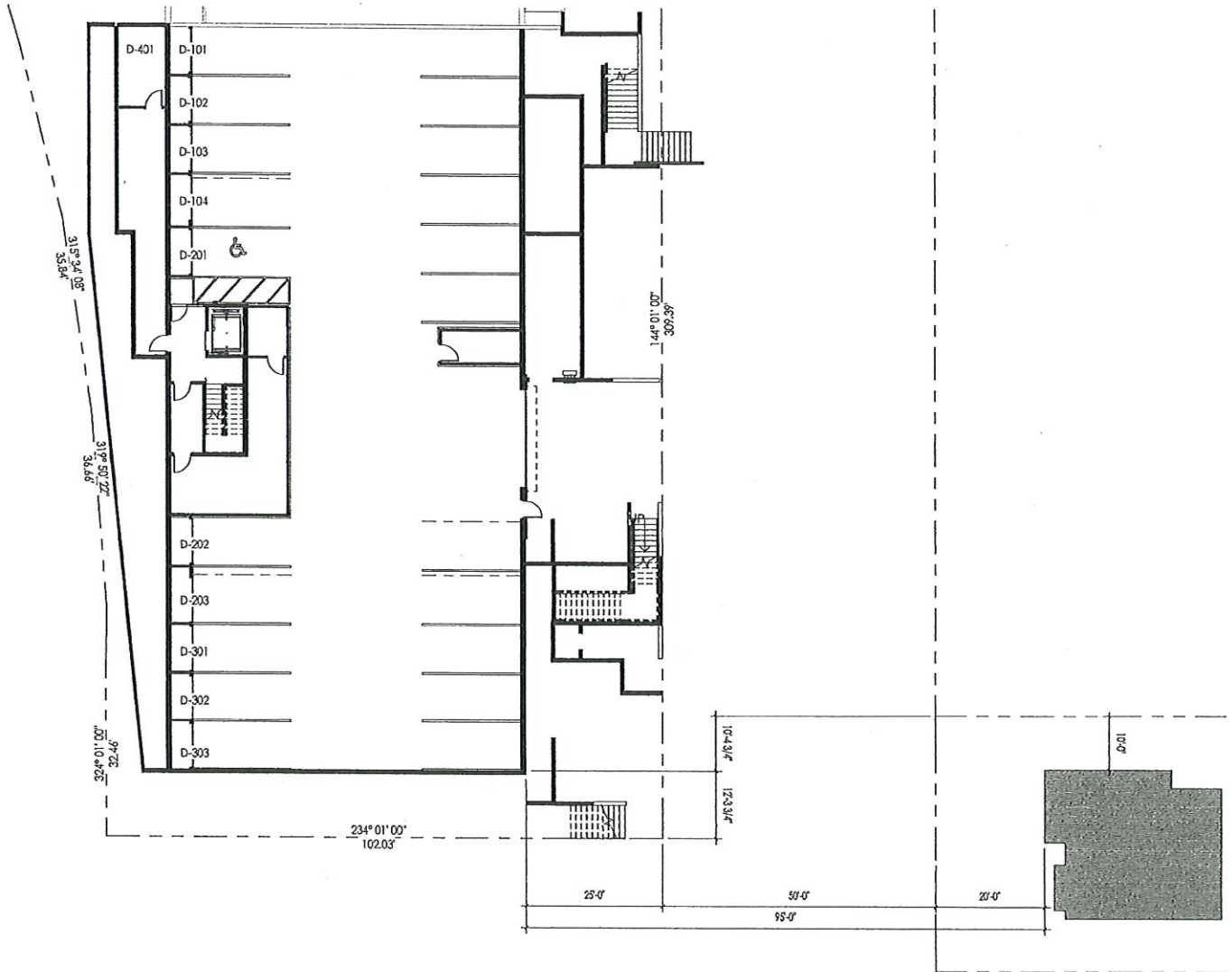


SECOND FLOOR



FIRST FLOOR





GARAGE

# **Exhibit 16**

1



435 640 5068

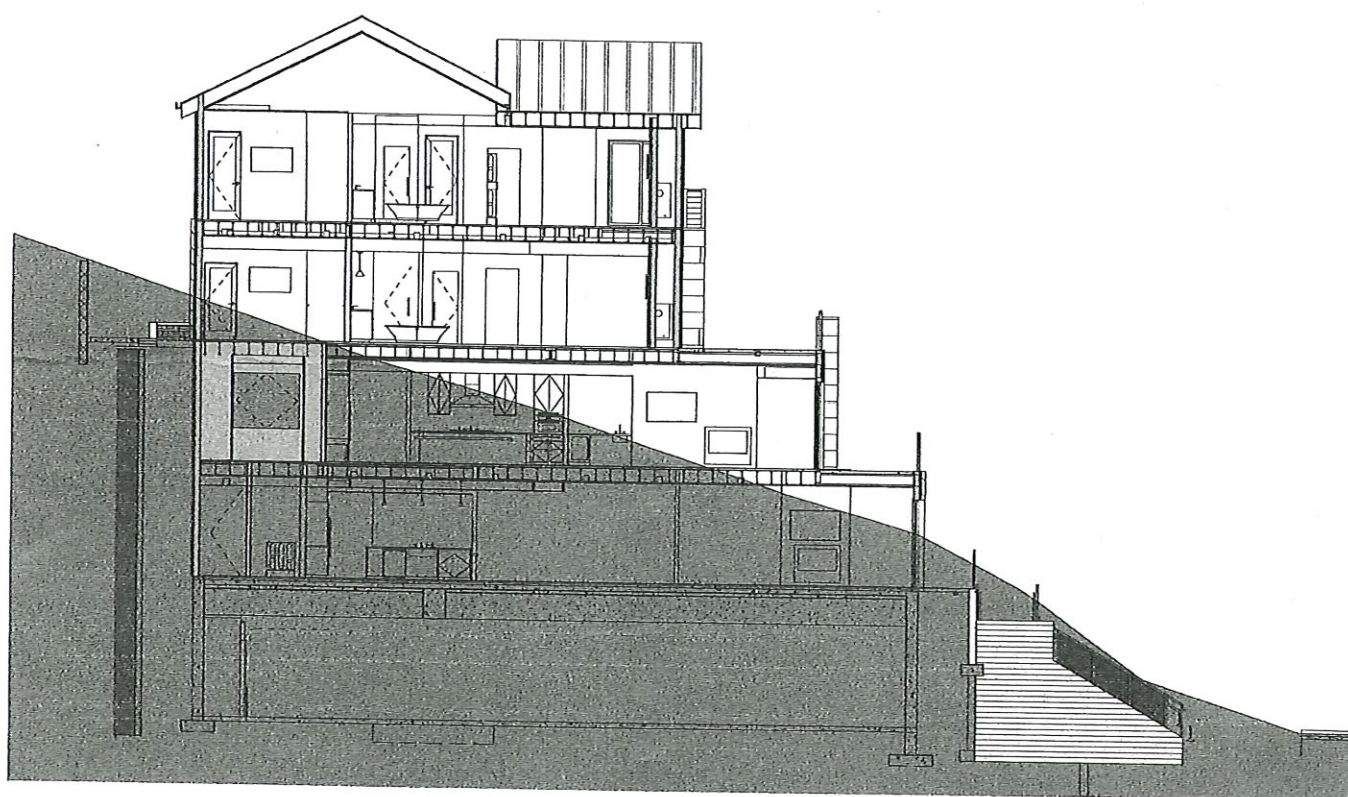
2590 Sidewinder Drive

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# **Exhibit 17**



**From:** rory murphy [mailto:paladinparkcity@aol.com]  
**Sent:** Wednesday, November 13, 2019 11:51 AM  
**To:** pdkravtin@comcast.net; Jon Horwitz <Jon\_Horwitz@putnam.com>  
**Subject:** Re: Location of Building D

Hi Pat,

Please give Jon my best!

I understand your concerns and your requests are absolutely fair and reasonable. When you are next here, I will get the surveyor/civil engineer to join us on site and we will measure off. This should give you the peace of mind you are seeking. Relative to tonight, I will reiterate our position on this and further put this on the record. Sometimes I am asked not to speak in the interests of time, however, if the opportunity is there, I will state this again for the record.

Thanks,

Rory

Rory Murphy

paladinparkcity@aol.com

435 640 5068

2590 Sidewinder Drive

Park City, UT 84060

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

From: Patricia Kravtin <pdkravtin@comcast.net>

To: rory murphy <paladinparkcity@aol.com>; jon\_horwitz <jon\_horwitz@putnam.com>

Sent: Wed, Nov 13, 2019 9:38 am

Subject: Re: Location of Building D

Thanks Rory, I am responding for Jon since he is still kind of loopy, but doing well.

We very much appreciate the response, but it still seems to leave the question open for an outcome other than certain that the edge of Building D will not exceed past the end of the Lift Lodge/Sweetwater.

We certainly appreciate your willingness to sit down with us, but what we are really looking for here is clarity now that we have a hard reference point for Lot's 3 foundation to go off on, it seems to us that should be possible.

Seems like we should be able at this point, to measure off the edge of Lot 3, the additive components of the actual distance between the Lot 3 foundation, the Lot 3 side set back, the public access stairway/side setback, and the allowable edge of Building D per the plat.

Otherwise, the commitment regarding the edge of Building D is not something we can count on the Plat making clear.

Also, it would give us additional peace of mind if, given the opportunity, you are able to reiterate there is no change regarding the edge of Building D, and that the plat so reflects that commitment, at the meeting tonight.

Thanks for all!! Best Pat

---

**From:** rory murphy <[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)>  
**Date:** Wednesday, November 13, 2019 at 12:04 PM  
**To:** <[jon\\_horwitz@putnam.com](mailto:jon_horwitz@putnam.com)>, "Patricia D. Kravtin" <[pdkravtin@comcast.net](mailto:pdkravtin@comcast.net)>  
**Subject:** Location of Building D

Dear Jon and Pat,

I hope the surgery went well. Sorry to hear you had to go through it! As far as I can tell and more importantly as far as Chimso can tell, Building D remains in the same place and will remain in line with the end of Lift Lodge/Sweetwater. I *think* that the edge you may be concerned with is planter boxes going up adjacent to the stairs. Let's plan to sit down and go over any concerns you have when you are next in town. On another note, we will start with concrete on the condo buildings in about two weeks and I had planned to address your concrete when my guys were on site.

Hope you are both doing good and look forward to seeing you.

Rory

Rory Murphy

[paladinparkcity@aol.com](mailto:paladinparkcity@aol.com)

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# **Exhibit 18**

**1**



Please let us know if you are interested in scheduling a time for us to meet with you and the development team in an effort to try again to resolve this in a more expeditious and less cumbersome manner than your letter suggests.

Best Regards,

Jon and Pat

---

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| Device Type       | Percentage of Respondents |
|-------------------|---------------------------|
| Smartphone        | 85%                       |
| Tablet            | 75%                       |
| Smartwatch        | 60%                       |
| Smart TV          | 45%                       |
| Smart Home Device | 35%                       |

Dear John and Pat,

Best Regards,

Rory

Rory Murphy

paladinparkcity@aol.com

435 640 5068



2590 Sidewinder Drive

Park City, UT 84060

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August 5, 2020

VIA EMAIL

Jon Horwitz  
Pat Kravtin

**Re: King's Crown Condominiums**

Dear Jon and Pat:

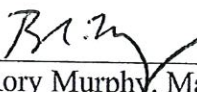
Thank you for your email message sent on July 31, 2020 in which you inquired if representatives of CRG Development, LLC ("CRG") are interested in scheduling a time to meet with you to resolve your concerns pertaining to the engineering, design and location of Building D and the Building D Parking Structure within CRG's King's Crown Condominiums Project. As you mentioned in your email, representatives of CRG have been communicating with you over the past three years in an effort to address your concerns and objections pertaining to the engineering, design and location of Building D and the Building D Parking Structure without reaching an agreement with you on how to resolve your concerns. All of the members of CRG have concluded that further discussion between you and representatives of CRG will not be productive.

In light of your ongoing dissatisfaction with respect to the final approvals obtained by CRG from the Planning Commission and the City Council of Park City Municipal Corporation (the "City") with respect to the engineering, design and location of Building D and the Building D Parking Structure, CRG will request that all approvals previously received by CRG from the Planning Commission and from the City Council of the City pertaining to the engineering, design and location of Building D and the Building D Parking Structure be vacated and rescinded. CRG is in the process of initiating once again the process to request from the Planning Commission and from the City Council of the City all necessary approvals with respect to CRG's proposed engineering, design, construction and location of Building D and the Building D Parking Structure.

As mentioned in CRG's letter to you dated July 27, 2020, during this new application and approval process, you will have the unfettered opportunity to express your opposition and concerns pertaining to the engineering, design, construction and location of Building D and the Building Parking Structure directly to the Planning Commission, to the City Council, to the City's Building Department and to any all employees and officers of the City as you deem appropriate.

Very truly yours,

CRG DEVELOPMENT, LLC,  
a Utah limited liability company

By:   
Rory Murphy, Manager

## Planning Commission Staff Report



PLANNING DEPARTMENT

**Subject:** Park City Mountain Base Area Development  
**Project #:** PL-20-04475  
**Author:** Bruce Erickson – Planning Director  
Alexandra Ananth – Senior Planner  
**Date:** September 23, 2020  
**Type of Item:** Administrative Public Hearing – MPD Modification

### Summary Recommendations

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, and continued to the September 23, 2020 Planning Commission meeting.

Staff recommends the Planning Commission continue the public hearing on the redevelopment of the Park City Mountain Base Area Development, with a focus on transit and pedestrian connectivity, traffic, parking and circulation. The Planning Commission review should evaluate the transportation elements in the project in accordance with the MPD section of the LMC and existing DA, and align the project with the goals and objectives of the Park City General Plan. Staff recommends the Commission consider public input and keep the hearing open until the Commission has completed its review of the project, with other topics to be considered at additional public hearings. 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 meeting for this project is tentatively scheduled as a Work Session by the Housing Authority in October 13, 2020. The next Planning Commission public hearing for this project is tentatively scheduled for October 28, 2020 Please check back with the Planning Department in mid-October. 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:  | DA amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code |

### **Acronyms**

|                                  |                                     |
|----------------------------------|-------------------------------------|
| Park City Mountain Resort (PCMR) | Recreation Commercial (RC)          |
| Park City Mountain (PCM)         | Conditional Use Permits (CUP)       |
| Development Agreement (DA)       | Comfortable Carrying Capacity (CCC) |
| Master Planned Development (MPD) | Return on Community (ROC)           |
| Land Management Code (LMC)       | VR CPC Holdings, Inc. (VRCPC)       |
| Recreational Open Space (ROS)    | Transportation Demand Management    |
| Plan (TDM)                       | Level of Service (LOS)              |
| Traffic Impact Study (TIS)       | Transportation Network Companies    |
| (TNCs)                           |                                     |

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

### **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. Additional information was submitted on April 20, 2020, including a “Request for Exceptions to the Zoning Requirements for Height and Setbacks.” The Planning Commission has requested further information including volumetric information for compliance with [LMC § 15-5-8 Façade Length and Variations](#).

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 proposed project and information on the MPD process can be found in Exhibit A of this Staff Report.

## Analysis

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 its vision for the future. Priorities for the City include:

1. Providing transit, pedestrian and bicycle priority within the transportation plan;
2. High quality site planning and architectural design;
3. Preservation of important view corridors;
4. Attainable housing opportunities;
5. Providing a bed base for the Resort that minimizes impacts on surrounding neighborhoods; and
6. Consistency with the 1998 Development Agreement.

This Staff Report is focused on review of the Transit and Pedestrian Connectivity, Traffic, Parking and Circulation elements of the applicant's proposed site plan. The City's Engineering, Transit and Transportation Planning divisions contributed to this Analysis section.

The Transportation Improvements section of the applicant's submittal is available [here](#).

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.

The City Council adopted a [Complete Streets Resolution](#) in 2018, which establishes new street construction and reconstruction guidelines. The [Transportation Demand Management Plan](#), adopted in 2016, is geared towards reducing vehicle miles traveled and congestion during peak days and hours. In addition, the 2011 Park City [Traffic and Transportation Master Plan](#), reinforces the City's commitment to enabling safe access for all users (pedestrians, bicyclists, transit riders of all ages and abilities, as well as motorists). Designing roadways as complete streets with multimodal options provides more opportunities for residents, workers and guests to get out of cars and still be able to reach their destination. The City will require that the project and all streets and sidewalks in the project area conform to current multimodal goals and are designed to the Complete Streets Resolution.

Specific to the Resort Center area, the City's General Plan includes the 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. The applicant should be prepared to explain how their application addressed these principles.

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

The 1998 Development Agreement includes Exhibits J and K, the Traffic and Parking Mitigation Plan (Exhibit B), as well as Exhibit L, the Mountain Upgrade Plan (Exhibit C). Section 2.1.13 of the 1998 DA notes that "If, in practice, the parking mitigation plan fails to adequately mitigate 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." Further, Section 2.3.6 states that "At all times Developer shall assure that it has adequate parking or has implemented such other assurances, as provided in the Parking Mitigation Plan, to mitigate the impact of any proposed expansion of lift capacity."

The existing parking lot configuration and supply is becoming increasingly inadequate. What was once an occasional disruption due to parking lot overcapacity is now a regular occurrence on many ski days. Park City Mountain operations staff are strategic and hardworking, but the load-in and load-out of day skier traffic results in congestion and safety issues on SR 224 and Old Town residential streets. In addition, busses are too often stuck in traffic and cannot service the resort adequately because of congestion, and the existing transit location is antiquated and insufficient for a location of this magnitude. Thus, the Planning Department recommends the continuation of the above noted provisions, and plans to enforce these more rigorously moving forward.

***Should this project be approved, the Planning Department recommends the Resort be required to submit an annual Parking Utilization Report to the City, and will recommend specific provisions/mitigation that shall be required of the Resort, if the Resort fails to meet their parking demand on more than a certain number of days.***

In addition to compliance with the [General Plan](#), the LMC, and the relevant regulatory documents listed earlier, the Planning Department finds that there are critical questions that must be satisfactorily answered by the applicant, including, but not limited to, the following:

- How is the applicant prioritizing transit access over single occupancy vehicles?  
[General Plan](#), see also [TDM Plan](#) Adopted 2016.



- How is the applicant providing adequate and safe active transportation connections both with internal circulation and the external network? *LMC Section [15-6-5\(G\)\(5\)](#).*
- What improvements is the applicant planning that will enhance the existing transit facilities to improve the ridership experience, safety, amenities, and access? *LMC Section [15-6-5\(G\)\(8\)](#).*
- Is there a more optimal location for the transit center to improve transit circulation, travel times through the resort and to minimize pedestrian and vehicular conflicts? *LMC Section [15-6-5\(G\)\(5\)](#).*
- How is the applicant promoting alternative Transportation Demand Management (TDM) strategies, and what else can be done to reduce vehicular traffic to the Resort? *[General Plan](#), see also [TDM Plan](#) Adopted 2016.*
- Will the applicant's proposed one-way loop improve circulation, decrease congestion and reduce travel time through the Resort, including for transit? How will it impact surrounding streets and neighborhoods? *LMC Section [15-6-5\(G\)\(5\)](#).*
- What is the justification for the dual roundabouts, and how will they impact transit, pedestrians and bicyclists? What are the impacts to transit and residential access on Three Kings/Lowell/Empire? *LMC Section [15-6-5\(G\)\(5\)](#).*
- Roadway/intersections improvements and roundabouts to facilitate a private development, as proposed by the applicant, are not the responsibility of the City. These should be shifted so that they do not impact the City's Municipal Golf Course.
- Are the taxi, shuttle and general drop off locations sufficient, in the correct locations, and how will pedestrians and vehicles access and egress appropriately through these locations? *LMC Section [15-6-5\(G\)\(8\)](#).*
- Congestion leading up to and through site (from the 224/248 intersection to the transit stop) during peak times is at failure. What can the applicant do to mitigate additional traffic in this area without widening Park Avenue/SR224/Empire Ave?
- How will employees access the site and how will the applicant meet their parking and trip demand? *[1997 MPD Approval](#).*

While these are important operational questions, and some of them require working in collaboration with the City and Vail Resorts, the applicant must be prepared to thoroughly address all of these issues during the application process.

The applicant submitted a [Traffic Impact Study](#) (TIS), dated August 29, 2019, by Hales Engineering, which addresses some of the traffic impacts associated with the proposed base area development.

The City is working with Aecom to independently review and evaluate the applicant's TIS. Their review is attached (Exhibit D) and their conclusions are summarized later in this Staff Report.

## Site Circulation

The applicant is proposing a one-way traffic circulation pattern through the resort. The flow pattern includes two new roundabouts at the Empire Avenue and Silver King Drive intersection and the Lowell Avenue and Silver King Drive intersection respectively, with two-direction traffic flow between the roundabouts, and a one-way flow south of Silver King Drive on Lowell Avenue through the resort area.

As proposed, the one-way circulation pattern allows for two travel lanes around the resort with southbound travel on Lowell Avenue to eastbound travel on Manor Way, and northbound travel on Empire Avenue. The applicant is proposing to de-emphasize traffic from continuing into the neighborhood on upper Lowell Avenue and upper Empire Avenue with sidewalk bump outs and a curve in the roadway that discourages resort traffic on these residential streets.

An Uber, Lyft, black car, and skier drop-off area is planned between Buildings C and E, and a guest and shuttle area drop-off is planned adjacent to Parcel B, separating drop off into two distinct areas, potentially easing drop-off congestion, rather than having all drop-offs occur in one area.



PARK CITY BASE AREA LOT REDEVELOPMENT | ROADWAY SITE PLAN  
MASTER PLAN STUDY

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***While the Planning Department is inclined to agree that a one-way traffic loop may improve vehicular circulation through the Resort, the applicant's TIS does not include sufficient analysis to justify this significant change, including how it will impact surrounding streets and neighbors. Additionally, more information is needed to justify the two roundabouts, including their size, geometry, and***

**encroachment onto City property. How do the proposed circulation changes impact transit at the Resort?**

**The Planning Department recommends the Planning Commission seek clarification on these circulation questions and require additional information be submitted to the Planning Department for further review and analysis.**

**In addition, an existing and proposed cross section of Empire Avenue would help clarify how the applicant is proposing to increase Empire Avenue to five (5) traffic lanes between Park Avenue and Silver King Drive. Any changes to this roadway must include snow storage. LMC Section [15-6-5\(G\)\(6\)](#).**

#### Traffic

The applicant's [TIS](#) attempts to address the traffic impacts associated with the proposed base area development. Included in the TIS are recommended mitigation measures for existing conditions as well as project conditions at intersections and roadways near the site. Future 2024 and 2040 conditions were also analyzed. The TIS uses a performance scale for Level of Service (LOS) to describe the performance of an intersection/roadway for traffic capacity, flows and, with "A", representing the best performance, and "F", the worst. Queue lengths are also included. The use of both of these performance indicators is standard practice for traffic engineering to evaluate the carrying capacity of existing and proposed infrastructure.

**Overall the Planning Department is concerned that the applicant's TIS is car focused, and not aligned with the City's "transit first" priority, and that there is little to no transit and pedestrian analysis and planning within the TIS that meets the City's goals and Critical Priorities for prioritizing transit and reducing congestion. [General Plan](#), see also [Traffic and Transportation Master Plan](#) Adopted 2011.**

As noted earlier, the City is working with Aecom to independently review the applicant's TIS and Aecom's review is attached (Exhibit D). Their review is broken into two sections: 1) a review of the TIS; and 2) a review of the transit and multimodal components of the TIS. The Planning Department is in agreement with Aecom's conclusions and recommendations that **the applicant must further address several significant items related to the scope of the TIS, and submit additional information to adequately address and mitigate the impacts of the project as well as Resort operations.**

The following compliance issues with the TIS are noted regarding the [1998 Development Agreement](#), Including Exhibits J and K, the Traffic and Parking Mitigation Plans, and the City's [General Plan](#) and [Long Term Strategic Plan](#) as noted below:

- 1. The applicant's mitigation area should be expanded to at least the intersection of SR 224 and SR 248.**
2. The intersection of Empire Avenue and Park Avenue operates at a LOS D under current conditions and is projected to operate at a LOS F with the project by



2040. ***This is not acceptable to the City, and shows that this intersection needs additional mitigation, particularly mitigation that prioritizes transit, travel demand management strategies and other multimodal options.***

[General Plan](#), see also [Traffic and Transportation Master Plan](#) Adopted 2011.

3. The study appears to put future mitigation on UDOT to implement, as opposed to the applicant and Resort, including the intersection of Park Avenue and Empire Avenue, the widening of Park Avenue, and two permissive protected turning lanes from Empire Avenue to Park Avenue. However, even with these improvements the intersection at Park and Empire still appears to fail with a LOS E-F by 2024 and 2040 respectively. Again, ***this is not acceptable to the City, and shows that the applicant should consider additional mitigation.*** [General Plan](#), see also [Traffic and Transportation Master Plan](#) Adopted 2011.
4. The TIS does not sufficiently justify the necessity of the proposed one-way circulation pattern. ***Hales should submit further analysis showing the necessity of the proposed traffic pattern, how it will prioritize transit and how it will improve circulation through the resort as well as impacts it will have on surrounding neighborhoods.*** LMC Section [15-6-5\(G\)\(5\)](#).
5. The TIS recommends a roundabout at the Empire Avenue and Silver King Drive intersection to reduce delays during the evening peak hour, but offers no justification for the proposed roundabout at Silver King Drive and Lowell Avenue, nor does it discuss how proposed roundabouts will impact transit, pedestrians and bicycles. Furthermore there is no justification for why the roundabouts are located on the City's property rather than the applicant's. LMC Section [15-6-5\(G\)\(5\)](#).
6. Hales Engineering recommends that UDOT widen Park Avenue/Empire/SR224 intersection to provide space for two left turn lanes, a through lane, and a channelized right turn pocket on the southbound approach. ***Any widening of roads is not supported by the Planning or Engineering Departments unless it is necessary to facilitate transit throughput. Alternative mitigation strategies should be further considered by the applicant.*** [General Plan](#), see also [Traffic and Transportation Master Plan](#) Adopted 2011.
7. ***Is traffic on Lowell Avenue expected to be free flowing or congested? Clarify what LOS the roads in and surrounding the development will operate at for different points of the day.*** LMC Section [15-6-5\(G\)\(5\)](#).
8. ***Provide Transit Priority including exclusive priority bus lanes and other infrastructure to meet the City's transit-first goals.*** [General Plan](#), see also [Long Term Strategic Plan](#).
9. The TIS does not offer Transportation Demand Management (TDM) strategies to incentivize patrons and employees to use public transportation and reduce vehicle travel to the Resort. ***A TDM Plan should be submitted to the City for review and approval.*** [General Plan](#), see also [TDM Plan](#) Adopted 2016.
10. ***The base area has been a choking point for transit for many years and can create significant delays for transit routes due to congestion. The existing transit stop is inadequate and undersized and the TIS offers no practical mitigation that would solve these problems. The TIS should evaluate an exclusive lane for buses from SR 224 to the bus stop and the site plan***

***should accommodate a modern transit station that is sufficiently sized and includes end of line amenities. LMC Section [15-6-5\(G\)\(8\)](#).***

***11. Further analysis is required of non-automobile modes including pedestrians and transit users to inform the design conditions. [General Plan](#), see also [Traffic and Transportation Master Plan](#) Adopted 2011.***

***12. A Parking Management Plan should be submitted. Exhibit J and K, 1998 DA (Exhibit B).***

***At the public hearing, the Planning Commission should discuss these issues and provide the applicant with direction to submit additional information to the Planning Department that adequately addresses the above transit and traffic related concerns.***

### Transit

Park City Municipal spends a great deal of public transportation resources to service the Resort. This capacity is borne by the municipality and no private contribution is made.

During typical winter conditions, 26 buses *per hour* are sent to the Resort during peak hours including the Lime 6, Blue 3, Green 2, Red 1 and Orange 4. Data provided from Park City Transit shows that under normal off-peak traffic conditions, buses average 6 minutes to circulate through the base area. Alternatively, during peak PM winter conditions the buses can take 35-45 minutes (42 minutes being the average) to loop through the development site and back to the Park Ave/Empire/SR244 intersection. Buses get stuck in traffic and must navigate a challenging drop-off/pick-up zone that is mixed with transportation network companies (TNCs), hotel shuttles, and general resort visitor traffic.

In addition, the current bus stop lacks adequate amenities by almost any public transit standard, which commonly include a heated waiting area, covered shelter, compliant ADA access, proper lighting, support commercial amenities, sophisticated wayfinding signage and end of bus line supportive operational facilities.

One of the main driving factors in Park City Transit's decision to not bring the SR 224 Express White 10 bus route to serve the Park City Mountain base area is due to the cited transit circulation challenges. Ultimately the existing circulation and facilities have an overall impact on reliable bus travel times, user experience and transit ridership.

In the future, it is fair to assume that transit will become the preferred alternative to visit the resort (paid parking and transit priority amenities are proven to shift travel behaviors). If the Park City Base area includes priority bus lanes and station improvements, the Resort could expect Park City Transit to increase services, including over 38+ buses *per hour* during peak hours. This could include more frequent express bus connections from regional destinations, the gateway corridors SR 248 and SR 224, park and rides and the existing routes. ***In compliance with LMC Section [15-6-5\(G\)\(8\)](#), the City would like the applicant to consider transit priority through the resort "for buses only" and a 21century worthy transit hub that will support a modern resort well into the future.*** In addition, the applicant should be expected to analyze

how this will impact the proposed site plan and circulation pattern as well as benefit transit and address the above issues.

The applicant is proposing an expanded four (4) bus saw-tooth transit stop in the same location as the existing transit stop, which is designated for buses only (the current area allows for three (3) buses). Although this could increase transit opportunities and potentially increase bus frequency, the Planning Department is disappointed that this project isn't prioritizing transit use over private vehicles. ***The proposed four (4) bus bay will not adequately accommodate future bus frequency and lacks true transit station amenities.***



PARK CITY BASE AREA LOT REDEVELOPMENT | TRANSIT SITE PLAN  
MASTER PLAN STUDY

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The City would like to develop the Park City Mountain transit station as a major transit terminus, which necessitates a 6-8 bus bay design, proper passenger amenities, and providing end of line bus staging and driver facilities. ***In order to prioritize transit use to the Resort applicant should evaluate the impact of one travel lane dedicated as a “bus only” lane through the Resort. This would allow buses to bypass traffic, and improves user experience of transit. In addition, the proposed site plan should accommodate a modern transit hub into their proposed site plan.***

***The Planning and Transportation Planning Departments also recommend the Planning Commission require a Transportation Demand Management Plan from the applicant that outlines strategies the applicant and the Resort are willing to commit to, in order to influence patrons and employees to use public transportation and reduce vehicle travel to the Resort. [General Plan](#), see also [TDM Plan](#) Adopted 2016.***



### Pedestrian Connectivity

The applicant is proposing new sidewalks on the west side of Empire Avenue from the intersection of Deer Valley Drive and along the north side of Silver King Drive. A pedestrian crossing at Lowell Avenue is proposed after the second proposed roundabout. Sidewalks will be located on the west side of Lowell Avenue and continue south towards the upper base area with pedestrian crossings at intersections. Parcel B has a sidewalk around its entire perimeter. Additionally sidewalks are missing from 15<sup>th</sup>, segments of Silver King, Manor Way, and east side of Empire Avenue.

***No details on the sidewalks are provided so it is not known how wide they are and that they can accommodate the appropriate number of people. The Planning Department would recommend at least 12-15 feet for these perimeter sidewalks in order to facilitate pedestrian access and adequate capacity throughout the site. In places where the City ROW does not have space for the sidewalk width, it is recommended the applicant look first to their parcel. In addition, Aecom recommends estimating the number of pedestrians that will walk to the base from a ½ mile radius and design the sidewalks to optimize the pedestrian experience and accommodate the appropriate demand.***



PARK CITY BASE AREA LOT REDEVELOPMENT | WALKABILITY SITE PLAN

NOT TO SCALE | HALES | HKS | PEG

Additional areas where the Planning Department would like to see sidewalks that do not appear to be incorporated into the plan include:

- Both Sides of Empire Avenue
- Both Sides of Silver King Drive

- Both Sides of Lowell Avenue
- Both Sides of Shadow Ridge Road
- Both Sides of Manor Way
- 14<sup>th</sup> and 15<sup>th</sup> street between Empire and Park Avenues.

Uber, Lyft, black car, shuttle and other drop offs will occur at both the north end of the site between buildings C and E, and across Lowell Avenue from the bus stop in front of building B, potentially creating additional pedestrian-vehicle conflicts and adding to the congestion in the existing transit stop area. In addition to questioning the location across from the existing transit stop, it is not clear these drop-off areas are sufficiently sized for future conditions.

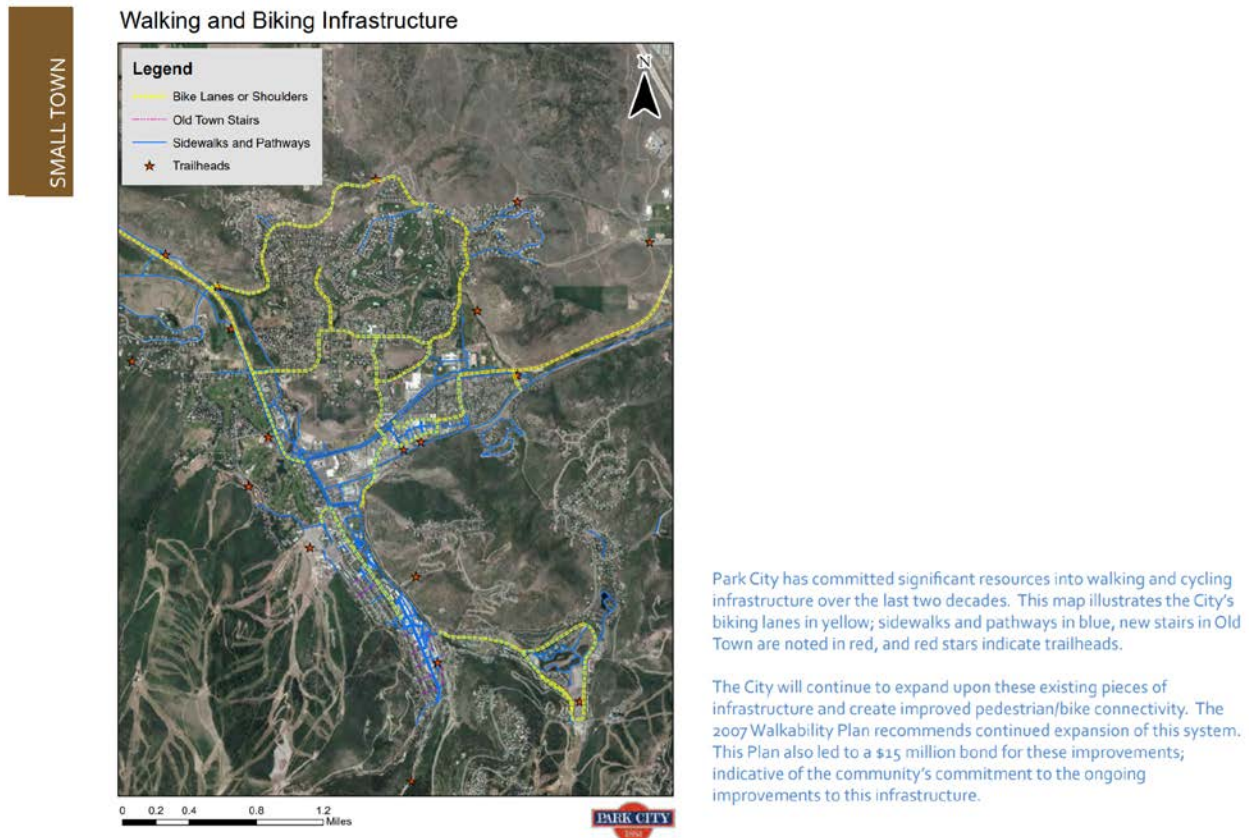
Public comments submitted to the Planning Department have noted that connections to the upper resort area from the lower resort area are difficult and that the proposed plans lack pedestrian permeability. The applicant or the Resort may wish to consider a “magic carpet” close to the base of the First Time lift that can accommodate pedestrians as well as skiers, and transport them uphill to the existing base area on snow.

Snow removal on the adjacent sidewalks has long been the responsibility of the City. Given that many of the proposed sidewalks abut the applicant’s property, it is recommended that this responsibility be revisited and clarified.

It is worth noting that once skiers are parked at the Resort, they all become pedestrians that must navigate the site. The Planning Department notes that no information or details on the proposed pedestrian crossings, and how the pedestrian plan and crossings safety interface, are included in plans submitted to date. ***How many people will be crossing the road at each of the pedestrian conflict points must be analyzed, and crossings should be designed based on these numbers. If the numbers are appropriate, grade separated crossings or other pedestrian alternatives/infrastructure may be appropriate at some locations. The Planning Commission should direct the applicant to submit additional information addressing the above pedestrian connectivity concerns.***

#### Trailheads & Bike Routes

The Park City Base area is a major summer destination for hikers and mountain bikers, as many of Park City’s premier trailheads are located on and nearby Park City Mountain. The General Plan also identifies the first time lot as a community trailhead. ***The applicant should provide information on how trailhead parking and related amenities, including but not limited to map kiosks, trash receptacles and Mutt Mitt stations are to be provided.***



The applicant is proposing bike lanes on the east side of Lowell Avenue and extending south to Manor Way, loop around onto Empire Avenue and terminate near Shadow Ridge Road, where it transitions to a “sharrow” (traffic lane that is shared by vehicles and cyclists) between Shadow Ridge Road and Silver King Drive. ***The applicant is proposing cyclists navigate the two lane roundabout and the other roads in a sharrow design as well. Given the current cyclist volumes in the summer, this needs further detail.***

The Planning Department notes that bike lanes or sharrows should be included on Shadow Ridge Road.

No information on bicycle parking is provided. ***The applicant should provide information on the number and location of bike racks in order to comply with the LMC***, and provide secure bike storage in the proposed new buildings that appeal to employees and guests. Secure Ebike charging stations, adjacent shower facilities and secure bike storage have been shown to make employees much more likely to bike to work, and are often used by other employees as well. The applicant should also consider end of trip facilities for bicycle riders to further promote alternative forms of transportation for employees as well as patrons. A new transit station may be the ideal location for these facilities.



## Parking

LMC Section 15-6-5(G), Off-Street Parking, states:

1. The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of this code, except that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the Applicant at the time of MPD submittal. The parking analysis shall contain, at a minimum, the following information:
  - a) The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
  - b) A parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy parking.
  - c) Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
  - d) An analysis of time periods of Use for each of the Uses in the project and opportunities for Shared Parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
  - e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
  - f) Provisions for overflow parking during peak periods.
  - g) An evaluation of potential adverse impacts of the proposed parking reduction and density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

The Planning Department shall review the parking analysis and provide a recommendation to the Commission. The Commission shall make a finding during review of the MPD as to whether or not the parking analysis supports a determination to increase or decrease the required number of Parking Spaces.

2. The Planning Commission may permit an Applicant to pay an in-lieu parking fee in consideration for required on-site parking provided that the Planning Commission determines that:
  - a) Payment in-lieu of the on-Site parking requirement will prevent a loss of significant open space, yard Area, and/or public amenities and gathering Areas;
  - b) Payment in-lieu of the on-Site parking requirement will result in preservation and rehabilitation of significant Historic Structures or redevelopment of Structures and Sites;
  - c) Payment in-lieu of the on-Site parking requirement will not result in an increase project Density or intensity of Use; and
  - d) The project is located on a public transit route or is within three (3) blocks of a municipal bus stop.The payment in-lieu fee for the required parking shall be subject to the

provisions in the Park City Municipal Code Section 11-12-16 and the fee set forth in the current Fee Resolution, as amended.”

#### Day Skier Parking

Finding 13 of the [1997 Planning Commission MPD](#) approval notes that 1,200 skier parking stalls exist in the surface parking lots, and that these 1,200 surface stalls will be replaced by 1,800 underground stalls for the exclusive use of the Resort, and that it is anticipated that all Resort parking will be paid parking. Parking for the Resort’s Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses. Of these 600 stalls, the Mountain Upgrade Plan notes that 500 of these stalls will be available for skier parking, and 100 stalls will be set aside for employees.

The 1998 DA includes parking calculations in Exhibits J and K (Exhibit B), based on the proposed programming of the original Base Area Master Plan Study, and the anticipated parking demands as outlined in the Mountain Upgrade Plan, Exhibit L of the 1998 DA (Exhibit C). In addition, neighborhood traffic mitigation strategies were included in the Traffic and Parking Management Plan for the Three Kings and Empire Avenue neighborhoods such as 1) restricting left turn movements out of Parcel E (towards Three Kings Drive); 2) placing signs on SR 224 that direct traffic to the Empire/Lowell entrance and away from access on Three Kings Drive; and 3) the prohibition of parking on Empire Avenue. ***The Planning Department recommends the applicant incorporate these strategies into their plans.***

The optimum number of skiers that can be accommodated by a Resort is often expressed as Comfortable Carrying Capacity (CCC). Comfortable Carrying Capacity (CCC) is defined as a level of utilization for a given resort that provides a pleasant, or comfortable recreational experience, without overburdening the resort infrastructure. CCC does not indicate a maximum level of visitation, but rather the number of visitors that can be —comfortably accommodated on a daily basis. *Since CCC is designed to model a comfortable level of visitation, it is common for resorts to experience peak days during which visitation exceeds the CCC by as much as 25%.*

Exhibit L of the 1998 DA, the Mountain Upgrade Plan (Exhibit C), identifies the CCC in 1998 as 9,910 skiers, and Appendix A of this plan provides an overview of the anticipated parking needs based on the CCC, and an analysis of skier supply. Appendix A, notes that it was anticipated that the CCC would increase fairly substantially and discusses anticipated mountain improvements, stating that improvements will result in a design capacity of 13,700 skiers. Table 4 shows that the supply of skiers at the completion of the project to be 17,051 skiers, *inclusive of 600 new parking spaces for day skiers.*

Page 88 of PEG’s application states that a recently updated CCC Analysis conducted by SE Group (the same group that prepared the 1998 Mountain Upgrade Plan analysis), concluded 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 existing conditions. Therefore, the applicant is proposing to eliminate the additional 600 parking stalls proposed in 1998.

The applicant's proposed Base Area Master Plan has changed the program with fewer Unit Equivalents than allowed in the 1998 DA, which changes the parking requirements.

The applicant is proposing 1,688 parking stalls, 1,200 day skier parking stalls as well as 488 stalls for the proposed new residential and commercial uses as follows:

| Proposed Parking Summary    |                    |                |
|-----------------------------|--------------------|----------------|
| Parcel                      | Type               | Parking Stalls |
| Parcel B                    | Day Skier          | 786            |
|                             | Condo              | 87             |
| Parcel C                    | Hotel Valet        | 183            |
| Parcel D                    | Retail             | 44             |
|                             | Condo              | 51             |
| Parcel E                    | Day Skier          | 414            |
|                             | Ski Club and Condo | 123            |
| <b>Total Parking Stalls</b> |                    | <b>1,688</b>   |

Besides the Base Area not being built out as anticipated, changes from the 1988 Mountain Upgrade Plan include a reduction in average vehicle occupancy (AVO) from 3.7 people per car to 2.7 people per car (which reflects actual 2019 conditions at PCM), an increase in skiers from nightly rentals, and an increase in ride sharing services. Usage of Town Lift and Park City Transit are also down from what was anticipated in 1998. It is also worth noting that the 600 new parking stalls that the 1998 plan anticipated, were also not constructed.

The applicant is proposing to use paid parking to increase the AVO from the 2019 2.7 ratio to 3.7, and to eliminate all on-site employee parking within the 1,200 structured parking stalls. Although the Planning Department agrees that paid parking will increase the AVO, ***we question how realistic it is to increase the AVO by almost 40%. Additionally, the application does not discuss where employees that park at the resort will park or be provided with transportation options, and how existing businesses that have employees that currently park at the Resort will be taken care of.***

| Parking Conditions by Parcel |                 |                           |
|------------------------------|-----------------|---------------------------|
| Parking Lot                  | Existing Stalls | Proposed Day Skier Stalls |
| Main Lot (Parcel B)          | 388             | 786                       |
| Lower Lot (Parcels C & E)    | 584             | 414                       |
| Silver King Lot (Parcel D)   | 214             | 0                         |
| Underground Garage           | 297             | 297                       |
| Mountainside/Legacy          | 17              | 17                        |
| <b>Total Skier Parking</b>   | <b>1500</b>     | <b>1514</b>               |



|                      |    |    |
|----------------------|----|----|
| Sweetwater Admin Lot | 75 | 75 |
|----------------------|----|----|

The Planning Department notes that two times the number of stalls are proposed for Parcel B (which has three entrances/exits on three separate streets), raising circulation and congestion concerns as so many cars are forced to drive all the way into the Resort, versus being more equitably distributed throughout the site. In addition, the proposed 414 parking stalls on Parcel E will be accessed from Silver King Drive (which has two entrances/exits, both onto Silver King Drive), where they used to be accessed from Lowell Avenue only. In their response to public comments, the applicant notes that their “proposed parking plan directs cars to park in the Parcel E structure first, and when that is full, the structure on Parcel B. By parking day skiers in this order, the conflict and timing of pedestrians crossing Lowell Ave. will be reduced.” ***The Applicants should submit their Parking Management Plan for review and approval.***

| 2019 MASTER PLAN PROPOSAL                                                                               |                 |
|---------------------------------------------------------------------------------------------------------|-----------------|
| Source                                                                                                  | Skiers Provided |
| <b>I. Parking</b>                                                                                       |                 |
| 1514 <i>net parking spaces @ 3.7 skiers per space</i>                                                   | 5,602           |
| 100 Ski Club parking spaces @ 2 skiers per space                                                        | 200             |
| 60 Flex Parking from condo/hotel parking @ 3.7                                                          | 222             |
| <b>II. Lodging at Base Area</b>                                                                         |                 |
| Existing Beds (4274 beds)                                                                               |                 |
| <i>Net skiers from existing beds</i>                                                                    | 3,249           |
| New Hotels                                                                                              |                 |
| <i>Additional skiers from new hotels</i>                                                                | 437             |
| New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)                                                |                 |
| <i>Net skiers from nightly rentals</i>                                                                  | 624             |
| New skiers from Master Plan new residential program                                                     | 710             |
| <b>III. Town Lift</b>                                                                                   |                 |
| Actual usage (950 in 2019, but better useage could easily increase to 1100 without upgrade to the lift) | 1100            |
| <b>IV. Transit</b>                                                                                      |                 |
| Park City Transit Usage grown at 5%/year over 7 years                                                   | 2,533           |
| Hotel Shuttles                                                                                          | 398             |
| Drop-off/Ride-share grown at 5%/year over 7 years                                                       | 317             |
| Total skier supply at peak destination occupancy                                                        | 15,391          |
| Upgraded CCC                                                                                            | 13,440          |
| Ratio                                                                                                   | 115%            |

The application states, that as a result of the project, including flex parking from the hotel and condominiums, new beds proposed by this project, and increased transit usage, total skier supply will increase to 15,391 at peak occupancy, and that the upgraded CCC will be 13,440. This is a 115% ratio, which is considered allowable on peak days. Because the application does not include an updated mountain upgrade

plan, the Planning Department is not sure how existing CCC increases from 12,570 to 13,440.

#### Parking and Transit

As noted in the June 2016 Downtown Parking Management Plan, parking availability is the greatest influence over the decision if a person will drive to the location or look to alternative options. Limiting parking as well as charging for parking will ultimately reduce the overall amount of car trips generated to the site. However, the applicant must provide alternative ways for customers, residents and employees to visit the site.

*Although the applicant notes that the project expands the ability to increase transit ridership, the application does not demonstrate how they intend to do this. In addition, we question if the provided drop-off areas are sufficient, if short term parking will be available for parent check-in and drop off, how taller vehicles will be accommodated, and how bikes can be unloaded and safely stored while vehicles park. The applicant should clarify how these scenarios will be handled.*

The current application does not discuss the additional 600 parking stalls included under the 1998 MPD, or the 1998 commitment to provide employee shuttles that the Resort appears to be in default of. The Planning Department notes that the Resort, through a private lease agreement with the School District, utilizes a significant amount of parking at the High School on weekends, and off-site parking utilization methods are not mentioned in the applicant's Parking or Traffic submittals. ***Any expansion to skier capacity will be greatly limited in the future due to a lack of additional parking.***

***Although the Planning Department agrees that too much parking will likely serve to only increase traffic and deter transit ridership, not enough parking could have negative consequences on businesses and adjacent residential neighborhoods.***

***The Planning Department recommends that the applicant and the Resort satisfy the 600 additional parking stalls onsite, or identify additional off-site parking options that promote transit ridership in order to keep cars outside the City, during construction as well as on during peak resort capacity days.***

***The Planning Department notes that LMC Section [15-6-5\(E\)\(1\)\(e\)](#), requires a plan to discourage vehicle use and to encourage other forms of transportation. This is commonly referred to as a Transportation Demand Management Plan (TDM), and as noted earlier, the applicant should be expected to submit a TDM Plan to the City for review and approval, and should work with the City to locate appropriate off-site parking opportunities.***

#### Residential and Commercial Parking

The proposed plans include 1,688 parking spaces. Of these 1,200 spaces are dedicated to day skiers. The remainder 488 parking spaces are reserved for residential (hotel and condo) and resort commercial patronage.



The application states that based on initial calculations of the parking needed for the proposed land uses, the LMC requires 852 parking spaces (excluding day skier parking), ***thus the applicants are looking for a 364 parking stall exception for the residential and commercial parking requirements, in addition to the 600 stalls they are proposing not to provide the Resort from the 1997 MPD approval, for a total parking stall exception of 963 stalls. The applicant should provide the Planning Department with their parking calculations so that we can verify the number of stalls the applicant is seeking exceptions for.***

Hales Engineering collected data from a nearby ski resort and recommends the following parking reductions based on analysis of shared uses, as much of the commercial patronage will also be day skiers, meaning restaurant and commercial use patrons are likely to already be at the resort and need not be double counted. Based on their studies, Hales recommends the following parking reductions:

1. 0.6 spaces per unit in lieu of the rate noted in LMC Section 15-3-6
2. A reduction of 95% for commercial space,
3. A reduction of 75% for restaurant space, and
4. A reduction of 50% for meeting space.

Hales estimates the peak parking demand will be at 8:00 PM, when residents are using their residential parking spots, as well as patrons visiting the restaurants on-site. This analysis does not include for day skier parking, which is separately accounted for.

Utilizing Hales' mixed use reductions and time of day parking needs results in a shared parking demand ranging from 195 to 326 spaces. The Planning Department is still analyzing this issue but finds that with a parking supply of 488 spaces, there may be sufficient parking for the residential and commercial uses during peak periods. It was not within the City's consultants' original scope of work to analyze the applicant's parking analysis, but the City is considering adding this to their scope of work.

Alternatively, the Planning Department notes that LMC Section 15-6-5(G)(2) states that the Planning Commission may permit an applicant to pay an in-lieu parking fee in consideration for required on-site parking. ***The Planning Commission may wish to consider a payment in-lieu fee that could be used to help the City construct off-site parking and signage for day skiers at Quinn's Junction, and/or at alternative locations.***

The applicant is also proposing to actively manage the parking with real time, dynamic parking signs that guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability. ***The Planning Department recommends that the applicant's signage be tied in with signage on I-80, US-40, the Ecker Hill Parking Lot, the future Quinn's Junction Parking Lot, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions.***

The applicant notes that Parcels B, C, D, and E will be served by a shuttle service provided to move patrons around Park City, if scheduled in advance. A shuttle pull-out is proposed on Parcel B, a porte cochere is planned on Parcels C and E, and a drop-off near parcel D can be used as a drop-off/pick-up site.

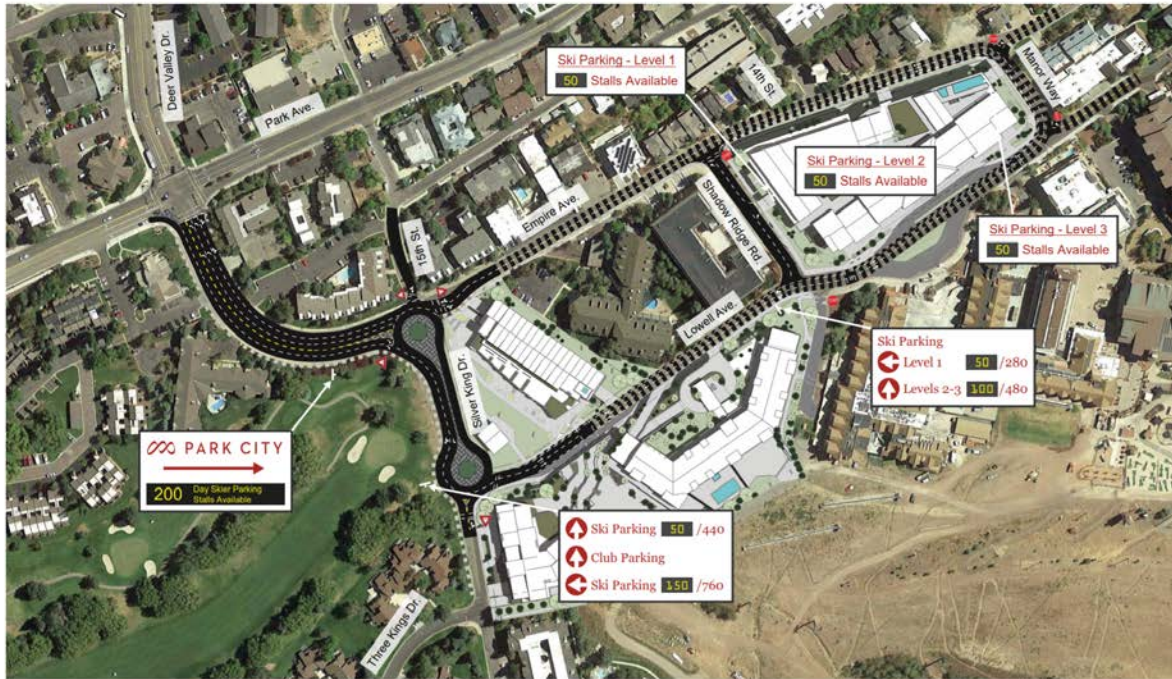
Page 91 of the application notes eight (8) additional measures that could be implemented to encourage alternative modes of arrival to the resort but does not commit to utilizing any of them. This is not sufficient, and ***the applicant should be expected to submit a Transportation Demand Management Plan committing to these, as well as other potential measures.*** The [Park City Travel Demand Management Plan](#) was adopted in 2016 and lists many tools the applicant should look to utilize.

The Planning Department noted earlier that the 1998 DA allows the City the authority to require the Resort limit ticket sales if the parking mitigation plan fails to adequately mitigate peak day parking requirements until the parking mitigation plan is revised to address the issues. ***The Planning Department recommends the continuation of these provisions and recommends the addition of annual reporting requirements to the Planning Director including specific provisions/mitigation that shall be required of the Resort, if the Resort fails to meet their parking demand on more than a certain number of days.*** 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, in order to provide creative solutions for peak day and special event parking.

#### Parking and Transit Wayfinding

The applicant is proposing to use real time wayfinding signage that will direct vehicles to open parking stalls/lots. These signs will be able to show the number of parking stalls available and will be placed at strategic locations throughout the site. As noted earlier, ***the Planning Department recommends that signage be tied in with signage on I-80, US-40, the Ecker Hill Parking Lot, the future Quinn's Junction Parking Lot, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions.***

***In addition, the applicant should include transit wayfinding directing patrons to the bus stop and include the use of real time bus information.***



PARK CITY BASE AREA LOT REDEVELOPMENT

PARKING WAYFINDING SITE PLAN

NOT TO SCALE



HALES  
ENGINEERING

HKS

PEG  
CORPORATION

100 100 2000 1000 2000 2000

### Use of City Owned Property

As noted earlier, the applicant is proposing two new roundabouts that encroach into the City's Municipal Golf Course, in order to facilitate their development, and the City requests additional information justifying the need for this infrastructure as well as the need for City owned land. In order to construct the roundabouts as proposed, the applicant is proposing to take approximately 4,000 square feet of land from the Park City Golf Course, instead of decreasing the size of their own development and using their own property. The Planning Department is concerned that this is not justified in the application, and that there is insufficient information submitted to adequately analyze a request of this magnitude. ***The Planning Department strongly opposes the use of any municipal land for private development, as this would be a net loss of community amenities, unless it can be demonstrated by the applicant that the proposed plan will drastically improve a community goal or Critical Priority.***

***Dedication of this land as public Right of Way requires City Council support and a change of use from Recreational Open Space (ROS) use to public Right of Way, and likely a Zoning Map Amendment would be required. A Plat Amendment to the Park City Golf Course Back Nine Subdivision would also be required. Should the City Council choose to consider this transfer they will need to identify appropriate terms and consideration of the requested dedication, including a fair market price for this land. However, to date, no compelling reason as to why the developer cannot use their own land has been presented. City transportation staff is willing to evaluate increased transit operations and facilities if determined appropriate if additional Right of Way is utilized, but the roundabouts alone do not appear to justify use of additional public land.***



### **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 meeting was published on the Utah Public Notice Website and Park Record on September 9, 2020.

### **Public Input**

Public comments received to date are attached to this Staff Report (Exhibits E). Public input received after the publication of this Staff Report will be forwarded to the Planning Commission and attached to subsequent Staff Reports.

In conjunction with PEG, the Planning Department compiled public comments received through July 1, 2020, and put together a document that responds to many of these questions (Exhibit F).

### **Summary Recommendations**

Staff recommends the Planning Commission continue the public hearing on Transit and Pedestrian Connectivity, Traffic, Parking and Circulation, hear from the Planning Department and the applicant, consider public input, and continue the public hearing process until October 28, 2020.

### **Exhibits**

Exhibit A – Background Information and Summary of MPD Process

Exhibit B – 1998 Traffic and Parking Mitigation Plan

Exhibit C – 1998 Mountain Upgrade Plan

Exhibit D – City's 3<sup>rd</sup> Party Review of Applicant's TIS

Exhibit E – Public Comments Received to Date

Exhibit F – Response to Public Comments Received through July 1, 2020

## Exhibit A

### Background

The Planning Commission held Work Sessions on the application on [May 27, 2020](#), [June 10, 2020](#), and [June 24, 2020](#). An administrative determination was made on [July 8, 2020](#), that the application is considered a substantive modification of the existing MPD. Minutes from those meeting are linked.

The public hearing was opened on [August 26, 2020](#).

Previous Staff Reports, Presentations and additional project information including schedule updates, can be found on the City's project webpage:

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

### 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 City Council 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.

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:

#### Scope of Review Table

| Topic                                 | How Reviewed                                                                                                                                | Relevant Code                                                                                                                                                                                                   |
|---------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Density                               | <a href="#">1998 DA</a> including allocation between parcels; net reduction of UE's proposed along with a shifting of density among parcels | <a href="#">1998 DA</a> ; <a href="#">2019 First Amendment to the DA</a>                                                                                                                                        |
| New Site Plan                         | Substantive Amendment to <a href="#">Exhibit D</a> of the 1998 DA                                                                           | <a href="#">15-6-5(G)</a>                                                                                                                                                                                       |
| Perimeter Setback Reductions          | Newly applied for                                                                                                                           | <a href="#">15-6-5(C)</a><br><a href="#">15-2.16-3(C), (E), and (G)</a>                                                                                                                                         |
| Building Height Exceptions            | Newly applied for                                                                                                                           | <a href="#">15-6-5(F)</a><br><a href="#">15-2.16-4</a>                                                                                                                                                          |
| Parking                               | Substantive Amendment to <a href="#">Exhibit K</a> of the 1998 DA                                                                           | <a href="#">15-6-5(E)</a><br>and comparison to mitigation in existing MPD                                                                                                                                       |
| Traffic and Transportation Mitigation | Substantive Amendment to <a href="#">Exhibit J</a> of the 1998 DA                                                                           | <a href="#">Traffic and Transportation Master Plan</a> and comparison to mitigation in existing MPD                                                                                                             |
| Affordable Housing                    | Blended proposal per <a href="#">2015 COA</a>                                                                                               | current LMC/ <a href="#">Housing Resolution</a> 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 <a href="#">Exhibit H</a> of the 1998 DA | <a href="#">15-6-4(G)(7)</a> requires a Phasing Plan |

## Park City Village

### Traffic and Parking Management Plan

This Traffic and Parking Management Plan forms the basis for maintaining existing or improved traffic conditions throughout the construction of the Park City Village Project and after the completion of the project.

#### 1. Project Construction Overview

Each phase of the Park City Village project is planned to not decrease the total available parking at the ski area during construction of each phase and to accommodate the increase in parking required by improvements to the ski area.

Construction workers for each phase will vary by the trades required and stage of construction. Similar projects in the Park City area indicate that approximately 70 to 100 workers are anticipated during the peak construction periods.

Overall construction impacts will be minimized by :

- Place excavated material on site to eliminate the impacts of haul trucks to roads accessing the site.
- Set restricted construction delivery times and specific routes for each phase. No deliveries during morning and evening peak travel hours.
- Set limitation of work during special events - Park City Art Festival, America's Opening for the World Cup, etc.

*Need to place the following improvements in the Construction Phases listed below:*

*Improvements to Empire Avenue, Lowell Avenue and the intersection of Lowell Avenue/Empire Avenue/ Silver King Drive - These improvements will need to be considered as a package of improvements along with any utility improvements or relocations necessary. Although the realignment of Lowell is suggested as soon as possible in the project schedule the final curb, gutter, and sidewalk may not occur until the completion of the Lower Lot parking structure.*

Phase I planned start 1997 - completed winter 1997-1998. This phase will be the construction of the new lodging and ski facilities on Parcel A. The gondola building and gondola will be removed. The replacement skier facilities and the first phase of Parcel A lodging will be constructed. Excavation for all phases of the Parcel A building will be conducted the first year to accommodate material staging and construction employee parking. Construction traffic will use SR-224, Empire Avenue, Manor Way, and Lowell Avenue to the site.

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**Phase I option A** - planned start 1997 - complete 1998. This option considers the construction of the units and required parking proposed on Parcel D (Silver King Lot) with additional parking constructed on the North half of Parcel B (Main Lot). The units above the parking on Parcel B would be constructed in the later Phase. Construction traffic will use SR-224, both Empire Avenue and Silver King Drive to the site.

**Phase I option B** - planned start 1997 - complete 1998. In addition to the construction of Parcel A, this option considers the construction of the North half of the parking and one third of the lodging units of Parcel B. Parcel D would not be constructed and subsequent phases of Parcel B would be constructed as other phases develop. Construction traffic will use SR-224, and Empire Avenue to the site.

**Phase II** - planned start 1998 - complete winter 1999-2000. This phase consists of the construction of Parcel C - lodging and skier services. It is planned to construct this phase as one continuous construction. Construction traffic will use SR-224, Empire Avenue, Silver King Drive, Lowell Avenue to the site.

**Phase III** - planned start 1999 - complete winter 2000-2001. This phase completes the construction of Parcel E on the existing Lower Lot. Construction parking and staging could occur on Parcel D if Phase I option A does not occur, otherwise construction parking and staging will need to occur on Parcel E, utilizing the right-of-way during the summer. The new plaza and relocation of Lowell Avenue are completed during this phase. Lowell relocation should occur during the summer with traffic detouring on Empire Avenue and Shadow Ridge Drive. The plan anticipates that this phase will be completed for the Olympic Games. Construction traffic should be on SR-224, Empire Avenue, Silver King Drive, and Lowell Avenue to the site. Construction traffic will be restricted from Three Kings Drive. Continual access can be provided on Silver King Drive by widening out Silver King Drive to the north prior to the start of this phase as proposed for full buildout.

**Phase IV** - planned date - open. This phase will complete the unit construction of Parcel B and/or if either of the two Phase I options for development of Parcel B or D is exercised. As previously described, Parcel D would be an independent project with material storage and workers staged on site. Use of the right of way is anticipated during summer construction operations. Construction traffic will use SR-224, and Empire Avenue to the site.

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**2. Parking - accommodating existing parking requirements and new requirements as each phase is completed.**

| Phase                                | I    | Option<br>IA | Option<br>IB | II*  | III* | IV*  | Total |
|--------------------------------------|------|--------------|--------------|------|------|------|-------|
| Existing stalls                      | 1222 |              |              | 1542 | 1614 | 2541 | 2544  |
| Skier stalls lost                    | 0    | 563          | 256          | 243  | 244  | 246  | 0     |
| Existing surface stalls<br>remaining | 1222 | 659          | 966          | 416  | 173  | 0    | 0     |
| Stalls constructed                   |      |              |              |      |      |      |       |
| Skier                                | 0    | 400          | 336          | 214  | 990  | 228  | 1832  |
| Commercial/<br>Residential           | 187  | 66           | 64           | 101  | 91   | 191  | 636   |
| Employee                             |      |              |              |      | 150  |      | 150   |
| Subtotal                             | 187  | 466          | 400          | 315  | 1231 | 419  | 2618  |
| Temporary                            |      | 230          | 60           |      | -60  | -170 | 0     |
| Total skier stalls                   | 1222 | 1289         | 1362         | 1260 | 1946 | 1758 | 1832  |
| Total other stalls                   | 187  | 253          | 251          | 354  | 595  | 786  | 786   |
| Total stalls                         | 1409 | 1542         | 1613         | 1614 | 2541 | 2544 | 2618  |

\* Option IA was assumed

\*\* Existing stalls do not include underground parking.

**Phase I.** Existing parking will not be impacted, site will be self contained, new parking structure (187 stalls) will be completed prior to completion of new dwelling units.

**Phase I option A.** The construction on Parcel D (Silver King Lot) is an independent phase, the construction workers will be accommodated on site with overflow worker parking on Parcel E (Lower Lot) during the summer operations. The completion of the remainder of parcel B will also provide on site parking on the south side.

The Silver King Lot currently accommodates 243 skier parking stalls, the development of Parcel D will replace these with the required 66 stalls for the units

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developed. Skier parking will be accommodated in the other lots. For this phase, the skier parking will be accommodated in the structure on Parcel B.

The existing parking on Parcel B (current Main Lot) is 492 stalls. Construction of the north half of the proposed parking structure will provide 400 of the proposed 819 stalls. Approximately 1/3 of the existing remaining parking in the Main Lot will be taken up with material and construction parking leaving approximately 150 stalls of this parking available for skiers. ( $492/2=246$ ,  $246-74=172$  use 150 stalls)

The parking for skiers from Parcel D to be accommodated on Parcel B in this Phase is 243. Therefore the total parking for skiers required from the parking developed in this phase from Parcel B is  $243+246+74=563$  skier stalls. The new parking structure will accommodate 400 stalls. 170 stalls will be available for the skiers on the surface level deck of the new structure. 150 stalls will be available on the south third of the existing lot.

Prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls.

**Phase I option B** construction parking will be maintained on site.

The existing parking on Parcel B is 492 stalls. Half of these stalls (246) would be lost and replaced in the new structure on the north half of the lot. Of the remaining 246 stalls 10 would be dedicated for construction staging for Parcels A and B (during the ski season the remaining 64 construction workers will park in the 64 residential stalls constructed during the summer of this phase). This results in approximately 150 surface stalls remaining available for skiers. The new structure will accommodate 380 stalls ( $780/2=390$  use 376).

This results in approximately 530 stalls ( $380+150$ ) available during this phase for a net increase of 38 skier stalls ( $530-492=38$ ).

64 (191 stalls required for all the units in Parcel B/3) stalls will be required for the new units constructed. The total of unit and skier parking required is 556 (492 existing stalls and 54 for the new units). Again, prior to the completion of construction any temporary deficit in parking will be made up in the temporary construction and paving of available property at the north end of the Lower Lot and the east side of the Silver King Lot. This results in approximately 60 stalls for a net increase of 34 stalls for the ski area.

**Phase II.** Construction worker parking will be on the Lower Lot north during the summer construction of the parking structure. After the parking structure is completed the workers can use it for parking.

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This phase will require approximately half of the existing Lower Lot parking (487 stalls total). The required half (243 stalls) are replaced by 315 new stalls in the structure. 101 of which will be used for employees and the new residential units. The net new stalls (72) will satisfy the parking requirement of the new dwelling units on this parcel also can be used for construction worker parking prior to completion of the residential units..

**Phase III.** Construction worker parking will be on the Silver King Lot during the summer construction of the structure (unless Phase I option A is constructed then construction workers will need to be accommodated on Parcel E or the southern half of Parcel B), the construction workers will use the parking structure upon completion.

The remaining 244 stalls on the Lower Lot will be replaced with 1231 parking stalls for a total of 1546 stalls including Parcel C. Net new stalls will be 1059 stalls ( $1546 - 487 = 1059$ ). 192 stalls are required for the units and commercial to be constructed on this parcel.

**Phase IV.** Construction worker parking will be on site in the winter and in Parcel B skier parking in the summer.

This Phase would include the completion of the additional skier parking adding the remaining 419 stalls of the south half of the parking structure on Parcel B. The completed parking allocation would be: 819 stalls constructed, 492 surface stalls replaced and 191 stalls provided for the units on Parcel B. This results in an increase of 136 stalls for skier parking ( $819 - 492 - 191 = 136$ ).

### 3. Transit

The existing transit routes can be maintained through construction of Phase II even if Lowell Avenue is made one-way in Phase I. However, in Phase III the relocation of Lowell Avenue and reconstruction of the Park City Transit transfer station will occur requiring some modifications to the Transit System. It is currently planned that the roadway work will occur during the summer when the Park City Transit has the flexibility to stage in alternate locations ( we have discussed this with representatives from Park City Transit and a location will be selected in the future).

As mentioned previously, transit use will be recommended to construction workers and ski area employees in the winter to maximize the stalls available for skiers. Provide a park and ride lot for the construction workers, most probably come from Salt Lake City.

### 4. Traffic

Below is a summary of forecasted traffic impacts by Phase. The proposed construction phasing and requirements for on site staging allows only minor increases in traffic until Phase III when the roadway improvements will be constructed and in place for the ski

season. Therefore, in Phases I and II existing traffic control methods can be used for peak skier traffic periods.

The changing of Lowell Avenue to one-way before the reconstruction (of Lowell Avenue) may want to be considered when Parcel B is constructed. This would improve the circulation for the existing site, reduce vehicle conflicts, may also provide additional staging area for construction or/ and additional drop-off/ pick-up.

**Trip Generation Table for new parking and existing surface stalls**

|                   | Enter | Exit |
|-------------------|-------|------|
| Phase I           | 28    | 647  |
| Phase IA          | 38    | 715  |
| Phase IB          | 38    | 711  |
| Phase II          | 53    | 651  |
| Phase III         | 89    | 1047 |
| Phase IV          | 127   | 881  |
| Project Complete* | 171   | 1004 |

\* includes 99 additional trips from commercial and commercial employees

This table includes cumulative trips by phase for the new surface and new stalls, it does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

**Phase I** will increase the evening peak hour traffic volumes by approximately 28 vehicles (15% of 187) arriving, i.e. destination skiers coming back to their dwelling unit.

**Phase I option A** will increase the evening peak hour traffic volumes by approximately 10 vehicles (15% of 66) arriving, i.e. destination skiers coming back to their dwelling unit, and 68 vehicles (53% of 127) exiting day skiers leaving.

**Phase I option B** will increase the evening peak hour traffic volumes by approximately 74 vehicles (15% of 64 and 53% of 120). 10 arriving vehicles for the new dwelling units on Parcel B and 64 exiting vehicles for the net new skier stalls.

**Phase II** will increase the Phase I evening peak hour traffic volumes by approximately 15 vehicles (15% of 101) arriving, i.e. destination skiers coming back to the new dwelling units on Parcel C.

**Phase III** will increase the Phase II evening peak hour traffic volumes by approximately 440 vehicles (30 trips for employees, 15% of 91 and 53% of 747).



14 arriving vehicles for the new dwelling units on Parcel E and the 396 exiting vehicles for the net new skier stalls in the parking structure on Parcel E.

**Phase IV** will increase the Phase III evening peak hour traffic volumes by approximately 19 (15% of 125). 19 arriving vehicles for the new dwelling units on Parcel B.

### **Neighborhood mitigation strategies**

#### **Three Kings**

During Phase III of the construction it is recommended that construction traffic exiting out of the Parcel E parking structure towards Three Kings be restricted to right turns only, as well as improved signing to the ski area via Empire Avenue. Although these neighborhood traffic impact mitigation measures are recommended in Phase III they may also want to be considered in Phase I, with the proposed additional parking being constructed adjacent to the Lower Lot (west side).

The changing of existing Lowell Avenue to one-way may also want to be considered prior to the start of construction. This change will reduce the traffic exiting the ski area traveling towards Three Kings and also reduce the vehicle conflicts along Lowell Avenue.

After the completion of Parcel E with parking access onto Silver King Drive it is imperative that the following actions are incorporated:

- Sign at are placed at the driveways on Silver King Drive restricting left turn movements out (towards Three Kings Drive).
- Cones, and parking attendant restricting left turn movement out of driveways on Silver King Drive.
- Signs are placed on SR-224 that direct traffic to the Empire/ Lowell entrance into the Park City Village, away from access on Three Kings.

#### **Empire Avenue**

The Park City Ski Area has committed to keeping the ski visitors from parking on the shoulder of Empire Avenue during the peak ski periods. With the increased activity from the Park City Village, Empire Avenue will need to provide open lanes for vehicle travel. The ski area will use parking attendants, cones and signing (installed by the City) to prohibit the parking. Depending on the success of these strategies it may also be necessary to ticket and impound (repeat offenders).

### **Methods for monitoring compliance (regular traffic counts and publishing of data)**

UDOT should be encouraged to install permanent count stations on SR-224 to monitor overall traffic in and out of Park City.



- Periodically publish number of actual skiers compared to forecasted numbers. This will either show that the proposed mitigation measures are sufficient or that other measures need to be taken, such as increased transit use, increased car pooling, and adjusting arrival and departure times for skiers - just to name a few possible solutions. This information is not only critical to the Park City public but also to the ski area so they can provide a quality experience to their visitors.

Perform annual parking lot counts, transit ridership inventory and turning movement counts at intersections adjacent to the ski area. This in combination with the skier counts will verify transit use, skiers per car, arrival times, and will enable the ski area to be proactive in maintaining smooth access to and from the site.

Although the circulation patterns will be improved there will still be a need for traffic attendants at the following locations and for the time periods listed:

- Silver King Driveways (AM peak hour) for assigning lanes into structure, and restricting left turns towards Three Kings (PM peak hour).
- Lowell Avenue and Silver King Drive (PM peak hour) to allow exit traffic from Silver King onto Lowell without blocking Lowell SB traffic.
- Millsite Way (Shadow Ridge Drive) and Empire Avenue (PM peak hour) to balance exiting resort traffic from Millsite and NB Empire, specifically the Transit on Empire.
- Off Duty Police Officers from the City or County should be used at the intersections of Empire Avenue and Millsite Way, and Lowell Avenue and Silver King Drive.

It is forecasted that the attendants will be needed only on weekends and holidays to improve the ingress and egress for people who are unfamiliar with the site.

### **Summary**

The proposed Park City Village provides a layout that will accommodate the increased parking and traffic by improving the circulation and access patterns. The proposed one-way Lowell Avenue significantly reduces the vehicle conflicts with the majority of parking, drop-off/ pick-up being on the right side of the street. Access points to the new parking structures have been strategically located to provide efficient ingress and egress. The reduction in number of access points will also improve the circulation, the access point which are currently near unlimited for some parking lots are now restricted to driveways into the structures.

### **Traffic Analysis Background Data**

ITE Trip Generation Rates are based on suburban applications and overestimate the trips generated in a mixed use residential/ commercial resort facility such as the Park City

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Village. In order to provide the most accurate forecast of the projected growth the following assumptions were used for this traffic study:

- Evening peak hour traffic counts and inventory of parking stalls for daily skier parking indicate that approximately 53% of the daily skiers exit during the evening peak hour, the remaining 47% exit prior to or after this peak hour.
- During this same evening peak hour destination skiers are returning to their dwelling units, approximately 15% of the overnight visitor parking. These are people staying at the dwelling units on site and are returning to their dwelling units during the evening peak hour.
- ITE trip generation rates for commercial development were reduced by 40 percent to account for internal trips. The commercial development on site are primarily for the use of the destination skiers that come to the Park City Village resort overnight, therefore the development can be accessed by foot.
- Commercial employee trips are estimated at an additional 30 trips during the evening peak hour, most employee trips will occur after the peak hour.
- Ski area employee trips will also occur before and after the evening peak traffic volume hour.
- Distribution of the new trips was based on the existing trip distribution, the primary origin (Salt Lake City area) remains the same for the daily skier regardless the size of the area.

These assumptions were based on previous traffic counts and studies performed at the existing Park City Ski Area Resort and other ski areas throughout the country.

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| Phase                                | I    | Option<br>IA | Option<br>IB | II*  | III* | IV*  | Total |
|--------------------------------------|------|--------------|--------------|------|------|------|-------|
| Existing stalls                      | 1222 |              |              | 1602 | 1583 | 2571 | 2513  |
| Skier stalls lost                    | 0    | 503          | 256          | 334  | 243  | 247  | 0     |
| Existing surface stalls<br>remaining | 1222 | 719          | 966          | 399  | 173  | 0    | 0     |
| Stalls constructed                   |      |              |              |      |      |      |       |
| Skier                                | 0    | 400          | 376          | 214  | 990  | 228  | 0     |
| Commercial/<br>Residential           | 187  | 66           | 64           | 101  | 91   | 191  | 0     |
| Employee                             |      |              |              |      | 150  |      | 0     |
| Subtotal                             | 187  | 466          | 440          | 315  | 1231 | 419  | 0     |
| Temporary                            |      | 230          |              |      |      | -230 | 0     |
| Total skier stalls                   | 1222 | 1349         | 1342         | 1229 | 1976 | 1727 | 1875  |
| Total other stalls                   | 187  | 253          | 251          | 354  | 595  | 786  | 786   |
| Total stalls                         | 1409 | 1602         | 1593         | 1583 | 2571 | 2513 | 2661  |

\* Option IA was assumed

\*\* Existing stalls do not include underground parking.

#### Phase I

1222 stalls includes:

|                 |     |
|-----------------|-----|
| Lower Lot       | 487 |
| Main Lot        | 492 |
| Silver King Lot | 243 |

165 Commercial/ Residential includes:

|                     |     |
|---------------------|-----|
| Parcel A new stalls | 187 |
|---------------------|-----|

1222 Total skier stalls, no additional constructed

165 Total other - stalls constructed for new residential units Parcel A

1409 Total skier plus total other stalls (1222+187)

#### Phase IA

503 skier lost stalls includes:

|                                             |     |                                        |
|---------------------------------------------|-----|----------------------------------------|
| Silver King Lot                             | 243 |                                        |
| North half of Main Lot                      | 246 |                                        |
| Construction workers<br>residential stalls) | 74  | (60 of the 74 can park in the Parcel D |

719 Remaining existing surface stalls (1222-503)

400 new skier includes:

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stalls under 1/2 of Parcel B 400

60 new commercial/ residential includes:

new units Parcel D 66 (used by construction workers)

1349 Total skier existing minus skiers stalls lost plus new skier stalls constructed (1222-  
- 503+400+230)

253 Total other stalls includes: 66 Parcel D and 187 Parcel A

1554 Total Stalls (1329+225)

### Phase IB

256 skier lost stalls includes:

North half of Main Lot 246

Construction workers 74 (64 of the 74 can park in the Parcel B  
residential stalls)

376 new skier includes:

stalls under 1/2 of Parcel B 316

northwest of Lower lot 60

64 new commercial/ residential includes:

for units on Parcel B 64 (will be used for construction workers until  
project is complete)

1342 Total Skier Stalls (1222-320+376+64)

251 Total Other Stalls (187+64)

1593 Total Stalls (1342+251)

### Phase II

1602 Existing stalls (1602 from Phase IA)

317 skier lost stalls includes:

South half of Lower Lot 243

Construction workers 74 (Construction workers for Parcel C will use  
74 residential stalls in Parcel C)

Construction workers 74 (Construction workers for Parcel A will use  
surface stalls in south half of Main Lot)

399 Existing remaining surface stalls (719 from phase IA plus 14 from phase IA  
construction workers minus 74 for construction workers Parcel A minus 243)

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construction of Parcel C, the 14 stalls are gained from construction workers in phase IA)

214 new skier includes:

stalls under Parcel C 214

101 new commercial/ residential includes:

for units on Parcel C 57 (used by construction workers )

1246 Total Skier Stalls (1349-317+214), (1349 from Phase I option A total skier stalls)

354 Total other stalls (253+101)

1600 Total Stalls (1246+354)

### Phase III

1600 Existing stalls (1520 from Phase II)

243 skier lost stalls includes:

North half of Lower Lot 243

Construction workers 80 (accommodated in the designated residential stalls under Parcel E)

173 Remaining existing surface stalls (416-243)

990 new skier stalls includes:

stalls under Parcel E 990

91 new commercial/ residential stalls includes:

for units on Parcel C 91

150 Employee parking

1564 Total skier stalls (1229-243+990), (1229 is the total skier stalls from Phase II)

595 Total Other Stalls (91+354+150)

2571 Total Stalls (1976+595)

### Phase IV

2571 Existing stalls (from Phase III)

247 skier lost stalls includes:

South half of Main Lot 247

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Construction workers 74 (park in the constructed residential/ commercial stalls)

In phase IV the 74 construction workers that have been accommodated in the south half of the Main Lot will need to be relocated into the Parcel B underground parking.

0 Remaining existing surface stalls (173+74-247)

228 new skier includes:

stalls under 1/2 Parcel B 228

191 new commercial/ residential includes:

for units on 2/3 Parcel B 191

completion of other residential units on parcel B assuming Option IA, 64 stalls currently being used for skiers will be required for residential

230 eliminating 230 temporary stalls

1663 Total skier stalls (1976-247+228-64)

850 Total Other Stalls (595+191+64)

2513 Total Stalls (1516+608)

Upon completion 148 stalls are gained from construction to bring the total up to 2661.

#### Trip Generation Table for new parking and existing surface stalls

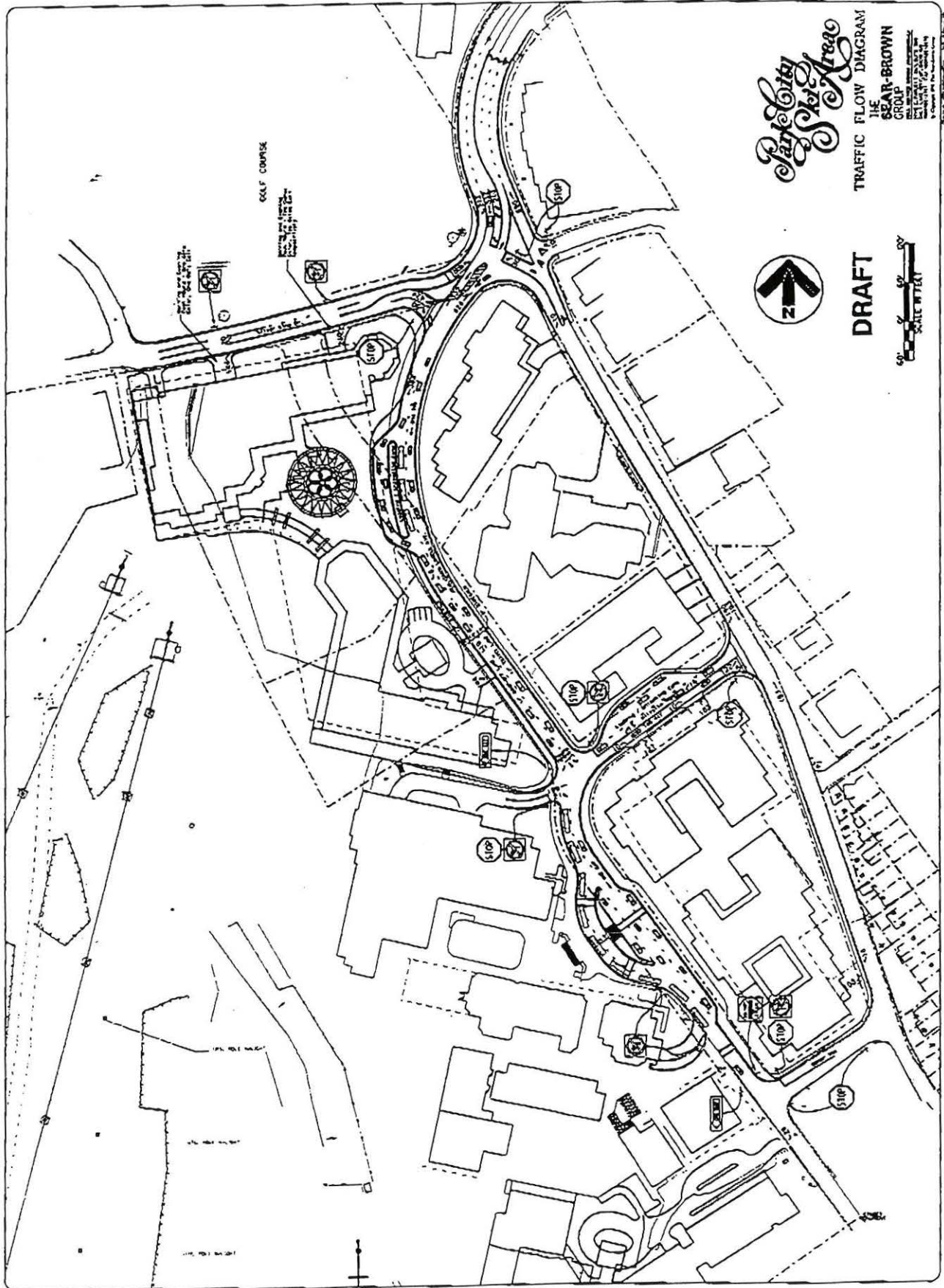
|                   | Enter | Exit |
|-------------------|-------|------|
| Phase I           | 28    | 647  |
| Phase IA          | 38    | 715  |
| Phase IB          | 38    | 711  |
| Phase II          | 53    | 651  |
| Phase III         | 89    | 1047 |
| Phase IV          | 127   | 881  |
| Project Complete* | 171   | 1004 |

\* includes 99 additional trips from commercial and commercial employees

This table does not include drop-off/ pick-up trips, or trips associated with existing underground parking.

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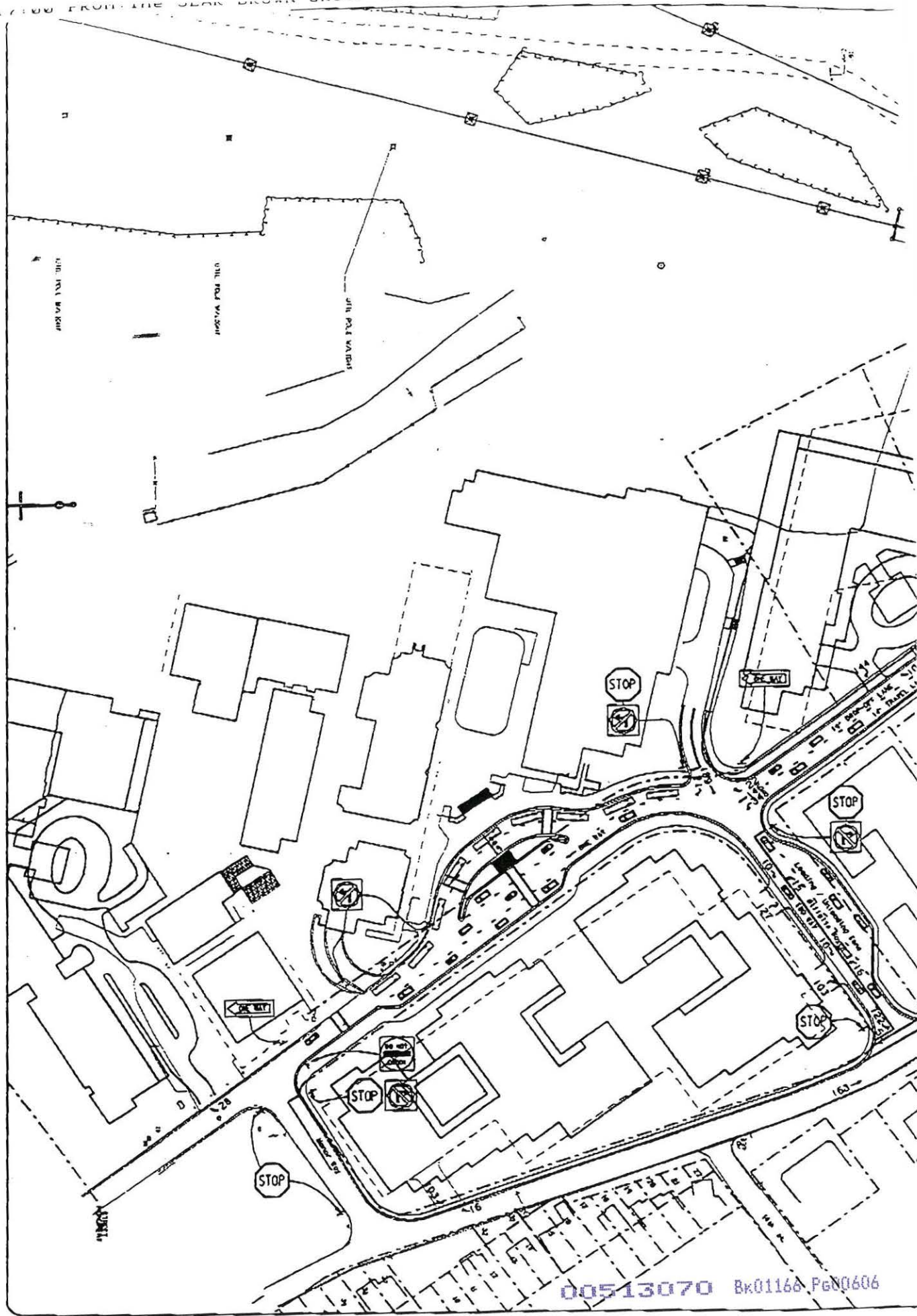




*Pavilion Plaza*

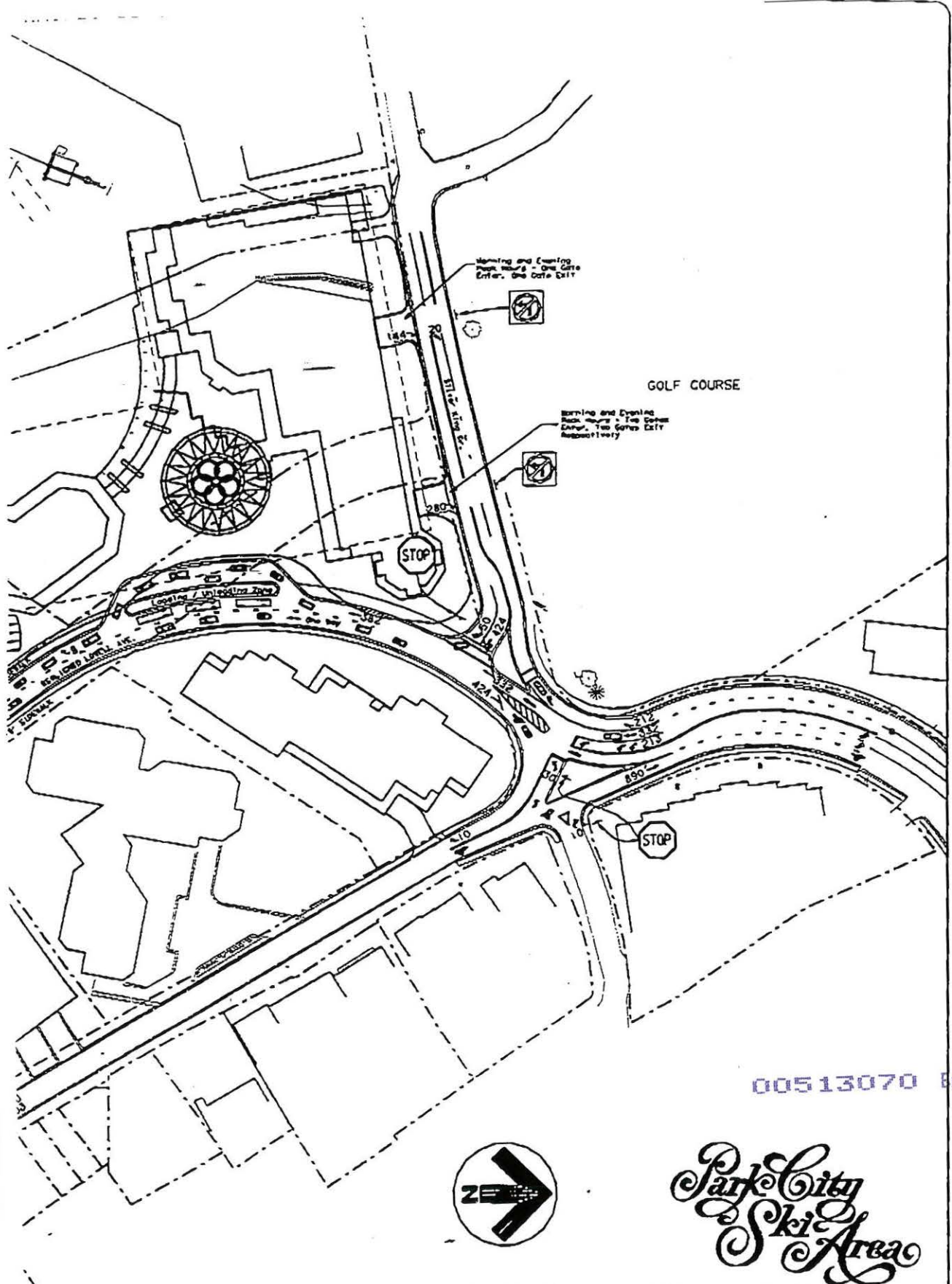
TRAFFIC FLOW DIAGRAM  
THE  
SEAR-BROWN  
GROUP

SCALE 1/4\"/>



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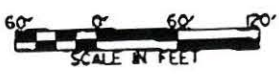




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**DRAFT**



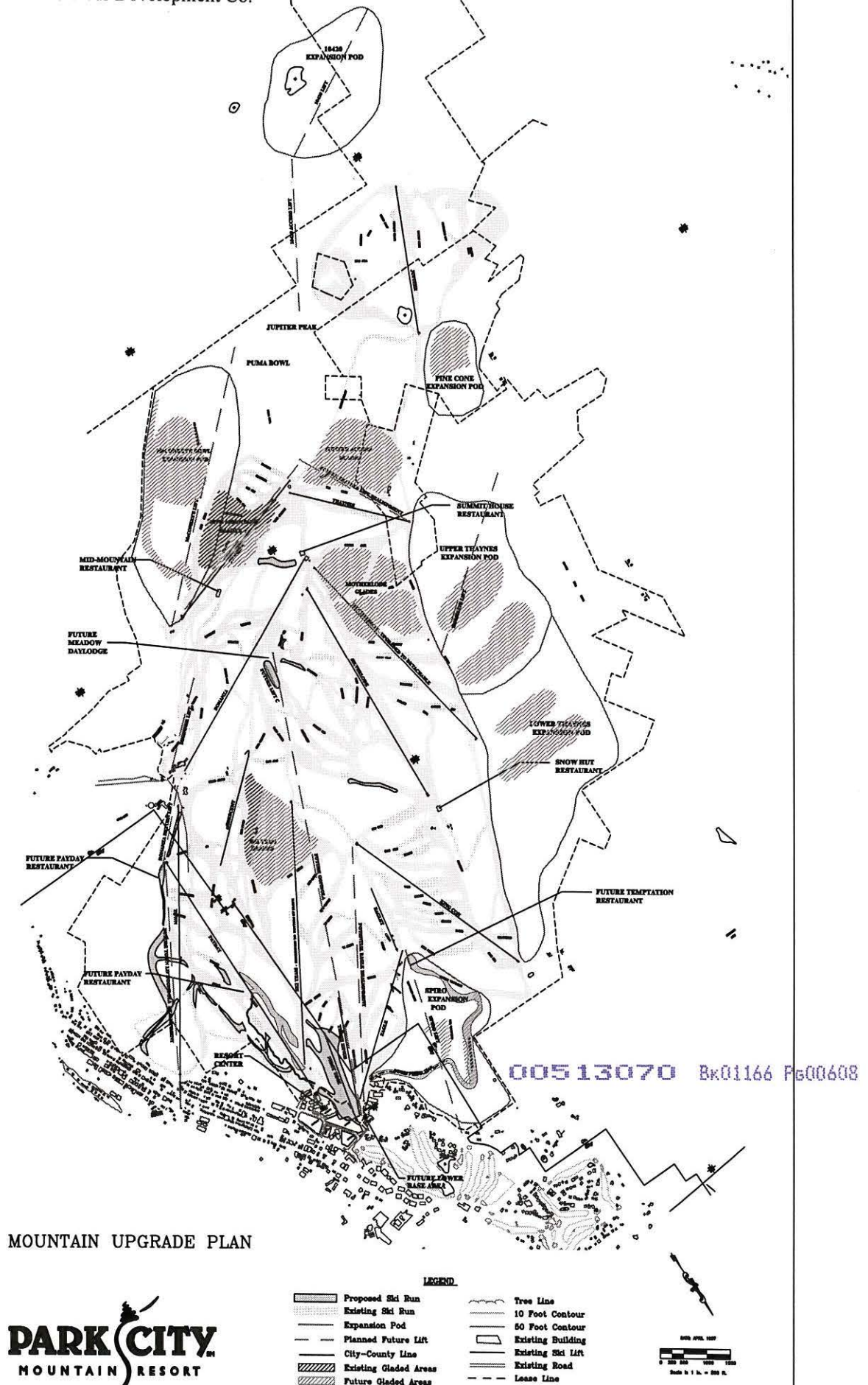
*Park City  
Ski Area*

TRAFFIC FLOW DIAGRAM

THE  
**SEAR-BROWN  
GROUP**

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# Park City Ski Area

## Mountain Upgrade Plan

### Exhibit L

00513070 Bk01166 Pg00609

August 1996

sno.engineering





## Mountain Upgrade Plan

August 1996

Prepared for:  
Park City Ski Area  
Post Office Box 39  
Park City, Utah

Prepared by:  
Sno-engineering, Inc.  
Littleton, New Hampshire  
Frisco, Colorado

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## APPENDIX A

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## I. INTRODUCTION

### A. Background

Sno.engineering, Inc. has been retained by Powdr Corporation to develop a mountain upgrade plan for the Park City Ski Area (PCSA). The primary goal in undertaking this project is to develop a long-range plan for upgrading the ski area facilities. Specific objectives of the upgrading plan include:

- ♦ to identify opportunities to improve the quality of the ski product by upgrading facilities within the current ski area boundary;
- ♦ to utilize innovative ski area planning and design techniques, as well as recent technological advances, to modernize the ski area facilities;
- ♦ to reconfigure the out-of-base lifts to accommodate a new base area staging portal in the Three Kings/First Time area;
- ♦ to develop a greater variety of ski terrain tailored to the skier market ability distribution (to the extent possible) with an emphasis on enhancing opportunities for beginner, novice, intermediate, and advanced intermediate skiers;
- ♦ to improve out-of-base lift capacity, end-of-day egress trail capacity, and overall skier circulation;
- ♦ to balance the uphill capacity of the lift systems with the downhill capacity of the ski trails;
- ♦ to identify areas of potential future expansion terrain; and
- ♦ to establish the skier support facility requirements (day lodge square footage, food service seating, and parking/shuttle/overnight accommodations) to maintain a balance with the upgraded lift and trail system.

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## **B. Study Methodology**

In order to develop a mountain upgrade plan for PCSA that is responsive to the planning goals and objectives outlined above, an evaluative process has been undertaken that includes three interrelated tasks. These components are summarized below:

### **Existing Conditions**

An evaluation of the existing conditions at PCSA was completed, which involved a review of the ski area's physical resources and an assessment of the existing ski area operation. On site investigations of the ski facilities were conducted under bare ground conditions, and during winter operations, including a site visit to observe the facility during "America's World Cup Opener". The inventory of site resources helps to guide the planning and location of new facilities, whereas the assessment of the existing ski operation identifies deficiencies within the ski area which must be brought into balance to improve the recreational experience. The evaluation of existing conditions is set forth in Section III of this document.

### **Alternative Development Concepts**

The initial inventory and analysis of the existing ski area operation lead to the production of a number of alternative development concepts for upgrading the ski facilities. The alternative concepts were presented to the PCSA planning team in Park City for review and comments. Based upon input from the PCSA planning team, a "preferred concept" was selected.

### **Mountain Upgrade Plan**

The "preferred concept" guided the production of the Park City Ski Area Mountain Upgrade Plan, which sets forth the improvement program for PCSA. Addressing both ski facilities and visitor services, the Mountain Upgrade Plan is outlined in Section IV of this document.

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## II. DESIGN CRITERIA

The upgrading and expansion of a ski area is influenced by a variety of ski facility design criteria that help to create a quality ski experience. This section will briefly discuss these factors as they apply to PCSA.

### A. Trail Design

#### 1. Fall-Line

This analysis looks at the natural flow of skiers and skier routes that will service various skier ability levels from the top of the mountain to the base area on a consistent basis. Consistency of fall-line provides for the best recreational skiing experience and demonstrates the resort's potential to develop an expanded ski trail system with minimal topographic disturbance.

#### 2. Slope Gradients and Terrain Breakdown

The following gradients were used to determine the skier ability level of the mountain terrain.

Table II-1  
ACCEPTABLE TERRAIN GRADIENTS

| Skier Ability         | Slope Gradient                |
|-----------------------|-------------------------------|
| Beginner              | 8 to 12%                      |
| Novice                | to 25% (short pitches to 30%) |
| Low Intermediate      | to 30% (short pitches to 35%) |
| Intermediate          | to 40% (short pitches to 45%) |
| Advanced Intermediate | to 50% (short pitches to 55%) |
| Expert                | over 50% (maximum of 80%)     |

Source: Sno.engineering, Inc.

The resultant terrain breakdown is then compared with the market demand for each ability level. The available ski terrain should be capable of accommodating the full range of ability levels consistent with market demand. The ideal breakdown of terrain for PCSA's skier market is shown in table II-2. This table illustrates that intermediate skiers comprise the bulk of PCSA's skier market.

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**Table II-2**  
**PCSA'S SKIER ABILITY BREAKDOWN**

| Skier Ability         | Percent of Skier Market |
|-----------------------|-------------------------|
| Beginner              | 5 percent               |
| Novice                | 12 percent              |
| Low Intermediate      | 18 percent              |
| Intermediate          | 35 percent              |
| Advanced Intermediate | 20 percent              |
| Expert                | 10 percent              |

Source: Sno.engineering, Inc.

### **3. Trail Density**

The calculation of capacity for a ski area is based in part on the acceptable number of skiers that can be accommodated on each acre of ski terrain at any one given time. The widely accepted density criteria for ski areas in western North America are listed in Table II-3.

**Table II-3**  
**SKIER DENSITY PER ACRE**

| Skier Ability                 | Trail Density  |
|-------------------------------|----------------|
| Beginner/Novice               | 50 skiers/acre |
| Low Intermediate/Intermediate | 30 skiers/acre |
| Advanced Intermediate/Expert  | 15 skiers/acre |

Source: Sno.engineering, Inc.

These density figures are based on the assumption that on an average day, approximately 33 percent of the total number of skiers in the area will be on the trails at any one time. The remainder of the skiers are either in lift lines, riding the lifts, or utilizing skier support services. The densities listed above have been used in the analysis of PCSA's trail densities.

### **4. Trail System**

Each trail must have generally consistent grades to provide an interesting and challenging ski experience for the ability level for which the trail is designed. Optimum trail widths should vary depending upon topographic conditions and the caliber of the skier being served. The trail network must minimize cross-traffic and should provide

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the full range of ability levels consistent with market demand. The trails must be designed and constructed to minimize off fall-line conditions and to avoid bottlenecks and convergence zones, which might produce skier congestion.

In summary, a broad range of skiing terrain must be provided in order to satisfy skiers from beginner through expert ability levels within the natural, topographic characteristics of the site.

## **B. Lift Design**

Ski lifts should be placed to serve the available ski terrain in the most efficient manner, while considering a myriad of factors such as wind conditions, round-trip skiing and access needs, interconnectability between other lifts and trails, and the need for circulatory space at the lower and upper terminal sites. Additionally, it should be understood that the vertical rise and length of ski lifts for a particular mountain are the primary measures of overall attractiveness and marketability of a ski area.

## **C. Capacity Analysis and Design**

Comfortable Carrying Capacity (CCC) is defined as the optimal level of utilization for the ski area (the number of visitors that can be accommodated at any given time) which guarantees a pleasant recreational experience, while at the same time preserving the quality of the environment. The accurate estimation of the CCC of a ski area is a complex issue and is the single most important planning criterion for the resort. Given proper identification of the mountain's true capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent.

Sno.engineering employs a planning parameter which recommends that the total ski area CCC should be able to flow through the entry portal or out of the base area lifts in 90 to 120 minutes. Accordingly, total out-of-base skier capacity is computed using the hourly

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uphill capacity of the access lifts multiplied by the minimum 90 to 120 minute cycle time. This planning parameter must also address return ski trail capacity over a 90-minute egress period.

#### **D. Base Area Design**

Particular consideration should be given to the relationship of the base area to the mountain facilities. Skiers should gravitate naturally into the base area and mid-mountain hubs allowing convenient access to any of the lift systems originating in these staging areas. Upon arrival at the ski area, skiers should be able to move directly from parking/shuttle drop-off areas, through ticketing or rentals, to the base of the lifts. Walking distance and vertical differential between the base area facilities and lifts should be minimized in an effort to move skiers directly onto the mountain. Vehicle, pedestrian, and skier circulation should be coordinated to create a safe and pleasant base area environment.

#### **E. Balance of Facilities**

The mountain master planning process emphasizes the importance of balancing recreational facility development. The size of the skier service functions must be matched to the CCC of the mountain. The future development of a ski area should be designed and coordinated to maintain a balance between skier demand, ski area capacity (lifts and trails), and the supporting equipment and facilities (e.g. grooming machines, day lodge services and facilities, overnight lodging, utility infrastructure, access, and parking).

Based upon the suitability of site resources, complementary year-round facilities and recreational opportunities should also be integrated into a comprehensive plan. In addition to alpine skiing, activities such as nordic skiing, snowshoeing, ice skating, summer chairlift rides, hiking, bike riding, golf, tennis, wildlife viewing, and environmental interpretation programs can help enhance the overall attractiveness of a resort's environs.

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### III. EXISTING SKI RESORT FACILITIES

The following section contains an examination and analysis of PCSA's existing ski facilities. As the first step in the evaluation process, the resort inventory involves the collection of data pertaining to PCSA's existing facilities, including data regarding: ski lifts, ski trails, base area structures, skier services, and day-use parking/shuttle services. The analysis of the inventory data involves the application of ski industry standards to PCSA's existing conditions. This process enables Sno. engineering to compare PCSA's existing ski facilities to those facilities commonly found at other North American ski resorts of similar size and composition.

The overall balance of the existing ski area is evaluated by calculating the skier capacities of PCSA's various facility components, and, in turn, comparing these capacities to the ski area's CCC (PCSA's existing CCC is detailed in Section III.A.3). This examination of capacities helps to identify the ski resort's strengths and weaknesses (i.e. surpluses and deficiencies). With an understanding of the ski area's strengths and weaknesses, the next step is to identify improvements that will: (1) help bring the existing ski area into better equilibrium, and (2) help the resort meet the ever-changing needs of their skier marketplace. Accomplishing both of these objectives will ultimately enhance PCSA's financial performance.

00513070 Bk01166 Pg00621





# MOUNTAIN UPGRADE PLAN

PREPARED FOR:  
 PARK CITY SKI AREA  
 PO BOX 39  
 PARK CITY, UT 84060  
 801-849-8111

PREPARED BY:  
  
 K&S ENGINEERING

**Figure III-1**  
**Existing Ski Area**

DATE: AUGUST 1996  
 CONTOUR INTERVAL: 10ft





## A. Skiing Facilities

### 1. Ski Lifts

The skiable terrain at PCSA is currently served by two detachable quads, four fixed-grip doubles, six fixed-grip triples, one fixed-grip quad, and one four-passenger gondola. Table III-1 provides specifications for PCSA's fourteen existing lifts.

**Table III-1  
EXISTING LIFT SPECIFICATIONS**

| Map Ref. | Lift Name       | Lift Type | Top Elev. (ft.) | Bot. Elev. (ft.) | Vert. Rise (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Grade (%) | Hourly Capacity (skiers/hr.) | Rope Speed (fpm) |
|----------|-----------------|-----------|-----------------|------------------|------------------|---------------------|--------------------|----------------|------------------------------|------------------|
| 1        | Prospector      | Det. Quad | 9,250           | 7,980            | 1,270            | 5,130               | 5,285              | 25             | 2,800                        | 1,000            |
| 2        | Thaynes         | Double    | 9,385           | 8,505            | 880              | 2,630               | 2,773              | 33             | 1,200                        | 500              |
| 3        | Three Kings     | Double    | 7,360           | 6,895            | 465              | 2,570               | 2,612              | 18             | 900                          | 400              |
| 4        | Pay Day         | Triple    | 8,250           | 6,980            | 1,270            | 5,790               | 5,928              | 22             | 1,800                        | 500              |
| 5        | Crescent        | Quad      | 8,735           | 7,875            | 860              | 2,440               | 2,587              | 35             | 1,800                        | 450              |
| 6        | First Time      | Triple    | 7,170           | 6,900            | 270              | 1,900               | 1,919              | 14             | 900                          | 350              |
| 7        | King Con        | Det. Quad | 8,480           | 7,280            | 1,200            | 4,320               | 4,484              | 28             | 2,800                        | 1000             |
| 8        | Jupiter         | Double    | 9,960           | 8,935            | 1,025            | 3,200               | 3,360              | 32             | 1,200                        | 500              |
| 9        | Ski Team        | Double    | 8,630           | 7,020            | 1,610            | 5,600               | 5,827              | 29             | 1,200                        | 500              |
| 10       | Motherload      | Triple    | 9,230           | 7,975            | 1,255            | 5,110               | 5,262              | 25             | 1,800                        | 500              |
| 11       | Pioneer         | Triple    | 9,400           | 8,400            | 1,000            | 4,070               | 4,191              | 25             | 1,800                        | 500              |
| 12       | Town            | Triple    | 8,175           | 6,985            | 1,190            | 6,430               | 6,539              | 19             | 1,800                        | 500              |
| 13       | Eagle           | Triple    | 8,050           | 6,915            | 1,135            | 3,300               | 3,490              | 34             | 1,200                        | 500              |
| 14a      | Gondola (lower) | 4-Pass.   | 8,180           | 6,990            | 1,190            | 6,950               | 7,051              | 17             | 600                          | 500              |
| 14b      | Gondola (upper) | 4-Pass.   | 9,230           | 8,180            | 1,050            | 5,650               | 5,747              | 19             | 600                          | 500              |

Source: PCSA Resort Management

PCSA's existing lifts service the terrain efficiently, however many of the lifts have low hourly capacities (the exceptions being the Prospector and King Con detachable quads). While many of PCSA's lifts feature older technology, these lifts are generally well-maintained. Pay Day, Ski Team, Motherload, Town, and the Gondola all have long slope lengths and relatively slow rope speeds, causing these lifts to be underutilized due to their long ride time. The base terminals of Ski Team and Eagle chairlifts are inconveniently located for access from parking areas and skier services in the base area.

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## 2. Ski Terrain

The existing ski area has approximately 700 acres of skiable acreage (not including natural, non-maintained tree skiing and chutes). The sanctioned ski trail network accommodates the entire range of skier ability levels, from beginner to expert. Table III-2 outlines the terrain which constitutes PCSA's formal ski trail network.

**Table III-2  
EXISTING SKI TERRAIN SPECIFICATIONS**

| Map Ref. | Trail Name          | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|---------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 1        | Upper Claim Jump.   | 488              | 3,416               | 3,459              | 145              | 11.51        | 14             | 27             | Low Int.      |
| 2        | Claim Jumper        | 598              | 3,039               | 3,103              | 195              | 13.89        | 20             | 31             | Low Int.      |
| 3        | Lower Claim Jump.   | 202              | 1,496               | 1,518              | 150              | 5.23         | 14             | 25             | Low Int.      |
| 4        | Assessment          | 733              | 3,443               | 3,539              | 150              | 12.19        | 21             | 36             | Inter.        |
| 5        | Powder Keg          | 435              | 1,259               | 1,335              | 175              | 5.36         | 35             | 35             | Inter.        |
| 6        | Hidden Splendor     | 920              | 3,704               | 3,740              | 150              | 12.88        | 25             | 45             | Inter.        |
| 7        | Mel's Alley         | 450              | 2,150               | 2,197              | 75               | 3.78         | 21             | 26             | Low Int.      |
| 8        | Newport             | 445              | 989                 | 1,088              | 150              | 3.75         | 45             | 57             | Expert        |
| 9        | Lost Prospector     | 360              | 850                 | 923                | 100              | 2.12         | 42             | 62             | Expert        |
| 10       | Dynamite            | 332              | 892                 | 956                | 150              | 3.29         | 37             | 52             | Adv. Int.     |
| 11       | Up. Lost Prospector | 300              | 1,500               | 1,530              | 150              | 5.27         | 20             | 29             | Low Int.      |
| 12       | Prospector          | 783              | 2,638               | 2,768              | 200              | 12.71        | 30             | 51             | Adv. Int.     |
| 13       | Lower Parley's      | 365              | 1,450               | 1,495              | 200              | 6.87         | 25             | 44             | Inter.        |
| 14       | Parley's Park       | 310              | 794                 | 880                | 200              | 4.04         | 39             | 43             | Inter.        |
| 15       | Upper Prospector    | 469              | 2,936               | 2,981              | 100              | 6.84         | 16             | 28             | Low Int.      |
| 16       | Single Jack         | 595              | 2,400               | 2,473              | 75               | 4.26         | 25             | 29             | Low Int.      |
| 17       | Double Jack         | 675              | 1,743               | 1,879              | 200              | 8.63         | 39             | 56             | Expert        |
| 18       | Summit Road         | 145              | 1,386               | 1,405              | 50               | 1.61         | 10             | 10             | Low Int.      |
| 19       | Thaynes             | 817              | 2,177               | 2,345              | 200              | 10.77        | 38             | 68             | Expert        |
| 20       | Hoist               | 739              | 2,133               | 2,290              | 100              | 5.26         | 35             | 70             | Expert        |
| 21       | Keystone            | 827              | 4,417               | 4,538              | 75               | 7.81         | 19             | 45             | Inter.        |
| 22       | King's Crown        | 174              | 783                 | 803                | 75               | 1.38         | 22             | 28             | Low Int.      |
| 23       | Three Kings         | 191              | 780                 | 780                | 100              | 1.79         | 25             | 37             | Inter.        |
| 24       | Quick Silver        | 186              | 721                 | 747                | 100              | 1.71         | 26             | 31             | Low Int.      |
| 25       | Pick 'n Shovel      | 461              | 2,495               | 2,544              | 150              | 8.76         | 18             | 25             | Novice        |
| 26       | Silver Hollow       | 393              | 2,711               | 2,755              | 100              | 6.32         | 14             | 25             | Novice        |
| 27       | Pay Day             | 1,140            | 5,292               | 5,435              | 100              | 12.48        | 22             | 40             | Inter.        |
| 28       | Nastar              | 663              | 3,025               | 3,106              | 120              | 8.56         | 22             | 36             | Inter.        |
| 29       | Drift               | 361              | 3,265               | 3,302              | 30               | 2.27         | 11             | 34             | Low Int.      |
| 30       | Lower Blanche       | 354              | 1,735               | 1,773              | 150              | 6.10         | 20             | 25             | Low Int.      |
| 31       | Nail Driver         | 565              | 1,346               | 1,469              | 175              | 5.90         | 42             | 69             | Expert        |
| 32       | Widowmaker          | 438              | 979                 | 1,077              | 300              | 7.42         | 45             | 62             | Expert        |

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| Map Ref. | Trail Name         | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|--------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 33       | Dividend           | 271              | 769                 | 817                | 175              | 3.28         | 35             | 43             | Inter.        |
| 34       | Treasure Hollow    | 703              | 2,973               | 3,073              | 200              | 14.11        | 24             | 44             | Inter.        |
| 35       | Silver Queen       | 567              | 1,530               | 1,643              | 125              | 4.72         | 37             | 58             | Expert        |
| 35A      | Upper Silver Queen | 116              | 1,076               | 1,085              | 125              | 3.11         | 11             | 19             | Expert        |
| 36       | Crescent           | 841              | 2,201               | 2,373              | 150              | 8.17         | 38             | 58             | Expert        |
| 37       | Silver Skis        | 671              | 1,414               | 1,573              | 125              | 4.51         | 47             | 66             | Expert        |
| 38       | Shaft              | 886              | 1,682               | 1,906              | 50               | 2.19         | 53             | 62             | Expert        |
| 39       | Water Fall         | 490              | 1,910               | 1,972              | 100              | 4.53         | 26             | 62             | Expert        |
| 40       | First Time         | 269              | 2,032               | 2,057              | 125              | 5.90         | 13             | 22             | Novice        |
| 41       | Bunny Hollow       | 239              | 1,612               | 1,638              | 100              | 3.76         | 15             | 22             | Novice        |
| 42       | Teaching Area      | 65               | 1,070               | 1,072              | 125              | 3.08         | 6              | 8              | Beginner      |
| 43       | Road to Hollow     | 70               | 1,600               | 1,602              | 30               | 1.10         | 6              | 10             | Beginner      |
| 44       | Hot Spot           | 265              | 1,213               | 1,249              | 150              | 4.30         | 22             | 38             | Inter.        |
| 45       | Combustion         | 302              | 1,132               | 1,192              | 150              | 4.10         | 27             | 57             | Expert        |
| 46       | Gotcha Ridge       | 357              | 1,951               | 1,984              | 150              | 6.83         | 18             | 23             | Low Int.      |
| 47       | Temptation         | 735              | 3,650               | 3,723              | 120              | 10.26        | 20             | 35             | Low Int.      |
| 48       | Seldom Seen        | 623              | 1,955               | 2,062              | 175              | 8.28         | 32             | 55             | Adv. Int.     |
| 49       | Climax             | 559              | 1,683               | 1,780              | 150              | 6.13         | 33             | 49             | Adv. Int.     |
| 50       | Monitor            | 523              | 1,525               | 1,619              | 125              | 4.65         | 34             | 53             | Adv. Int.     |
| 51       | Eureka             | 483              | 1,328               | 1,416              | 125              | 4.06         | 36             | 51             | Adv. Int.     |
| 52       | Liberty            | 504              | 1,309               | 1,407              | 175              | 5.65         | 39             | 54             | Adv. Int.     |
| 53       | Shamus             | 508              | 1,418               | 1,511              | 175              | 6.07         | 36             | 50             | Adv. Int.     |
| 54       | Sitka              | 641              | 2,027               | 2,143              | 175              | 8.61         | 32             | 58             | Expert        |
| 55       | Courchevel         | 568              | 1,603               | 1,708              | 150              | 5.88         | 35             | 52             | Adv. Int.     |
| 56       | High Card          | 672              | 2,032               | 2,150              | 150              | 7.40         | 33             | 55             | Expert        |
| 56A      | Chance             | 356              | 942                 | 1,011              | 150              | 3.48         | 38             | 50             | Adv. Int.     |
| 57       | King Con           | 584              | 1,890               | 1,981              | 150              | 6.82         | 31             | 40             | Inter.        |
| 58       | Broadway           | 435              | 3,820               | 3,845              | 100              | 8.83         | 11             | 18             | Low Int.      |
| 59       | Shadow Ridge       | 990              | 3,110               | 3,264              | 100              | 7.49         | 32             | 56             | Expert        |
| 60       | Scotts Bowl        | 885              | 4,800               | 4,881              | 150              | 16.81        | 18             | 77             | Expert        |
| 61       | Fortune Teller     | 950              | 2,780               | 2,938              | 200              | 13.49        | 34             | 83             | Expert        |
| 62       | Silver Cliff       | 715              | 1,780               | 1,918              | 100              | 4.40         | 40             | 75             | Expert        |
| 63       | Indicator          | 780              | 2,100               | 2,240              | 100              | 5.14         | 37             | 95             | Expert        |
| 64       | Portuguese Gap     | 680              | 2,020               | 2,131              | 100              | 4.89         | 34             | 73             | Expert        |
| 65       | Six Bells          | 570              | 1,050               | 1,195              | 100              | 2.74         | 54             | 95             | Expert        |
| 66       | West Face          | 1,905            | 5,870               | 6,171              | 200              | 28.34        | 32             | 67             | Expert        |
| 67       | Jupiter Road       | 743              | 7,386               | 7,457              | 25               | 4.28         | 10             | 35             | Low Int.      |
| 68       | Silver King        | 904              | 1,966               | 2,184              | 200              | 10.03        | 46             | 76             | Expert        |
| 69       | Willy's Run        | 1,245            | 3,829               | 4,060              | 150              | 13.98        | 33             | 62             | Expert        |
| 70       | Men's GS           | 1,610            | 3,550               | 3,898              | 150              | 13.42        | 45             | 65             | Expert        |
| 71       | Men's SL           | 550              | 965                 | 1,250              | 150              | 4.30         | 57             | 62             | Expert        |
| 72       | Ladies SL          | 397              | 991                 | 1,073              | 200              | 4.93         | 40             | 59             | Expert        |
| 73       | Thaynes Canyon     | 1,150            | 9,450               | 9,520              | 50               | 10.93        | 12             | 19             | Low Int.      |

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| Map Ref. | Trail Name        | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|-------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 74       | Lower Single Jack | 450              | 880                 | 988                | 200              | 4.54         | 51             | 71             | Expert        |
| 75       | Ford Country      | 716              | 1,627               | 1,791              | 200              | 8.22         | 44             | 64             | Expert        |
| 76       | Glory Hole        | 720              | 1,817               | 1,964              | 200              | 9.02         | 40             | 55             | Adv. Int.     |
| 77       | Sunny Side        | 686              | 1,926               | 2,059              | 175              | 8.27         | 36             | 53             | Adv. Int.     |
| 78       | Carbide Cut       | 310              | 970                 | 1,018              | 150              | 3.51         | 32             | 42             | Inter.        |
| 79       | Sampson           | 470              | 1,557               | 1,653              | 100              | 3.80         | 30             | 55             | Adv. Int.     |
| 80       | Comstock          | 439              | 1,181               | 1,277              | 100              | 2.93         | 37             | 55             | Adv. Int.     |
| 81       | Red Fox           | 406              | 1,137               | 1,213              | 125              | 3.48         | 36             | 50             | Adv. Int.     |
| 82       | Hawk Eye          | 379              | 1,212               | 1,281              | 125              | 3.68         | 31             | 47             | Adv. Int.     |
| 83       | Woodside          | 713              | 3,271               | 3,371              | 100              | 7.74         | 22             | 42             | Adv. Int.     |
| 84       | Blue Slip Bowl    | 554              | 1,614               | 1,734              | 200              | 7.96         | 34             | 71             | Expert        |
| 85       | Webster           | 496              | 3,515               | 3,568              | 150              | 12.29        | 14             | 29             | Low Int.      |
| 86       | Lucky Boy         | 345              | 1,900               | 1,931              | 75               | 3.32         | 18             | 50             | Adv. Int.     |
| 87       | Creole            | 576              | 2,092               | 2,190              | 150              | 7.54         | 28             | 49             | Adv. Int.     |
| 88       | Quit 'n Time      | 551              | 2,724               | 2,811              | 100              | 6.45         | 20             | 52             | Adv. Int.     |
| 89       | Gotcha Cutoff     | 605              | 5,180               | 5,215              | 30               | 3.59         | 12             | 36             | Inter.        |
| 90       | C.B.'s Run        | 801              | 1,918               | 2,091              | 150              | 7.20         | 42             | 62             | Expert        |
| 91       | Upper Clementine  | 340              | 950                 | 1,009              | 150              | 3.47         | 36             | 63             | Expert        |
| 92       | Commitment        | 500              | 1,150               | 1,254              | 150              | 4.32         | 43             | 83             | Expert        |
| 93       | Clementine        | 315              | 1,600               | 1,631              | 200              | 7.49         | 20             | 31             | Low Int.      |
| 94       | Bonanza           | 400              | 3,150               | 3,175              | 200              | 14.58        | 13             | 29             | Low Int.      |
| 95       | Bonanza Cutoff    | 178              | 1,947               | 1,929              | 30               | 1.33         | 09             | 21             | Low Int.      |
| 96       | Bonanza Road      | 156              | 1,362               | 1,378              | 30               | 0.95         | 11             | 24             | Low Int.      |
| 97       | Belmont           | 465              | 1,745               | 1,821              | 150              | 6.27         | 27             | 59             | Expert        |
| 98       | Side Winder       | 1,003            | 5,864               | 6,002              | 200              | 27.56        | 17             | 35             | Low Int.      |
| 99       | King Con Access   | 197              | 3,457               | 3,474              | 30               | 2.39         | 06             | 21             | Low Int.      |
| 100      | Quarter Load      | 85               | 381                 | 391                | 200              | 1.80         | 22             | 30             | Low Int.      |
| 101      | Half Load         | 141              | 427                 | 450                | 200              | 2.06         | 33             | 38             | Inter.        |
| Total:   |                   |                  |                     |                    |                  | 691.53       |                |                |               |

Source: PCSA Resort Management

### Existing Ski Terrain Classification Distribution

The ski trails described in Table III-2 have been categorized according to skier ability level. The six skier ability levels used to classify the slopes and trails at PCSA have been compared with the national trail standards (refer to Table III-3).

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**Table III-3**  
**ABILITY LEVELS AND NATIONAL TRAIL STANDARDS**

| Skier Ability Level               | Trail Designation | Map Symbol      |
|-----------------------------------|-------------------|-----------------|
| Beginner and Novice               | Easier            | Green Circle ●  |
| Low Intermediate and Intermediate | More Difficult    | Blue Square ■   |
| Advanced Intermediate and Expert  | Most Difficult    | Black Diamond ◆ |

Source: Sno.engineering, Inc.

Table III-4 sets forth a distribution of PCSA's existing ski terrain by skier ability level. The figures in the skier capacity column indicate the total number of skiers the ski terrain in each ability level category can support. The last column in this table represents the skill level distribution of PCSA's skier market.

**Table III-4**  
**EXISTING SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL**

| Skier Ability Level | Skiable Area (acres) | Skier Capacity (skiers) | Skier Distribution (%) | Skier Market (%) |
|---------------------|----------------------|-------------------------|------------------------|------------------|
| Beginner            | 4.2                  | 167                     | 1                      | 5                |
| Novice              | 24.7                 | 742                     | 6                      | 12               |
| Low Intermediate    | 173.4                | 4,334                   | 37                     | 18               |
| Intermediate        | 109.6                | 2,193                   | 19                     | 35               |
| Adv. Intermediate   | 116.4                | 1,747                   | 15                     | 20               |
| Expert              | 263.1                | 2,631                   | 22                     | 10               |
| Total:              | 691.5                | 11,815                  | 100                    | 100              |

Source: PCSA Resort Management, Sno.engineering, Inc.

The results of the ski terrain classification distribution indicate that there is a surplus of low intermediate and expert terrain, with a commensurate deficit of beginner, novice, intermediate, and advanced intermediate terrain. As a result, PCSA's upgrading plan should focus on improving the distribution of terrain by enhancing the skiing opportunities for beginner, novice, intermediate, and advanced intermediate skiers.

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### 3. Analysis of Comfortable Carrying Capacity

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70 to 85 percent (depending primarily on weather and snow conditions) will be actively skiing, while the balance of the visitors will be using skier support facilities. At a well-balanced ski facility, the active skiers will be evenly distributed throughout the mountain facilities -- on ski trails, waiting in lift lines, or riding ski lifts.

As was stated earlier, the accurate estimation of a ski area's CCC is a complex issue and is the single most important planning criterion for the ski area. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned (e.g. base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services).

The estimated CCC for the existing ski facilities at PCSA is calculated in Table III-5.

**Table III-5  
EXISTING COMFORTABLE CARRYING CAPACITY**

| Lift Name       | Lift Type | Slope Length (ft.) | Vert. Rise (ft.) | Hourly Capacity (skiers/hr.) | Oper. Hours (hrs.) | Load Eff. (%) | Adjust. Hrly. Cap. (skiers/hr.) | VTF/Hr (000) | Vertical Demand (ft./day) | CCC (skiers) |
|-----------------|-----------|--------------------|------------------|------------------------------|--------------------|---------------|---------------------------------|--------------|---------------------------|--------------|
| Prospector      | Det. Quad | 5,285              | 1,270            | 2,800                        | 6.75               | 95            | 2,660                           | 3,556        | 11,769                    | 1,940        |
| Thaynes         | Double    | 2,773              | 880              | 1,200                        | 6.50               | 95            | 1,140                           | 1,056        | 16,706                    | 390          |
| Three Kings     | Double    | 2,612              | 465              | 900                          | 7.00               | 90            | 810                             | 419          | 6,156                     | 430          |
| Pay Day         | Triple    | 5,928              | 1,270            | 1,800                        | 7.00               | 80            | 1,440                           | 2,286        | 11,254                    | 1,140        |
| Crescent        | Quad      | 2,587              | 860              | 1,800                        | 6.75               | 50            | 900                             | 1,548        | 18,011                    | 290          |
| First Time      | Triple    | 1,919              | 270              | 900                          | 7.00               | 90            | 810                             | 243          | 3,588                     | 430          |
| King Con        | Det. Quad | 4,484              | 1,200            | 2,800                        | 6.75               | 95            | 2,660                           | 3,360        | 12,061                    | 1,790        |
| Jupiter         | Double    | 3,360              | 1,025            | 1,200                        | 6.00               | 95            | 1,140                           | 1,230        | 20,271                    | 350          |
| Ski Team        | Double    | 5,827              | 1,610            | 1,200                        | 7.00               | 80            | 960                             | 1,932        | 21,258                    | 510          |
| Motherload      | Triple    | 5,262              | 1,255            | 1,800                        | 6.50               | 90            | 1,620                           | 2,259        | 15,659                    | 840          |
| Pioneer         | Triple    | 4,191              | 1,000            | 1,800                        | 6.50               | 90            | 1,620                           | 1,800        | 13,045                    | 810          |
| Town            | Triple    | 6,539              | 1,190            | 1,800                        | 7.00               | 25            | 450                             | 2,142        | 13,820                    | 270          |
| Eagle           | Triple    | 3,490              | 1,135            | 1,200                        | 7.00               | 50            | 600                             | 1,362        | 18,789                    | 250          |
| Gondola (lower) | 4-Pass.   | 7,051              | 1,190            | 600                          | 7.00               | 25            | 150                             | 714          | 9,622                     | 130          |
| Gondola (upper) | 4-Pass.   | 5,747              | 1,050            | 600                          | 7.00               | 75            | 450                             | 630          | 9,815                     | 340          |
| Total:          |           | 67,054             |                  | 22,400                       |                    |               | 17,410                          | 24,537       |                           | 9,910        |

Source: PCSA Resort Management, Sno.engineering, Inc.

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As described earlier, the CCC is defined as the number of active and inactive skiers that can be accommodated at a ski area at any given time while guaranteeing a pleasant recreational experience and, at the same time, preserving the quality of the environment. As Table III-5 illustrates, PCSA's existing CCC is 9,910 skiers.

It is not uncommon for ski areas to experience peak days, throughout the ski season, during which skier visitation exceeds the CCC by as much as 25 percent. However, it is not recommended that resorts consistently exceed their CCC due to the resulting decrease in the quality of the recreational experience (and thus the resort's repeat business). Historical skier-visit performance records at PCSA indicate that the resort experiences peak days which are approximately 10 percent greater than the CCC, or approximately 11,000 skiers.

### **Terrain Capacity and Skier Density**

The CCC figures specified above are based on uphill lift capacity. In order to measure the balance between uphill lift capacity and downhill slope capacity, the CCC of the lifts must be compared with the resort's terrain capacity. To calculate terrain capacity, the total area of the ski trails is multiplied by an average trail density that reflects the ability distribution of the ski terrain. As the difficulty of the terrain increases, the acceptable slope density decreases. The following table outlines the industry standards for acceptable slope densities at ski areas in the western United States.

**Table III-6**  
**SKIER DENSITY PER ACRE INDUSTRY STANDARDS**

| Skier Ability         | Acceptable Slope Density | Ski Area Design Density |
|-----------------------|--------------------------|-------------------------|
| Beginner              | 10-20/acre               | 40-60/acre              |
| Novice                | 8-17/acre                | 30-50/acre              |
| Low Intermediate      | 6-13/acre                | 25-40/acre              |
| Intermediate          | 5-10/acre                | 20-30/acre              |
| Advanced Intermediate | 3-5/acre                 | 10-20/acre              |
| Expert                | 1-4/acre                 | 5-15/acre               |

Source: Sno.engineering, Inc.

In Table III-6, the "acceptable slope density" figure represents the number of skiers who are actually on the ski trails. The "ski area design density" figure accounts for the total carrying capacity of the trails, including skiers on the slopes, riding the lifts, waiting in lift lines, and using milling areas and support facilities. At a well-balanced ski facility, approximately one-third of the active skiers will be on the slopes while the remaining two-thirds of the active skiers will be either riding the lifts or waiting in the lift lines. Active skiers make up 70 to 85 percent of the total number of skiers visiting a resort. As a result, the "acceptable slope density" must be multiplied by a factor of 3 to 4 to

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derive the overall "ski area design density." A ski area's terrain capacity is derived by finding the product of the average "ski area design density" and the skiable area.

One of the critical steps in estimating total capacity, and a method for making certain the density figures are applicable, is to determine the actual density of skiers per acre of skiable terrain, on a lift-by-lift basis. Using the trail and capacity figures developed in earlier tables, PCSA's density breakdown is depicted in Table III-7.

**Table III-7**  
**EXISTING TERRAIN CAPACITY AND DENSITY ANALYSIS**

| Lift Name       | Area (acres) | CCC (skiers) | Terrain Capacity (skiers) | Actual Density (CCC/acre) | Acceptable Density (CCC/acre) | Difference (+/-) | Difference (actual/acceptable) |
|-----------------|--------------|--------------|---------------------------|---------------------------|-------------------------------|------------------|--------------------------------|
| Prospector      | 110.5        | 1,940        | 2,044                     | 18                        | 19                            | -1               | 0.97                           |
| Thaynes         | 39.7         | 390          | 583                       | 10                        | 15                            | -5               | 0.68                           |
| Three Kings     | 17.1         | 430          | 482                       | 25                        | 28                            | -3               | 0.89                           |
| Pay Day         | 73.0         | 1,140        | 1,401                     | 16                        | 19                            | -3               | 0.83                           |
| Crescent        | 24.6         | 290          | 330                       | 12                        | 13                            | -1               | 0.90                           |
| First Time      | 12.9         | 430          | 428                       | 33                        | 33                            | 0                | 0.99                           |
| King Con        | 103.4        | 1,790        | 1,788                     | 17                        | 17                            | 0                | 0.98                           |
| Jupiter         | 83.3         | 350          | 833                       | 4                         | 10                            | -6               | 0.40                           |
| Ski Team        | 55.9         | 510          | 693                       | 9                         | 12                            | -3               | 0.72                           |
| Motherload      | 48.2         | 840          | 820                       | 17                        | 17                            | 0                | 1.00                           |
| Pioneer         | 46.0         | 810          | 782                       | 18                        | 17                            | 1                | 1.06                           |
| Town            | 15.8         | 270          | 256                       | 17                        | 16                            | 1                | 1.05                           |
| Eagle           | 24.3         | 250          | 374                       | 10                        | 15                            | -5               | 0.65                           |
| Gondola (lower) | 8.9          | 130          | 198                       | 15                        | 22                            | -7               | 0.68                           |
| Gondola (upper) | 27.9         | 340          | 549                       | 12                        | 20                            | -8               | 0.61                           |
| <b>Total:</b>   | <b>691.5</b> | <b>9,910</b> | <b>11,561</b>             |                           |                               |                  |                                |

Source: PCSA Resort Management, Sno.engineering, Inc.

Table III-7 shows that PCSA's downhill terrain capacity (11,561 skiers) exceeds the CCC of the lifts (9,910 skiers). This fact indicates that PCSA's uphill lift capacity and downhill terrain capacity is relatively well-balanced, even on peak days when as many as 11,000 skiers visit PCSA. The small surplus of downhill terrain capacity is one sign that PCSA has uncongested trails. On a lift-by-lift basis, Table III-7 illustrates that Prospector, Crescent, First Time, King Con, Motherlode, Pioneer, and Town have uphill lift and downhill terrain capacities that are in equilibrium. The uphill capacity of all the other lifts could be increased to effect a more balanced lift/trail system. PCSA's upgrading plan should focus on balancing the lifts and downhill capacities so that capital decisions produce a well-balanced and well-utilized product.

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#### 4. Skiers Access and Egress Analysis

##### Morning Access Capacity

The existing lift configuration at PCSA features seven out-of-base access lifts (Three Kings, Pay Day, First Time, Ski Team, Town, Eagle, and the Gondola) which provide access from the PCSA base area to the remote lifts, as well as to round-trip skiing opportunities on the lower slopes of the ski area. These lifts have a total out-of-base capacity of 6,264 skiers per hour. (The combined hourly capacity of these lifts is adjusted to reflect a 95 percent peak period loading efficiency rate.) To appraise the suitability of the access lifts for carrying skiers to the up-mountain lifts within an acceptable time frame, a computer modeling technique has been used to simulate the staging functions of each access lift. This model computes the percentage of the uphill capacity of the access lift that is dedicated to access versus the percentage of the lift capacity required for round-trip skiing during the access period. Knowing the total skier staging requirement for each access lift and the amount of uphill access capacity available, the access time for each lift can be calculated and compared to an industry standard. Table III-8 summarizes the access times for PCSA's out-of-base lifts.

Table III-8  
EXISTING MORNING ACCESS CAPACITY

| Access Lift | Hourly Capacity* (skiers/hr.) | Percent Access (%) | Percent Round-Trip (%) | Access Capacity (skiers/hr.) | Total Access Requirement (skiers) | Access Time (minutes) |
|-------------|-------------------------------|--------------------|------------------------|------------------------------|-----------------------------------|-----------------------|
| Three Kings | 810                           | 50                 | 50                     | 405                          | 430                               | 64                    |
| Pay Day     | 1,710                         | 79                 | 21                     | 1,357                        | 2,759                             | 122                   |
| First Time  | 810                           | 50                 | 50                     | 405                          | 430                               | 64                    |
| Ski Team    | 1,140                         | 87                 | 13                     | 992                          | 1,970                             | 119                   |
| Town        | 1,710                         | 86                 | 14                     | 1,466                        | 945                               | 39                    |
| Eagle       | 1,140                         | 93                 | 7                      | 1,065                        | 1,910                             | 108                   |
| Gondola     | 600                           | 96                 | 4                      | 573                          | 1,466                             | 153                   |
| Total:      | 7,920                         |                    |                        | 6,264                        | 9,910                             |                       |

Source: Sno.engineering, Inc.

\* Reduced for loading efficiency.

According to an accepted industry standard, a destination ski resort's dedicated access lifts should have sufficient hourly capacities to supply the resort's remote lift systems with their daily CCC requirements in a period of 90 to 120 minutes. Table III-8 shows that the access times for the Ski Team and Eagle chairlifts are near the 120 minute limit. The access time at Pay Day exceeds 120 minutes and at the Gondola's access time is significantly higher (estimated at 153 minutes). This access deficiency is apparent on weekends and during holiday periods when morning lift lines are long at these locations.

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The access times in the right hand column of Table III-8 should not be confused with the length of the lift line at the various access lifts. The access time represents the amount of time the particular out-of-base lift is used primarily for access during the morning hours to supply the remote lifts with their daily capacity. The actual length of the lift line is dependent on the rate at which skiers are arriving at the lift in comparison with the uphill hourly capacity of the access lift. When the arrival rate of skiers is higher than the uphill lift capacity, lift lines will grow. Typically, when the access time extends longer than 90 minutes, the combined number of skiers arriving at the lift for their first ride (access skiers), and skiers who are also arriving at the lift's lower terminal from runs on terrain served by that lift (round-trip skiers) will exceed the uphill lift capacity, causing lift lines to grow.

### **Egress Capacity**

At the end of the ski day, PCSA's entire CCC must return to the resort's base facilities or to the base of the Town chairlift. The mandate of the egress capacity analysis is to ensure that there is a sufficient number of ski trails to accommodate the additional traffic returning from the remote ski lifts during the last 60 minutes of the ski day without causing unacceptable congestion on the return trails.

Currently, the majority of the skiers return to the base area or town via one of the following routes (or combination of routes): Pay Day Egress (Drift, Pay Day, Nastar), Sidewinder Egress (Silver Hollow, Sidewinder, Gotcha Cutoff, Treasure Hollow), Three Kings Egress (First Time, Pick N' Shovel/Clementine), Town Egress (Creole Entrance), and Upper Mountain Egress (Upper Claim Jumper, Webster, Bonanza Road, Silver Queen Road, Broadway/Thaynes).

The egress capacity analysis investigates the skier capacity of each egress trail based on acceptable skier flows at observed "bottleneck" areas. Table III-9 sets forth the resultant skier densities (number of skiers per acre) on each egress trail during the 60-minute egress period. The egress densities calculated for PCSA's return trails are then compared with acceptable density figures, which are based upon egress criteria collected at other ski areas within the Rocky Mountain region.

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**Table III-9**  
**EXISTING EGRESS TRAIL CAPACITY STUDY**

| Egress Route              | Min. Width (ft.) | Skier Speed (fpm) | Ability Level | Egress Req. (skiers) | 1 Hour Egress* (skiers) | Egress Density (skier/acre) | Acceptable Density (skier/acre) | Diff. +/- | Diff. (%) |
|---------------------------|------------------|-------------------|---------------|----------------------|-------------------------|-----------------------------|---------------------------------|-----------|-----------|
| <b>Pay Day Egress</b>     |                  |                   |               |                      |                         |                             |                                 |           |           |
| Drift                     | 40               | 1,200             | Low Int.      | 2,467                | 1,604                   | 24                          | 20                              | 4         | 121       |
| Pay Day                   | 100              | 1,500             | Inter.        | 1,044                | 679                     | 3                           | 15                              | (12)      | 22        |
| Nastar                    | 80               | 1,500             | Inter.        | 695                  | 451                     | 3                           | 15                              | (12)      | 18        |
| <b>Sidewinder Egress</b>  |                  |                   |               |                      |                         |                             |                                 |           |           |
| Silver Hollow             | 100              | 1,000             | Beginner      | 6,125                | 3,981                   | 29                          | 25                              | 4         | 116       |
| Sidewinder                | 120              | 1,200             | Low Int.      | 5,144                | 3,343                   | 17                          | 20                              | (3)       | 84        |
| Gotcha Cutoff             | 75               | 1,800             | Inter.        | 981                  | 638                     | 3                           | 15                              | (12)      | 23        |
| Treasure Hollow           | 60               | 1,500             | Low Int.      | 2,365                | 1,537                   | 12                          | 20                              | (8)       | 62        |
| <b>Three Kings Egress</b> |                  |                   |               |                      |                         |                             |                                 |           |           |
| First Time                | 80               | 1,200             | Novice        | 559                  | 363                     | 3                           | 20                              | (17)      | 14        |
| Pick N' Shovel/Clem       | 150              | 1,200             | Low Int.      | 551                  | 358                     | 1                           | 20                              | (19)      | 7         |
| <b>Town Egress</b>        |                  |                   |               |                      |                         |                             |                                 |           |           |
| Creole Entrance           | 80               | 1,500             | Inter.        | 1,072                | 697                     | 4                           | 15                              | (11)      | 28        |
| <b>Upper Mtn. Egress</b>  |                  |                   |               |                      |                         |                             |                                 |           |           |
| Upper Claim Jumper        | 95               | 1,200             | Low Int.      | 5,848                | 3,801                   | 24                          | 20                              | 4         | 121       |
| Webster                   | 25               | 1,200             | Low Int.      | 1,610                | 1,046                   | 25                          | 20                              | 5         | 127       |
| Bonanza Road              | 50               | 1,200             | Low Int.      | 3,314                | 2,154                   | 26                          | 20                              | 6         | 130       |
| Silver Queen Road         | 30               | 1,500             | Adv. Int.     | 925                  | 601                     | 10                          | 10                              | (0)       | 97        |
| Broadway/Thaynes          | 30               | 1,500             | Low Int.      | 433                  | 281                     | 5                           | 20                              | (15)      | 23        |

Source: Sno.engineering, Inc.

\* Assumes that 65 percent of skiers exit the ski area from 3:30 PM to 4:30 PM.

Table III-9 indicates that the trail densities on Drift, Silver Hollow, Upper Claim Jumper, Webster, and Bonanza Road are subjected to congested conditions at the end of the ski day while other egress routes are underutilized. Section IV contains alternatives for improving PCSA's egress trail capacity.

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## **B. Visitor Services**

### **1. Visitor Service Buildings**

The buildings and facilities that accommodate visitor services must be sized and located such that they complement the mountain capacity. PCSA's existing visitor services are provided primarily in the Park City Resort Center and at three on-mountain locations: the Snow Hut at the base of the Prospector Chairlift, the Mid-Mountain Lodge off the Webster Trail, and the Summit House at the top of the Gondola (see Figure III-1 for building locations). The following discussion outlines the general layout of PCSA's visitor service buildings.

#### **Park City Resort Center**

Most of PCSA's visitor services are located in the buildings which comprise the Park City Resort Center. The main day lodge, located at the base of the Gondola, houses the Steeps Restaurant, as well as rest rooms, ski equipment rental and repair shops, and a retail shop. There are 504 indoor food service seats at Steeps and 140 outdoor seats. The day lodge building is well-located relative to the ski trails served by the Pay Day, Three Kings, First Time, Eagle, and Gondola lifts.

Other visitor service buildings in the Resort Center include the Gondola building, the Ticket building, Kinderschule, ski school, and several retail/rental/repair shops. Located adjacent to the base lodge, the Gondola building contains ski patrol/first aid space, as well as public and PCSA employee lockers. The primary ticket windows are located in the Ticket building across the plaza from the main day lodge. Additional ticket windows are located at a kiosk at the base of the Three Kings and Eagle chairlifts.

The new employee building is located to the east of the Resort Center and houses administration offices, rest rooms, and employee locker/lounge space.

#### **On-Mountain Buildings**

The Summit House, Snow Hut, and Mid-Mountain Restaurants provide food service facilities at strategic locations on the upper mountain. The Summit Restaurant is directly accessible from Pioneer, Thaynes, Motherlode, Prospector, and Upper Gondola lifts, and offers 392 indoor food service seats and 72 outdoor seats. The 168 indoor seats and 246 outdoor seats at the Snow Hut are conveniently located for access to and from King Con, Prospector, and Motherlode chairlifts. The Mid-Mountain Restaurant is centrally located on the upper mountain and offers 506 indoor seats and 508 outdoor seats.

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## 2. Size and Placement of Visitor Service Functions

Table III-10 shows the size and placement of all existing visitor services at PCSA.

**Table III-10**  
**EXISTING SPACE USE BY BUILDING/LOCATION**

| Service Function            | Resort Center<br>(sq. ft.) | Summit<br>(sq. ft.) | Snow Hut<br>(sq. ft.) | Mid-Mountain<br>(sq. ft.) | Total Space<br>(sq. ft.) |
|-----------------------------|----------------------------|---------------------|-----------------------|---------------------------|--------------------------|
| Restaurant Seating*         | 9,050                      | 6,000               | 3,000                 | 7,280                     | 25,330                   |
| Kitchen/Scramble            | 1,947                      | 1,000               | 250                   | 1,342                     | 4,539                    |
| Bar/Lounge                  | 6,171                      | 0                   | 0                     | 0                         | 6,171                    |
| Rest Rooms                  | 1,898                      | 1,200               | 320                   | 1,594                     | 5,012                    |
| Ski School                  | 0                          | 0                   | 0                     | 0                         | 0                        |
| Ski Wee/Day Care            | 5,980                      | 0                   | 0                     | 0                         | 5,980                    |
| Rentals/Repair/Retail Sales | 9,254                      | 0                   | 0                     | 0                         | 9,254                    |
| Ticket Sales                | 3,478                      | 0                   | 0                     | 0                         | 3,478                    |
| Public Lockers              | 2,407                      | 0                   | 0                     | 0                         | 2,407                    |
| Ski Patrol                  | 3,971                      | 0                   | 0                     | 0                         | 3,971                    |
| Administration              | 16,382                     | 0                   | 0                     | 0                         | 16,382                   |
| Employee Lockers/Lounge     | 19,761                     | 0                   | 0                     | 0                         | 19,761                   |
| Total:                      | 80,299                     | 8,200               | 3,570                 | 10,216                    | 102,285                  |

Source: PCSA Resort Management

\* Restaurant seating space does not include outdoor deck space

It should be noted that space use square footage information, available to PCSA management, was limited and included some known inconsistencies. Therefore, the information set forth in Table III-10 is not complete, and may include some inaccuracies. Field verification of PCSA's square footage information was beyond the scope of this report.

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Based upon a CCC of 9,910 skiers, Table III-11 illustrates the industry standards for space use for a resort of similar size and market orientation as PCSA. Space requirements outlined in Table III-11 are supplied for comparison and planning purposes only, and should not be considered absolute requirements for PCSA. However, given PCSA's mountain capacity of 9,910 skiers, space for the following services appears to be underappointed: restaurant seating, kitchen/scramble, ski school, public lockers, and ski patrol.

**Table III-11**  
**EXISTING TOTAL SPACE USE REQUIREMENTS**

| Service Function        | Resort Center<br>(sq. ft.) | Summit<br>(sq. ft.) | Snow Hut<br>(sq. ft.) | Mid-Mountain<br>(sq. ft.) | Total Space<br>(sq. ft.) |
|-------------------------|----------------------------|---------------------|-----------------------|---------------------------|--------------------------|
| Restaurant Seating      | 11,976                     | 5,130               | 3,771                 | 2,798                     | 23,674                   |
| Kitchen/Scramble        | 4,790                      | 2,736               | 2,011                 | 2,238                     | 11,775                   |
| Bar/Lounge              | 1,996                      | 1,425               | 1,048                 | 746                       | 5,214                    |
| Rest Rooms              | 2,156                      | 1,539               | 1,131                 | 1,007                     | 5,833                    |
| Ski School              | 5,252                      | 0                   | 0                     | 0                         | 5,252                    |
| Ski Wee/Day Care        | 5,351                      | 0                   | 0                     | 0                         | 5,351                    |
| Rentals/Repair          | 4,261                      | 0                   | 0                     | 0                         | 4,261                    |
| Retail Sales            | 6,042                      | 365                 | 268                   | 239                       | 6,913                    |
| Ticket Sales            | 1,487                      | 0                   | 0                     | 0                         | 1,487                    |
| Public Lockers          | 4,460                      | 0                   | 0                     | 0                         | 4,460                    |
| Ski Patrol              | 5,946                      | 0                   | 0                     | 0                         | 5,946                    |
| Administration          | 6,640                      | 0                   | 0                     | 0                         | 6,640                    |
| Employee Lockers/Lounge | 2,478                      | 0                   | 0                     | 0                         | 2,478                    |
| Mechanical/Storage      | 4,152                      | 784                 | 576                   | 492                       | 6,003                    |
| Circulation/Waste       | 2,794                      | 560                 | 411                   | 351                       | 4,117                    |
| Total:                  | 69,781                     | 12,539              | 9,216                 | 7,871                     | 99,407                   |

Source: Sno.engineering, Inc.

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### 3. Food Service Seating

Food service seating at PCSA can be found at the Resort Center and at on-mountain restaurants. There is a total of 1,570 indoor, cafeteria-style seats available to skiers, including 504 seats at the Steeps Restaurant, 506 seats at the Mid-Mountain Restaurant, 168 seats at Snow Hut, and 392 seats at the Summit House Restaurant. In addition to the indoor seats, there are 966 outdoor seats available at the four restaurant locations (140 seats at Steeps, 508 seats at Mid-Mountain, 246 seats at Snow Hut, 72 seats at Summit House).

A key factor in evaluating food service seating capacity is the seat turnover rate. A turnover rate of 3 to 5 is the standard range utilized in determining restaurant seating capacity. Sit-down dining at ski areas typically results in a turnover rate of 3, while cafeteria-style dining is characterized by a higher turnover rate. Furthermore, weather has an influence on turnover rates, as skiers will typically spend more time indoors on stormy days than on sunny days.

Table III-12 summarizes the seating requirements at PCSA, based on a logical distribution of the CCC to each service building/location.

**Table III-12  
EXISTING FOOD SERVICE SEATING REQUIREMENTS**

|                       | Resort Center | Summit | Snow Hut | Mid-Mountain | Total |
|-----------------------|---------------|--------|----------|--------------|-------|
| Total Skier Capacity  | 3,100         | 2,850  | 2,095    | 1,865        | 9,910 |
| Average Seat Turnover | 4.0           | 4.5    | 4.5      | 4.5          |       |
| Total Seats Required  | 775           | 633    | 414      | 466          | 2,288 |
| Total Seats Available | 504           | 392    | 168      | 506          | 1,570 |
| Difference            | -271          | -241   | -246     | 40           | -718  |

Source: Sno.engineering, Inc.

Due to PCSA's predominance of cafeteria-style food service, an average turnover rate of 4.5 was used to calculate the seating capacity of the on-mountain facilities. An average turnover rate of 4 was used for the Resort Center to reflect the influence of the lower ability skiers who tend to take more time for lunch. Table III-12 shows a combined deficit of 718 seats (and estimated 3,096 skiers). The seating shortage is mitigated by the fact that outdoor seating is available at all food service locations, and additional restaurant opportunities exist in the Resort Center (a combined 516 seats at Baja, Moose's, Eating Establishment, Ziggy's, Bistro, and Yen Jing). However, as the ski area is upgraded, additional indoor food service seating should be provided.

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#### **4. Parking/Shuttle Services and Access**

A complete Parking and Capacity Analysis has been prepared for PCSA and is included in Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for existing conditions.

##### **Parking**

There are approximately 1,700 parking spaces available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 5,550 skiers per day.

##### **Lodging at Base Area**

There are a total of 4,274 ski to/ski from beds available at PCSA's base area. Assuming a 95 percent peak occupancy, and that 20 percent of the accommodations guests are non-skiers, the existing bed base yields 3,249 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 3,249 skiers per day.

##### **Town Lift**

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers access PCSA via the Town lift.

##### **Park City Transit**

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 1,480 skiers access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 11,380 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

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## C. Conclusions

Based on Sno. engineering's initial investigation of the PCSA's existing conditions, the PCSA Mountain Upgrade Plan should contain recommendations which:

- ♦ Improve out-of-base access;
- ♦ Enhance egress routes off the mountain to improve skier egress traffic;
- ♦ Develop beginner, novice, intermediate, and advanced intermediate terrain (based on the physical capabilities of the land) to improve PCSA's distribution of terrain by ability levels;
- ♦ Modernize lifts and balance them with the available downhill terrain; and
- ♦ Position additional on-mountain seating to accommodate existing and upgraded capacities.

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## IV. MOUNTAIN UPGRADING PLAN

The improvements recommended for the upgrading of PCSA reflect the findings of Sno.engineering's analysis of the existing facilities. They also reflect the expectation for continued growth in demand and recognize skier preferences (confirmed by RRC's market research). The purpose of the upgrading plan is to produce a road map for ski area development that ensures the greatest practical and profitable use of the existing lands while remaining sensitive to the environment.

The upgrading plan is a dynamic document that will be implemented in accordance with market demand. The goal of the upgrading plan is to produce a high quality experience throughout the recreational complex. Accordingly, the upgrading plan is tailored to improve PCSA's ability to respond to market/skier demands through development of a more well-rounded resort experience. This plan should not only improve the ski area's current market niche, but also help to attract new visitors on a year-round basis.

### A. Skiing Facilities

During the course of the planning process, a number of alternatives were evaluated for the upgrading and expansion of PCSA. In formulating the upgrade plan, the following design criteria were considered:

- **Consistent Fall-Line** - New ski trails were designed to follow the natural fall-line, thus providing for the most natural flow of skier traffic and optimum skiing routes to serve specific skier ability levels, from top to bottom, on a consistent basis.
- **Trail Classification Distribution** - The new and upgraded ski trails were designed to provide a distribution of trail classifications that will more closely match the ability level profile of the PCSA skier market.
- **Optimum Skier Density (skiers-per-acre) on Trails** - The installation of new lifts has been suggested in order to balance the uphill capacity of each lift with the downhill capacity of the terrain which it serves.
- **Reasonable Waiting Lines for Lifts** - Low trail densities have been balanced with hourly uphill capacities on lifts. A maximum of ten minute waits have been specified for peak hour operations.
- **Lift Alignments** - Lift terminals have been located at practical sites, based upon evaluation of terrain, circulation, and ease of integration with existing ski facilities.

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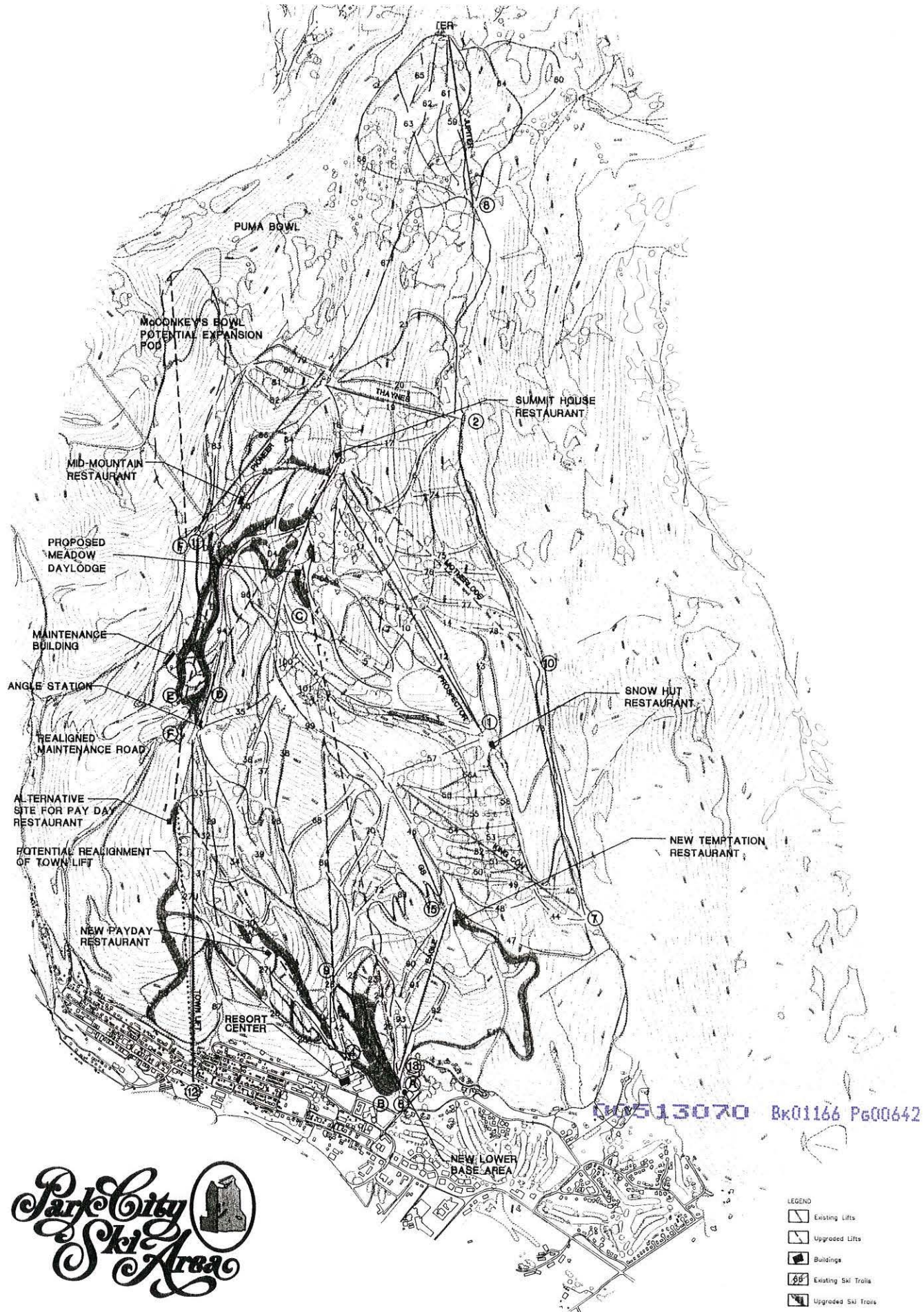




- **Support Facility Requirements** - The mountain development has been organized to incorporate the interface of vehicular, pedestrian, and skier circulation, as well as skier support services and ski area maintenance.

Figure IV-1 is a graphic representation of analyses conducted using detailed topographic mapping and on-site field work. Prior to implementation of any component of the upgrading plan, it will be necessary to establish more detailed planning prior to final field adjustments.

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## MOUNTAIN UPGRADE PLAN

PREPARED FOR:

PARK CITY SKI AREA  
PO BOX 39  
PARK CITY, UT 84060  
801-649-8111

PREPARED BY:



**Figure IV-1**  
**Ski Area Upgrading**

DATE: AUGUST 1996  
CONTOUR INTERVAL=100'

0 500 1500'





## 1. Ski Lifts

The lift upgrading program involves the replacement and/or reconfiguration of several of PCSA's existing lifts. In addition, the existing Three Kings and Gondola lifts (and optionally Crescent chair) would be removed, and seven new lifts would be installed as shown in Figure IV-1 and summarized below in Table IV-1.

**Table IV-1**  
**LIFT SPECIFICATIONS - UPGRADING**

| Map Ref. | Lift Name      | Lift Type   | Top Elev. (ft.) | Bot. Elev. (ft.) | Vert. Rise (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Grade (%) | Hourly Capacity (skiers/hr.) | Rope Speed (fpm) |
|----------|----------------|-------------|-----------------|------------------|------------------|---------------------|--------------------|----------------|------------------------------|------------------|
| 1        | New Prospector | Det. Six    | 9,250           | 7,980            | 1,270            | 5,130               | 5,285              | 25             | 3,000                        | 1,000            |
| 2        | New Thaynes    | Triple      | 9,385           | 8,505            | 880              | 2,630               | 2,773              | 33             | 1,800                        | 500              |
| 3        | Three Kings    | (removed)   |                 |                  |                  |                     |                    |                |                              |                  |
| 4        | New Pay Day    | Det. Six    | 8,250           | 6,980            | 1,270            | 5,790               | 5,928              | 22             | 3,000                        | 1,000            |
| 5        | Crescent       | (removed)   |                 |                  |                  |                     |                    |                |                              |                  |
| 6        | New First Time | Triple      | 7,170           | 6,900            | 270              | 1,900               | 1,919              | 14             | 1,200                        | 350              |
| 7        | King Con       | Det. Quad   | 8,480           | 7,280            | 1,200            | 4,320               | 4,484              | 28             | 2,800                        | 1,000            |
| 8        | Jupiter        | Double      | 9,960           | 8,935            | 1,025            | 3,200               | 3,360              | 32             | 1,200                        | 500              |
| 9        | Ski Team       | Double      | 8,630           | 7,090            | 1,540            | 4,850               | 5,089              | 32             | 1,200                        | 500              |
| 10       | New Motherload | Det. Quad   | 9,230           | 7,975            | 1,255            | 5,110               | 5,262              | 25             | 2,200                        | 1,000            |
| 11       | Pioneer        | Triple      | 9,400           | 8,400            | 1,000            | 4,070               | 4,191              | 25             | 1,800                        | 500              |
| 12       | Town           | Triple      | 8,175           | 6,985            | 1,190            | 6,430               | 6,539              | 19             | 1,800                        | 500              |
| 13       | Eagle          | Triple      | 8,050           | 6,915            | 1,135            | 3,300               | 3,490              | 34             | 1,200                        | 500              |
| 14       | Gondola        | (removed)   |                 |                  |                  |                     |                    |                |                              |                  |
| 15       | G.S. Lift      | Triple      | 8,320           | 8,050            | 270              | 1,540               | 1,563              | 18             | 600                          | 500              |
| A        | New Chondola   | 8-Passenger | 8,940           | 6,890            | 2,050            | 10,100              | 10,306             | 20             | 2,800                        | 1,000            |
| B        | New Beginner   | Baby Double | 6,962           | 6,900            | 62               | 850                 | 852                | 7              | 500                          | 300              |
| C        | New Beginner   | Baby Double | 8,920           | 8,870            | 50               | 600                 | 602                | 8              | 500                          | 300              |
| D        | New Bonanza I  | Det. Quad   | 9,245           | 8,130            | 1,115            | 5,450               | 5,563              | 20             | 2,000                        | 1,000            |
| E        | New Bonanza II | Double      | 8,450           | 8,130            | 320              | 2,100               | 2,124              | 15             | 600                          | 350              |
| F        | Pay Day Link   | Double      | 8,250           | 8,130            | 120              | 1,600               | 1,604              | 8              | 1,200                        | 450              |
| G        | McConkey's     | Det. Quad   | 9,575           | 8,410            | 1,165            | 4,850               | 4,988              | 24             | 1,800                        | 1,000            |

Source: PCSA Resort Management, Sno.engineering, Inc.

The lift upgrading program at the base of the mountain has been developed to improve out-of-base access. The plan reflects the development of two formalized entry portals to the mountain, thus improving access and distribution to the mountain. The upper entry portal (next to Steeps) will be serviced by a relocated Pay Day Chairlift -- a detachable, six-passenger lift. From the top of the New Pay Day Chairlift, skiers will be able to access the summit of the mountain via the New Bonanza-I Chairlift (a detachable

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quad chairlift depicted as Lift E in Figure IV-1). This configuration of detachable chairs will reduce the ride time to the Summit House to about 12 to 15 minutes. The upgrading of Pay Day to a detachable lift will improve the utilization of the Pay Day terrain (the reduced ride time will enhance round-trip skiing).

An expanded entry portal will be located below the Eagle and First Time chairlifts. This site will feature a chondola lift (by definition, a detachable lift with both gondola cabins and quad chairs). PCSA's New Chondola will terminate at the meadow above Assessment Trail (an area commonly known as the meadow). Sno.engineering recommends the installation of a chondola lift to allow for the proposed construction of a beginner ski lift and the Meadow Restaurant (see Figure IV-1). Both beginner skiers and night/summer pedestrian traffic will require gondola cabins for downloading. In addition, the chondola lift will also provide downloading for novice skiers in ski school classes and act as an additional egress route off the mountain.

To help accommodate beginner skiers in the base area, Sno.engineering recommends the installation of a beginner, baby double chairlift (designed for first-time beginner skiers). This lift would access terrain specifically dedicated for first-time beginners -- providing a category of lift-served terrain that presently is not available at PCSA. The slopes served by the base area beginners' lift will require fencing to ensure that first-time beginner skiers are not intimidated by skiers of higher ability levels.

To create a logical progression from the beginner lift, Sno.engineering is recommending that the First Time Chairlift be relocated with significant reshaping of the slopes served by the lift to ensure the final slope gradients are suitable for a novice skier.

As a complement to these significant base area lift improvements, Sno.engineering recommends the upgrading of several up-mountain lifts (i.e. Motherlode from a triple to a detachable quad, Prospector from a detachable quad to a detachable six-passenger lift, and Thaynes from a double to a triple). The increased uphill hourly capacity on these lifts will provide a better equilibrium between uphill lift capacity and downhill terrain capacity.

Several new lifts are recommended, including a detachable quad to service McConkey's Bowl, an advanced beginner lift near the upper maintenance area for ski school instruction (New Bonanza-II Chairlift), and a return egress lift (from the bottom of the New Bonanza chairlifts to the top of Pay Day Chairlift) to provide an alternative return route off of the mountain.

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## 2. Ski Terrain

Improvements to the existing ski terrain, coupled with the addition of new trails, will increase the formal trail network from 691 acres to 792 acres -- an increase of 101 acres. This represents a 15 percent increase in the size of PCSA's formal trail network. Table IV-2 summarizes the terrain specifications for the upgraded trail network. Bold and italicized trails are either new or upgraded trails.

**Table IV-2**  
**SKI TERRAIN SPECIFICATIONS - UPGRADING**

| Map Ref.   | Trail Name                       | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|------------|----------------------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 1          | Upper Claim Jumper               | 488              | 3,416               | 3,459              | 145              | 11.51        | 14             | 25             | Novice        |
| <b>1A</b>  | <b><i>New Trail</i></b>          | 90               | 630                 | 636                | 100              | 1.46         | 14             | 25             | Novice        |
| 2          | Claim Jumper                     | 598              | 3,039               | 3,103              | 195              | 13.89        | 20             | 31             | Low Int.      |
| <b>3</b>   | <b><i>Lower Claim Jumper</i></b> | 202              | 1,496               | 1,518              | 200              | 6.97         | 14             | 25             | Low Int.      |
| 4          | Assessment                       | 733              | 3,443               | 3,539              | 150              | 12.19        | 21             | 36             | Inter.        |
| 5          | Powder Keg                       | 435              | 1,259               | 1,335              | 175              | 5.36         | 35             | 35             | Inter.        |
| 6          | Hidden Splendor                  | 920              | 3,704               | 3,740              | 150              | 12.88        | 25             | 45             | Inter.        |
| <b>6A</b>  | <b><i>New Trail</i></b>          | 80               | 500                 | 506                | 50               | 0.58         | 16             | 25             | Inter.        |
| 7          | Mel's Alley                      | 450              | 2,150               | 2,197              | 75               | 3.78         | 21             | 26             | Low Int.      |
| 8          | Newport                          | 445              | 989                 | 1,088              | 150              | 3.75         | 45             | 57             | Expert        |
| 9          | Lost Prospector                  | 360              | 850                 | 923                | 100              | 2.12         | 42             | 62             | Expert        |
| 10         | Dynamite                         | 332              | 892                 | 956                | 150              | 3.29         | 37             | 52             | Adv. Int.     |
| 11         | Upper Lost Prospector            | 300              | 1,500               | 1,530              | 150              | 5.27         | 20             | 29             | Low Int.      |
| 12         | Prospector                       | 783              | 2,638               | 2,768              | 200              | 12.71        | 30             | 51             | Adv. Int.     |
| 13         | Lower Parley's                   | 365              | 1,450               | 1,495              | 200              | 6.87         | 25             | 44             | Inter.        |
| 14         | Parley's Park                    | 310              | 794                 | 880                | 200              | 4.04         | 39             | 43             | Inter.        |
| 15         | Upper Prospector                 | 469              | 2,936               | 2,981              | 100              | 6.84         | 16             | 28             | Low Int.      |
| 16         | Single Jack                      | 595              | 2,400               | 2,473              | 75               | 4.26         | 25             | 29             | Low Int.      |
| <b>16A</b> | <b><i>Single Jack Glades</i></b> | 400              | 1,000               | 1,077              | 300              | 7.42         | 40             | 51             | Adv. Int.     |
| 17         | Double Jack                      | 675              | 1,743               | 1,879              | 200              | 8.63         | 39             | 56             | Expert        |
| 18         | Summit Road                      | 145              | 1,386               | 1,405              | 50               | 1.61         | 10             | 10             | Low Int.      |
| 19         | Thaynes                          | 817              | 2,177               | 2,345              | 200              | 10.77        | 38             | 68             | Expert        |
| 20         | Hoist                            | 739              | 2,133               | 2,290              | 100              | 5.26         | 35             | 70             | Expert        |
| 21         | Keystone                         | 827              | 4,417               | 4,538              | 75               | 7.81         | 19             | 45             | Inter.        |
| 22         | King's Crown                     | 174              | 783                 | 803                | 75               | 1.38         | 22             | 28             | Inter.        |
| <b>23</b>  | <b><i>Three Kings</i></b>        | 146              | 592                 | 611                | 100              | 1.40         | 25             | 36             | Inter.        |
| <b>24</b>  | <b><i>Quick Silver</i></b>       | 138              | 535                 | 553                | 100              | 1.27         | 26             | 29             | Inter.        |
| 25         | Pick 'n Shovel                   | 461              | 2,495               | 2,544              | 150              | 8.76         | 18             | 25             | Inter.        |
| 26         | Silver Hollow                    | 393              | 2,711               | 2,755              | 100              | 6.32         | 14             | 25             | Novice        |

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| Map Ref. | Trail Name                 | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|----------------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 27U      | <i>Upper Pay Day</i>       | 215              | 720                 | 751                | 150              | 2.59         | 30             | 40             | Inter.        |
| 27L      | <i>Lower Pay Day</i>       | 470              | 1,910               | 1,967              | 150              | 6.77         | 25             | 33             | Low Int.      |
| 28       | <i>Nastar</i>              | 1,218            | 7,100               | 7,204              | 120              | 19.84        | 17             | 25             | Novice        |
| 28A      | <i>Lower Nastar</i>        | 219              | 795                 | 825                | 110              | 2.08         | 28             | 34             | Low Int.      |
| 29       | Drift                      | 361              | 3,265               | 3,302              | 40               | 3.03         | 11             | 34             | Low Int.      |
| 30       | Lower Blanche              | 354              | 1,735               | 1,773              | 150              | 6.10         | 20             | 25             | Low Int.      |
| 30A      | <i>Lwr. Blanche Cutoff</i> | 60               | 340                 | 345                | 80               | 0.63         | 18             | 26             | Low Int.      |
| 30B      | <i>New Lower Blanche</i>   | 511              | 2,165               | 2,224              | 150              | 7.66         | 24             | 39             | Inter.        |
| 31       | Nail Driver                | 565              | 1,346               | 1,469              | 175              | 5.90         | 42             | 69             | Expert        |
| 32       | Widowmaker                 | 438              | 979                 | 1,077              | 300              | 7.42         | 45             | 62             | Expert        |
| 33       | Dividend                   | 271              | 769                 | 817                | 175              | 3.28         | 35             | 43             | Inter.        |
| 34       | Treasure Hollow            | 703              | 2,973               | 3,073              | 200              | 14.11        | 24             | 44             | Inter.        |
| 35       | Silver Queen               | 567              | 1,530               | 1,643              | 125              | 4.72         | 37             | 58             | Expert        |
| 35A      | Silver Queen Road          | 116              | 1,076               | 1,085              | 125              | 3.11         | 11             | 19             | Expert        |
| 36       | Crescent                   | 841              | 2,201               | 2,373              | 150              | 8.17         | 38             | 58             | Expert        |
| 37       | Silver Skis                | 671              | 1,414               | 1,573              | 125              | 4.51         | 47             | 66             | Expert        |
| 38       | Shaft                      | 886              | 1,682               | 1,906              | 50               | 2.19         | 53             | 62             | Expert        |
| 39       | Water Fall                 | 490              | 1,910               | 1,972              | 100              | 4.53         | 26             | 62             | Expert        |
| 40       | <i>New First Time</i>      | 273              | 1,934               | 1,966              | 350              | 15.79        | 14             | 18             | Novice        |
| 41       | <i>New Beginner</i>        | 66               | 962                 | 966                | 130              | 2.88         | 7              | 12             | Beginner      |
| 42       | <i>Silver Hollow</i>       | 186              | 1,857               | 1,874              | 70               | 3.01         | 10             | 12             | Beginner      |
| 43       | Road to Hollow             | 70               | 1,600               | 1,602              | 30               | 1.10         | 6              | 10             | Beginner      |
| 44       | Hot Spot                   | 265              | 1,213               | 1,249              | 150              | 4.30         | 22             | 38             | Inter.        |
| 45       | Combustion                 | 302              | 1,132               | 1,192              | 150              | 4.10         | 27             | 57             | Expert        |
| 46       | Gotcha Ridge               | 357              | 1,951               | 1,984              | 150              | 6.83         | 18             | 23             | Novice        |
| 47       | Temptation                 | 735              | 3,650               | 3,723              | 120              | 10.26        | 20             | 35             | Low Int.      |
| 48       | Seldom Seen                | 623              | 1,955               | 2,062              | 175              | 8.28         | 32             | 55             | Adv. Int.     |
| 49       | Climax                     | 559              | 1,683               | 1,780              | 150              | 6.13         | 33             | 49             | Adv. Int.     |
| 50       | Monitor                    | 523              | 1,525               | 1,619              | 125              | 4.65         | 34             | 53             | Adv. Int.     |
| 51       | Eureka                     | 483              | 1,328               | 1,416              | 125              | 4.06         | 36             | 51             | Adv. Int.     |
| 52       | Liberty                    | 504              | 1,309               | 1,407              | 175              | 5.65         | 39             | 54             | Adv. Int.     |
| 53       | Shamus                     | 508              | 1,418               | 1,511              | 175              | 6.07         | 36             | 50             | Adv. Int.     |
| 54       | Sitka                      | 641              | 2,027               | 2,143              | 175              | 8.61         | 32             | 58             | Expert        |
| 55       | Courchevel                 | 568              | 1,603               | 1,708              | 150              | 5.88         | 35             | 52             | Adv. Int.     |
| 56       | High Card                  | 672              | 2,032               | 2,150              | 150              | 7.40         | 33             | 55             | Expert        |
| 56A      | Chance                     | 356              | 942                 | 1,011              | 150              | 3.48         | 38             | 50             | Adv. Int.     |
| 57       | King Con                   | 584              | 1,890               | 1,981              | 150              | 6.82         | 31             | 40             | Inter.        |
| 58       | Broadway                   | 435              | 3,820               | 3,845              | 100              | 8.83         | 11             | 18             | Low Int.      |
| 59       | Shadow Ridge               | 990              | 3,110               | 3,264              | 100              | 7.49         | 32             | 56             | Expert        |
| 60       | Scotts Bowl                | 885              | 4,800               | 4,881              | 150              | 16.81        | 18             | 77             | Expert        |
| 61       | Fortune Teller             | 950              | 2,780               | 2,938              | 200              | 13.49        | 34             | 83             | Expert        |

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| Map Ref. | Trail Name           | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|----------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 62       | Silver Cliff         | 715              | 1,780               | 1,918              | 100              | 4.40         | 40             | 75             | Expert        |
| 63       | Indicator            | 780              | 2,100               | 2,240              | 100              | 5.14         | 37             | 95             | Expert        |
| 64       | Portuguese Gap       | 680              | 2,020               | 2,131              | 100              | 4.89         | 34             | 73             | Expert        |
| 65       | Six Bells            | 570              | 1,050               | 1,195              | 100              | 2.74         | 54             | 95             | Expert        |
| 66       | West Face            | 1,905            | 5,870               | 6,171              | 200              | 28.34        | 32             | 67             | Expert        |
| 67       | Jupiter Road         | 743              | 7,386               | 7,457              | 25               | 4.28         | 10             | 35             | Low Int.      |
| 68       | Silver King          | 904              | 1,966               | 2,184              | 200              | 10.03        | 46             | 76             | Expert        |
| 69       | Willy's Run          | 1,245            | 3,829               | 4,060              | 150              | 13.98        | 33             | 62             | Expert        |
| 70       | Men's GS             | 1,610            | 3,550               | 3,898              | 150              | 13.42        | 45             | 65             | Expert        |
| 71       | Men's SL             | 550              | 965                 | 1,250              | 150              | 4.30         | 57             | 62             | Expert        |
| 72       | Ladies SL            | 397              | 991                 | 1,073              | 200              | 4.93         | 40             | 59             | Expert        |
| 73       | Thaynes Canyon       | 1,150            | 9,450               | 9,520              | 50               | 10.93        | 12             | 19             | Low Int.      |
| 74       | Lower Single Jack    | 450              | 880                 | 988                | 200              | 4.54         | 51             | 71             | Expert        |
| 74A      | Single Jack Glades   | 750              | 1,600               | 1,767              | 200              | 8.11         | 47             | 54             | Adv. Int.     |
| 75       | Ford Country         | 716              | 1,627               | 1,791              | 200              | 8.22         | 44             | 64             | Expert        |
| 76       | Glory Hole           | 720              | 1,817               | 1,964              | 200              | 9.02         | 40             | 55             | Adv. Int.     |
| 76A      | Glory Hole Glades    | 650              | 1,700               | 1,820              | 200              | 8.36         | 38             | 54             | Adv. Int.     |
| 77       | Sunny Side           | 686              | 1,926               | 2,059              | 175              | 8.27         | 36             | 53             | Adv. Int.     |
| 78       | Carbide Cut          | 310              | 970                 | 1,018              | 150              | 3.51         | 32             | 42             | Inter.        |
| 79       | Sampson              | 470              | 1,557               | 1,653              | 100              | 3.80         | 30             | 55             | Adv. Int.     |
| 80       | Comstock             | 439              | 1,181               | 1,277              | 100              | 2.93         | 37             | 55             | Adv. Int.     |
| 81       | Red Fox              | 406              | 1,137               | 1,213              | 125              | 3.48         | 36             | 50             | Adv. Int.     |
| 82       | Hawk Eye             | 379              | 1,212               | 1,281              | 125              | 3.68         | 31             | 47             | Adv. Int.     |
| 83       | Woodside             | 713              | 3,271               | 3,371              | 100              | 7.74         | 22             | 42             | Adv. Int.     |
| 84       | Blue Slip Bowl       | 554              | 1,614               | 1,734              | 200              | 7.96         | 34             | 71             | Expert        |
| 85       | Webster              | 496              | 3,515               | 3,568              | 150              | 12.29        | 14             | 29             | Low Int.      |
| 86       | Lucky Boy            | 345              | 1,900               | 1,931              | 75               | 3.32         | 18             | 50             | Adv. Int.     |
| 87       | Creole               | 576              | 2,092               | 2,190              | 150              | 7.54         | 28             | 49             | Adv. Int.     |
| 88       | Quit 'n Time         | 551              | 2,724               | 2,811              | 150              | 9.68         | 20             | 45             | Inter.        |
| 88A      | New Up. Quit 'n Time | 409              | 1,492               | 1,548              | 160              | 5.69         | 27             | 36             | Inter.        |
| 89       | Gotcha Cutoff        | 754              | 5,086               | 5,169              | 30               | 3.56         | 15             | 37             | Inter.        |
| 90       | C.B.'s Run           | 801              | 1,918               | 2,091              | 150              | 7.20         | 42             | 62             | Expert        |
| 91       | Upper Clementine     | 340              | 950                 | 1,009              | 150              | 3.47         | 36             | 63             | Expert        |
| 92       | Commitment           | 500              | 1,150               | 1,254              | 150              | 4.32         | 43             | 83             | Expert        |
| 93       | Clementine           | 160              | 659                 | 681                | 200              | 3.13         | 24             | 37             | Inter.        |
| 94       | Bonanza              | 400              | 3,150               | 3,175              | 200              | 14.58        | 13             | 25             | Novice        |
| 95       | Bonanza Cutoff       | 156              | 1,653               | 1,669              | 30               | 1.15         | 9              | 21             | Novice        |
| 96       | Bonanza Road         | 156              | 1,362               | 1,378              | 50               | 1.58         | 11             | 24             | Novice        |
| 97       | Belmont              | 465              | 1,745               | 1,821              | 150              | 6.27         | 27             | 59             | Expert        |
| 98       | Side Winder          | 1,003            | 5,864               | 6,002              | 200              | 27.56        | 17             | 35             | Low Int.      |
| 99       | King Con Access      | 197              | 3,457               | 3,474              | 30               | 2.39         | 6              | 21             | Novice        |

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| Map Ref. | Trail Name          | Vert. Drop (ft.) | Horiz. Length (ft.) | Slope Length (ft.) | Avg. Width (ft.) | Area (acres) | Avg. Grade (%) | Max. Grade (%) | Ability Level |
|----------|---------------------|------------------|---------------------|--------------------|------------------|--------------|----------------|----------------|---------------|
| 100      | Quarter Load        | 85               | 381                 | 391                | 200              | 1.80         | 22             | 30             | Low Int.      |
| 101      | Half Load           | 141              | 427                 | 450                | 200              | 2.06         | 33             | 38             | Inter.        |
| C1       | <i>New Beginner</i> | 45               | 624                 | 629                | 130              | 1.88         | 7              | 10             | Beginner      |
| D1       | <i>New Bonanza</i>  | 806              | 4,123               | 4,235              | 130              | 12.64        | 20             | 45             | Inter.        |
| D2       | <i>New Bonanza</i>  | 358              | 2,448               | 2,485              | 120              | 6.85         | 15             | 34             | Low Int.      |
| D3       | <i>New Bonanza</i>  | 46               | 367                 | 371                | 75               | 0.64         | 12             | 18             | Novice        |
| D4       | <i>New Bonanza</i>  | 201              | 1,108               | 1,129              | 100              | 2.59         | 18             | 25             | Novice        |
| D5       | <i>New Bonanza</i>  | 53               | 519                 | 525                | 30               | 0.36         | 10             | 21             | Novice        |
| D6       | <i>New Bonanza</i>  | 340              | 775                 | 846                | 100              | 1.94         | 44             | 65             | Expert        |
| E1       | <i>New Spiro</i>    | 1,242            | 8,070               | 8,212              | 75               | 14.14        | 15             | 25             | Novice        |
| Total:   |                     |                  |                     |                    |                  | 792.6        |                |                |               |

Source: PCSA Resort Management, Sno.engineering, Inc.

The goal in developing the ski terrain upgrading program was to improve the distribution of ability levels to better match PCSA's skier market demand and to balance the downhill capacity of the trails with the capacity of the proposed lift network. The ski terrain upgrading has increased the amount of beginner terrain to the extent possible and has significantly increased the availability of novice terrain. To a lesser degree, the intermediate and advanced intermediate terrain has been enhanced. In addition to the improvements outlined above, the upgrading plan improves egress off the mountain and enhances the terrain available for ski school instruction.

Table IV-3 reflects the distribution of terrain by ability level after completion of the trail upgrading and expansion program.

**Table IV-3**  
**SKI TERRAIN DISTRIBUTION BY ABILITY LEVEL - UPGRADING**

| Ability Level     | Skiable Area (acres) | Skier Capacity (skiers) | Skier Distribution (%) | Skier Market (%) |
|-------------------|----------------------|-------------------------|------------------------|------------------|
| Beginner          | 8.9                  | 355                     | 2                      | 5                |
| Novice            | 99.2                 | 2,976                   | 21                     | 12               |
| Low Intermediate  | 144.0                | 3,601                   | 25                     | 18               |
| Intermediate      | 141.6                | 2,831                   | 20                     | 35               |
| Adv. Intermediate | 133.9                | 2,008                   | 14                     | 20               |
| Expert            | 265.1                | 2,651                   | 18                     | 10               |
| Total:            | 792.6                | 14,422                  | 100                    | 100              |

Source: Sno.engineering, Inc.

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### 3. Analysis of Comfortable Carrying Capacity

As a result of the upgrading program, the CCC would increase from 9,910 to 13,700 skiers per day, which represents a total of 3,890 additional skiers, or an increase of 38 percent. Table IV-4 details PCSA's CCC after upgrading.

**Table IV-4  
COMFORTABLE CARRYING CAPACITY - UPGRADING**

| Lift Name      | Lift Type   | Slope Length (ft.) | Vert. Rise (ft.) | Hourly Capacity (skiers/hr.) | Oper. Hours (hrs.) | Load Eff. (%) | Adjust. Hrly. Cap. (skiers/hr) | VTF/Hr (000)  | Vertical Demand (ft./day) | CCC (skiers)  |
|----------------|-------------|--------------------|------------------|------------------------------|--------------------|---------------|--------------------------------|---------------|---------------------------|---------------|
| New Prospector | Det. Six    | 5,285              | 1,270            | 3,000                        | 6.75               | 95            | 2,850                          | 3,810         | 11,769                    | 2,080         |
| New Thaynes    | Triple      | 2,773              | 880              | 1,800                        | 6.50               | 95            | 1,710                          | 1,584         | 16,706                    | 590           |
| New Pay Day    | Det. Six    | 5,928              | 1,270            | 3,000                        | 7.00               | 70            | 2,100                          | 3,810         | 11,976                    | 1,560         |
| New First Time | Triple      | 1,919              | 270              | 1,200                        | 7.00               | 90            | 1,080                          | 324           | 3,588                     | 570           |
| King Con       | Det. Quad   | 4,484              | 1,200            | 2,800                        | 6.75               | 95            | 2,660                          | 3,360         | 12,061                    | 1,790         |
| Jupiter        | Double      | 3,360              | 1,025            | 1,200                        | 6.00               | 95            | 1,140                          | 1,230         | 20,271                    | 350           |
| Ski Team       | Double      | 5,089              | 1,540            | 1,200                        | 6.75               | 90            | 1,080                          | 1,848         | 21,635                    | 520           |
| New Motherload | Det. Quad   | 5,262              | 1,255            | 2,200                        | 6.50               | 95            | 2,090                          | 2,761         | 16,476                    | 1,030         |
| Pioneer        | Triple      | 4,191              | 1,000            | 1,800                        | 6.50               | 90            | 1,620                          | 1,800         | 13,045                    | 810           |
| Town           | Triple      | 6,539              | 1,190            | 1,800                        | 7.00               | 25            | 450                            | 2,142         | 13,820                    | 270           |
| Eagle          | Triple      | 3,490              | 1,135            | 1,200                        | 7.00               | 50            | 600                            | 1,362         | 18,789                    | 250           |
| G.S. Lift      | Triple      | 1,563              | 270              | 600                          | 6.50               | 0             | -                              | 162           | -                         | -             |
| New Chondola   | 8-Pass.     | 10,306             | 2,050            | 2,800                        | 7.00               | 40            | 1,120                          | 5,740         | 13,058                    | 1,230         |
| New Beginner   | Baby Double | 852                | 62               | 500                          | 7.00               | 90            | 450                            | 31            | 1,796                     | 110           |
| New Beginner   | Baby Double | 602                | 50               | 500                          | 6.50               | 90            | 450                            | 25            | 1,813                     | 80            |
| New Bonanza-I  | Det. Quad   | 5,563              | 1,115            | 2,000                        | 6.50               | 95            | 1,900                          | 2,230         | 10,272                    | 1,340         |
| New Bonanza-II | Double      | 2,124              | 320              | 600                          | 6.50               | 95            | 570                            | 192           | 5,486                     | 220           |
| Pay Day Link   | Double      | 1,604              | 120              | 1,200                        | 6.50               | 95            | 1,140                          | 144           | 0                         | -             |
| McConkey's     | Det. Quad   | 4,988              | 1,165            | 1,800                        | 6.50               | 95            | 1,710                          | 2,097         | 14,432                    | 900           |
| <b>Total:</b>  |             | <b>75,922</b>      |                  | <b>31,200</b>                |                    |               | <b>24,720</b>                  | <b>34,652</b> |                           | <b>13,700</b> |

Source: PCSA Resort Management, Sno.engineering, Inc.

It is a common practice at ski areas, and one that has been generally accepted by the ski industry, to exceed the CCC on peak ski days by as much as 25 percent. Based upon historical skier-visit performance records, PCSA anticipates future peak skier days to reach 110 percent of the CCC. This policy is acceptable as long as it does not become common practice. It is not believed that the ski area can economically justify a concurrent increase in the size of the visitor service facilities to accommodate the higher skier capacity. It should be noted, however, that the parking/shuttle accommodations and water and sewer systems must be sized for the capacity of a peak ski day. PCSA's peak ski day capacity is estimated at 15,070 skiers.

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## Terrain Capacity and Density Analysis

To create a high quality ski experience, PCSA should maintain skier-per-acre ratios that are at the low end of industry norms (see Table III-6 for the skier density per acre industry standards). Table IV-5 sets forth the skier density design criteria used for upgrading at PCSA. The "acceptable slope density" figures given in Table IV-5 represent the number of skiers actually populating the trails. The "ski area design density" figures take into account all of the skiers distributed throughout the entire ski area. As was mentioned in Section III, it has been estimated that approximately 25 to 33 percent of the total skier population (depending on weather and snow conditions) will be using the trail system itself at any given time, while the remaining 67 to 75 percent will be on the lifts, in the waiting lines, or in the day lodge buildings and milling areas. This means that if a particular lift and trail system has a design density of 15 skiers per acre, there are only between 4 and 5 skiers actually populating that acre at any given time.

**Table IV-5**  
**SKIER DENSITY<sup>1</sup> PER ACRE -- PCSA DESIGN CRITERIA**

| Skill Classification | Ski Area Design Density | Acceptable Slope Density |
|----------------------|-------------------------|--------------------------|
| Beginner             | 40/acre                 | 10-13/acre               |
| Novice               | 30/acre                 | 8-10/acre                |
| Low Intermediate     | 25/acre                 | 6-8/acre                 |
| Intermediate         | 20/acre                 | 5-7/acre                 |
| Adv. Intermediate    | 15/acre                 | 4-5/acre                 |
| Expert               | 10/acre                 | 2-3/acre                 |

Source: PCSA Resort Management, Sno.engineering, Inc.

Using the trail acreage, capacity, and design criteria listed in earlier tables, the terrain capacity and density breakdown for the upgraded ski area is depicted on a lift-by-lift basis in Table IV-6.

Table IV-6 shows that the downhill terrain capacity at PCSA after upgrading (15,265 skiers) exceeds the upgraded CCC of the lifts (13,700 skiers) by a small margin. This fact indicates that the overall uphill lift capacity is well-balanced with the downhill terrain capacity, even on peak days when more than 15,000 skiers could be expected to visit PCSA.

<sup>1</sup> The "ski area design density" figures listed in column two of this table represent the total population of skiers distributed among the ski trails, waiting in lift lines, riding the lifts, and using the support facilities. The "acceptable slope density" column only reflects the number of skiers actually on the ski slopes.

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**Table IV-6**  
**DENSITY ANALYSIS - UPGRADING**

| Lift Name      | Area (acres) | CCC (skiers) | Terrain Capacity (skiers) | Actual Density (CCC/acre) | Acceptable Density (CCC/acre) | Difference (+/-) | Difference (Actual/Acceptable) |
|----------------|--------------|--------------|---------------------------|---------------------------|-------------------------------|------------------|--------------------------------|
| New Prospector | 103.0        | 2,080        | 2,060                     | 20                        | 20                            | 0                | 1.00                           |
| New Thaynes    | 42.9         | 590          | 644                       | 14                        | 15                            | -1               | 0.96                           |
| New Pay Day    | 82.9         | 1,560        | 1,824                     | 19                        | 22                            | -3               | 0.86                           |
| New First Time | 18.3         | 570          | 586                       | 31                        | 32                            | -1               | 0.96                           |
| King Con       | 103.6        | 1,790        | 1,865                     | 17                        | 18                            | -1               | 0.97                           |
| Jupiter        | 83.3         | 350          | 833                       | 4                         | 10                            | -6               | 0.40                           |
| Ski Team       | 47.5         | 520          | 570                       | 11                        | 12                            | -1               | 0.94                           |
| New Motherload | 68.4         | 1,030        | 1,094                     | 15                        | 16                            | -1               | 0.92                           |
| Pioneer        | 39.2         | 810          | 588                       | 21                        | 15                            | 6                | 1.38                           |
| Town           | 24.4         | 270          | 464                       | 11                        | 19                            | -8               | 0.59                           |
| Eagle          | 29.1         | 250          | 466                       | 9                         | 16                            | -7               | 0.57                           |
| G.S. Lift      | 0            | 0            | 0                         | 0                         | 0                             | 0                | 1.00                           |
| New Chondola   | 83.4         | 1,230        | 1,668                     | 15                        | 20                            | -5               | 0.76                           |
| New Beginner   | 2.6          | 110          | 104                       | 42                        | 40                            | 2                | 1.05                           |
| New Beginner   | 1.9          | 80           | 76                        | 43                        | 40                            | 3                | 1.08                           |
| New Bonanza-I  | 52.4         | 1,340        | 1,310                     | 26                        | 25                            | 1                | 1.03                           |
| New Bonanza-II | 9.7          | 220          | 213                       | 23                        | 22                            | 1                | 1.06                           |
| Pay Day Link   | 0.0          | 0            | 0                         | 0                         | 0                             | 0                | 1.00                           |
| McConkey's     | 60.0         | 900          | 900                       | 15                        | 15                            | 0                | 1.00                           |
| Total:         | 852.6        | 13,700       | 15,265                    |                           |                               |                  |                                |

Source: Sno.engineering, Inc.

The results of the density analysis indicate that most of the lifts are within acceptable standards, with the exception of Jupiter, Pioneer, Town, Eagle, and the New Chondola.

The uphill lift capacity at Jupiter is underappointed relative to the downhill terrain capacity. In the upgrade, Jupiter's CCC was intentionally held at 350 skiers in an effort to preserve Jupiter's snow quality on powder days.

Pioneer's uphill capacity is also not in balance with its downhill acreage. Given that only minimal terrain is available, it will not be possible to bring Pioneer into balance unless the lift's hourly capacity is reduced.

The New Chondola, Town, and Eagle lifts could support additional terrain, but due to the physical configuration of the mountain, this is not possible.

Overall, the lift upgrading program is in equilibrium with the proposed ski trail enhancements.

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#### 4. Skier Access and Egress Analysis

##### Morning Access Capacity

The upgraded lift network at PCSA features six access lifts (Pay Day, First Time, Town, Eagle, New Chondola, and New Beginner) with a total out-of-base capacity, adjusted for lift efficiency, of 8,510 skiers per hour. The upgraded out-of-base capacity represents a 36 percent increase over the existing capacity of 6,264 skiers per hour.

The computer modeling technique for morning access (as described in Section III.A.4) has shown that all out-of-base access lifts meet the 90 to 120 minute standard for access time. Table IV-7 summarizes the findings of the upgrade modeling exercise.

Table IV-7  
MORNING ACCESS TIME - UPGRADING

| Access Lift | Hourly Capacity* (skiers/hr.) | Percent Access (%) | Percent Round-Trip (%) | Access Capacity (skiers/hr.) | Total Access Requirement (skiers) | Access Time (minutes) |
|-------------|-------------------------------|--------------------|------------------------|------------------------------|-----------------------------------|-----------------------|
| Pay Day     | 2,850                         | 82                 | 18                     | 2,338                        | 3,906                             | 100                   |
| First Time  | 1,140                         | 81                 | 19                     | 928                          | 1,534                             | 99                    |
| Town        | 1,710                         | 95                 | 5                      | 1,621                        | 2,606                             | 96                    |
| Eagle       | 1,140                         | 94                 | 6                      | 1,067                        | 1,764                             | 99                    |
| Chondola    | 2,660                         | 85                 | 15                     | 2,271                        | 3,781                             | 100                   |
| Beginner    | 570                           | 50                 | 50                     | 285                          | 110                               | 23                    |
| Total:      | 10,070                        |                    |                        | 8,510                        | 13,700                            |                       |

Source: Sno.engineering, Inc.

\* Reduced for loading efficiency.

##### Egress Capacity

In an effort to improve the skier egress capacity at the end of the ski day, Sno.engineering has designed a new ski trail (Trail E-1) which links the Temptation and Clementine trails. This egress route, in concert with an improved Gotcha Cutoff, will provide those skiers utilizing King Con and Prospector chairlifts with an alternative egress to Treasure Hollow, Sidewinder, or Drift. On the east side of the mountain, Pay Day Link Chairlift (new Lift F), in conjunction with a new novice/low intermediate trail adjacent to Nastar, will allow skiers of lower ability levels using New Bonanza-I and New Bonanza-II (new lifts D and E) an additional egress to Drift/Treasure Hollow or Sidewinder. In addition to the above trail improvements, the installation of the New

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Chondola will also provide additional downloading capabilities. Table IV-8 summarizes the densities associated with PCSA's egress trails after upgrading.

**Table IV-8**  
**EGRESS TRAIL DENSITY ANALYSIS - UPGRADING**

| Egress Route              | Min. Width (ft.) | Skier Speed (fpm) | Ability Level | Egress Req. (skiers) | 1 Hour Egress (skiers) | Egress Density (skier/ac.) | Accept. Density (skier/ac.) | Diff. +/- | Diff. (%) |
|---------------------------|------------------|-------------------|---------------|----------------------|------------------------|----------------------------|-----------------------------|-----------|-----------|
| <b>Pay Day Egress</b>     |                  |                   |               |                      |                        |                            |                             |           |           |
| Drift                     | 40               | 1,200             | Low Int.      | 1,935                | 1,257                  | 19                         | 20                          | (1)       | 95%       |
| Pay Day                   | 100              | 1,500             | Int.          | 699                  | 454                    | 2                          | 15                          | (13)      | 15%       |
| Nastar                    | 80               | 1,500             | Int.          | 1,554                | 1,010                  | 6                          | 15                          | (9)       | 41%       |
| <b>Sidewinder Egress</b>  |                  |                   |               |                      |                        |                            |                             |           |           |
| Silver Hollow             | 100              | 1,000             | Beg.          | 4,797                | 3,118                  | 23                         | 25                          | (2)       | 91%       |
| Sidewinder                | 120              | 1,200             | Low Int.      | 3,986                | 2,591                  | 13                         | 20                          | (7)       | 65%       |
| Gotcha Cutoff             | 75               | 1,800             | Int.          | 811                  | 527                    | 3                          | 15                          | (12)      | 19%       |
| Treasure Hollow           | 60               | 1,500             | Low Int.      | 2,051                | 1,333                  | 11                         | 20                          | (9)       | 54%       |
| <b>Three Kings Egress</b> |                  |                   |               |                      |                        |                            |                             |           |           |
| First Time                | 80               | 1,200             | Nov.          | 1,451                | 943                    | 7                          | 20                          | (13)      | 36%       |
| Pick N' Shovel/Clem       | 150              | 1,200             | Low Int.      | 1,728                | 1,123                  | 5                          | 20                          | (15)      | 23%       |
| Beginner Slope            | 130              | 1,000             | Beg.          | 110                  | 72                     | 4                          | 25                          | (21)      | 16%       |
| New E-1                   | 30               | 1,200             | Novice        | 1,132                | 735                    | 15                         | 20                          | (5)       | 74%       |
| <b>Town Egress</b>        |                  |                   |               |                      |                        |                            |                             |           |           |
| Creole Entrance           | 120              | 1,500             | Int.          | 2,138                | 1,389                  | 6                          | 15                          | (9)       | 37%       |
| <b>Upper Mtn. Egress</b>  |                  |                   |               |                      |                        |                            |                             |           |           |
| Upper Claim Jumper        | 95               | 1,200             | Nov.          | 5,596                | 3,637                  | 23                         | 20                          | 3         | 116%      |
| Webster                   | 25               | 1,200             | Low Int.      | 800                  | 520                    | 13                         | 20                          | (7)       | 63%       |
| Bonanza Road              | 50               | 1,200             | Nov.          | 2,040                | 1,326                  | 16                         | 20                          | (4)       | 80%       |
| Silver Queen Road         | 30               | 1,500             | Adv. Int.     | 800                  | 520                    | 8                          | 10                          | (2)       | 84%       |
| New D-4                   | 50               | 1,200             | Nov.          | 2,136                | 1,388                  | 17                         | 20                          | (3)       | 84%       |
| Gotcha Ridge              | 80               | 1,500             | Nov.          | 4,711                | 3,062                  | 19                         | 20                          | (1)       | 93%       |
| Broadway/Thaynes          | 50               | 1,500             | Low Int.      | 2,589                | 1,683                  | 16                         | 20                          | (4)       | 81%       |

Source: Sno.engineering, Inc.

Table IV-8 is predicated on the assumption that 65 percent of PCSA's skiers exit the ski area between 3:30 PM and 4:30 PM. Table IV-8 shows that the calculated skier densities on all of the egress trails are lower than the acceptable criteria. This is an indication that the proposed egress trails have sufficient capacity to exit the upgraded CCC without causing skier congestion on the return ski trails.

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## **B. Visitor Services**

### **1. Visitor Service Buildings**

The increase in mountain capacity resulting from upgrading of the lifts and trails must be complemented with a commensurate increase and improvement in visitor service building space in the base area and on the mountain. In general, a key objective for PCSA is to provide several food service facilities on the mountain, creating venues that are logically located to accommodate concentrations of lift capacity. The proposed concept of smaller, more intimate buildings is similar to the alpine eateries found at Snowmass, Aspen, and in the Alps.

The existing Steeps Restaurant and day lodge at the base of the existing Gondola should be upgraded and expanded to accommodate the new lift configuration in this area and the higher number of skiers who will be using these facilities, both for staging at the beginning of the day and for food service during the lunch period. Additional skier service facilities are recommended for the new lower base area portal at the lower terminal of the New Chondola. These facilities will service support functions for the alpine racing venue of the Olympic Winter Games, as well as the skier services associated with the new beginner/ski school area and the staging requirements of a major base area portal.

To complement the existing mountain restaurants that will remain in service and be expanded after upgrading, Sno.engineering recommends two on-mountain locations for the small scale restaurants described above: (1) the top of PCSA's alpine slide, and (2) the top of the Eagle Chairlift. This recommendation will ensure an even distribution of the skiers on the mountain throughout the ski day, reducing the congestion presently experienced during the lunch period.

Along with the smaller, more focused restaurants, Sno.engineering recommends the construction of a large facility (the proposed Meadow Restaurant) at the top of the New Chondola. In addition to the typical day lodge operations, this facility would feature dining opportunities during the late afternoon and evening hours.

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## 2. Size and Placement of Visitor Service Functions

Based on a CCC of 13,700 skiers, the size and placement of each visitor service facility has been derived by distributing the upgraded capacity for each lift/trail system to the appropriate building sites. Industry standard space use allocations have been applied to derive the total spatial requirement for each service building or location.

**Table IV-9a**  
**DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING**  
**BASE AREA**

| Lift Name          | CCC    | Upper Village |       | Lower Village |       |
|--------------------|--------|---------------|-------|---------------|-------|
|                    |        | (%)           | (CCC) | (%)           | (CCC) |
| New Prospector     | 2,080  |               | 0     |               | 0     |
| New Thaynes        | 590    |               | 0     |               | 0     |
| New Pay Day        | 1,560  | 50            | 780   |               | 0     |
| New First Time     | 570    | 25            | 142.5 | 75            | 427.5 |
| King Con           | 1,790  |               | 0     |               | 0     |
| Jupiter            | 350    |               | 0     |               | 0     |
| Ski Team (shorten) | 520    | 50            | 260   | 50            | 260   |
| New Motherload     | 1,030  |               | 0     |               | 0     |
| Pioneer            | 810    |               | 0     |               | 0     |
| Town               | 270    |               | 0     |               | 0     |
| Eagle              | 250    |               | 0     | 50            | 125   |
| G.S. Lift          | -      |               | 0     |               | 0     |
| New Chondola       | 1,230  | 15            | 184.5 | 25            | 307.5 |
| New Beginner       | 110    |               | 0     | 100           | 110   |
| New Beginner       | 80     |               | 0     |               | 0     |
| New Bonanza I      | 1,340  |               | 0     |               | 0     |
| New Bonanza II     | 220    |               | 0     |               | 0     |
| Pay Day Link       | -      |               | 0     |               | 0     |
| McConkey's         | 900    |               | 0     |               | 0     |
| Total:             | 13,700 |               | 1,367 |               | 1,230 |

Source: Sno.engineering, Inc.

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**Table IV-9b**  
**DISTRIBUTION OF CCC BY FACILITY/LOCATION - UPGRADING**  
**MOUNTAIN RESTAURANTS**

|                  |        | Summit House |       | Mid-Mountain |       | Snow Hut |       | Meadow |       | Pay Day |       | Temptation |       |
|------------------|--------|--------------|-------|--------------|-------|----------|-------|--------|-------|---------|-------|------------|-------|
| Lift Name        | CCC    | (%)          | (CCC) | (%)          | (CCC) | (%)      | (CCC) | (%)    | (CCC) | (%)     | (CCC) | (%)        | (CCC) |
| New Prospector   | 2,080  |              | 0     |              | 0     | 50       | 1,040 | 50     | 1,040 |         | 0     |            | 0     |
| New Thaynes      | 590    | 50           | 295   | 50           | 295   |          | 0     |        | 0     |         | 0     |            | 0     |
| New Pay Day      | 1,560  |              | 0     |              | 0     |          | 0     |        | 0     | 50      | 780   |            | 0     |
| New First Time   | 570    |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     |            | 0     |
| King Con.        | 1,790  |              | 0     |              | 0     | 50       | 895   |        | 0     |         | 0     | 50         | 895   |
| Jupiter          | 350    | 50           | 175   | 50           | 175   |          | 0     |        | 0     |         | 0     |            | 0     |
| Ski Team (shrtn) | 520    |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     |            | 0     |
| New Motherload   | 1,030  | 50           | 515   | 50           | 515   |          | 0     |        | 0     |         | 0     |            | 0     |
| Pioneer          | 810    | 25           | 202.5 | 50           | 405   |          | 0     | 25     | 202.5 |         | 0     |            | 0     |
| Town             | 270    |              | 0     | 50           | 135   |          | 0     | 50     | 135   |         | 0     |            | 0     |
| Eagle            | 250    |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     | 50         | 125   |
| G.S. Lift        | -      |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     |            | 0     |
| New Chondola     | 1,230  |              | 0     |              | 0     |          | 0     | 60     | 738   |         | 0     |            | 0     |
| New Beginner     | 110    |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     |            | 0     |
| New Beginner     | 80     |              | 0     |              | 0     |          | 0     | 100    | 80    |         | 0     |            | 0     |
| New Bonanza I    | 1,340  |              | 0     |              | 0     |          | 0     | 100    | 1340  |         | 0     |            | 0     |
| New Bonanza II   | 220    |              | 0     |              | 0     |          | 0     | 100    | 220   |         | 0     |            | 0     |
| Pay Day Link     | -      |              | 0     |              | 0     |          | 0     |        | 0     |         | 0     |            | 0     |
| McConkey's       | 900    |              | 0     | 100          | 900   |          | 0     |        | 0     |         | 0     |            | 0     |
| Total:           | 13,700 |              | 1,188 |              | 2,425 |          | 1,935 |        | 3,756 |         | 780   |            | 1,020 |

Source: Sno.engineering, Inc.

The total ski related space use requirements for the visitor service buildings are categorized by fifteen separate functions. These functions have been distributed to the appropriate facility location in order to accommodate the various user requirements and patterns throughout the day. Table IV-10 shows the total space use requirements after upgrading at PCSA.

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**Table IV-10**  
**SPACE USE REQUIREMENT BY BUILDING/LOCATION - UPGRADING**

| Service Function        | Upper Village (sq. ft.) | Lower Village (sq. ft.) | Summit House (sq. ft.) | Mid-Mountain (sq. ft.) | Snow Hut (sq. ft.) | Meadow (sq. ft.) | Pay Day (sq. ft.) | Temptation (sq. ft.) | Total Space (sq. ft.) |
|-------------------------|-------------------------|-------------------------|------------------------|------------------------|--------------------|------------------|-------------------|----------------------|-----------------------|
| Restaurant Seating      | 5,581                   | 5,909                   | 2,850                  | 5,820                  | 4,644              | 11,267           | 1,872             | 2,448                | 40,391                |
| Kitchen/Scramble        | 2,400                   | 2,541                   | 1,226                  | 2,503                  | 1,997              | 4,845            | 805               | 1,053                | 17,368                |
| Bar/Lounge              | 1,710                   | 2,508                   | 451                    | 922                    | 735                | 1,427            | 296               | 388                  | 8,437                 |
| Rest Rooms              | 3,825                   | 5,610                   | 1,009                  | 2,061                  | 1,645              | 3,192            | 663               | 867                  | 18,873                |
| Ski School              | 2,466                   | 3,699                   |                        |                        |                    | 685              |                   |                      | 6,850                 |
| Ski Wee/Day Care        | 2,988                   | 4,382                   |                        |                        |                    | 2,274            |                   |                      | 9,645                 |
| Rentals/Repair          | 3,330                   | 4,884                   |                        |                        |                    |                  |                   |                      | 8,214                 |
| Retail Sales            | 4,144                   | 5,478                   | 197                    | 403                    | 321                | 623              | 129               | 169                  | 11,465                |
| Ticket Sales            | 360                     | 528                     |                        |                        |                    |                  |                   |                      | 888                   |
| Public Lockers          | 2,385                   | 3,498                   |                        |                        |                    |                  |                   |                      | 5,883                 |
| Ski Patrol              | 1,644                   | 2,466                   |                        |                        |                    | 1,370            |                   |                      | 5,480                 |
| Administration          | 2,740                   | 4,110                   |                        |                        |                    |                  |                   |                      | 6,850                 |
| Employee Lockers/Lounge | 1,096                   | 1,644                   |                        |                        |                    |                  |                   |                      | 2,740                 |
| Mechanical              | 495                     | 726                     | 131                    | 267                    | 213                | 413              | 86                | 112                  | 2,442                 |
| Storage                 | 1,215                   | 1,782                   | 321                    | 655                    | 522                | 1,014            | 211               | 275                  | 5,995                 |
| Circulation/Waste       | 2,547                   | 3,484                   | 433                    | 884                    | 705                | 1,898            | 284               | 372                  | 10,606                |
| <b>Total:</b>           | <b>38,925</b>           | <b>53,249</b>           | <b>6,617</b>           | <b>13,513</b>          | <b>10,783</b>      | <b>29,008</b>    | <b>4,347</b>      | <b>5,684</b>         | <b>162,127</b>        |

Source: Sno.engineering, Inc.

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### 3. Food Service Seating

Food service facilities have been distributed around the mountain to alleviate the space limitations encountered at the base areas and to better serve skiers by locating facilities closer to activity hubs. After upgrading, food service seating will be provided at the Upper and Lower villages, and all of the existing and new mountain restaurants.

Table IV-11 summarizes PCSA's restaurant seating requirements after upgrading, based on a logical distribution of the CCC to each service building/location. The basic planning parameter used in deriving the seating requirements for each food service facility is the average seat turnover rate. A turnover rate of 4 was used for the Upper and Lower village facilities to reflect their cafeteria-style food service and significant use by beginner skiers. Cafeteria-style food service is envisioned for all of the on-mountain restaurants. Hence, a turnover rate of 4.5 was utilized for these facilities.

**Table IV-11**  
**FOOD SERVICE SEATING REQUIREMENTS - UPGRADING**

|                       | Upper Village | Lower Village | Summit House | Mid-Mountain | Snow Hut | Meadow | Pay Day | Temptation | Total  |
|-----------------------|---------------|---------------|--------------|--------------|----------|--------|---------|------------|--------|
| Total Skier Capacity  | 1,367         | 1,230         | 1,188        | 2,425        | 1,935    | 3,756  | 780     | 1,020      | 13,700 |
| Average Seat Turnover | 4.0           | 4.0           | 4.5          | 4.5          | 4.5      | 4.5    | 4.5     | 4.5        |        |
| Total Seats Required  | 342           | 308           | 264          | 539          | 430      | 835    | 173     | 227        | 3,117  |

Source: Sno.engineering, Inc.

As shown in Table IV-11, there is a need for a total of 3,117 seats to balance food service seating capacity with PCSA's upgraded CCC of 13,700 skiers.

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#### **4. Parking/Shuttle Services and Access**

A complete Parking and Capacity Analysis has been prepared for PCSA and is included as Appendix A of this document. The following is a summary of the Parking and Capacity Analysis for the upgraded ski area.

##### **Parking**

There are a total of approximately 1,700 parking spaces currently available to skiers and resort employees. About 200 of these spaces are used by resort employees, leaving 1,500 spaces for ski area guests. A total of 500 new spaces will be developed at Parcel "E", of which 100 will be set aside for employees and 400 will be available for skier parking. Parking surveys have indicated that the average car occupancy of cars arriving at PCSA is 3.7 people per car. As a result, the existing parking spaces can support a maximum of 7,030 skiers per day ( $1,900 \times 3.7 = 7,030$ ).

##### **Lodging at Base Area**

There are a total of 4,274 ski to/ski from beds currently available at the base of the ski area. A total of 2,104 new beds are proposed for PCSA's base, giving a total of 6,378 beds. Assuming a 95 percent peak occupancy, and that 20 percent of the overnight guests are non-skiers, the current bed base yields 4,848 ski to/ski from beds used by skiers at PCSA. Accordingly, the ski to/ski from accommodations in the base area can support a maximum of 4,848 skiers per day.

##### **Town Lift**

Based upon "design day" skier counts during the 1995-96 ski season, an average of approximately 1,100 skiers currently access PCSA via the Town lift. It is assumed that future Town lift usage will increase to 1,600 skiers per day.

##### **Park City Transit**

A number of PCSA surveys have been conducted which indicate that, on average, 13 percent of the skiers at PCSA arrived at the resort by riding some form of Park City transit. Using the aggregate of the figures given above, on a peak day, approximately 2,014 skiers will access PCSA via Park City transit.

The combination of on-site parking, ski to/ski from accommodations, Town lift access, and Park City transit access can support a maximum of approximately 15,490 skiers per day. This illustrates that the current parking/access capacity at PCSA is sufficient to meet the demands of peak-day skier visitation patterns.

00513070 Bk01166 Pg00659



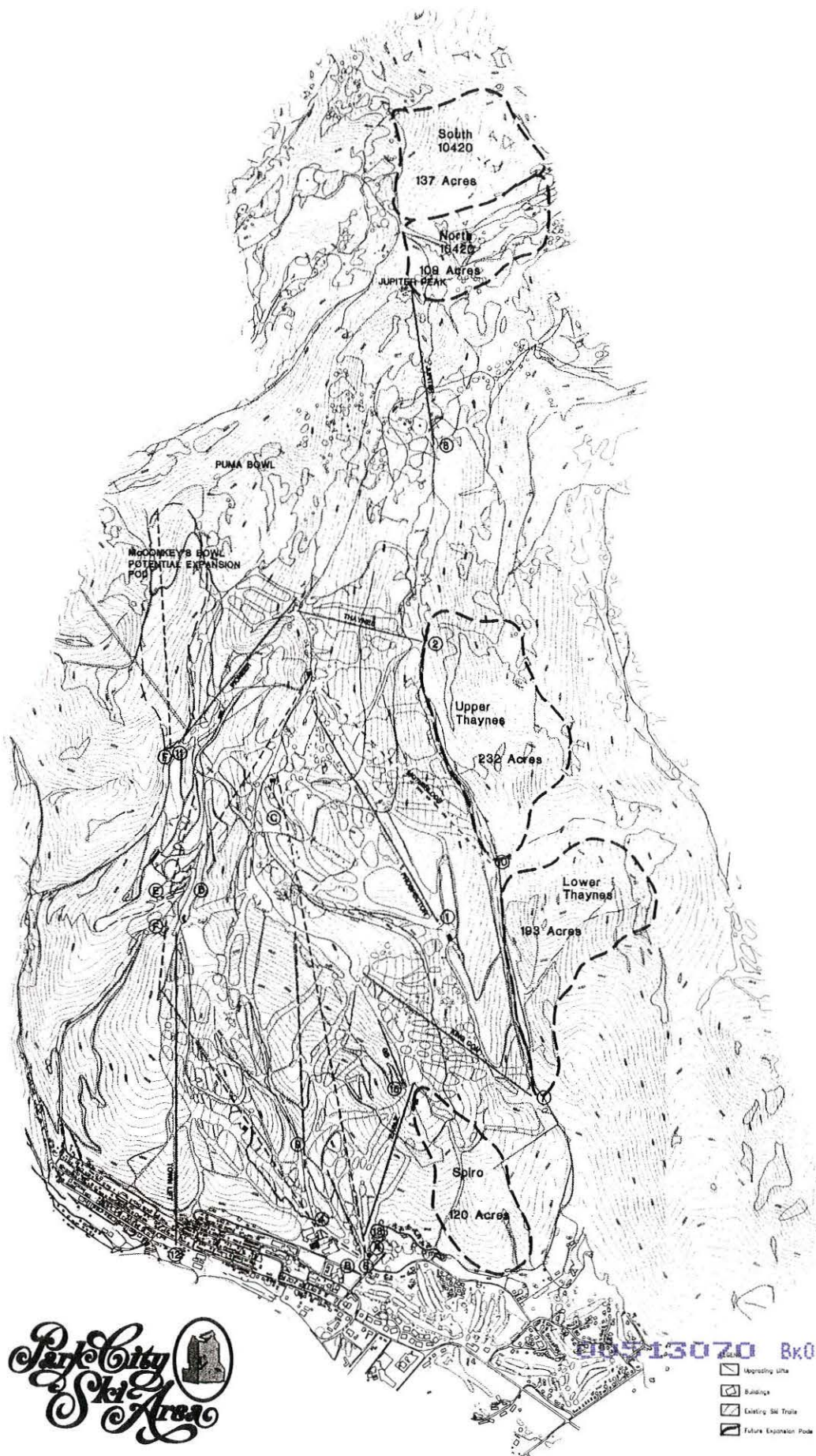
## V. FUTURE EXPANSION POTENTIAL

After complete buildout of the Mountain Upgrade Plan, there are a number of options for the future expansion of PCSA. Sno. engineering has identified, through map analysis only, five separate areas (pods) that could be developed for alpine skiing. These pods are logical additions to the existing ski area. The expansion pods are illustrated in Figure V-1 as "Spiro" near the base of the ski area and above the Park City golf course; "Lower Thaynes", which is located across Thaynes Canyon from the King Con and Prospector chairlifts, "Upper Thaynes" which is located across Thaynes Canyon from the Motherlode and Thaynes chairlifts; and "North 10420" and "South 10420" pods which occur to the southwest of Jupiter Bowl.

As illustrated in Figure V-1, the five future expansion pods comprise nearly 800 acres of potential ski development terrain, which could yield as much as 250 acres of additional skiable terrain. While it is premature to predict potential lift capacities for each of the expansion pods, it is anticipated that some degree of development in these areas could result in PCSA's CCC increasing to 16,000 or more skiers per day.

00513070 Bk01166 Pc00660





# MOUNTAIN UPGRADE PLAN

PREPARED FOR:  
PARK CITY SKI AREA  
PO BOX 39  
PARK CITY, UT 84080  
801-849-8111

PREPARED BY:



**Figure V-1**  
**FUTURE EXPANSION PODS**

DATE: AUGUST 1998  
CONTOUR INTERVAL: 10m  
0 500 1500m







## VI. CONCLUSION

The PCSA Mountain Upgrade Plan addresses the concerns found in Sno. engineering's analysis of the existing ski operation, as well as the shortcomings identified in the market research conducted by RRC. The plan, as outlined above, achieves the following objectives:

- ♦ improves PCSA's out-of-base access and enhances the resort's end of day return egress;
- ♦ increases the amount of beginner, novice, intermediate, and advanced intermediate terrain;
- ♦ reduces the resort's restaurant seating deficiencies;
- ♦ modernizes the resort's lift technology; and
- ♦ addresses the price versus value concerns expressed by PCSA guests.

Unfortunately, due to the site's geological formations, the availability of additional intermediate terrain is limited. However, through diligent grooming of the resort's advanced intermediate trails, PCSA should be able to satisfy the needs of the resort's intermediate skiers.

PCSA's efforts to improve and upgrade the existing facilities will help the resort position itself in the marketplace, allowing the resort to compete for both day and destination skiers. In addition, PCSA's on-mountain improvements will help stimulate future real estate development and improve real estate values.

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# **APPENDIX A**

## **PARK CITY SKI AREA PARKING AND CAPACITY ANALYSIS**

00513070 Bk01166 Pg00663

## MEMORANDUM



TO: Douglas Clyde  
Powdr Corporation

DATE: July 31, 1996

RE: Parking and Capacity Analysis - Park City Ski Area

The following analysis has been prepared in response to your request to document the balance relationships between lodging, parking and mountain capacity at Park City Ski Area.

### Background

The current Comfortable Carrying Capacity (CCC) of the ski area is calculated to be 9,910 skiers (Sno.Engineering, 1996). The existing CCC of the ski area corresponds with the number of skiers that can be supplied from the existing parking, bed base, and bus system.

The CCC is a measure of the number of visitors that can be effectively served by the mountain facilities while maintaining a comfortable skiing atmosphere. Of the total CCC, 70-85 percent (depending on weather and snow conditions) will be active skiers, while the other inactive skiers will be using the skier support facilities and amenities. At a well balanced ski facility the active skiers will be evenly distributed throughout the mountain facilities; on the slope, waiting in the lift lines, or riding the ski lifts.

The accurate estimation of the ski area CCC is a complex issue and is the single most important planning criterion for the resort. Based on the proper identification of the mountain's capacity, all other related skier service facilities can be planned, such as base lodge seating, mountain restaurant requirements, sanitary facilities, parking, and other skier services. The CCC figure is based on a combination of the uphill hourly capacity of the lift system, the downhill capacity of the trail system, and the total amount of time spent in the lift waiting line, on the lift itself, and in the downhill descent. CCC is not a maximum capacity of the area, but rather a measure of the quality of the ski experience. The CCC figure represents the "comfortable" capacity of the resort. It is common for ski areas to experience "peak" days throughout the season during which the number of skiers visiting the resort exceeds the CCC, in many cases by 25% or more. Park City's peak days are significantly below these limits.





Park City peak skier counts are generally in the range of 10% over CCC. Consequently 110% of CCC has been used throughout this analysis as as an approximate design guide for base facilities on peak days, while maintaining 125% as an upper limit.

Two recent (1994-95 season and 1995-96 season) analyses of parking and skier capacity have been conducted by RRC Associates and Sear Brown Group for Park City Ski Area. These works updated previous studies in the early 1970's by J. J. Johnson and Associates and VanWagner (1981) for the Park City Village project.

### **Current Parking Situation**

Park City Ski Area provides parking for skiers in 5 parking lots as shown below. The current parking lots have a capacity of approximately 1800 cars. This capacity varies with snow removal and control of parking cars by ski area parking lot personnel.

**Table 1**

| <b>Parking Lot</b>             | <b>Spaces</b> |
|--------------------------------|---------------|
| Main Lot                       | 492           |
| Lower Lot                      | 487           |
| Underground Lot (see Table 1a) | 510           |
| Silver King Lot                | 243           |
| Sweetwater Lot                 | 80            |
| <b>Total</b>                   | <b>1812</b>   |

The underground lot has reserved spaces for guests of the Resort Center and Village Loft units.

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**Table 1a**

| <b>Parking Level</b>          | <b>Parking Spaces</b>           |
|-------------------------------|---------------------------------|
| P-1 Brown Level               | 52 (reserved for lodge parking) |
| P-2 Green Level               | 198                             |
| P-3 Red Level                 | 198                             |
| P-4 Orange Level              | 60 (reserved for lodge parking) |
| <b>Total (skier spaces)</b>   | <b>396</b>                      |
| <b>Total (Lodging spaces)</b> | <b>112</b>                      |

The available parking for skiers is 1700 spaces. Prior to the 1995-96 ski season, ski area employees and employees of lodging, restaurant and retail operations parked in these lots. Based upon the 1994 parking study this resulted in approximately 200 parking spaces being used by employees in the Silver King Lot and all 80 spaces in the Sweetwater Lot. The Silver King and Sweetwater lots were designated for ski area employees as the appropriate location for parking thereby making parking closer to the lifts more available to ski guests. For the 1995-96 season, ski area employee parking was added at the Maintenance building location. Approximately 100 spaces were created. Paid parking was instituted to further increase the availability of close in and covered parking to ski guests and to control the amount of employee parking.

### **Other Arrivals by Skiers and Employees**

Skiers also arrive by Park City Transit, private bus/van service and walking. The 1994-95 study reviewed Park City Transit daily reports of trips to the Park City Ski Area over the President's Day week, traditionally a peak period for destination and day skiers. This study reported a range of 24% to 27% of skiers on the mountain to bus drop-offs counted by Park City Transit. An on-mountain survey of skiers was conducted for the 1995-96 study in addition to review of Transit drop-off rates. The 1995-96 data identified that 13% of skiers on the mountain rode the bus. The 1994-95 study is consistent with the 1995-96 study when the total skiers on the mountain are adjusted equally for season pass holders and VIP passes. The 13% rate is used in the following analysis. The 13% figure equals 43% of the total bus drop-offs during the 1996 study period. The difference between the skier drop off-rate and the total drop-offs is the



number of employees, guests and transfers to other busses taking place at the ski area.

### Relationships of Parking and Lodging

The relationships of parking count, lodging occupancy, and skier counts were analyzed for the 30 highest days over the previous three seasons and are presented in *Chart 1*. Park City Ski Area records total cars parked as well as ticket sales daily. Season pass usage was determined by the lift line surveys that were completed in the RRC report. Lodging occupancy was collected from the Park City Chamber Bureau.

Of the five largest skier days, 2 of which occurred in the 1995-96 season, theoretical parking capacity was reached only once. Of the 10 largest days parking capacity was reached four times. During these days, lodging occupancy ranged from 70% to 84% of maximum.

In the next tier of ten days, lodging rates dropped to a range of 70% to 74%, parking capacity was reached 2 times and came within 100 cars of full capacity 4 additional times (60% of the days).

In the final tier of largest skier days, lodging occupancy fell to a range of 40% to 70%; however the lots were within 100 cars of capacity 5 times. (50% of the days).

The above analysis is based on the theoretical parking lot capacity, which is dependent on snow removal and parking efficiency. Actual capacity was likely to have been lower during some of the days which are analyzed above.

Lodging capacity is the limiting factor in reaching capacity of the ski mountain during the high occupancy holiday periods. Lodging occupancy rate have a very high correlation to the 30 highest skier days. As lodging occupancy rates approach 85% area wide, lodging occupancy rates at the base area reach 95%.

Parking counts have little or no correlation to the 30 highest days due to the fact that off-peak parking is dominated by local skiers who have a very low ratio of skiers per car compared to destination visitors.

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An increase in beds at the base of the ski area will, of course, provide additional skiers without an increase in demand for bussing and parking. However, additional parking is required to support both the anticipated increase in local skiers during non-peak periods, as well as destination skiers staying in remote locations.

*Chart 1* shows the relationship of parking to skier days. The overall ratio of skiers to cars parked ranged from 4.2 to 6.3 over the period. The ratio for the top ten days ranged from 5.0 to 6.3 skier per car. These ranges are consistent with previous studies. The average of the total period is 5.15 skiers per car.

This overall ratio is the number of skiers on the mountain divided by the number of cars parked. Actual persons per car based on skier surveys is shown in Appendix Table A-30. It can be seen that Park City residents have a significantly lower rate of persons per car than destination skiers. It is also apparent that Salt Lake origin skiers use more parking for fewer skiers than destination guests.

Skiers being dropped off at the drop off area (Resort Center) also comprise a component of the overall ratio of skiers to cars parked. Measured observations in the 1993-94 studies indicated a drop off rate of 100 cars and 300 persons per hour peak. Drop off rates have been observed to increase over this rate in the 1996 parking lot evaluations due to skiers entering the lower lot to access the new ticket sales windows and the Eagle Chair access to the mountain.

As discussed previously, the current CCC of the ski area is 9910. Peak conditions can and will exceed the CCC. The CCC was exceeded four times in the period displayed in *Chart 1*. From operational experience, the peak skier counts are approximately 10% greater than design capacity. Again from *Chart 1*, it can be seen that the highest use condition occurs when lodging units are at full capacity.

For consistency in the following tables, beds are calculated from unit counts using Chamber Bureau and Land Management Code "Unit Equivalents". This results in 8 beds per unit or "Unit Equivalent" when developed to maximize beds i.e. hotel rooms or suites.

Table 2 through 4 shows the contribution of skiers from beds, parking and transit. This analysis is for the peak condition at various states of build out.

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Parking for the lodging units developed as part of the Park City Village plan is provided at the Land Management Code required rate per Unit Equivalent and is not shown separately in the *Tables* 2 through 4.



Employee parking for ski area employees is provided in off-site locations and considers employees using the Park City Transit and Ski Area provided bus transportation from out of Park City Locations in the same fashion as the current situation.

Employee parking for employees of new commercial operations not part of the current Ski Area operations are provided at a rate of 1 space per 400 square feet which is greater than the rate of employees per square foot in the existing commercial spaces. These spaces are shown in the following tables as "employee parking spaces".

Employee parking spaces for the lodging units are included in the code required and provided parking rates and are not shown separately for the purposes of the capacity calculations.

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Table 2

**Current Condition****Skiers Provided****I. Parking**

1700 parking spaces (skier and employee)

&lt;200&gt; less spaces for employees

1500 net parking spaces for skiers

1500 net parking spaces @ 3.7 skiers per space<sup>1</sup>

5,550 skiers

**II. Lodging at Base Area<sup>2</sup>**

4274 existing beds

&lt;213&gt; less 5% for peak condition 95% occupancy

&lt;812&gt; less 20% for non-skiers and skiers skiing elsewhere

3249 net skiers from bed base

3,249 skiers

**III. Town Lift**based on 1995-96 season design day skier counts at  
Lift, 1128 skiers, use 1100.

1,100 skiers

**IV. Park City Transit**13% of skiers<sup>3</sup>

1,479 skiers

**Total skiers at peak destination occupancy****11,378 skiers**

It can be seen from this calculation that the peak condition exceeds the CCC somewhat, however, it lies well within the acceptable range of 110 - 125% of CCC of the mountain (10,901-12,388).

<sup>1</sup> Appendix Table A-30 attached<sup>2</sup> Lodging units and beds Appendix Figure 1 attached

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<sup>3</sup> Appendix Table A-29 attached



## Future Relationship of Parking and Lodging



Using this analysis, the balance of mountain and base facilities is projected for two conditions. The first condition is established for the 2002 Olympic Winter Games. The second condition is at completion of the currently planned improvements to the mountain and base.

### I. Olympic Condition

The projected status of improvements at the Ski Area include the addition of out of base lift capacity and additional lodging and parking. Buildings expected to be complete are A, C and E. The potential also exists for a portion of parcel B to be completed. This results in an additional 2104 beds created as well as a new ski learning center, a replacement of the gondola building and skier support services and construction of the arcade entryway between the ski learning center (Parcel C) and Parcel E. Development of Parcel E will also add an additional 500 parking spaces for day skiers.

Mountain improvements include; new detachable quads for McConkey's Bowl, and the Bonanza Lift (angle station of the Gondola to the Summit House), replacement of PayDay and Motherlode with detachable quads, along with other lift improvements. Also a new transportation lift will run from the new plaza at First Time to a location near the top of Assessment. These improvements will result in a design capacity of 13,700 skiers.

The CCC of the mountain in the "Olympic Condition" is 13,700 skiers, (15,070 peak skiers). The corresponding analysis of base area beds, parking and transit is shown in *Table 3*. From the table it can be seen that a peak occupancy condition results in approximately 15,492 skiers which is well within the acceptable range.

*Table 4* shows the supply of skiers at the completion of the project to be 17,051. These skier volumes can be accommodated by the expansion terrain identified in the Ski Area Master Plan (Sno.Engineering 1996).

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Table 3

Olympic Condition

Skiers Provided

**I. Parking**



|                                                        |              |
|--------------------------------------------------------|--------------|
| 1,500 net parking spaces @ 3.7 skiers per space        | 5,550 skiers |
| 500 new parking spaces at Parcel "E"                   |              |
| <100> less new employee spaces                         |              |
| 400 net new skier parking spaces @3.7 skiers per space | 1,480 skiers |

**II. Lodging at Base Area**

|                                                           |              |
|-----------------------------------------------------------|--------------|
| 4,274 existing beds                                       |              |
| 3,249 net skiers from bed base                            | 3,249 skiers |
| 2,104 new beds                                            |              |
| <105> less 5% for peak condition 95% occupancy            |              |
| <400> less 20% for non-skiers and skiers skiing elsewhere |              |
| 1,599 net skiers from new bed base                        | 1,599 skiers |

**III. Town Lift**

|                           |              |
|---------------------------|--------------|
| use 1,100 skiers          | 1,100 skiers |
| increase in Town Lift use | 500 skiers   |

**IV. Park City Transit**

|               |              |
|---------------|--------------|
| 13% of skiers | 2,014 skiers |
|---------------|--------------|

**Total skiers**

**15,492 skiers**

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**Table 4**



| <u>Completion Condition</u>                               | <u>Skiers Provided</u> |
|-----------------------------------------------------------|------------------------|
| <b>I. Parking</b>                                         |                        |
| 1,500 net parking spaces @ 3.7 skiers per space           | 5,550 skiers           |
| 600 new parking spaces at Parcel "B" and "E" (total)      |                        |
| 160> employee spaces                                      |                        |
| 440 net new skier parking spaces @3.7 skiers per space    | 1,628 skiers           |
| <b>II. Lodging at Base Area</b>                           |                        |
| 4,274 existing beds 3290 net skiers from bed base         | 3,290 skiers           |
| 3,640 new skiers from Park City Village Project           |                        |
| <182> less 5% for peak condition 95% occupancy            |                        |
| <692> less 20% for non-skiers and skiers skiing elsewhere |                        |
| 2,766 net skiers from new bed base                        | 2,766 skiers           |
| <b>III. Town Lift</b>                                     |                        |
| 1,100, plus previous 500 skiers                           | 1,600 skiers           |
| <b>IV. Park City Transit</b>                              |                        |
| 13% of skiers                                             | 2,217 skiers           |
| <b>Total skiers</b>                                       | <b>17,051 skiers</b>   |

From the following tables and supporting information attached, it can be seen that the facilities as proposed maintain an effective balance between mountain capacity, lodging, and parking.

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Table A- 2

| TRANSPORTATION & PARKING             | OVERALL | VISITOR ORIGIN |                  |            |              | PREVIOUS RESORT VISITS |              |                  | MARITAL STATUS |        |                        |            | SKIER ABILITY |               |                  |
|--------------------------------------|---------|----------------|------------------|------------|--------------|------------------------|--------------|------------------|----------------|--------|------------------------|------------|---------------|---------------|------------------|
|                                      |         | PARK CITY      | SALT LAKE COUNTY | OTHER UTAH | OUT OF STATE | FIRST VISIT            | 1 - 3 VISITS | 4 OR MORE VISITS | SINGLE         | COUPLE | SINGLE/ COUPLE W/ KIDS | EMPTY NEST | BEGINNER      | INTER-MEDIATE | ADVANCED /EXPERT |
| HOW MANY PEOPLE CAME IN YOUR VEHICLE |         |                |                  |            |              |                        |              |                  |                |        |                        |            |               |               |                  |
| 1                                    | 4%      | 16%            | 6%               | 14%        | 2%           | 2%                     | 3%           | 6%               | 7%             | 5%     | 2%                     | 4%         |               | 2%            | 6%               |
| 2                                    | 25%     | 38%            | 29%              | 14%        | 24%          | 29%                    | 20%          | 27%              | 31%            | 35%    | 18%                    | 30%        | 12%           | 23%           | 29%              |
| 3                                    | 17%     | 13%            | 26%              | 14%        | 16%          | 13%                    | 19%          | 20%              | 17%            | 17%    | 19%                    | 11%        | 12%           | 15%           | 19%              |
| 4                                    | 26%     | 22%            | 18%              | 27%        | 28%          | 30%                    | 27%          | 20%              | 16%            | 25%    | 31%                    | 26%        | 28%           | 32%           | 21%              |
| 5                                    | 11%     | 4%             | 12%              | 9%         | 12%          | 13%                    | 10%          | 12%              | 14%            | 8%     | 13%                    | 9%         | 36%           | 9%            | 11%              |
| 6                                    | 10%     | 4%             | 9%               | 18%        | 11%          | 7%                     | 12%          | 13%              | 9%             | 9%     | 12%                    | 11%        | 4%            | 11%           | 10%              |
| 7                                    | 4%      | 2%             |                  |            | 5%           | 5%                     | 5%           | 2%               | 4%             | 1%     | 3%                     | 6%         | 4%            | 5%            | 3%               |
| 8                                    | 2%      |                |                  | 5%         | 2%           | 2%                     | 3%           | 1%               | 2%             |        | 2%                     | 4%         | 4%            | 3%            | 1%               |
| TOTAL                                | 100%    | 100%           | 100%             | 100%       | 100%         | 100%                   | 100%         | 100%             | 100%           | 100%   | 100%                   | 100%       | 100%          | 100%          | 100%             |
| Average                              | 3.7     | 2.8            | 3.3              | 3.8        | 3.8          | 3.8                    | 3.9          | 3.5              | 3.5            | 3.3    | 3.9                    | 3.8        | 4.4           | 3.9           | 3.5              |
| n =                                  | 527     | 45             | 34               | 22         | 425          | 175                    | 146          | 172              | 139            | 77     | 224                    | 47         | 25            | 203           | 256              |

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| TRANSPORTATION & PARKING                         | OVERALL | VISITOR ORIGIN |                  |            |              | PREVIOUS RESORT VISITS |              |                  | MARITAL STATUS |        |                        |            | SKIER ABILITY |               |                  |
|--------------------------------------------------|---------|----------------|------------------|------------|--------------|------------------------|--------------|------------------|----------------|--------|------------------------|------------|---------------|---------------|------------------|
|                                                  |         | PARK CITY      | SALT LAKE COUNTY | OTHER UTAH | OUT OF STATE | FIRST VISIT            | 1 - 3 VISITS | 4 OR MORE VISITS | SINGLE         | COUPLE | SINGLE/ COUPLE W/ KIDS | EMPTY NEST | BEGINNER      | INTER-MEDIATE | ADVANCED /EXPERT |
| FORM(S) OF TRANSPORTATION USED TO GET HERE TODAY |         |                |                  |            |              |                        |              |                  |                |        |                        |            |               |               |                  |
| Rental car                                       | 40%     | 2%             | 3%               | 9%         | 46%          | 44%                    | 47%          | 29%              | 40%            | 39%    | 39%                    | 40%        | 47%           | 46%           | 34%              |
| Private automobile                               | 25%     | 73%            | 97%              | 73%        | 16%          | 12%                    | 17%          | 48%              | 22%            | 31%    | 24%                    | 21%        | 18%           | 14%           | 35%              |
| Other                                            | 13%     | 8%             |                  |            | 14%          | 12%                    | 16%          | 9%               | 15%            | 10%    | 12%                    | 9%         | 9%            | 13%           | 13%              |
| Bus in Park City                                 | 12%     | 10%            |                  |            | 13%          | 16%                    | 13%          | 5%               | 11%            | 9%     | 13%                    | 17%        | 12%           | 14%           | 10%              |
| Bus from Salt Lake                               | 9%      |                |                  | 18%        | 10%          | 13%                    | 7%           | 4%               | 7%             | 9%     | 9%                     | 10%        | 12%           | 12%           | 5%               |
| Traveled with family & friends                   | 2%      | 10%            |                  |            | 2%           | 2%                     | 1%           | 3%               | 3%             | 3%     | 1%                     | 4%         | 3%            | 1%            | 4%               |
| Borrowed car                                     | 1%      | 4%             |                  |            | 1%           | 1%                     | 0%           | 3%               | 1%             | 3%     | 2%                     |            |               | 1%            | 2%               |
| TOTAL                                            | 101%    | 106%           | 100%             | 100%       | 101%         | 101%                   | 100%         | 102%             | 101%           | 104%   | 101%                   | 101%       | 100%          | 101%          | 102%             |
| n =                                              | 756     | 51             | 33               | 22         | 644          | 293                    | 206          | 205              | 201            | 108    | 324                    | 70         | 34            | 328           | 330              |

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*Figure 1*  
*Park City Chamber Bureau Units Within Walking Distance to PCSA*

Lodging Properties Within Walking Distance of  
Park City Ski Area  
as of 4/13/94

| <u>Property Name</u>      | <u>Hotel</u> | <u>Studio</u> | <u>One<br/>Bdrm</u> | <u>Two<br/>Bdrm</u> | <u>Three<br/>Bdrm</u> | <u>Four<br/>Bdrm</u> | <u>Five<br/>Bdrm</u> | <u>Maximum<br/>People</u> |
|---------------------------|--------------|---------------|---------------------|---------------------|-----------------------|----------------------|----------------------|---------------------------|
| Acorn Chalet              | 2            |               | 2                   | 1                   |                       |                      |                      | 18                        |
| All Seasons               |              |               |                     | 7                   | 7                     |                      |                      | 98                        |
| Alpenhof                  |              |               | 2                   | 6                   | 1                     |                      |                      | 52                        |
| Chamonix Groupe & Chalets | 25           | 1             |                     | 6                   | 4                     |                      |                      | 120                       |
| Chateau Apres             | 52           |               |                     |                     |                       |                      |                      | 104                       |
| Doublejack                |              |               |                     | 6                   |                       |                      |                      | 36                        |
| Edelweiss                 |              |               |                     | 38                  |                       |                      |                      | 228                       |
| Empire Coalition          |              |               |                     | 17                  | 2                     |                      |                      | 118                       |
| Empire House              |              |               | 10                  |                     |                       |                      |                      | 40                        |
| Lifeline                  |              |               |                     | 1                   | 12                    | 1                    |                      | 112                       |
| Park Place                |              |               | 2                   | 4                   | 2                     |                      |                      | 48                        |
| Powderpoint               |              |               | 21                  | 12                  |                       |                      |                      | 156                       |
| Powder Ridge              |              |               |                     |                     | 6                     |                      |                      | 48                        |
| Resort Center Lodge/Inn   | 27           | 53            | 22                  | 17                  |                       |                      |                      | 350                       |
| Shadow Ridge              | 1            |               | 1                   | 51                  | 1                     |                      |                      | 320                       |
| Silvertown                |              |               |                     | 4                   | 5                     | 1                    |                      | 74                        |
| Silver Cliff              |              |               |                     | 14                  |                       |                      |                      | 84                        |
| Silver King               |              | 18            | 28                  | 15                  |                       |                      |                      | 238                       |
| Ski Team                  |              |               |                     | 8                   |                       |                      |                      | 48                        |
| Skier's Lodge             |              |               | 12                  | 4                   |                       |                      |                      | 72                        |
| Snow Flower               |              | 7             | 6                   | 59                  | 39                    | 14                   | 6                    | 916                       |
| Snowblaze                 |              | 1             | 11                  | 3                   | 3                     |                      |                      | 88                        |
| Snowcrest                 |              |               | 14                  | 8                   |                       |                      |                      | 104                       |
| Sunflower                 |              |               |                     | 4                   | 4                     |                      |                      | 56                        |
| Sweetwater                |              | 6             | 24                  | 45                  | 15                    |                      |                      | 498                       |
| The Gables                |              |               | 11                  |                     | 8                     | 2                    |                      | 128                       |
| Wasatch Condos            |              |               |                     |                     | 15                    |                      |                      | 120                       |
| TOTALS*                   | 107          | 86            | 166                 | 330                 | 124                   | 18                   | 6                    | 4,274                     |

\*These totals include all units in any given property whether or not they are in the rental pool. Some owner associations could not be reached; total number of units in these cases has been estimated by adding number of units managed by various property management companies.



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**Project name: PCM Traffic Impact  
Study, Transit, and Multimodal Review**

**Project ref: 60640012**

**To: John Robertson, PE – City Engineer**

**CC: Alex Verson – Park City  
Julia Collins – Park City  
Jeff Upright – AECOM**

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

**Date:**  
September 17, 2020

# Memo

On behalf of Park City, AECOM has reviewed a traffic impact study (TIS) for Park City Mountain (PCM) prepared by Hales Engineering dated August 19, 2019, as well as other supporting development plan materials prepared by the developer (PEG) dated February 11, 2020. The purpose of this memo is to document our findings from this review including, where applicable, differences in professional opinion, and to make recommendations for aspects of the TIS and other transportation plans that we recommend be readdressed by the development team.

## Summary of TIS

The PCM TIS analyzes traffic conditions at several intersections near the development including Park Ave/Empire Ave/SR-224 as well as smaller intersections closer to the resort. The TIS considers a proposed development at the base of the Park City Mountain Resort composed of 149 condominiums, 42 employee units, 249 hotel rooms, 20,000 square feet of meeting space, 66,600 square feet of retail, and 1,200 day skier parking stalls. The TIS primarily analyzes vehicular traffic operations assuming background growth in traffic as well as traffic from other recently completed projects or projects under construction at the time the TIS was completed, plus anticipated traffic impacts associated with the new development. Minimal analysis of other modes such as walking, biking, or transit was included in the analysis and travel demand management strategies are not discussed in detail. The TIS provides estimated Level of Service (LOS) for the study intersections assuming peak President's Day weekend conditions for existing (2019), and future (2024 and 2040) horizon years. The TIS makes several recommendations for off-site mitigation measures, some of which are suggested to be completed by UDOT and some by the development team. Key recommendations include:

- Additional auto roadway capacity at Park Ave/Empire Ave/SR-224 which would likely require new ROW.
- Roundabout on Silver King Dr at Empire Ave and Lowell Ave.
- Widen Empire Ave from Park Ave to Silver King Dr.
- One-way circulation of traffic on Lowell Ave, Manor Way, Shadow Ridge Rd, and Empire Ave, with two-way traffic on Silver King Dr.
- Separate passenger loading area for taxis, transportation network company (TNC) trips, and other pick-up/drop-offs from the existing transit station. The transit station would be increased from two bays to four bays.

## TIS Review

The following is a discussion of key assumptions, methodologies, conclusions, and recommendations contained in the TIS.

1. The TIS's study area is limited to the intersection of Park Ave/Empire Ave/SR-224. Based on the city's concerns of traffic operations up to Kearns Blvd (SR-248), AECOM recommends that the study area be increased to include the intersection of SR-224/SR-248 including Homestake Rd/SR-224, Iron Horse Dr/SR-224, and Bonanza Dr/SR-224.
2. The City's desired goal is to achieve LOS D or better conditions during "worst case" peak hours. The TIS's methodology to study peak hour conditions on President's Day weekend is most likely in line with Park City's goal, however, the developer should demonstrate this through use of UDOT's Continuous Count Stations (CCSs) located on SR-224 and SR-248.
3. The TIS focuses primarily on PM peak hour conditions. AECOM recommends that an AM peak hour analysis also be performed to evaluate the proposed infrastructure during the inbound period.
4. Based on discussions with the City, both the City and UDOT are not interested in building additional vehicle capacity at SR-224/Empire Ave or SR-224/SR-248. Therefore, to meet LOS D conditions, the developer should quantify the degree to which travel demand and transit priority strategies will be required in order to meet LOS D conditions. For example, a sensitivity analysis could be conducted to quantify the number of trips reduced necessary for each intersection to remain at LOS D or better. Alternative intersection configurations that don't widen for the sake of adding vehicle capacity and don't impact ROW could also be considered. Construction of channelized movements, such as for right turns as proposed by the developer, are not recommended as they are less comfortable for pedestrians and bicyclists.
5. Growth rates in the TIS are based on "historical data." While historical data can serve as a reasonable way to validate traffic forecasts, Park City is included in version 1.0 beta of the Summit/Wasatch Travel Model as well as version 1.0 of the Summit County Travel Model. AECOM recommends the development team review these models along with historical data to create traffic forecasts for the study area. The TIS also referenced recently constructed or under construction projects. Care should be taken to ensure that traffic estimated for these locations are not being double counted in the anticipated growth rates.
6. The traffic analysis for the TIS was based on SimTraffic. This is acceptable for most intersections with the exception of the roundabouts. AECOM recommends that the simulation results for multilane roundabouts be compared to analysis results using Sidra software. If roundabouts are recommended, a detailed design review should be performed including fastest path analysis.
7. Multilane roundabouts inherently reduce safety compared to single-lane roundabouts, so AECOM advises against their use when not necessary. No analysis was provided justifying roundabouts or multilane roundabouts. While we are not opposed to roundabouts, the TIS appears to show the roundabouts encroaching on city property. There is also no discussion as to whether bicyclists would be provided a separate side path or be expected to traverse the roundabouts. Therefore, a detailed alternatives analysis is recommended to weigh the pros and cons of installing roundabouts versus another treatment.
8. The TIS discusses a passenger drop-off/pick-up lane on the north end of Lowell Ave but there is no analysis provided relating to the anticipated demand for the loading zone. AECOM recommends that this loading zone be studied in more detail to ensure it doesn't block through traffic, which in turn could impede transit vehicles.
9. Trip generation rates based on local conditions were used in the TIS (see Table 3 of the TIS). Additional documentation is needed so that AECOM can provide a more thorough review of the trip generation estimates. Calculations for the observed 3% transit mode split at Park City Mountain (PCM) should also be provided. For the retail space, a fairly generic ITE land use category was used (820 – Shopping Center). Furthermore, ITE does not contain rates for AM and PM peaks hours on Saturdays, so more information and justification is needed on what rates were used. This may not be the most relevant land use category. Additional trip generation analysis is recommended for this use. The TIS also took a 25% internal capture reduction for the meeting space and retail uses. An 85% occupancy factor was applied to the condos and hotels. Justifications for these reductions are recommended. The TIS references 42 employee dwelling units, but trip generation does not appear to reflect these units.
10. The TIS doesn't appear to show where day skier trips will enter or exit the new parking lots. Figures 8 and 10 of the TIS appear to just show new project traffic. Access to parking garages may become more constrained compared to



surface lots that typically have more access points. AECOM recommends that the ingress/egress points be specifically analyzed. Pedestrian flows due to day skiers are significant but don't appear to be analyzed at the proposed crosswalk locations. This should be incorporated into the analysis. Additional details on how traffic was rerouted should be more thoroughly explained, preferably with graphics.

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

## Transit and Multimodal Review

The following comments pertain specifically to the transit and multimodal components of the TIS and the Park City Base Area Lot Redevelopment Master Plan Study dated February 11, 2020. In general, we recommend the applicant provides more analysis on the multimodal aspects of the development including setting a design condition or ridership goal for transit (current and future), more substantial design features to promote multimodal travel including exclusive priority bus lanes from SR-224 to the transit stop, and appropriately sizing the transit and pedestrian infrastructure for the current and future design conditions.

The following are specific recommendations to incorporate into the TIS and site plan:

1. Additional analysis to identify multimodal design conditions (people-based analysis) for current and future conditions. We recommend analyzing the number of people accessing the resort on a design day. This design-based analysis will right-size the transit loading/unloading system and pedestrian movements. Pages 86 and 87 of the master plan identify comfortable carrying capacity (CCC) for the resort area, which is a logical starting point for a design day.
  - a. To inform the design condition, or size, of the transit system accessing the resort, calculate the number of people that need to access the resort via non-automobile modes in order to maintain the current LOS on surrounding intersections (see detailed discussion on traffic analysis in the TIS review section above, specifically item 4).
  - b. To inform the design condition, or size, of pedestrian facilities, identify the total number of pedestrians accessing the site from surrounding neighborhoods and the total number of pedestrians accessing the ski area from within the development.
  - c. We recommend that PEG conduct this analysis for winter and summer conditions.
  - d. We recommend that PEG take the results of the design conditions, and then prioritize modes of transportation throughout the site to meet the goals (transit, pedestrians, bikes, TNC's, shuttles, autos).
2. Provide Transit Priority. Park City has a robust and unique transit system that extends locally and regionally. To improve the rider's experience, encourage additional transit ridership and improve bus travel reliability, and maintain current LOS, the site needs to account for exclusive priority bus lanes. Using the above-mentioned analysis, set a design goal that aligns with Park City's transportation and transit goals for transit ridership. Following this, the design of the resort needs to prioritize measures for buses to have advantages over traffic and improve the users experience to increase transit use. The master plan discusses transit but does not propose enough analysis or infrastructure to meet the city's transit-first goals. To meet these, we propose:
  - a. As described in item 1, we recommend the applicant size the transit system to accommodate the capacity needed to shift LOS traffic impacts onto transit (see TIS review). We recommend the applicant make specific proposals for transit priority and design modifications through coordination with Park City.
  - b. The site plan should include exclusive priority bus lanes from SR-224 to the PC Base area main bus stop. The bus infrastructure, including lanes and the bus stop, should be sized to accommodate the transit capacity determined in the analysis described in item 1.
  - c. Without the benefit of the results of this analysis and based on our professional judgement, we recommend a starting point to the transit infrastructure be designed to accommodate at least 2,500 people per hour and at least 8 bus bays.
3. Parking. We recommend a parking management plan that identifies policies and management procedures to reduce the number of cars accessing the resort and a loading/unloading plan that identifies the load in/out period, daily operations for circulation, number of cars on each road during the load in/out period, parking lot metering and communication (which is discussed in the master plan proposal) and sequencing. In addition:
  - a. Clarify the total parking inventory on site for each phase and how that will be managed in relation to the one-way circulation on the site.

- b. Clarify if the additional 1998 parking requirement of 600 spaces is filled off-site, how that will impact transportation circulation and how those users will access the resort.
  - c. Clarify the traffic operations of the entrances and access points for parking garages will not impact the flow of traffic on the surrounding roadway network.
- 4. Bus stop features and amenities. We recommend the bus stop integrate additional features and amenities to encourage transit ridership. The current stop lacks adequate passenger amenities for a major destination transit stop that sees this amount of use and frequent buses. Suggested features/amenities should be discussed in greater detail with Park City Transit, but in general transit amenities for a bus stop of this magnitude should include
  - a. ADA access
  - b. Shelters/seating (for each bus bay or common shelters)
  - c. Security cameras
  - d. Ability for snow plowing and clearing (electric snowmelt is a viable option and meets sustainability goals)
  - e. Quality lighting for sidewalks approaching the bus stop and at the bus stop (this improves safety)
  - f. Bathrooms for public and operators
  - g. "Next bus" signs at the station and potentially in each bus bay
  - h. VMS signage approaching the site
  - i. Wayfinding signage for transit bus routes specifically
  - j. Consider end of line transit facilities like break room for operators, ability for bus to independently layover, etc.
  - k. Consider ski lockers
  - l. Consider summer amenities - bike fix it station, bike racks, electric bike share station
  - m. Consider cost-sharing options for electric charging buses in the future
- 5. Pedestrian flow. In order to determine if the proposed pedestrian infrastructure proposed on Page 85 of the master plan is adequate, we recommend additional pedestrian analysis, as described in item 1. For example, how many people will be crossing the road at each of the pedestrian conflict points identified on Page 85? Depending on the numbers, a crosswalk may not be the appropriate infrastructure. We recommend considering multi-use paths, pedestrian promenades, potentially grade-separated crossings if justified by volume, other crosswalk enhancements such as rapid rectangular flashing beacons (RRFBs) and pedestrian hybrid beacons (HAWK signals), and flexible/futureproof spaces. Note that the current design of two roundabouts on Silver King Drive creates a significant east-west pedestrian barrier and cyclist conflicts. In addition to the traffic analysis suggested in the TIS review above, additional roundabout analysis considering cyclist and pedestrian safety needs to be included. Specifically, we recommend adding to the analysis:
  - a. Estimating the number of pedestrians that will walk to the ski area base from within the development, including parking lots/lodging and from a ½ mile pedestrian access area surrounding the development
  - b. Delineating 3-5 pedestrian access zones within the ½ mile buffer and identify pedestrian routes from each zone into the ski resort base area
  - c. Estimating the number of pedestrians on each route and designing the route's capacity and width to accommodate the demand
  - d. Design pedestrian walkways to optimize the pedestrian experience (see [https://archive.epa.gov/greenbuilding/web/pdf/ptfd\\_primer.pdf](https://archive.epa.gov/greenbuilding/web/pdf/ptfd_primer.pdf))
  - e. Demonstrate the building design considers an aesthetic compliment to the pedestrian experience from multiple sides of the building and design pedestrian walkways to minimize road crossings and provide a safe walking experience.
  - f. Ride-hailing/drop off area. We recommend estimating the current and future number of drop offs that could occur at one time. The drop off areas in the master plan are likely not large enough, especially given recent trends of increasing TNC mode share. Additionally, as mentioned in the TIS review section of this memo, a large number of pedestrians from the drop off area across from the bus stop will have to cross Lowell Avenue, impeding bus movements during load in/load out.
  - g. In addition, provide description of how school bus/tour groups in larger 40-foot private buses will utilize these drop offs for loading, pedestrian flow, and then where they will park for the day.
  - h. Provide a pedestrian scaled wayfinding signage for easy navigation to/from the resort destinations, transit stop, parking areas and destinations.

## Conclusions/Recommendations

In our opinion, the TIS in its current state does not adequately address the impacts of the project, and therefore its recommendations are not justified. Furthermore, the TIS lacks a comprehensive evaluation of all modes of transportation. AECOM recommends the developer address several items related to the scope of the TIS, the assumptions, and the methodology. AECOM recommends a more comprehensive analysis of the prioritization of transit and pedestrian facilities and how the adjacent roadway system will support those modes.





Justin Keys  
Justin@hlhparkcity.com

Direct: 435.731.9195

September 18, 2020

**VIA EMAIL**

Park City Planning Commission  
445 Marsac Avenue  
Park City, Utah 84060

*Re: PEG Development Proposal – Traffic Concerns*

Dear Park City Planning Commissioners:

My firm represents the Three Kings Condominium Association. Three Kings is an adjoining property owner to the proposed development at the PCMR base area. Three Kings is concerned with the impacts the proposed development will have on their neighborhood. More particularly, Three Kings is concerned with the negative repercussions the proposed development will have on traffic circulation and safety on Silver King Drive and Three Kings Drive.

At the outset, Three Kings would be remiss if it did not express its appreciation for the efforts PEG has made to meet in person with surrounding property owners. Three Kings' board has met with PEG representatives on several occasions both remotely and onsite to discuss the prospective development and Three Kings' concerns. While Three Kings appreciates this outreach, it does not feel that any substantive change has been made to the proposed development to address Three Kings' traffic-related concerns. Those concerns are summarized below.

**ANALYSIS**

*I. The proposed plan will divert traffic up Silver King Drive in a way that is unsafe and that is incompatible with existing uses.*

Park City Code section 15-6-5(G) governs site planning under master planned developments. That provision provides that “[t]he project should be designed to fit the Site, not the Site modified to fit the project.” To ensure this occurs, that section requires that several factors be

considered, including, among others: (1) “[a]dequate internal vehicular and pedestrian/bicycle circulation,” (2) “transportation amenities including drop-off Area for van and shuttle service, and a bus stop, if applicable,” and (3) “[s]ervice and delivery Access and loading/unloading Area must be included in the Site plan . . . [and] should be kept separate from pedestrian areas.” *Id.* G(5), (8) & (9).

Three Kings is most concerned with the proposed traffic pattern as it relates to Silver King Drive, which is the main entrance to Three Kings’ property. Silver King Drive is a narrow two-way street that provides access to Three Kings and a neighboring property, Snowflower Condominiums. Silver King Drive becomes a private drive at Snowflower Condominiums, meaning that it is a public street only for the short stretch from Empire Avenue to Three Kings Drive.

Three Kings’ owners will attest that, even with current loads, Silver King Drive is seriously congested during the winter months. Between local residents, day skier traffic, and the City Bus (which stops on the corner of Three Kings Drive and Silver King Drive), Silver King is seriously congested, creating an untenable and at times unsafe traffic corridor. This is particularly true since there are no sidewalks or cross walks along the majority of Silver King Drive.

PEG is proposing to add to this mix three separate access points off Silver King Drive below Building E for (1) day skier parking, (2) private ski club parking, and (3) a commercial loading dock for Vail’s use. These three added uses will add thousands of vehicular trips up Silver King Drive each day to access the more than 500 parking stalls below Building E, not to mention the unidentified number of commercial vehicles accessing the proposed commercial loading dock. All three of these access points are located in the limited frontage Building E has on the south side of Silver King Drive. These vehicles will all come west up Silver King Drive in the right-hand lane and will be forced to stop traffic while they wait to turn left to enter Building E.

To make matters worse, we believe that the proposed one-way traffic circulation proposed for Empire and Lowell Avenues will increase the amount of local traffic that is diverted up Silver King Drive and, ultimately, Three Kings Drive. Savvy local skiers will quickly deduce that it is easier to come east down Three Kings Drive to Silver King Drive to drop off day skiers; rather than battle the one-way loop wrapping through the base area. Three Kings Drive is a narrow local road with no sidewalks or pullouts within one-half mile of Silver King. This will likely exacerbate an existing issue Three Kings experiences each winter, where day skiers park on Three Kings’ lawn to drop off skiers, or even illegally park in Three Kings’ parking garages while accessing the mountain.

Given the fact that PEG will begin charging for day-skier parking, it is likely that more local day skiers will begin using the public bus system. These skiers will exist the bus at the corner of Silver King Drive and Three Kings Drive because that is the closest stop to the “First Time” lift.

Those pedestrians will then be forced to cross Silver King Drive, which lacks cross walks or sidewalks, to access the mountain. These pedestrians will, of course, be required to navigate the tangle of local residential, day skier, and commercial operations traffic navigating Silver King Drive.

Finally, because Silver King Drive is a private drive immediately after the base area parking lot where Building E will be located, Silver King Drive and Three Kings Drive are likely to become a spillover area for any confused skiers. As proposed, any day skier who accidentally turns up Silver King Drive will be forced to either attempt a U-turn in front of the proposed Building E, or to turn up into Three Kings and seek to turnaround in one of Three Kings' private parking lots. There is no cul-de-sac or similar traffic configuration to allow the traffic to turnaround and find their way down to the base area. Because of the congestion that will likely occur in front of Building E, most drivers will likely opt to turn into Three Kings to escape the press of traffic.

We have raised all of these issues with PEG and proposed several potential solutions, including: a pedestrian overpass (or at minimum a crosswalk with a pedestrian activated crossing light) at the junction of Silver King Drive and Three Kings Drive; a turning lane dedicated to vehicles entering or leaving Building E; and, a second roundabout at the junction of Three Kings Drive and Silver King Drive to funnel traffic around Building E down Silver King Drive. PEG seemed open to these proposed resolutions, but we have yet to see these mitigating efforts included in any proposal.

Before this project is approved, we ask that the Planning Commission require the applicant to come up with proposed conditions to mitigate these concerns.

*II. The proposed Vail loading dock is likely to cause interruption to the flow of traffic up Silver King Drive and is incompatible with neighboring uses.*

Three Kings is very concerned with the proposed location of the loading dock at the north west corner of Building E. As proposed, the location is directly across Silver King Drive from Three Kings Drive, which is the main access point to Three Kings. It is also in close proximity to several Three Kings' residential buildings.

It is our understanding that the loading dock is intended to serve Vail's mountain operations. It is not clear from the information provided to date the volume of goods that will be transferred through this loading dock. In our conversations with PEG, it was represented that large semi-trucks will not be using the loading dock, but we have not seen that caveat in any of the proposals. And given that the loading dock will be used by Vail, it is unclear to Three Kings how Vail will be restricted from using large trucks for its deliveries.

The use of large delivery trucks in the area of the loading dock is problematic because of the volume of traffic—vehicular and pedestrian—already using that intersection. The proposed



loading dock is directly across the street from Three Kings Drive. That same corner of Three Kings Drive and Silver King Drive is also where the public bus stops. This confluence of different users is likely to result in conflict between vehicular and pedestrian traffic.

Three Kings is also concerned with the location of the loading dock because of its proximity to residential uses. Several Three Kings' buildings along with Snowflower Condominium buildings are adjacent or near the proposed loading dock. These residences will be impacted by ongoing commercial deliveries. This is particularly true depending on the timing and number of deliveries. After-hour deliveries will result in noise, lights, and other impositions on neighboring residential properties that impedes the quiet enjoyment of that property.

Given the limitations of Silver King Drive, Three Kings' requests that PEG consider other locations for the loading dock. The added commercial use on an already overburdened drive will worsen an already, at times, untenable traffic situation. Because of size constraints of Silver Kings Drive, there are no reasonable conditions that could be imposed on the development that would ameliorate these traffic-related concerns. For that reason, we believe the only solution is to consider other alternative locations for the loading dock.

### CONCLUSION

Three Kings recognizes and appreciates that PEG has the right to build the density allotted through its existing development agreement. It brings the foregoing concerns in good faith in the hope that a resolution can be sought that will mitigate the impact of the development on local traffic and that provides for the safety and well-being of adjoining owners. But, as submitted, the project does not meet the requirements of Park City Code section 15-6-5 and 15-6-6. Namely, the project does not provide "[a]dequate internal vehicular and pedestrian/bicycle circulation." Nor is it "[c]ompatible in Use, scale, and mass with adjacent Properties" and it cannot be said to "promote neighborhood compatibility." All of which are requirements for approval under Park City Code.

Three Kings is grateful for the opportunity to be heard and thanks the Park City Planning Commission in advance for its time and attention.

Very Truly Yours,  
HOGGAN LEE HUTCHINSON



Justin J. Keys

## Alexandra Ananth

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**From:** Trent Davis <tdavis@compass-management.com>  
**Sent:** Thursday, September 17, 2020 12:05 PM  
**To:** Alexandra Ananth  
**Cc:** Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine; Trent Davis  
**Subject:** RE: Base Area Development

Hello Alexandra and Planning Commission,

There is a reason why we have not seen a redevelopment of these parking lots. The Development Agreement was approved 21 years ago and expired with no construction. We get the challenges of construction phasing and building expensive parking structures to retain the 1,200 day skier parking stalls, engineering, underground utilities etc.....

We continue to meet with PEG and they appear to be listening to the concerns of the existing base area. It would be a detriment if a base village is not built after all these years. A new base village will allow the whole town to benefit and finally offer the same guest experience, finally competing with some of the Colorado resorts. This a resort town and we all benefit from a development such as PEG's. There seems to be more attention being paid to the handful of residential fronting on Empire Ave than the concerns of the lodging and commercial that has been at the base area for over 40 plus years.

Beyond transforming the surface parking lots into an experience complementary to a premier mountain resort / village offering, the benefits to the community include but are not limited to:

- **Prioritizing replacing the day skier parking and on-site housing in Phase 1.** Some have commented that Park City Mountain, the Lodging and the operating commercial could forego a year of day skier parking once construction gets under way. The base area cannot survive this and would devastate, financially, the lodging and commercial and take years to recover. PEG appears to have put forth a thoughtful, and strategic plan, with experts in the fields of engineering and architecture, to find a path that brings these very expensive project components on line first before the revenue-generating components such as the hotel and condominiums.
- **Transit and traffic fixes:** Vast improvements to the bus Transit Center without removing it from its successful, current location. PEG has proposed traffic flow creativity efficiencies, relief of congestion points, the elimination of multiple crossing points across Lowell by the day skiers, lockers and designated drop-off areas. The entire base area, surrounding residential, lodging and commercial have been asking for these improvements for years.
- **On-site workforce and attainable housing:** The proposed plans meets both obligations of the previous ownership group and current housing requirements. Having employees living on site promotes year-round vitality, will contribute to an enhanced guest experience, and cuts down on vehicular congestion as seasonal and year round employees will be living on site and majority encourage to using public transportation.
- **Sustainable building practices and view corridor protection and open spaces are being proposed.**
- **National Ability Center:** Working with The Lodge, PEG, the mountain operator and the NAC, we have found solutions to help this non-profit to build their new home. This requires The Lodge, mountain operator, NAC and possibly PEG to put a road access easement in place.

## **The Transit Center:**

The existing Transit Center is vital to the continued success of the residential and commercial at the base area and the surrounding complexes like Shadow Ridge and Village Loft. The Transit Center greatly reduces guest and employee vehicle traffic by allowing guests and the hundreds of residential owners to take private or public transportation to and from the airport and then use the Transit Center to travel to other areas of Park City, such as grocery stores, Main Street, Deer Valley, The Canyons and other points of interest. The majority, if not all the residential rental companies, who operate at the base, promote the current Transit Center and its location to their guests; that there is no need to drive a car to Park City. This has helped reduce vehicle traffic and parking. The Transit Center is also a vital link to the day skier who support the commercial, many who have been at the Resort Center for 40 years, and hire hundreds of Park City locals many of who depend on the Transit Center to get to and from work. B along with day skier.

### **What we like about the Transit Center improvements:**

- Ease of use for the commercial employees and patrons
- Ease of use by the majority of day skiers
- Ease of use by the owners, employees and guests of the lodging community
- Helps reduce the number of single vehicles exiting the base area at the 4:00 pm time frame
- A much more efficient one-way circulation, allowing continued right-side access to the bus stops
- An efficient new four-bus, sawtooth stop at the existing base that allows for efficiency of the buses
- Designated drop-off areas eliminating the multiple car conflicts seen today
- The addition of at least one roundabout (maybe two) and or a traffic signal that will improve travel for buses, cars, pedestrians
- Improvements to pedestrian sidewalks
- On-site workforce and attainable housing and their needs for the existing Transit Center

### **What concerns us about some of the comments we've heard from either staff or the Planning Commission and / or not being considered with the appropriate concerns:**

- Eliminating or moving the Transit Center. This will make the lodging of Marsac / Mill, The Lodge and Village Loft less desirable to the guests and their employees.
- Eliminating or moving the Transit Center. This will financially hurt the existing commercial and make less desirable to their employees.
- Helps decrease the long standing lodging guest usage of the Transit Center instead of bringing a vehicle to Park City
- The Ice Rink will no longer be a easy access amenity to all of Park City. This feature helps satisfy the many guests to the area whom do not ski but want to be part of their family skiing experience.
- Parcel D is too far from the existing base area offerings and the workforce and guests who would use the bus system. This does not appear to make sense. If parking is moved from Parcel B to D, in addition to moving the Transit Center, the open space and view corridors will be negatively impacted along with the lodging and commercial. You will also have created additional crossing points on Lowell Avenue.
- North side of Parcel B: There appears to be significant grade challenges as well as an added pedestrian crossing that again creates another hazard to the day skier and guests.

## **Parking**

- We commend the developer for replacing the 1,200 day-skier parking stalls in weather-proof, structured parking structures. Centering 700 plus vehicles parking on Lot B allows for this development to satisfy the parking requirements of the city and ski hill operator during the phased construction.
- The design allows for pedestrians to exit the garage without the current impact on Lowell as it will be controlled exit points. Currently there are not controls of day skiers walking across Lowell Ave from lot B.
- PEG design allows for loading the B structure off of Shadow Ridge Drive thus greatly reducing the vehicle traffic on Lowell traveling in front of the Transit Center in the morning hours.



- Paid parking: This is a parking management tool encouraging employers to provide bus passes or shuttle services from satellite lots, freeing up the day-skier parking for paying guests, improving their experience from the start. This will also encourage local day skiers and employees who work at the base to use public transportation thus opening up parking for the guest. We encourage the city to work with PEG and the ski hill to help establish offsite parking areas.

We appreciate you taking these comments under serious consideration.

Sincerely  
Trent Davis  
President Village Venture / Resort Center Limited  
Manager- Lodge at the Mountain Village and Village Loft

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## Alexandra Ananth

---

**From:** Jennifer Adler <js\_adler@yahoo.com.au>  
**Sent:** Tuesday, September 15, 2020 10:43 AM  
**To:** Alexandra Ananth  
**Subject:** Clarification re 9/23 meeting - PCMR base proposal & traffic

Hi Alex,

It looks like the upcoming 9/23 meeting is an opportunity for residents to raise traffic concerns about the proposed PCMR project.

I live in Thaynes Canyon and I am thinking about neighbors who are concerned about the proposed location of a parking lot at the head of Three Kings Drive and the associated traffic being diverted through an otherwise quiet residential neighborhood, instead of along the main highway/thoroughfare. It raises real quality of life and safety concerns.

Is this 9/23 meeting the best opportunity to raise those concerns? Also, what will be the most effective way to do that if I want to let my neighbors know?

Thank you,

Jennifer Adler





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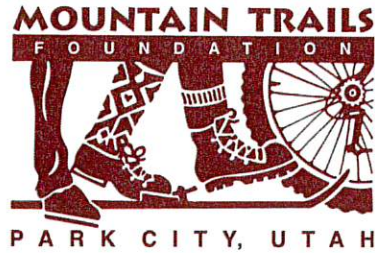
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**Charlie Sturgis**, Executive Director  
[Charlie@MountainTrails.org]  
**Lora Smith**, Development Director  
[Lora@MountainTrails.org]  
**Rick Fournier**, Field Manager  
[Rick@MountainTrails.org]  
**Ginger Wicks**, Events Director  
[Ginger@MountainTrails.org]  
**Clay Karz**, Sponsor Liaison  
[Clay@MountainTrails.org]

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Race Series Medical Coordinator

**www.MountainTrails.org**  
PO Box 754  
Park City, UT 84060



August 19, 2020

To: Park City Council, Mayor Beerman, Matt Dias

From: Board of Directors, Mountain Trails Foundation

Greetings Council Members, Mayor and Managers:

We come together as engaged, responsible citizens and as members of the Board of Directors for the Mountain Trails Foundation, to speak as a voice for protecting Park City's trails and trail culture. The mission of the Mountain Trails Foundation is to build, maintain and protect trails for non-motorized recreation in the greater Park City area. As a nonprofit organization we believe it is our duty to advise elected officials on sensible solutions to pressing problems facing the trails community. Our concerns and potential solutions are outlined below. We welcome thoughtful consideration and discussion on these topics.

At a time when trail systems around the nation are experiencing greater-than-ever use, there are large projects in the Park City area that threaten trail access. Projects such as the PEG development at PCMR and the Arts and Cultural District will soon be coming before the city council. In considering the impacts of these projects, we would like council members to keep in mind the value of Summit County's trail system. Trails are, arguably, one of the largest drivers of the local summer economy. Informed estimates are that summer trail tourism produces upward of \$130M in annual economic value for Park City/Summit County. Protecting this resource needs to be front and center, not only for its economic benefit to local businesses, tax revenue and future desirability as a tourist destination, but also for the benefit of local community health and well-being.

These projects will have substantial, and in some instances, presently-unconsidered impacts on trail use, access, and infrastructure. The PEG development will eliminate Park City's largest trailhead (First Time Lot), thereby pushing hundreds of daily trail users out into other areas of the community not currently equipped to handle the impact. The parking lots of local businesses such as those near Fresh Market, Snow Creek Village, Prospector Business District, Park City Library, Silver Star, etc., will all be negatively affected if we do not create a solution prior to the loss of the trailhead at PCMR.

Further, the disappearance of trailheads is a profound loss to Park City's local culture as they each provide a 'place' for community connectedness. Especially in the COVID-19 environment, spacious trailheads provide a safe space for community members to connect in a responsibly distanced manner.

Our position is not to hinder the PEG project, but rather to have the value of the trailhead considered as plans move forward. Trailhead access at PCMR is economically and culturally vital to the resort and to the community.

As the City and County contemplate solutions for transportation logistics, ever-increasing crowds at smaller trailheads and impact on the quality of trail experience, we urge council members and managers to be mindful of their constituents. The Arts and Cultural District, which has been presented as a path to economic diversification, will divert TRT and taxpayer money to create a district which is still dependent, in large part, on tourism. We propose that a portion of the TRT money could be used to preserve trail user experience (for tourists and locals), create solutions to unsafe, crowded trailheads (Bloods Lake, Mid Mountain, Silver Summit Pkwy., Rob's, Summit Park, North Round Valley, etc.), and provide a trail-user-friendly transportation system from satellite parking areas. It is our position that the use of TRT money to promote further growth and tourism, at the expense of preserving a positive Park City experience, is not the best course of action. Nor is it consistent with sustainability, community or economic goals valued by the City and/or County.

Providing infrastructure, including adequate trailheads and busses equipped with bike racks sufficient for demand, to balance the impacts of growth needs to be taken seriously and action needs to be taken now. Responsible development that enhances Park City's local vibe should be a target that all council members, managers and advocates are aiming for. We also encourage the City and County to earnestly solicit public input on these matters. This is a time for our community and leaders to be proactive in shaping Park City's future.

In closing, we would like to collectively express our pride in Park City. Mountain Trails and local government have a long, positive history of collaboration. We hope this message will stimulate open and productive dialogue between us. We welcome the opportunity to meet.

Sincerely,

Steve Perkins  
Board Chair  
435-640-1730  
[sp Perkins@resortswest.com](mailto:sp Perkins@resortswest.com)

Adam Strachan  
Attorney  
435-729-0155  
[astrachan@strachanlaw.com](mailto:astrachan@strachanlaw.com)

Charlie Butler  
Secretary  
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Katie Wilking  
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Roanne Mayer  
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Todd Henneman  
435-645-9204  
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Tom Peek  
465-645-5811  
[tpeek@bhhsutah.com](mailto:tpeek@bhhsutah.com)

Will Hodgman  
206-399-9951  
[will.hodgman@gmail.com](mailto:will.hodgman@gmail.com)



## Alexandra Ananth

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**From:** Sherie C Harding <sherieharding@gmail.com>  
**Sent:** Friday, August 28, 2020 4:13 PM  
**To:** Alexandra Ananth  
**Subject:** Upon your return, PCM Base

Welcome home Alexandra,

Do let me know if I should use another avenue for my comments on the proposed PCM Base development. The following further elaborates on my e.comment during the Aug 26, 2020 marathon Planning meeting: As you probably observed in your detailed comparison, it appears that PEG came back with their same (Feb.2020) plan. My comments relate to the site plan which is inherently tied to parking and traffic.

### **PARCEL's AND IMPACT**

First observation: There was the conclusion among planners that PARCEL B comprises 80% of the concern or impact or vociferous objection. As a consequence, it seems the other PARCELS are getting less attention (a mere combined 20%). It is PARCEL E that directly impacts my home and all the Silver King/Three Kings/Silver Star/PayDay/Thaynes neighborhoods. The impacts (especially traffic in neighborhoods) are huge! I ask the Planning Commission to please devote equal attention to the north end of the PEG proposed development.

### **NEIGHBORS AGAINST NEIGHBORS**

It is becoming apparent that neighborhoods are working against each other. This may not be a conscious effort, but it is what is happening. Note, one commenter (Aug 26 meeting) promoted that more parking stalls be moved from PARCEL B to PARCELS C, D, & E. By my calculation, 45% of proposed parking already is accessed through PARCEL E Silver King Drive. It seems PARCEL C parking is accessed through E. All 543 parking stalls are accessed from Silver King Drive. Historically NO parking is accessed from Silver King Drive. The impacts on neighbors to the north are equal (maybe worse) than impacts on neighbors to the south and east. Is it a strategy of the developer to pit surrounding neighbors against each other? Rather than divide neighborhoods into fragments let us work together for the good of all.

### **HISTORICAL PRECEDENT**

Please follow historical precedent regarding parking stalls and access to parking. For 50 plus years, a certain percentage of parking exists/existed at each parcel location. The proposed underground parking and access to parking should reflect that historical precedent. Thus, objections to parking stalls, number, location, and access could reasonably be explained and alleviated by saying, "There is no change in number and location of parking spots."

### **SITE PLAN MASSING AND TOPOGRAPHY**

PEG's plan, "*Taller mass concentrated where grade is highest.*" "*Condo building along Lowell steps with the topography.*" "*Massing steps with the topography, with the tallest element at the southern corner*" In contrast to their stated plan, PEG proposes the tallest building at PARCEL E, the lowest elevation. PARCEL E is the only blue color on their site plan, which means PARCEL E building height exceeds the 35 ft limit by the most. Massing of the site plan, as is, is not stepping down with the topography.

### **PARK CITY MUNICIPAL CODE (PURPOSE)**

Our municipal code specifies 1) *complement the natural features...* This includes respecting topography. 2) & 9) *ensure neighborhood compatibility & protect residential uses ...* Thus, support and protect residents who oppose increased commercial traffic in their neighborhood. 10) *encourage walkable and sustainable development ... innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community. ...* Ultimately, fewer automobiles is a necessity in 21<sup>st</sup> century Park City. Plan innovative alternatives now.

### **SILVER KING DRIVE to THREE KINGS DRIVE**

The PEG Site Plan PARCEL E perspective view from the northeast shows two cars. Imagine more than 1000 cars in and out in a single day or hour! Will they travel west, as shown here, where the only option is through Three Kings Drive

neighborhoods? Configuration of the PARCEL's C & E parking, garage entrances, exits, and traffic direction is critical. It seems PEG could utilize input from the Planning Commission. Please adhere to historical use where no parking was accessed from Silver King Drive, historically no parking access, no loading docks, & no dumpsters. Resort medical facility was the only historical access from Silver King Drive.

**VIEW CORRIDOR & COMPROMISE**

The PEG site plan reveals complete blockage of the mountain view for many Three Kings residents and others on the north side. That is a major impact. In a compromise, may we rework the site plan so Silver King Drive is not the back-alley garage, traffic, and dumpster location for the resort base.

Sherie C. Harding  
1420 Three Kings Drive  
435-901-9443

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

## Alexandra Ananth

---

**From:** Sherie C Harding <sherieharding@gmail.com>  
**Sent:** Wednesday, August 26, 2020 3:21 PM  
**To:** Alexandra Ananth  
**Subject:** Comment PEG base developmt

Dear Alexandra,

Please read my comment during this evening's meeting, re. PEG site plan.

My thoughts are extensive. Here are the highlights.

- 1) Re. massing revisions, "Massing steps with the topography, with the tallest element at the southern corner," per PEG. Check this. It appears tallest buildings are proposed to the north at the topographic low.
- 2) The overall site plan inherently affects traffic and parking.
- 3) Site plan shows PARCEL E housing 45% of all parking, which enters/exits on Silver King Drive. Never in > 50 years was this a parking access.
- 4) See PARCEL E perspective view. A car weaves from underground parking onto Silver King Drive, then WEST where the only option is through the Three Kings Drive neighborhoods.
- 5) Deliveries and dumpsters are proposed on Silver King Drive, thus the impact of 5am beep beep (that exceeds Park City decibel limit).
- 6) Neighborhoods to the north will experience extraordinary negative impact. Rather than divide the neighborhoods into fragments, propose a larger neighborhood meeting.

Sherie C. Harding

--

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





## Alexandra Ananth

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**From:** Trent Davis <tdavis@compass-management.com>  
**Sent:** Wednesday, August 26, 2020 11:26 AM  
**To:** Alexandra Ananth  
**Cc:** Trent Davis  
**Subject:** Base Area Development

Hello Alexandra,

Please enter these comments into the Planning Commission packages for tonights (8/26/202) and for the record meeting regarding the Park city Mountain Base Area Development.

### **A bridge over Lowell Avenue to the upper base area.**

Currently the pedestrian traffic from lot B to the upper plaza's of the resort base area have no controls, thus it causes congestion for vehicles and pedestrians alike. Pedestrians cross Lowell Ave towards the existing Transit Center at multiple points, thus stopping traffic. A pedestrian bridge is not the answer. PEG Development has a plan with defined crosswalks that will allow a safe crossing of pedestrians and keep the auto traffic flowing.

PEG has stated that if a bridge can be built, it would have to go in the Fire Lane entry to the upper plaza, essentially in front of Baja Cantina. If the planning commission allows this to occur, it will cause economic damage to the Lodge at The Mountain Village, village Loft and the retail, as the majority of traffic would be re-routed directly to the upper ski hill plaza, majority of which is owned by Vail. We oppose this potential bridge.

### **Planning Commission Package -Page 92- First Paragraph**

The Planning Department is recommending dayskier parking be shifted away from Parcel B.

The parking on Parcel B is of the utmost importance to the entire upper base area. Any significant reduction of day skier parking would redirect traffic away from the existing base area especially the Lodge at The Mountain Village, The Loft and its retail / commercial that depends on the day skier traffic. We do not believe the impact of reducing day skier parking in parcel B has been fully evaluated nor the long term impacts to the existing base area. Please inform us how many parking spaces will be lost and how this will impact the upper plazas of the resort.

### **Planning Commission Package- Page 92 – Last Paragraph**

"The Planning Department finds there is ample opportunity to add a transit facility on Parcel D".

The Lodge, Loft and its commercial relies on the bus transit traffic to the property, not only for commercial but lodging. For years the Lodge and Loft has been proactive in asking all guests to use the Transit Center and not bring a vehicle to Park City. By adding a Transit Center especially to the Shadow Ridge Drive side of Parcel B will have a negative impact on the existing upper plaza areas. We ask that the negative impacts on the existing Transit Center be investigated further. We oppose any new Transit Center that will negatively impact the current traffic to the existing Transit Center and ask that the Planning Commission not approve a new Transit Center until all impacts can be reviewed and input given by The Lodge, Loft and retail.

### **Alignment of Shadow Ridge Drive with the entry to the underground parking garage.**

Although PEG development has committed to the Lodge to realign the intersection of Lowell, Shadow Ridge Drive and the entry roads to the underground parking and The Lodge this continues to be absent from any plans.

### **Easements**

The new easement to the NAC building needs to have the participation of Vail, The Lodge, NAC and PEG.

A rough draft easement that can be reviewed by The Lodge has yet to be produced that incorporates the moving of utilities, the care, maintenance and expansion of sidewalks and a Lodge drop off area for shuttle vans.

## Easements

The existing Transit Center needs to be upgraded. We would like to understand how the existing easement reads, who is responsible for what (maintenance and Snow removal) and what the city involvement is and will be, going forward.

The Lodge and the Village Loft has been at the base area for almost 40 years. These properties should be at the top of the list to being protected from any isolation and reduction in access from guests and day skiers.

Sincerely

Trent Davis

The Lodge at The mountain Village, Village Loft, Village Venture, Resort Center Limited.

435-731-0115

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## Alexandra Ananth

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**From:** Glidefar <glidefar16@yahoo.com>  
**Sent:** Wednesday, August 26, 2020 9:55 AM  
**To:** Jessica Nelson; Alexandra Ananth  
**Cc:** nhlazenby@hotmail.com; ruskadjerki@gmail.com; der0813@aol.com  
**Subject:** PC. Base Area Development

Hello Planners;

I have previously commented on the Base Area Development project and remain committed to following your process in reviewing and approval of this very special project.

I have briefly read the enormous file on the Project since your last public meeting and happy to see your input. Here are a few of my greatest concerns:

- 1) Building heights, set backs and density. The Project dwarfs the entire neighborhood. I am a resident at the Silver King Condominiums. The new construction should not be allowed to soar past our present heights built in 1983. Empire Ave the same.
- 2) Traffic flow up Lowell will be a nightmare. This must be redesigned.
- 3) The drawings shown don't depict from which vantage point... difficult to imagine what is being shown. But everything looks MASSIVE! . So out of character with the charm of our town.
- 4) I do not agree with providing employee housing and affordable housing on prime mountainside real estate. Let the developer purchase a parcel out of this area to satisfy your requirements. If anything, this space should be for Public Access to enjoy, not for a select few.
- 5) The parking stalls do not accommodate the needs... every weekend locals are turned away and shuttled in by bus or drop offs. Why are you not making an improvement to this situation?
- 6) Please demonstrate the new 2020 PC Vision with the project and tell us where they align.

Thank you for your diligence

Regards

Deborah Hickey  
1485 Empire Ave.



## Alexandra Ananth

---

**From:** Teri Whitney <teri@snowflowerparkcity.com>  
**Sent:** Wednesday, August 26, 2020 6:42 AM  
**To:** Alexandra Ananth  
**Subject:** Public input for tonight's meeting

Alexandra,

I hope to be on the zoom meeting today at 5:30 but I'll be traveling and not certain about my internet service.

I just want to go on record that the Snow Flower Homeowner's Association is adamantly apposed to the design and lay out of the single entrance to parcel E as well as the "delivery" entrance design. This will cause a tremendous strain and congestion on the traffic on Silver King Dr. We hope that a 2<sup>nd</sup> entrance can be designed as well as moving the delivery entrance to another section of the development. Currently it is my understanding that all deliveries are made at the upper south end of the project and we think it should remain there.

Thank you in advance,  
Teri

Teri Whitney  
General Manager



**Snow Flower Property Management Co., LLC**  
PO Box 957 | 401 Silver King Drive  
Park City | UT 84060

Toll Free: 800-852-3101  
Local: 435-649-6400  
Email: [teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)  
Web: <http://www.snowflowerparkcity.com/>

Some people FEEL the rain, others just get wet. Bob Marley

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## Alexandra Ananth

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**From:** Jessica Nelson  
**Sent:** Tuesday, August 25, 2020 9:05 AM  
**To:** Alexandra Ananth  
**Subject:** FW: New eComment for Planning Commission

Jessica R. Nelson  
Planning Analyst  
(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.*

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**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com) [<mailto:noreply@granicusideas.com>]  
**Sent:** Monday, August 24, 2020 3:10 PM  
**To:** Jessica Nelson; [marymay1@msn.com](mailto:marymay1@msn.com)  
**Subject:** New eComment for Planning Commission

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## New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 6.B) 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 the Site  
Plan, Programming, Architecture, Landscape  
Design and Open Space, and Consider the  
Applicant's Requested Exceptions to Perimeter  
Setback and Building Height Requirements. PL-

20-04475. \*Public Input will be taken via e-comments\* (A) Public Hearing, No Action Will Be Taken

eComment: In the proposed calendar for this project it looks like traffic will be addressed at a future Planning Commissioners meeting, tentatively September 23rd. At that meeting a 3rd party analysis of PEG's proposed one-way traffic plan will be presented. I am assuming that this 3rd party is not only reviewing the one-way proposed traffic plan but is also considering alternatives such as two-way traffic or other solutions. I am also assuming during their review they are considering not only the ski resort traffic but the additional local traffic, utility vehicles, work trucks, dump trucks, trash pick up trucks, and emergency vehicles such as fire trucks, ambulances, and police vehicles needed in the local old town streets that would be channeled thru the resort with PEG's proposed plan. If those assumptions are not correct can you please let me know? Also, will the 3rd party's report be making any recommendations or will they simply give their analysis of the proposed plan without recommendations? Thank you.

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## Meeting: [Planning Commission](#)

Meeting Time: August 26, 2020 at 5:30pm MDT

5 Comments Comments Open

### Agenda Item

**6.B) 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 the Site Plan, Programming, Architecture, Landscape Design and Open Space, and Consider the Applicant's Requested Exceptions to Perimeter Setback and Building Height Requirements. PL-20-04475. \*Public Input will be taken via e-comments\* (A) Public Hearing, No Action Will Be Taken**

[PCM Base Staff Report](#) [Exhibit A: Revised Architecturals](#) [Exhibit B: Base Area Zoning Map](#) [Exhibit C: Parking Above Grade](#) [Exhibit D: Open Space Plan \(Revised\)](#) [Exhibit E: Building Heights](#) [Exhibit F: Public Comments Received To Date](#) [Exhibit G: Responses to Public Comments Received](#)

2000 of 2000 characters remaining

[Submit Comment](#)

5 Public Comments

[Sherie Harding](#) 22 days ago

My thoughts are extensive. Here are the highlights.

- 1) Re. massing revisions, "Massing steps with the topography, with the tallest element at the southern corner," per PEG. Check this. It appears tallest buildings are proposed to the north at the topographic low.
  - 2) The overall site plan inherently affects traffic and parking.
  - 3) Site plan shows PARCEL E housing 45% of all parking, which enters/exits on Silver King Drive. Never in > 50 years was this a parking access.
  - 4) See PARCEL E perspective view. A car weaves from underground parking onto Silver King Drive, then WEST where the only option is through the Three Kings Drive neighborhoods.
  - 5) Deliveries and dumpsters are proposed on Silver King Drive, thus the impact of 5am beep beep (that exceeds Park City decibel limit).
  - 6) Neighborhoods to the north will experience extraordinary negative impact. Rather than divide the neighborhoods into fragments, propose a larger neighborhood meeting.
- Sherie C. Harding, 1420 Three Kings Dr.

[Justin Keys](#) 22 days ago

Dear Planning Commission Members,

Thank you in advance for your efforts reviewing PEG's application. My name is Justin Keys and I represent Three Kings Condominium Association. I attended tonight's hearing and appreciate the efforts that have been put in by all parties, including PEG and City. As an adjoining neighbor, Three Kings is very interested in the development of the PCMR base area. Three Kings understands that this is an entitled development and supports PEG's right to develop. But it does have concerns regarding the current proposal. In particular, we're concerned that there have been several different numbers proposed as to the height of Building E. If the height is truly 87 feet, this will practically obscure the Mountain View from our property. Before providing a final public opinion on this issue, we would like to know the actual height and setback of the building.

Most of Three Kings' concerns relate directly to the proposed parking and traffic circulation. We're very concerned that the parking under Building E and the proposed dock and loading area will impede reasonable access to the Three Kings development. Of course, those are an issue for another day. We will provide a more formal comment in advance of the Planning Commission meeting on traffic related issues.

We would like to let the Planning Commission know that PEG has made itself available to meet with us onsite to discuss our concerns. We very much appreciate their efforts. Hopefully our traffic-related concerns can be addressed.

Thanks in advance for your time,

Justin Keys

[Deborah Rentfrow](#) 22 days ago

PEG states they'll have over 1500 parking stalls after starting B in 2021-22 ready for ski season but yet state they only need 1200. Is it possible to build parking on D & E first to in 21-22 and still meet that number?

Why does the hotel on Parcel C have to go 2nd? I believe your slide doesn't include those stalls in 22-23 but does in 23-24 after hotel opens.

Majority of slides/photos are deceiving and not actually from ground level looking at the structure. The view corridor originates inside the home at the corner of 14th & Empire not from the street – this is based on your slide.

Have you been to a Farmer's Market? It will not fit on the open space on Parcel D and will tear up your soft landscaping.

How is Parcel B being labeled a village? There's no pedestrian walkway.

Parcel E shows 543 underground stalls built in one March – December; but it can't be done on Parcel B in the same timeframe?

Are sidewalks still only 6-10 feet instead of recommended 15 feet? You mention stairs as an issue yet your "hardscaped" plaza is full of them. Why is it a problem elsewhere?

You mention the community has habits and won't use transit/off site parking, yet you are willing to change habits to walk around Parcel B. Do only some habits need to be changed? You actually reference people will "j-walk" in your response to a question

submitted in the agenda packet.  
Is there any Open Space on Parcel B?

[Ruska Djerki](#) 23 days ago

In reviewing the packet for Wednesday's meeting there seems to be a tremendous amount of information and topics to be discussed. I have quite a few questions and comments but am hoping they will be addressed during the meeting. If at the end of the meeting the community or commissioners still have additional questions or comments please confirm that these topics will be rolled over to future meetings to continue the discussions. Thanks.

[Nancy Lazenby](#) 24 days ago

In the proposed calendar for this project it looks like traffic will be addressed at a future Planning Commissioners meeting, tentatively September 23rd. At that meeting a 3rd party analysis of PEG's proposed one-way traffic plan will be presented. I am assuming that this 3rd party is not only reviewing the one-way proposed traffic plan but is also considering alternatives such as two-way traffic or other solutions. I am also assuming during their review they are considering not only the ski resort traffic but the additional local traffic, utility vehicles, work trucks, dump trucks, trash pick up trucks, and emergency vehicles such as fire trucks, ambulances, and police vehicles needed in the local old town streets that would be channeled thru the resort with PEG's proposed plan. If those assumptions are not correct can you please let me know? Also, will the 3rd party's report be making any recommendations or will they simply give their analysis of the proposed plan without recommendations? Thank you.



## Alexandra Ananth

---

**From:** Matt Dias  
**Sent:** Monday, July 6, 2020 7:58 AM  
**To:** Alexandra Ananth  
**Cc:** Bruce Erickson; Mark Harrington; David Everitt  
**Subject:** FW: New eComment for Planning Commission

FYI

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**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com) [<mailto:noreply@granicusideas.com>]  
**Sent:** Sunday, July 5, 2020 3:02 PM  
**To:** Council\_Mail; Michelle Kellogg; Matt Dias  
**Subject:** New eComment for Planning Commission



## New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 6.E) Park City Mountain Resort Base Parking Lots - Determination of Significant Modification - Determination on whether or not the applicant's submittal meets the definition of a substantive modification as defined under LMC Section 15-6-4(l), MPD Modifications, which states that "Changes in a Master Planned Development, which constitute a change in concept, Density, unit type or configuration of any portion or phase of the MPD will justify review of the entire master plan and DA by the Planning Commission, unless otherwise specified in the DA." PL-20-04475. \*Public Input will be taken via e-comments\* A) Hearing B) Determination

eComment: The proposed new development plan from PEG is so significantly different from the plan in the 90's I don't see how they could possible think its a simple amendment rather than a new project. In this new proposal PEG is now proposing some of the buildings heights to be as tall as 80', they have eliminated the elevated walkways for pedestrian safely from the old plan, they have eliminated underground parking and are now proposing an above ground parking garage, and they are proposing one-way traffic on Lowell Ave and Empire Ave! These are just a few of the significant changes they are proposing from the original 1998 plan. These proposed changes, along with all the other changes in our community since 1998, makes it seem impossible and irresponsible to me to simple modify a plan

that is that old.

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## Alexandra Ananth

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**From:** Richard Schwartz <rsfromca@gmail.com>  
**Sent:** Tuesday, July 7, 2020 12:39 PM  
**To:** Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson  
**Subject:** PCMR Base Area Development Planning

To the Park City Planning Commissioners:

As a long-time owner of two units at the Silver King Condominium Hotel, I have been monitoring with great interest the proposed plan to develop 10 acres of the Park City Mountain Resort parking lot by PEG Industries. On June 11, I attended my first Zoom presentation by PEG, at which time representatives shared slides of the proposed development, and my first impressions were not good - I didn't like what I saw or what was being proposed.

1. I saw a huge, dense development, which was totally out of keeping with the surrounding buildings, Park City Mountain, and Park City, itself.
2. The proposed structures were ugly, appeared like bland apartment buildings from a large city, lacking any charm or architectural appeal
3. PEG is requesting variances for height limitations and density; the development will dwarf the existing structures and will block the views from existing structures.



4. I am learning that the reconfiguration of the surrounding roads will lead to major congestion, create dangerous conditions, and raise major safety concerns.
5. The 1997 Master Plan was designed to be charming, enhance the appeal of PCMR, and be in keeping with Park City's rich history and charm.
6. The proposed new development plan doesn't accomplish any of these goals; it is the antithesis of these objectives.
7. It is difficult to understand why PEG believes it can simply amend the 1997 Master Plan, given the very significant departures and variances from the original plan.
8. Although the concept of creating workforce housing at the base of PCMR is admirable, it isn't necessarily the best use of this valuable and precious land, which would be better served as open space, for all to enjoy. Rather, it might make more sense to create workforce housing in a nearby area or community, with planned transportation for workers to the resort.

If accepted, PEG's plan for PCMR will change the Resort and Park City, itself, forever. Growth for the sake of growth isn't necessarily good or in the best interest of the Park City. For example, I have noted that whereas a few years ago, it would take only a few minutes to travel on Highway 224 from Canyons to Kimball Junction,



now, it takes 30 minutes, in gridlock traffic. Same for parking on Main Street, etc. We all love Park City; will we love it to death, with overcrowding, overbuilt, is more better?

The members of the Planning Commission have a huge responsibility to shoulder; their decisions will change both PCMR and Park City, forever, for all future generations to come. It is exactly this reason that a careful analysis of the project is essential, not a simple amendment to the 1997 Master Plan, and all of the concerns and issues being raised need to be recognized and addressed. I, for one, cannot support the proposed project, which is totally out of keeping with the surroundings and Park City, too dense, too tall, too ugly, and will result in so many deleterious impacts. I urge the members of the Planning Commission to consider all of the facts and the impacts of this poorly planned project on the future of PCMR and on Park City for generations to come. Time for a pause.

Regards,

Richard Schwartz, MD

## Alexandra Ananth

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**From:** Jim Doilney <jdoilney@gmail.com>  
**Sent:** Wednesday, July 8, 2020 5:51 PM  
**To:** Alexandra Ananth; Bruce Erickson  
**Cc:** Rob Slettom; Belinda Simile  
**Subject:** PEG pedestrian bridge

Alexandra and Bruce,

Please enter this comment into Planning Commissioners' communications or direct me how to do so.

Thank you,

Jim

Comment – PEG Schematic logic  
Pedestrian Overpass Over Lowell Avenue  
Jim Doilney -

The 1998 approved development agreement included a Lowell pedestrian bridge. PEG has not adequately studied bridge feasibility. PEG's President Robert Schmidt said during today's site tour an overpass was not practical due to a required 13'5" vehicle clearance and that skiers would have to climb up to reach such a bridge, then have to then go down steps.

Any serious planning effort would reveal: 1) Public codes require a 14'1" vehicle clearance; and 2) Skiers must go up well over 14'1" to reach PCMR ski lifts via the shortest path, the existing fire lane.

PEG's Pad B design should attractively direct skiers up 14'1" within its requested 55' building. It could also direct van drop skiers over such a bridge without making them walk an extra step.

--

Jim Doilney  
[jdoilney@gmail.com](mailto:jdoilney@gmail.com)  
435-901-8660  
PO BOX 4557  
Park City UT 84060





## Alexandra Ananth

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**From:** Ruska <ruskadjerki@gmail.com>  
**Sent:** Thursday, July 9, 2020 9:51 PM  
**To:** Alexandra Ananth; Bruce Erickson; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson  
**Cc:** Nancy Lazenby; Deborah  
**Subject:** Kudos to Alexandra

Hi Alexandra,

I wanted to congratulate you on a very well prepared and delivered presentation yesterday! It was clear and precise and I really believe that was the key to the positive meeting outcome. Thank you!

What was surprising is that developers seem to be still not clear with what needs too be done, i.e. what would be different with the new proposal in comparison to the presented one. Quite interesting.

I would like to know what are the next steps with the time lines for this project. Would that be made public? It seems that during the meeting actual process was not clear for everyone, certainly not for me.

Thank you again for all your work. This really made the difference.

Warm regards

Ruska

Sent from my iPad



## Alexandra Ananth

---

**From:** Nancy Lazenby <nhlazenby@hotmail.com>  
**Sent:** Monday, July 6, 2020 1:32 PM  
**To:** Bruce Erickson; Alexandra Ananth  
**Subject:** PCMR Development

Hello Bruce and Alex;

I just read the PCM Base Staff Report you submitted to the Planning Commission for the July 8th meeting.

This project has been a source of unrest and concern for me. How it gets developed and what is going to happen will have tremendous impact to me and the community for years/decades to come.

Your report was very well thought out, in-depth, thorough, and concise.

Thank you for all your hard work on this. I know you take every project seriously, but it is comforting to know our PC Planning Department is working so diligently to make it sure it is done right.

Thank you,  
Nancy Lazenby





## Alexandra Ananth

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**From:** Deborah <glidefar16@yahoo.com>  
**Sent:** Sunday, July 12, 2020 9:10 AM  
**To:** Alexandra Ananth  
**Cc:** Bruce Erickson; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson; Nancy Lazenby; Tim Henney; ruzica djerki; Schwartz Richard; Jennifer Gunnell  
**Subject:** Base Area Development

Dear PC Planning Commissioners:

Thank you for your due diligence in reviewing the PEG proposals and requiring a new Master Plan for the development of the Base Area. Our town deserves the very best architecture and planning for the last lot of mountainside property as it will have a significant impact on all locals and tourism.

Can you please inform us about the process for the future of the development of the Base Area? How will the local public input influence the future development? The 2020 Vision Report?

Thank you

Regards,  
Deborah & Patrick Hickey





## Alexandra Ananth

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**From:** Sid Embree <sid@atmosclear.org>  
**Sent:** Saturday, July 18, 2020 4:38 PM  
**To:** Alexandra Ananth  
**Subject:** RE: PCM Base Area Plan Continued to 8/26/2020

Thanks, Alex...  
It's quite the project!

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

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

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

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

Please let me know if you'd like an updated diagram...  
Thanks for your attention!  
C (Sid) Embree BES (Urb& Regl Planning), MES, MBA

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**From:** Alexandra Ananth <[alexandra.ananth@parkcity.org](mailto:alexandra.ananth@parkcity.org)>  
**Sent:** July 17, 2020 1:07 PM  
**Subject:** PCM Base Area Plan Continued to 8/26/2020

Dear All,

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

Best,  
Alex Ananth  
Sr. Planner  
Park City Planning Department



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## Alexandra Ananth

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**From:** planning  
**Sent:** Tuesday, August 4, 2020 9:21 AM  
**To:** Alexandra Ananth  
**Subject:** FW: Vail parking lots

This was in the Planning mail box, AA.

Liz Jackson  
Planner

Park City Planning Department  
435-615-5065  
PO Box 1480  
Park City, UT 84060

**\*Please note I will be primarily working from home due to COVID-19 protocols and am likely to not be answering or responding to calls except for the days I am in the office. Please email me instead in order to ensure a timely response.\***



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**From:** Tim Henney  
**Sent:** Monday, August 3, 2020 5:04 PM  
**To:** Steve Shapard  
**Cc:** Council\_Mail; planning; Bruce Erickson; Matt Dias; David Everitt; Margaret Plane  
**Subject:** Re: Vail parking lots

Steve and Terry,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles (sorry for the late response). You may or may not hear directly from individual members.

Thank you for sharing your input and comments. We value each of the perspectives shared by members of the Park City community.

Also, I'm taking the liberty of forwarding your comments to the Planning Commission and department as the application is currently before them.



Best,  
Tim Henney  
On Behalf of Council

Sent from my iPad

On Jul 30, 2020, at 3:26 PM, Steve Shapard <[steveshapard@gmail.com](mailto:steveshapard@gmail.com)> wrote:

We attended the "Walkaround" with PEG in the PCMR parking lots last Wednesday, and were terribly disappointed in the lack of creativity of their project. It certainly did not give the feel of a first class resort such as Vail, Beavercreek, Aspen, Whistler, or even our own Canyons Base gathering area.

At station One, was described two large buildings (with retail) with a maximum height of 87 feet, and paid parking below. Instead of underground access to the main resort, skiers go upstairs to cross the one-way busy street that is conveying all of the cars. Why not underground access to prevent the inevitable traffic jams? Maybe even something creative like moving sidewalks.

Station two: A giant hotel (had not chosen hotel brand) with underground parking for hotel guests only. Next to the hotel, another building (with retail) at height of 87 feet.

Station three: A large building (with retail) and underground parking where skiers would once again have to cross traffic to get to the First Time lift. When asked about a common area for guests, a small triangle was pointed out where you might be able to set up a stage.

Two roundabouts were referred to, that would be on top of the Municipal Golf course by the 16<sup>th</sup> green.

As embellishments, some landscaping and sidewalks were mentioned.

Perhaps this should all be rethought using a company that has actually created world class resorts, rather than only building Wendy's, Buffalo Wild Wings, and stand-alone hotel/motels.







## Alexandra Ananth

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**From:** Trent Davis <tdavis@compass-management.com>  
**Sent:** Wednesday, July 1, 2020 12:29 PM  
**To:** Alexandra Ananth  
**Cc:** Trent Davis  
**Subject:** PEG Development

Hello Alexandra:

We believe PEG should not be required to go through a new MPD process but be able to amend the existing MPD.

It appears discussions now include mountain upgrades and Vail employee housing. PEG has no ownership of the ski hill and should not be required to address on- mountain issues and other issues related to Vail. We believe PEG should be required to address base area development issues such as density, height restrictions, view corridors, architectural guidelines, parking, vehicle and pedestrian traffic patterns, signage, access etc.....

Let's not veer off into mountain upgrades that PEG does not control, assuring they focus on what will make the entire base area the best it can be. Naturally there is going to be some overlap of the parties, forcing them to work together. The City should help "direct traffic" on these "overlap" areas. In addition, a year's delay in starting construction is a detriment to the entire base area, especially in traffic and parking.

I encourage the City to approve an amendment. Please pass this on to the Planning Commission and all other appropriate parties .

Sincerely  
Trent Davis  
Village Venture / Resort Center Ltd  
O- 435-649-1842  
C-435-731-0115  
[Tdavis@compass-management.com](mailto:Tdavis@compass-management.com)

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## Alexandra Ananth

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**From:** planning  
**Sent:** Friday, June 26, 2020 10:20 AM  
**To:** Alexandra Ananth  
**Subject:** FW: Park City Planning Commission.

For PCMR.

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**From:** Arnie Rusten [<mailto:arnie.rusten@gmail.com>]  
**Sent:** Tuesday, June 23, 2020 7:10 PM  
**To:** planning  
**Subject:** Park City Planning Commission.

## Park City Planning Commission.

Subject: PEG Development Park City Mountain Base  
Date: 23 June 2020

Dear Commissioners:

My name is Arnie Rusten, and my wife and I reside full time at 1058 Lowell Avenue in Old Town Park City. I am writing to voice my concerns regarding the proposed development at the Park City Mountain Base. By way of background I am a retired civil and structural engineer having practiced for over 40 years and I have significant experience with development and traffic.

The project as proposed will impact the neighborhood significantly in many ways. There will be disruptions to traffic and severe congestion during construction, and the project as completed will cause extensive interaction between pedestrians and vehicle traffic and in my opinion create unacceptable dangerous situations.

I will focus my comments at this time on the traffic as I consider that to be very critical.

As proposed, the new traffic pattern will do nothing but create traffic problems for the Ski Area Workers, residents, renters, visitors and guests who need access to either Empire Avenue or Lowell Avenue. To now funnel all southbound traffic to these streets onto Lowell Avenue in front of Park City Mountain base area to interact with the thousands of daily visitors, many of them crossing Lowell Avenue at grade level is totally unacceptable. There is a reason why I never use that access path going south now, especially in the winter as it is a constant stop and go and a dangerous interaction with skiers and boarders crossing or walking along the street with their ski gear and often with young children. It is a dangerous situation now, but it will be a much more dangerous as proposed with the increased traffic forced onto Lowell Avenue. In my opinion, without a grade separation via either a bridge (or bridges) or a tunnel is an absolute non starter. This is a serious risk and liability issue that I don't believe Park City can allow to happen. I heard a response in one of the planning commission meetings to a question about a tunnel that it could not be done due to the vast number of utilities in the street. In a project of a scale such as this, there will be multiple interactions with existing utilities requiring relocation. So dealing with street utilities is no different and can obviously be done. Increased cost is an issue,



but it is a cost that the developer will have to bear to do their share to make the community safe and to provide improvements to the traffic flow for those impacted by this project.

I urge that the planning commission request the developer revisit their plans for traffic and develop different options that will improve the traffic flow and reduce the risk to pedestrians.

Thank you for your time.

Regards,

Arnie Rusten  
1058 Lowell Avenue  
Park City, UT 84060

206/419-4361

Arnie Rusten  
+12064194361

## Alexandra Ananth

---

**From:** Teri Whitney <teri@snowflowerparkcity.com>  
**Sent:** Thursday, June 25, 2020 11:26 AM  
**To:** Alexandra Ananth  
**Subject:** RE: PEG property walk

I listened in yesterday so no need to have a reminder on the walk about. I'll be there on the 8th with the council. I know SF HOA owners are VERY concerned about the access to Parcel E; the fact it only has one point of access as well as a delivery bay right off Silver King where Silver King and Three Kings intersect. There could be a CRAZY congestion there especially due to the fact that some of the deliveries will be with a HUGE 18 wheeler truck. 🤖

Boy, listening to some of the concerns and questions – you really do herd cats! READ YOUR PACKETS folks. You are a very patient person, I'm not so sure I could do your job or if I did, I might not be so cordial.



Teri Whitney  
General Manager



Snow Flower Property Management Co., LLC  
PO Box 957 | 401 Silver King Drive  
Park City | UT 84060

Toll Free: 800-852-3101  
Local: 435-649-6400  
Email: [teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)  
Web: <http://www.snowflowerparkcity.com/>

*Some people FEEL the rain, others just get wet. Bob Marley*

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**From:** Alexandra Ananth <[alexandra.ananth@parkcity.org](mailto:alexandra.ananth@parkcity.org)>  
**Sent:** Wednesday, June 17, 2020 10:19 AM  
**To:** Teri Whitney <[teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)>  
**Subject:** RE: PEG property walk

I won't know for sure until 6/24 but I expect it to be from 3-5pm. Not sure about a meeting place yet. If you email me 6/25 I will be able to confirm all details.

---

**From:** Teri Whitney [<mailto:teri@snowflowerparkcity.com>]  
**Sent:** Wednesday, June 17, 2020 9:42 AM  
**To:** Alexandra Ananth  
**Subject:** RE: PEG property walk

Excellent – is there a set time and meeting place scheduled yet?

Teri

Teri Whitney  
General Manager



**Snow Flower Property Management Co., LLC**  
PO Box 957 | 401 Silver King Drive  
Park City | UT 84060

Toll Free: 800-852-3101  
Local: 435-649-6400  
Email: [teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)  
Web: <http://www.snowflowerparkcity.com/>

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**From:** Alexandra Ananth <[alexandra.ananth@parkcity.org](mailto:alexandra.ananth@parkcity.org)>  
**Sent:** Wednesday, June 17, 2020 9:41 AM  
**To:** Teri Whitney <[teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)>  
**Subject:** RE: PEG property walk

Yes!

---

**From:** Teri Whitney [<mailto:teri@snowflowerparkcity.com>]  
**Sent:** Tuesday, June 16, 2020 1:54 PM  
**To:** Alexandra Ananth  
**Subject:** PEG property walk

Will public be able to walk with you guys on July 8<sup>th</sup> for the PCMR parking lot development walk about?

Teri

Teri Whitney  
General Manager



**Snow Flower Property Management Co., LLC**  
PO Box 957 | 401 Silver King Drive  
Park City | UT 84060

Toll Free: 800-852-3101  
Local: 435-649-6400  
Email: [teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)



## Alexandra Ananth

---

**From:** jennifer <jengunnell@sbcglobal.net>  
**Sent:** Wednesday, June 24, 2020 9:41 PM  
**To:** Alexandra Ananth  
**Subject:** PCR development

Park City

City Council

Dear Alex:

I have recently reviewed the plans for the development of the base of Park City. This project has many shortcomings, in particular the marked increased size of buildings in the space allotted, and significant increase in motorized vehicles and pedestrians that is not adequately planned.

Ideally we prevent the travesty we have witnessed with the development of other resorts of over-powering structures that gouge the mountain landscape and detract from the mountain community. I understand that after buying Park City at a bargain price, thevail corporation now want to capitalize on their investment, but it ideally would carry the same characteristics of Park City that provide the small town, community feel.

Park City has become a place where money is the primary objective. The mountain tops and beautiful mountain slopes are now littered with enormous homes. It seems we will sell our most precious commodity, the reason for which we all live here, to the highest bidder.

The Park City resort currently has 1200 parking places, for not only skiers but guests of the multiple condominiums and hotels, shops and employees. The current parking does not accommodate what currently exists. With the planned additional commercial and hotel space with additional tourists, employees and guests, the parking plan is woefully inadequate..

From review of the current plan, access and readily affordable parking is not going to be an option for residents. To date, the resort has been easily accessible making getting to the mountain after work or school in both the summer and winter. The building planned for construction not only obtrusive with the oversized scale of the buildings, they will bring far more people than the plan has allowed for with traffic and parking plans.

The idea of creating a small city as planned with employee housing in the new development within a community of employee housing is a big mistake and makes for more development and high density housing in an already congested area.

When the contractors, financiers and corporate interests leave and the project is complete, it must be something that enhances our community. We need to have something we can live with, including easy access to the mountain, traffic control and a non-obstructed mountain view that carries the community architecture and small town feel..

There are some developments that have come as a natural progression of the community, but each development needs to be carefully considered within the context of the community. The major reason we all live here is the majestic mountain valley and the mountains that surround us. There has been over the last several years, a slow gouging of the once pristine mountain sides, and development of imposing structures, enormous houses all to go to the highest bidder. I do not want to see PCR become another casualty expense of our natural landscape and community that has been sold out from under the local community

The proposed needs to be amended to make this a plan that the community can live with, not another over-developed, project that sacrifices what we value most, our mountains for the economic benefit of a few.

The planned development essentially walls off the mountain from the community with a significant increase development, housing density, pedestrian traffic and motorized traffic. The current 1200 parking spaces for the more than 10,000 skiers is already severely inadequate. I anticipate there will be more paid parking for residents to ski at park city. The current proposal is woefully inadequate for the current standards and access to park city.

Whatever final plan is passed by the city council will be the legacy of this city council. It is important that it is not swayed by the influence of power and economics at the expense of the people that will have to live with the plan indefinitely.

Jen G

## Alexandra Ananth

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**From:** Elizabeth Jackson  
**Sent:** Wednesday, June 24, 2020 2:54 PM  
**To:** Alexandra Ananth  
**Subject:** FW: New eComment for Planning Commission

Another one came in. Not sure if Jess forwards these to the Planners, since they are on the e-comments part of the PC Listen Live website, but here you go!

Liz Jackson  
Planner

Park City Planning Department  
435-615-5065  
PO Box 1480  
Park City, UT 84060

**\*Please note I will be primarily working from home due to COVID-19 protocols and am likely to not be answering or responding to calls except for the days I am in the office. Please email me instead in order to ensure a timely response.\***



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**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com) [<mailto:noreply@granicusideas.com>]  
**Sent:** Wednesday, June 24, 2020 2:53 PM  
**To:** Jessica Nelson; Elizabeth Jackson; Laura Kuhrmeyer  
**Subject:** New eComment for Planning Commission

## New eComment for Planning Commission

Deborah Rentfrow submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base  
Parking Lots - Work Session - Project Update



and Confirmation of Site Walk on July 8, 2020.  
\*Public Input will be taken via e-comments\* PL-20-04475.

eComment: On the July 8th site walk, will PEG have visual designations for parking garage entry points, pedestrian crossings, commercial unloading and public transit parking and drop off? In addition, it appears the plazas are multi-level. Will they be able to indicate access points to the mountain without the use of stairs near or around such plazas? Think bikes in the summer. Thank you.

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## Alexandra Ananth

---

**From:** Elizabeth Jackson  
**Sent:** Wednesday, June 24, 2020 8:39 AM  
**To:** Alexandra Ananth  
**Subject:** FW: New eComment for Planning Commission

FYI, Alex. Comment for you below.

Liz Jackson  
Planner

Park City Planning Department  
435-615-5065  
PO Box 1480  
Park City, UT 84060

**\*Please note I will be primarily working from home due to COVID-19 protocols and am likely to not be answering or responding to calls except for the days I am in the office. Please email me instead in order to ensure a timely response.\***



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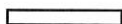
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**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com) [<mailto:noreply@granicusideas.com>]

**Sent:** Tuesday, June 23, 2020 9:45 PM

**To:** Jessica Nelson; Elizabeth Jackson; Laura Kuhrmeyer

**Subject:** New eComment for Planning Commission



## New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base  
Parking Lots - Work Session - Project Update  
and Confirmation of Site Walk on July 8, 2020.

\*Public Input will be taken via e-comments\* PL-20-04475.

eComment: On the July 8th Site Walk will the developer have markers and balloons installed to show the Commissioners and the Public both the dimensions and heights of their proposed new buildings and parking garage?

[View and Analyze eComments](#)

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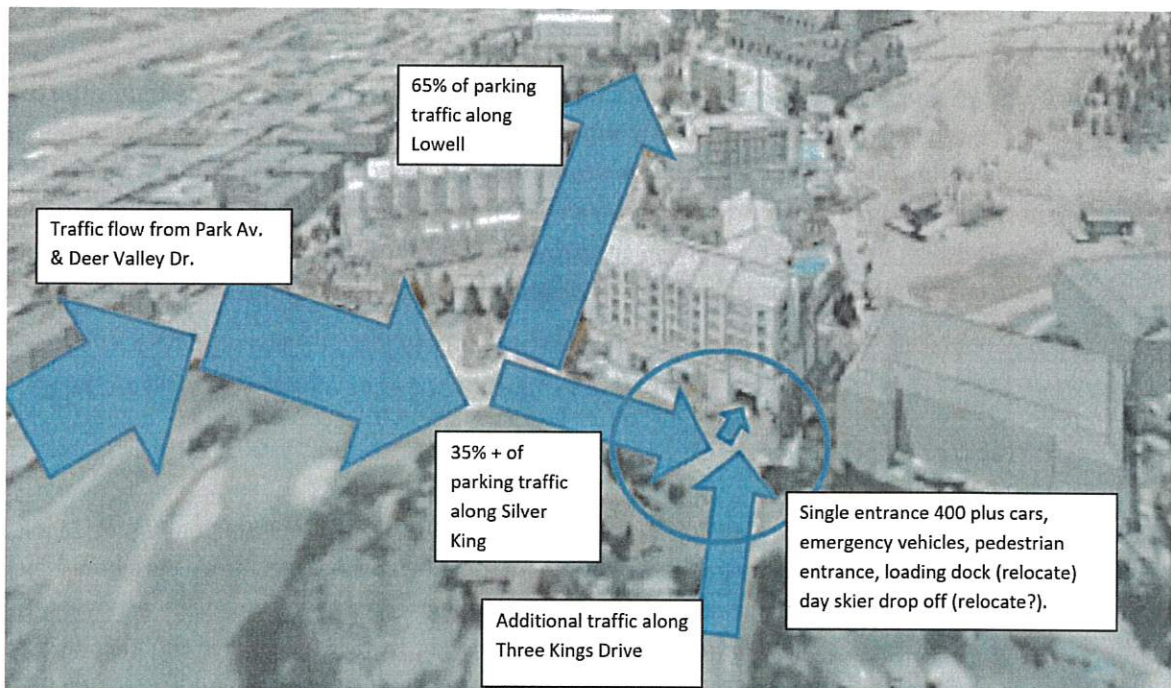




June 23, 2020

We are Pam and Jim Laukkanen, owners at Three Kings Condominiums since 2005. The following are our comments on the proposed development of the Park City Mountain Base Area Development.

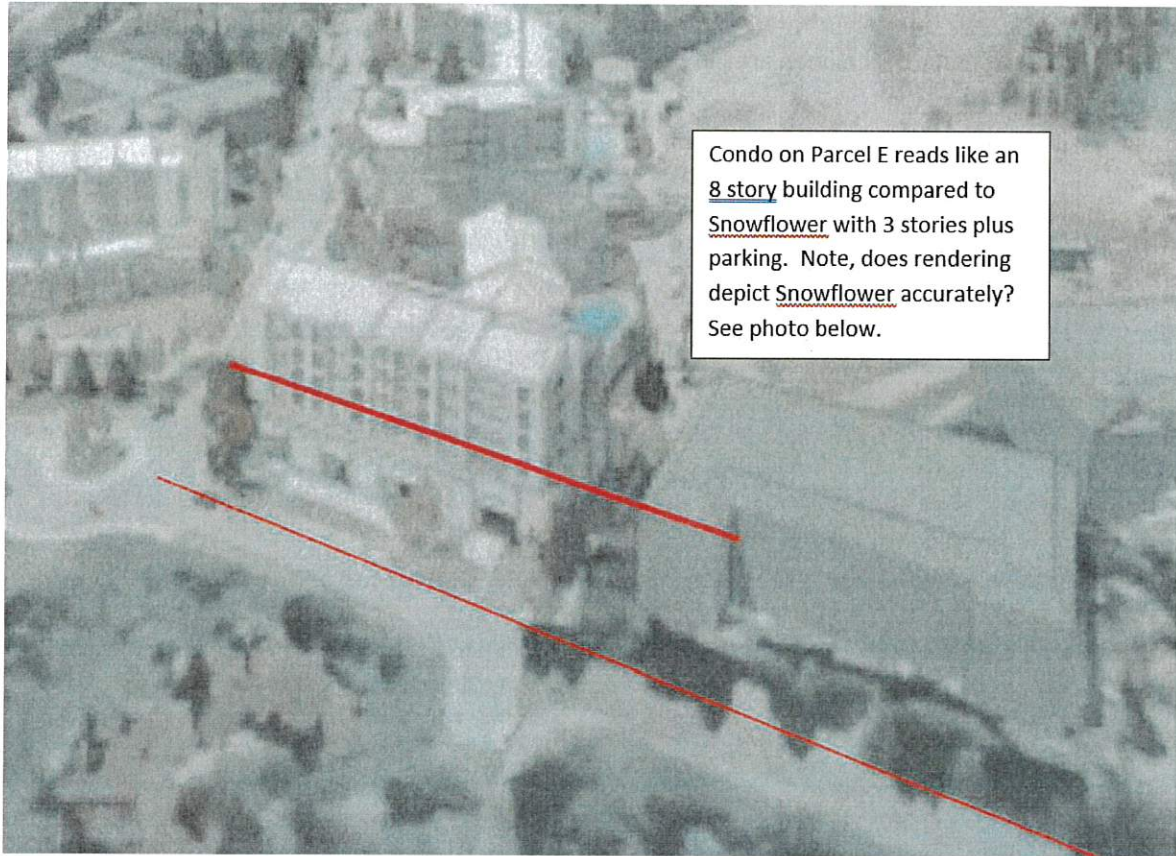
1. Forcing ski traffic into the residential neighborhood along Silver King to its intersection with Three Kings Drive, we believe is a significant flaw in the proposed plan. A single, presumably gated, entrance/exit for more than 400 cars (or 35% plus of the day skier parking) will create unacceptable congestion at this point together with emergency vehicle access, pedestrian access, possibly a loading dock and possibly a day skier drop off. Hopefully the latter two uses along with parking access will be modified.
2. The presenter from PEG referred to the original plan's intersection of Silver King, Empire and a relocated Lowell as "dysfunction junction." It is submitted that by bringing more than 35% of the day skier vehicles to a single entrance at Silver King and Three Kings, along with the other proposed uses, PEG will create a "dysfunction junction" or "chaos corner" of its own.



3. The location of the parking entrance will likely increase traffic on Three Kings Drive (passing Silver Star, Payday, and Three Kings) with many drivers seeking to avoid or minimize what will undoubtedly be long waits in line to get into the garage(s).

4. While garage entrances will not be popular among anyone living nearby, it seems that some version of traffic incrementally (multiple entrances) flowing off Lowell, as it has for decades, may be the best approach.
5. Either (or both) the traffic study and/or the PEG presenter noted a day skier drop off on Silver King in front of the condo/ski club on Parcel E. This does not appear to be in the documentation. It would only add to the projected chaos at this intersection.
6. That same intersection will likely be the focal point for emergency vehicles just as it has been for many years. It is difficult to discern how traffic to/from the ski patrol/medical clinic will be handled. This should be made clear.
7. The original plan contained a note that the loading dock on Parcel E would be moved from the intersection of Silver King and Three Kings. This plan has not relocated the loading dock.
8. The presenter from PEG noted that pedestrian access at Silver King and Three Kings was not in the documentation but would be included. This should be added to the plan and made a requirement.
9. Beware of perspective renderings; they can be very misleading (not saying that is the case here). The original plan contained a very informative series of elevation and cross section studies. Elevations/cross sections can show relationships to adjacent properties more accurately. It would be of particular interest to see an elevation of the parking/condo/ski club/etc. along Silver King in relation to the adjacent Snowflower property. It would also probably be revealing to see a section across Silver King showing the 75 foot (plus) building in relation to the Three Kings 2 story townhouses.
10. The original plan also contained shadow studies. Note the setbacks between Snowflower and the condo on Parcel E.
11. The elevations (6887 feet to 6992 feet) of the facade along Silver King on Parcel E indicate a building height 75 feet plus the height of any roof structure. With the ski club floor being 18 feet high, with a roof structure the Parcel E building seems to effectively be an 8 story building. At a setback of slightly more than 20 feet, this height is stark contrast to the height of structures on adjacent properties. The original plan appears to have had the building stepping up more gradually from the setback. It seems that the "edges" of the large scale development ought be more compatible with its surroundings. It is suggested that the height of the adjacent Snowflower structure would be more in keeping with the area.

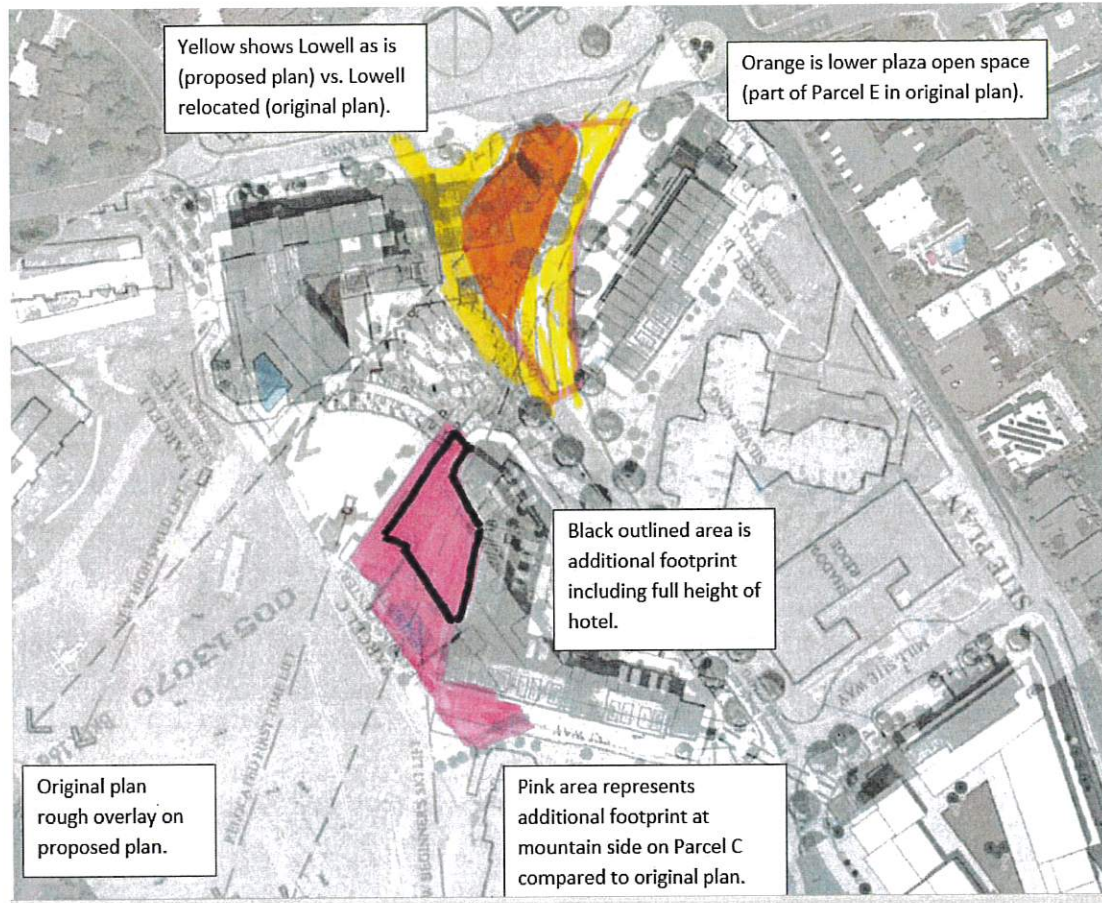




12. While the PEG presenter noted the expansive view corridor created by the lower plaza and the mountain side plaza, it appears that the view corridor was significantly more expansive in the



original plan. It is suggested that overlaying the proposed and the original plan (seen below) will show that much of the open area in the original plan is now covered by the footprint of the hotel on Parcel C.



13. That same overlay of the two plans will show that some of the mountain side open space has been, in effect, relocated to the lower plaza on Parcel D. It seems that having the open space adjacent to the mountain may be preferable to creating lower plaza, the uses of which are not very clear.
14. Another point of note is that structure footprints at the plaza in the proposed plan include a significant area of "elevated private plazas" (for lack of a better term) for various hotel functions and for the Parcel E condo pool area, etc. These in effect remove square footage from public use while maintaining a large footprint at mountain side. **Significantly, this may ultimately be related to the need to build other parts of the development higher with smaller setbacks.**
15. The traffic study does not seem to be very user friendly for the non-engineer reader. It is full of charts, acronyms, and jargon which may not be easily understood.

16. It is assumed that the one way traffic flow will only be in place for the ski rush hours (if that's a term). Is that correct?
17. Bear in mind that this proposal is also the result of terms negotiated between a \$7.5 billion public corporation and the developer. Such terms are certainly subject to adjustment.





## Alexandra Ananth

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**From:** Nancy Lazenby <nhlazenby@hotmail.com>  
**Sent:** Friday, June 5, 2020 9:37 AM  
**To:** planning; Jessica Nelson  
**Cc:** Alexandra Ananth  
**Subject:** Comment for June 10th Planning Commission Meeting

Good Morning;

I'd like to add to the comments for the next Planning Commission Meeting on June 10th.

During the last Planning Commission meeting on May 27th, Alexandra Ananth did a great job of outlining and listing the reasons the Planning Department felt PEG should do a new MPD rather than amend the existing 1998 Development Plan's MPD.

Alex listed several significant changes that PEG was proposing and felt those changes were so significant that they warranted a new plan rather than amending the existing one. I would like to add an additional change to the comprehensive list that Alex put together.

If I missed it I apologize, but I did not see on Alex's list PEG's new proposed one-way traffic on Silver King Dr., Manor Way, Lowell Ave, or Empire Ave.

Having one-way traffic around the resort and through the streets of Old Town is a significant change to the plan that will have a tremendous effect of the community and the local citizens. I'm asking that the Commission consider this also when deciding on whether an amended or new MPD is required.

Thank you.



| Meeting | Agenda Item | Name | Comment | Submitted At |
|---------|-------------|------|---------|--------------|
|---------|-------------|------|---------|--------------|

05-20-2020 08:35 am

|                     |                          |                |  |  |
|---------------------|--------------------------|----------------|--|--|
| Planning Commission | 3) PUBLIC COMMUNICATIONS | Michael Kaplan |  |  |
|---------------------|--------------------------|----------------|--|--|

How will the project interact with the existing or future ski lifts?

05-27-2020 07:21 pm

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Planning Commission | 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. | Sid Embree |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|

Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

|                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |            |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|
| Planning Commission | 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. *Public Input will be taken via e-comments* PL-20-04475. | Sid Embree |
|---------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------|

Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

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| Planning Commission | 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. William Titler

The pedestrian flow is critical for this project, right now people can walk anywhere with buildings in place the sidewalks and pedestrian walkways should be wider than normal because of the number of people and equipment that needs to flow through the area. The setbacks in place originally would allow for this but it does not seem the tighter setbacks proposed will in the current proposal.

05-27-2020 05:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Steven Nielson

5.b. Parking lots - how will lower mountain access be protected for people walking from Three Kings Drive and Silver King Drive?

05-27-2020 05:45 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Ried Schott

The Planning Commission Staff Report mentions the PEG Development Proposal has several major modifications compared to the 1998 PCMR Concept Master Plan. The PEG proposal has narrower setbacks, taller and more dense buildings (up to 7 stories), less pedestrian and trail connectivity, 600 fewer underground parking stalls, fewer view corridors and traffic / transportation issues. Therefore, in my view, PEG should not amend the Development Agreement, but submit a new MPD, as recommended by staff.

05-27-2020 05:15 pm





Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Randall Kirsch

We own several condos in The Lodge at Mountain Village. We just spent over \$1million (collectively) on the plaza by the Ice Rink. It appears that PEG would like all of the parking foot traffic on "B" to access the ski mountain by going over the Ice Rink Plaza. There needs to be a cost sharing agreement for future improvements and maintenance on the Plaza – I do not see that in the plan. I oppose the plan without some type of Agreement in place.

05-27-2020 05:13 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Randall Kirsch

We own several condos in The Lodge - none of the drawings show how our views will be affected from the additional height and reduced setbacks requested. Until we can see the impact on our views, we oppose such variance request. If the effect is minimal, we will not oppose it.

05-27-2020 04:40 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475.

Deborah Rentfrow

The plans do not reflect the personality of Old Town; tall metropolitan structures built for a city do not belong. Just as residents are held to standards to keep the history of the area alive, so should PEG. Locals and tourists alike love this town because of its small town feel/charm and views from most anywhere in the community. The existing plans will take away from both. In addition, the traffic suggestions without any dedicated pedestrian crossings (bridges or otherwise) is unreasonable.



05-27-2020 04:26 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Sherie Harding

Three Kings Condominiums (#11, 12, 13, 14) on Silver King Drive face the tallest buildings of the PEG proposed development. We oppose this. Building heights should follow the slope of the parking lot, down to the north. The current plan shows taller (tallest) buildings to the north. A giant wall along Silver King Drive is undesirable, it blocks views, and blocks sun.

05-27-2020 02:18 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Ruska Djerki

I sent my comments/ questions via email to Alexandra Ananth

05-27-2020 12:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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. \*Public Input will be taken via e-comments\* PL-20-04475. Nancy Lazenby

Is the original 1998 Plan still valid? There were several requirements spelled out in that plan that needed to be completed prior to 2003. Were they done?

05-23-2020 12:05 pm





Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision  
Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible  
Recommendation for City Council's Consideration on June 25, 2020 Sean Kelleher

Given the cost of moving these trails and keeping them available to all users, the trails reconfiguration should be done now. The trails in question are the only direct access from Rossie Hill to various uphill locations, and as a Rossie Hill, full-time resident, we use these trails all the time. \$25k is inconsequential to the developer, do the trails now!

05-27-2020 09:13 pm

Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision  
Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible  
Recommendation for City Council's Consideration on June 25, 2020 Lisa Paul

I am the HOA President for Powder Pointe. This is too dense for the area. Less units and less retail. Need to fix traffic problem before development. Need to have a height restriction. Not higher than silver king. Developer to pay for pedestrian crossing light, like on park avenue. They should help pay for police to monitor the streets like was done during Sundance, because of the parking issues this will create. There needs to be more open space .





## Alexandra Ananth

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**From:** LSchmida <lschmida@gmail.com>  
**Sent:** Sunday, May 31, 2020 11:43 AM  
**To:** Alexandra Ananth  
**Cc:** lschmida@gmail.com  
**Subject:** PEG Project Concerns

We were able to attend the one project presentation back in March.

My Major concerns are:

The Proposed Buildings are way to tall for the site, limit them to 3 or 4 stories  
The Building density is too great, Please require more green space  
The Architecture of the Buildings does not blend with Park Cities or our mountain heritage  
Traffic and Parking will of course be a problem but hopefully P C can regulate it

Thank you,

Patti & Larry Schmida

Sent from Mail for Windows 10



## Alexandra Ananth

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**From:** Nancy Lazenby <nhlazenby@hotmail.com>  
**Sent:** Thursday, May 28, 2020 1:55 PM  
**To:** Alexandra Ananth; Jessica Nelson  
**Cc:** ruzica djerki; Deborah Hickey; der0813@aol.com; Bruce Erickson  
**Subject:** Questions/comments from last nights Planning Commission Meeting

Hello Alex;

Thank you for leading the agenda for the PCMR Parking Lot last night. You did a great job of highlighting many important points hopefully the Planning Commission and PEG Developers heard you.

I had some difficulties during the meeting last night with a few things and wanted to bring them to your attention. If I should be forwarding some or all of this questions on to someone else for their response please let me know.

My hope is to have clarity on them soon so they don't happen again at the next meeting.

During the meeting last night I tried to post comments/questions on the eComments site. It does not allow a person to make more than one comment for the meeting and since I had already asked a question earlier in the week I could not post any other comments. This could clearly be a problem going forward. In an effort to get around this and post a comment I logged in under my husbands name and his email address during the meeting but unfortunately I still could not make a comment during the meeting. Are you hearing this from anyone else?

In an effort to get my questions into the meeting, I copied my questions/comments and emailed them directly to you during the meeting but unfortunately at the end of the meeting they weren't read during the community comments section of the meeting. Only a handful of comments were read during this time. I know one of my neighbors had emailed you several comments/questions for the meeting and they weren't read either. It was my understanding if we emailed you our questions and comments they would be included in the meeting. What do you suggest going forward so communication can happen during the meeting?

Please help me understand the process so going forward we can get our comments heard.

In the email below are the questions I sent you during the meeting but here they are again in a more legible format:

1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend?
2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving.
3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others.
4. How many total parking stalls will be available in this plan?
5. FYI, it was very difficult/impossible to read any of the copy on the slides presented.



6. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan.  
7. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now?

Thank you for addressing these comments and questions.

Finally, the comments were read at the end of the meeting but no one on the Planning Commission or the Planning Dept. addressed or commented on them. What is the procedure for this? When will they be addressed? Will we have an opportunity to have a discussion about them?

Thank you again for all you are doing for the community to make sure this project is a success for everyone including Vail, the Developer, and the community.

Sincerely,  
Nancy Lazenby

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**From:** Nancy Lazenby  
**Sent:** Wednesday, May 27, 2020 6:27 PM  
**To:** Alexandra Ananth <alexandra.ananth@parkcity.org>  
**Subject:** questions for today meeting.

I have several comments/questions. 1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend? 2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving. 3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others. 4. How many total parking stalls will be available in this plan? 6. FYI, it was very difficult/impossible to read any of the copy on the slides presented. 7. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan. 8. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now? Thank you for addressing these comments and questions.

## Alexandra Ananth

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**From:** Matt Dias  
**Sent:** Thursday, May 28, 2020 9:17 AM  
**To:** Bruce Erickson; Alexandra Ananth  
**Cc:** David Everitt; Mark Harrington; Michelle Kellogg  
**Subject:** FW: Park City Mountain Resort Base Parking Lots

BE/AA - FYI

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**From:** Michelle Kellogg  
**Sent:** Thursday, May 28, 2020 8:29 AM  
**To:** Matt Dias  
**Subject:** FW: Park City Mountain Resort Base Parking Lots

Please see below

Michelle Kellogg, MMC  
Park City Recorder  
445 Marsac Avenue  
Park City, UT 84060  
(435)615-5007

**From:** Bill Titler [<mailto:minnetonka@gmail.com>]  
**Sent:** Wednesday, May 27, 2020 7:26 PM  
**To:** Michelle Kellogg  
**Subject:** Park City Mountain Resort Base Parking Lots

There does not seem to be any accounting for the very large number of shuttles that use a section of the parking today for a very busy drop off zone. The plan seems to have less drop off than is currently in play today but they say people will need to shuttle or uber more.

Bill Titler





- What type of "way finding", lodging, parking and commercial signage, starting intersection of Silver King and Empire is being required? It is important that the upper plaza lodging and commercial be included.
- Is there a separate area being designed for delivery trucks to short term park and not obstruct traffic flow. As you are aware, they typically park at the Transit Center Island and unload.
- A bridge or underground tunnel be constructed to allow pedestrian access from the parking structure in Lot B, across Lowell Avenue to the Transit Center area. This will help prevent traffic build up on Lowell and provide a higher level of safety for the skier and guests. Peg showed me the sidewalks they plan to install coming out of the new Lot B garage. I feel this will accomplish the goal of free flow of pedestrian traffic to all plazas. Any type of bridge would have to be located where my commercial would be negatively impacted.
- Need to ensure that sidewalks exists throughout the project, allowing pedestrians to walk from Silver King Drive, to the upper plazas. This will allow for more of a village atmosphere and cut down on pedestrian / vehicle interaction.
- There needs to be a sidewalk from the intersection of Lowell Ave and Shadow Ride Drive, to The Lodge, North side, metal stairs and to and from the Vail parking structure. This easement road will now be in the shadows 24-7. Where is snow removal going to be stacked, especially if a road is expanded to accommodate the NAC. Is PEG going to be providing snow removal off this road?
- All sidewalks should be heated to reduce salting and maintenance in addition to adding a higher level of safety. This will also reduce the need for snow storage.
- Need to retain the oversized vehicle parking on the right side of the access road, on the North side of The Lodge, as this where vehicles that cannot fit in the underground Lodge parking, oversized transportation vans and any construction dumpsters park.
- The area lacks restaurants more than any other need. I would hope that a larger portion of the commercial is being designed for food services. Food and beverage services will help keep the day skier, at the base area and off the roads during peak times. The area already has to many skier related commercial tenants.

I am concerned about the one-way being considered on Lowell. This will cause multiple issues with the commercial, lodging and transportation companies, who come and go throughout the day. We all need to be able to make a left turn onto Lowell from the Shadow Ridge Drive intersection, even if it is only during certain designated times such as after 4 p.m. and during the Spring, Summer and Fall. PEG is proposing aligning Shadow Ridge Drive with the current entrance to the underground parking and The Lodge parking. In addition they will make Shadow Ridge Drive a two way street to allow for Lodge and skiers to exit in more efficient manner.

- How is access to the potential new NAC building going to impact the Lodge? The Lodge has concerns about the access road, view corridors being blocked and access to our ski locker room and other access points. The building will block the sun light to the Lodge West side and creates more issues with ice and snow. We would expect that the NAC be responsible for the care and maintenance of these Lodge areas.

FYI, I had a call with Reid Schott of Marsac Mill Manor and I would like the Commission to know that I am opposed to any reduction in skier parking in the new Lot B garage. Maybe there is a offsite location that employees of the base area can park. I think we both agreed that a village sidewalk system that connects from the North end to the South end is very important.

Please confirm that you are in receipt of this email and feel free to contact me with any questions.

Sincerely  
Trent Davis  
Cell: 435-731-0115



## Alexandra Ananth

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**From:** Trent Davis <tdavis@compass-management.com>  
**Sent:** Tuesday, May 26, 2020 2:53 PM  
**To:** Trent Davis; Alexandra Ananth  
**Subject:** RE: PEG Development

Hi Alexandra;

Sorry for the late revisions. After my meeting on Friday with PEG, they have satisfied some of the concerns I had. For areas that are no longer of concern if they end up as explained to me, I highlighted in yellow. My additional comments are in blue.

Thank you  
Trent Davis

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**From:** Trent Davis <tdavis@compass-management.com>  
**Sent:** Wednesday, May 20, 2020 2:16 PM  
**To:** [Alexandra.ananth@parkcity.org](mailto:Alexandra.ananth@parkcity.org)  
**Cc:** Trent Davis <tdavis@compass-management.com>  
**Subject:** PEG Development

Hi Alexandra;

I am the President of the two partnership that own about 46K square feet of commercial at the base area. I am also the HOA manager of the Lodge and Loft. We appreciate your help in addressing the following at the meeting on the 27<sup>th</sup> with PEG Development and the Planning Commission.

A couple of topics I would like addressed with the Planning Commission:

- A handicapped ramp should be built to the ice rink plaza. Currently handicapped access is minimal to the entire base area. The Lodge *may* be willing to donate the land at the Transit Center for this to happen.
- The Transit Center Island needs to be reconfigured to allow for parallel parking, like the airport, and eliminate the stair if possible. PEG already has plans on making parallel parking for about three to four vehicles. Who maintains this in the future as I would assume the City will maintain in the future? This should have snow melt put in.

I was told the city is opposed to snow melt systems. Certainly snow melt products, snow removal damage and noise pollution, create more damage to the environment than snow melt systems.

- The Transit Center sidewalk should have snow melt put in. Additional waiting areas with enclosures need to be installed. Who maintains in the future? Will the city help maintain and provide snow removal?

O- 435-649-1842

[tdavis@compass-management.com](mailto:tdavis@compass-management.com)

[Admin@compass-management.com](mailto:Admin@compass-management.com)

Compass-Management.Com

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## Alexandra Ananth

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**From:** ruzica djerki <ruskadjerki@gmail.com>  
**Sent:** Monday, May 25, 2020 1:34 PM  
**To:** Jessica Nelson; mishelle.kellogg@parkcity.org; Alexandra Ananth; baseareaproject@gmail.com  
**Cc:** Glidefar; Nancy Lazenby; ruzica djerki  
**Subject:** Fwd: Input / Comments

Dear all,

I apologize for sending this email to all of you but I wanted to be sure my comments end up in the right hands. You can see that I sent my comments/questions to the baseareaproject email but unfortunately never received confirmation that it was received. I hope between the Planning Commission and the City Council this ends up in the right place.

I couldn't register for Meeting on 27th - parkcity.granicusideas link was giving me an option to submit my ideas but not to register for this meeting. I hope you can help me with this and send me a Zoom meeting invitation.

Concerning my comments below: I am not expecting to hear many answers on this coming meeting but I certainly hope they will be considered somewhere in the process.

Thank you very much!

Warm regards

Ruska Djerki

1382 Empire Ave.

650-303-7741

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

**From:** ruzica djerki <ruskadjerki@gmail.com>

**Date:** Wed, Mar 11, 2020 at 1:49 PM

**Subject:** Re: Input / Comments

**To:** <baseareaproject@gmail.com>

**Cc:** Nancy Lazenby <nhlazenby@hotmail.com>, Glidefar <glidefar16@yahoo.com>

I forgot in my previous email to mention two very important points:

- Pedestrian crossing and traffic: Your proposal is to stay with the crossing on the same level as it is now. This seems to be a problem more than a solution. I just watched a young family with two small kids crossing the road and I can not imagine how will this work with the expected increased traffic.

- Long term vision: Your project is huge and will have a significant impact not only on our close-by community but on the Park City Old Town and Park City area in general. Is your vision in the alignment with the long-term town planning?

Thank you again for the opportunity to discuss this important project for all of us.

Warm regards

Ruska

On Tue, Mar 10, 2020 at 6:51 PM ruzica djerki <[ruskadjerki@gmail.com](mailto:ruskadjerki@gmail.com)> wrote:

Dear Baseareaproject team,

It was great meeting some of you yesterday. Having the opportunity to discuss this project with you in more details is highly appreciated.

Before I continue to my questions and suggestions, I would like to let you know where I am coming from. I have visited and lived in number of different ski resorts throughout US and Europe. Uniqueness of Park City with its history and inviting old town is the most charming and I am hoping it will keep that feel in the future. My hope is that further development of our resort continues to have that feeling of inviting village and not of densely packed condo units with primary goal to have the maximum number of overnights.

Below are some questions and suggestions that I have.

### **The general appeal of your proposal**

-Area B is the big and high block structure in the middle of the resort with no "interaction" to the rest of the resort or the old town. Also, it doesn't look right to have 7 stories high building in the middle of the resort with lower buildings around it - It just sticks out.

- The old section of the resort with ticket boots and access to the main lifts will have no extended village or open space (plaza) that is interesting and inviting

### **General questions:**

-Are the rules about building heights and allowed unit "density" the newest ones? Which are these?

- Is the green area between area D and golf course still open for discussion? Open view corridor is really nice but is this view that will be admired for a few seconds from the car really higher value for this project and our community than some other assets?

- What is officially required for affordable housing? How is that calculated?



- Is employee housing required to be on a walking distance from the workplace?
- Was an option to have employees housing further away considered? Having it further built will allow easy expansions and significantly lower traffic as these people can be provided with direct and frequent busses. As far as I have seen some other resorts do have such solutions.

### **Further questions / suggestions:**

- Could a small section of lot B area be connected to the old resort making more open village-like space that nicely transitions to the old town?
- The lowest area of the resort, area D and the green one next to it, is a great spot for the parking garage because 1) higher number of levels will not stick out like in the middle of the resort and 2) traffic will automatically be less congested in the rest of the resort
- Which area is considered a better location: B (closer to the ticket offices and the main lifts, being in the "heart" of the resort) or C (better view but access to only baby lifts)? My choice is certainly area B, but I wonder how decisions are made when it comes to the location of hotels, condos, affordable housing, and employee housing. Any clarification for that?
- Could areas be rearranged? For example Most of condos and retail services around the plaza in area B; Affordable housing and free parking in area D (and maybe green area); employee housing further away
- Traffic: In the one-way- circular "solution" entering houses on Empire Ave will be possible with extreme hardship.

Is traffic analysis for number of vehicles and flow of traffic available for different options like:

- 1) existing traffic
- 2) your proposal (circular one way)
- 3) Two-way Empire Avenue and the rest of the circle one way
- 4) case if free parking lot spaces are located on the lower corner of the resort (area D and/or green area)
- 5) seasonal and year-round traffic

I would like to know how you plan to answer and address the things I mentioned here. Unfortunately, I will not be able to join you for the next F2F discussion, but I know that my neighbor Nancy will be there and hopefully, she can get the answers for us all, the closest community to the resort.

Please do not hesitate to contact me if any of my questions/suggestions are not clear.

Thank you very much for giving me the opportunity to ask these questions.

Looking forward to the productive discussion in the future.

Warm regards

Ruska

## Alexandra Ananth

---

**From:** Teri Whitney <teri@snowflowerparkcity.com>  
**Sent:** Tuesday, May 19, 2020 11:37 AM  
**To:** Alexandra Ananth  
**Subject:** PEG application for May 27th Council meeting

Alexandra,

I realize there may be many meetings with public hearing regarding this development in the future. Just to get some of the concerns on the table as the Council reviews it:

1. PEG – the development group has been extremely open and has communicated with adjacent homeowner's/associations over the past year or so. We've given quite a bit of input to them directly and so far it's been a very good relationship.
2. TRAFFIC flow seems to be the biggest concern. We are not 100% convinced the proposal as planned will work. More studies will be necessary to ensure there are little to no bottle neck areas. The Uber/Lyft drop off is a great idea however, we feel it's MUCH to small for the amount of cars it could potentially encounter. If you look at Deer Valley's drop off, there are nearly 4 long lanes and on a given holiday, they are ALL packed.
3. We have some significant concerns about the egress into Parcel E. Most feel that this parcel will need at least 2 entrance/exits as the current area will not be adequate for the amount of traffic it will have.
4. PEG has also proposed a "delivery" entrance in the same location. The owner's of Snow Flower are extremely concerned about noise, hours of traffic as well as the location. All feel it should be moved to the South or East side of the Parcel if possible.
5. As of this writing, the location of the much needed Helipad was not designated yet. All are interested to know where that will go.

Thank you in advance Alexandra, I am sure we'll be attending as many of the public hearings as possible.

Teri

Teri Whitney  
General Manager

Snow Flower Homeowner's Association  
PO Box 448|401 Silver King Dr  
Park City, UT 84060

Phone: 435-649-6400  
Email: [teri@snowflowerparkcity.com](mailto:teri@snowflowerparkcity.com)

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## Planning Commission

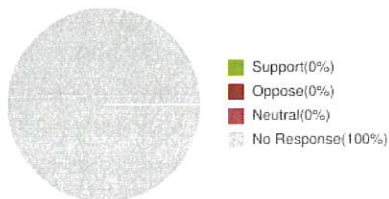
06-10-20 17:30

| Agenda Name                                                                                                                                                                                                                                                                                                                                                                                                                               | Comments | Support | Oppose | Neutral |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|---------|--------|---------|
| 5.C) Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) 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.<br>*Public Input will be taken via e-comments*<br>PL-20-04475. | 5        | 0       | 0      | 0       |
| 6.G) 802 Empire Ave – Subdivision– The Applicant is Requesting to Combine Multiple Parcels into a New Two (2) Lot Subdivision. PL-18-03949.<br>(A) Public Hearing (B) Possible Recommendation for City Council's Consideration on July 9, 2020.                                                                                                                                                                                           | 1        | 0       | 0      | 0       |

### Sentiments for All Agenda Items

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

#### Overall Sentiment

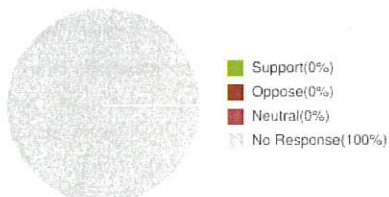


Agenda Item: eComments for 5.C) Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study.

\*Public Input will be taken via e-comments\*

PL-20-04475.

#### Overall Sentiment



**Sherie Harding**

Location:





Submitted At: 7:30pm 06-10-20

I submitted two important comments via email. Please read my concise comments during the meeting.  
Sherie Harding

**Deborah Hickey**

Location:

Submitted At: 5:49pm 06-10-20

Please read my email submitted to Planner Alex yesterday and comment.

Thank you

Deborah Hickey

**Deborah Rentfrow**

Location:

Submitted At: 5:37pm 06-10-20

I own a home on Empire Avenue and the pedestrian and traffic patterns put forth by PEG are not an improvement for the immediate community nor those driving in. Safety for pedestrians is already compromised and the plan does nothing to improve the safety. In addition, the one way traffic pattern will be very difficult for those living on Lowell or Empire and will require every vehicle to pass the resort regardless of whether they are going to the resort.

**Belinda Simile**

Location:

Submitted At: 1:32pm 06-10-20

I own condos In the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association.

I sent an email to Ms. Ananth this afternoon with comments related to the PEG development at the PCMR base as am having trouble getting the submit button to work on this website. Hoping the email can be read at the meeting and copy provided to the Commissions and applicant in the event I am still not able to get my comments through on the system.

Thank you.

**Clayton Stuard**

Location:

Submitted At: 10:03pm 06-09-20

I concur with the Planning Department's recommendation that "the Planning Commission determine that the submitted application is substantively different than the 1997 Large Scale Master Plan (MPD) and requires a new MPD, not an amendment to the existing MPD" for all of the reasons stated in Exhibit A - Zoning Review Memorandum dated May 27, 2020 and as re-stated and attached to the Final Staff Report dated June 10, 2020.

Specifically:

- the requested building heights are absurd at 75-85 feet above grade in a RC zone that allows 35 feet.
- a reduction in setbacks is not justified since the proposed building forms are far less articulated than the building forms specified in the DA.
- the DA does not permit the transfer of density from one parcel to another.
- significant variation from the DA approved volumetrics are being requested (not a single cubic foot of additional mass/volume should be permitted on any building on any parcel of the revised plan, for any reason whatsoever including above grade parking).
- I can't understand WHY a tentative public hearing schedule has been outlined for an INCOMPLETE APPLICATION.



## Alexandra Ananth

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**From:** ruzica djerki <ruskadjkerki@gmail.com>  
**Sent:** Wednesday, June 17, 2020 8:02 PM  
**To:** Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson  
**Subject:** Base Area Development Planning

To the Park City Planning Commissioners:

For your records, I wanted to share my comment in the Park Record that I just posted:

*I can not agree more with all comments till now, especially detailed and to the point comments from Deborah Hickey and Nancy Lazenby. There are so many open issues that were not thoroughly discussed with the community and resolved with the Park City 2020 Vision in mind. We all have the same goal / result in mind- wonderfully unique Park City with the old charm and innovative solutions for the future.*

*Thank you for giving us, the community, this opportunity to voice our concerns.*

*Warm regards*

*Ruska Djerki*

I am also concerned with the last point that Deborah made about project viability. It would be really bad if projects gets initiated and can't be completed without appropriate funds.

Thank you for listening to our concerns.

Warm regards

Ruska Djerki





## Alexandra Ananth

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**From:** Deb <glidefar16@yahoo.com>  
**Sent:** Tuesday, June 16, 2020 12:02 PM  
**To:** Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson  
**Subject:** Base Area Development Planning

To the Park City Planning Commissioners:

As a reply to the recent article in the Park Record regarding your key procedural decision regarding the development rights of the Base Area, I firmly agree that a new Master Plan is required to suit the project to today's Park City 2020 Vision. I added these comments to the Park Record conversation panel:

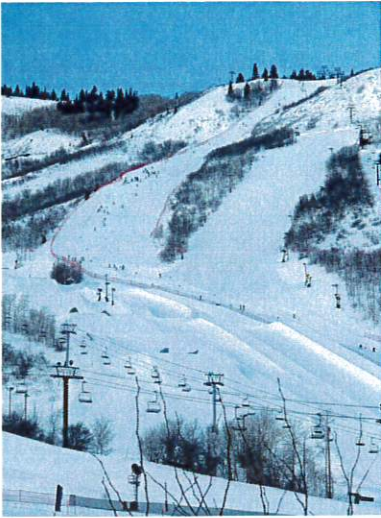
The development of the Base Area should be planned with today's Park City standards and follow the Park City 2020 Vision Plan which is the recent survey completed asking what the locals would like to see for the development of the entire town and issues to be resolved. i.e.. traffic, development density, parking access, excessive pollution, buildings character, transportation improvements, location of affordable and employee housing, etc. PEG's plan mostly follows the 1997 plan but does not address the needs of the town and has omitted some very important mountain access issues, i.e. number of parking spots for locals, safe crossings for the existing neighborhood and the impact of 7 stories of obstruction for the mountainside, redesigning Lowell and Empire Ave as one way streets and pricing locals out of access with year round parking fees. Locals should have free access.

In consideration of the recent pandemic and global economic challenges, the Park City Planning Commission should verify each construction site is economically viable by PEG. If the projects start and PEG can not complete, our town is left with a Base Area disaster. Perhaps the approval of any plans should have an economic viability review and secured funding. Lets enhance our community with a thoughtful well designed new plan.

Thank you for including my comments in your review of this important project that will effect the entire town.

Regards,

Deborah Hickey



REPLY 0

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## Alexandra Ananth

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**From:** Sherie C Harding <sherieharding@gmail.com>  
**Sent:** Wednesday, June 10, 2020 1:55 PM  
**To:** Alexandra Ananth  
**Subject:** Re: FW: ecomment

Dear Alexandra,

I have a comment on the proposed timeline for PCMR base lot discussions as follows:

The PCMR base redevelopment tentative timeline: Transit, traffic, and parking (August 26 on the timeline) should be addressed much earlier in the process. Once design is locked in, it will be hard to revisit a traffic pattern that is implicit in the design. The number of parking stalls dictates the number of vehicles and influences transit, which in turn influences traffic. The number of parking stalls and levels of underground parking influences building height and design. The routing of traffic, position of loading docks, and garage entrance/exits influences the overall development layout. Careful routing of traffic maintains the quality of life in surrounding neighborhoods. Currently, minimal truck traffic and skier traffic come through our neighborhoods. Fewer cars and strategic mass transit contribute to Park City's sustainability goals. Thus, the July 22 meeting (architectural detail, overall design, and building heights) hinges upon transit, traffic and parking which is scheduled a month later. May we discuss traffic first or traffic and overall design as one?

Thank you,  
Sincerely,  
Sherie Harding

On Tue, Jun 9, 2020 at 9:26 AM Alexandra Ananth <[alexandra.ananth@parkcity.org](mailto:alexandra.ananth@parkcity.org)> wrote:

Thank you for your thoughtful comments. They will be considered by both the Planning Commission and Planning Department during the review process.

Best,

Alexandra Ananth

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**From:** planning  
**Sent:** Tuesday, June 9, 2020 8:58 AM  
**To:** Alexandra Ananth  
**Subject:** FW: ecomment

Jessica R. Nelson

Planning Analyst

(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:** Sherie C Harding [mailto:[sherieharding@gmail.com](mailto:sherieharding@gmail.com)]

**Sent:** Monday, June 8, 2020 10:15 PM

**To:** planning

**Subject:** ecomment

Dear Sir/Madame,

My comment is regarding Park City Mountain Resort Base Area Parking Lot Redevelopment, Work Session June 10th.

Parcel E parking entry and exit should be from Lowell Avenue as it is currently and has been historically. The only resort use of Silver King Drive is for emergency vehicles to and from the medical facility. The plan to move all Parcel E vehicle access to Silver King Drive is a dramatic shift from historical precedent and a huge encroachment on the residential neighborhoods.

- 1) Use of Lowell Ave will deter resort traffic from the residential neighborhoods along Three Kings and Silver King Drive.
- 2) The pedestrian crosswalks on Silver King Drive will be safer.
- 3) The medical facility access will be less congested.
- 4) The 543 parking stalls proposed for Parcel E are too many!

Thank you,

Sherie C. Harding

--

Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102

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Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102





## Alexandra Ananth

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**From:** Jessica Nelson  
**Sent:** Wednesday, June 10, 2020 1:53 PM  
**To:** Alexandra Ananth  
**Subject:** FW: New eComment for Planning Commission

Jessica R. Nelson  
Planning Analyst  
(435) 615-5061

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**From:** [noreply@granicusideas.com](mailto:noreply@granicusideas.com) [<mailto:noreply@granicusideas.com>]  
**Sent:** Wednesday, June 10, 2020 1:33 PM  
**To:** Jessica Nelson  
**Subject:** New eComment for Planning Commission

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## New eComment for Planning Commission

Belinda Simile submitted a new eComment.

Meeting: Planning Commission

Item: 5.C) Park City Mountain Resort Base  
Parking Lots - Work Session - Discussion of  
Request to Amend the 1998 Park City Mountain  
Resort (PCMR) Development Agreement (DA)  
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. \*Public  
Input will be taken via e-comments\* PL-20-

04475.

eComment: I own condos In the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association. I sent an email to Ms. Ananth this afternoon with comments related to the PEG development at the PCMR base as am having trouble getting the submit button to work on this website. Hoping the email can be read at the meeting and copy provided to the Commissions and applicant in the event I am still not able to get my comments through on the system. Thank you.

[View and Analyze eComments](#)

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## Alexandra Ananth

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**From:** Belinda Simile <bhsatty@gmail.com>  
**Sent:** Wednesday, June 10, 2020 1:17 PM  
**To:** Michelle Kellogg; Alexandra Ananth  
**Subject:** Comments for tonight's Planning Commission Meeting

(Note: I tried to submit this on the website comments but the 'submit' button would not work so I am emailing it to you both in hopes it will be read at the meeting tonight.)

I own condos in the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association.

After reviewing the proposed development plan, listening to a pre-application developer-led presentation to some members of our HOA (thank you for that), and listening to last month's Planning Commission meeting, our concerns are as follows:

-Pedestrian Crossing at Lowell: Given the increase in number of pedestrians and vehicles brought by the project, pedestrian interface with traffic on Lowell will only get more problematic. An elevated pedestrian bridge from the parking garage which was provided for in the original plan should again be included in this plan. Besides functionally offering relief from potential traffic/pedestrian conflict, it could be should be designed to be an attractive, signature/iconic piece of the development and gateway to the existing base areas. Think brochure worthy photo, even.

-Selling Prices: What are the anticipated selling price points for each type and size of condo in the various buildings? Anticipated price points are one indicator of the quality of the planned product.

-Views: Our owners (and I imagine others) would like to see representations of how buildings will appear from various locations and elevations outside of and from within various floors of our buildings.

-Vail Relationship: More information/transparency is needed about how the relationship and commitments between Vail and PEG will be structured and memorialized (easements, deeds, etc.) with regard to the parking garage, sidewalks and accesses, including any ski lift or surface lift configurations or re-configurations.

-Walkability between two bases: Much care needs to be taken so as not to end up with two somewhat disconnected and independent bases. We see some connectivity of sidewalks on the east (Lowell Ave) side of the project in the plan but more needs to be done to incorporate a paved walkway (not just snow access) along the west (mountain) side between the two bases so pedestrians not on skis can easily access the upper (existing) and lower (new) base development areas. This will also spread out the pedestrian traffic and will provide easier access for all visitors and guests staying on the mountain to access all retail and restaurant venues.

-Parking: Parking for oversized vehicles that will not fit in the existing parking garages at The Lowell and The Lodge is currently provided by the surface lots and this loss of parking needs to be addressed in the plan as well as sufficient parking for the employees of the various retail and restaurants, particularly because additional retail/restaurant uses are planned. Replacement of the existing 1200 parking spaces does nothing to address the additional uses' needs.

-Architecture: Exterior designs approved in the 1998 plan illustrated very attractive 'ski mountain' elevations with clusters of smaller buildings broken up with various architectural features. There is a striking change in the

appearance and mass of the structures proposed. They are big blocky, non-descript designs which appear more like the 'architecture of no-where' - meaning they look like they could be found anywhere from an urban center to a freeway interchange. PEG says it is 'our intent to provide a pleasing architecture that is harmonious with the surrounding mountain environment' (from their Feb 13th, 2020 application letter to the City) but these current designs miss the mark. When first shown the project, I was under the impression that the buildings shown were just place-markers drawn by a computer to show the height, size, scale, location, etc. I did not understand that these were the actual designs proposed. I am now very concerned. Park City deserves better. This is a highly visible project and it is paramount that the City holds developers to a high standard. These plans do not appear to be at all consistent with Park City's historic mining past and ski town heritage. They also do not fit the character of the surrounding developments.

-New MPD vs. Amended DA: This plan has many significant substantive changes from the 1998 plan. I also agree with the Planning Dept. that this application is most appropriate as a new MPD and should not be handled as an amendment to the DA. With changes this substantial on a project this complex, a thorough MPD evaluation process for what is essentially a completely new development would best serve the interests of the community.

Park City only has one chance to get this right.

We appreciate the City and Commissions' diligence and the developer's willingness to work with the community. With good faith effort on all parts to include and incorporate valuable input from the community, many of us believe a quality development that meets the needs of the community can be developed on this site.

Thank you.

Belinda Simile  
740-972-7063

## Alexandra Ananth

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**From:** planning  
**Sent:** Wednesday, June 10, 2020 1:10 PM  
**To:** Alexandra Ananth  
**Subject:** FW: Park City Base Development

Jessica R. Nelson  
Planning Analyst  
(435) 615-5061

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**From:** Tom Jacobson [<mailto:tom@tomjacobsonlaw.com>]  
**Sent:** Wednesday, June 10, 2020 12:47 PM  
**To:** planning  
**Cc:** Andy Beerman  
**Subject:** Park City Base Development

Thank you for reviewing this matter and getting back to me if I can be of any assistance.

By way of background, I have been a lawyer for over 45 years and concentrate on real estate matters, including entitlements to develop. I have lived in Park City for many years and have skied and participated in summer activities at PCMR since its year two (yes I rode the mine train). I have been witness to the many good decisions mad and many of the short sighted decisions.

First and foremost, many of us have forgotten the traffic of early March and earlier this year in Summit County. In the short term the automobile must be part of any equation or the project will be doomed from the beginning. Ecker Hill Parking Lot is unknown to out of towners and not accessible from the freeway. There is no major parking area at Kimball Junction and no coordinated transit. It is a fact we must work with in the initial planning for this development. Parking and access features can be converted at a later date but initially it is imperative to allow for parking for as many, if not more, vehicles than used the facilities last year This does not preclude us from continuing to concentrate on better ways to access the site from the airport and Salt Lake.

The developer must be compelled to pay for the parking and access improvements. A prior approved project of \$50 million did not address any access or parking issues. In fact, Park City has lessened the number of available spaces at both its base facilities since its last big project was approved. There isn't a single jurisdiction I have worked in that has not had the developer pay for access improvements. As for converting to public transportation, this is relevant part of this development and when the City has a practical and viable plan funds collected from the developer can go to this plan.

The suggestion of employee housing is admirable, but maybe this can be funded by the developer for a complex in a designated area of town that is transit accessible and can serve other employers.



Revenue is the essential ingredient for this project. Maximization of revenue producing opportunities will make available more funds to address the local access issues. To that extent it is best to listen to the developer and not substitute the second guessing of the citizens and City. Keep in mind that for every dollar you ask the developer to contribute is space or money it needs to be made up by the developer in income.

If you would like me to address other issues I am always pleased to help our City.

Thomas N. Jacobson  
Attorney at Law  
3079 Fairway Hills Court  
Park City, Utah 84060  
(435) 615-9911  
Cell—(951) 314-4258  
Fax—(951) 682-7884  
[tom@tomjacobsonlaw.com](mailto:tom@tomjacobsonlaw.com)



## Alexandra Ananth

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**From:** Sid Embree <sid@atmosclear.org>  
**Sent:** Wednesday, June 10, 2020 11:11 AM  
**To:** Alexandra Ananth  
**Cc:** queenofthejordanelle@gmail.com  
**Subject:** FW: Park City base area - comments (Embree)  
**Attachments:** Park City PEG project south parking lot.docx

Hi Alex, thanks for your voice message (Monday), and also for confirming your email address a few minutes ago...

My main comments focus primarily on the south parking lot development, and there are also a few more general comments. After thinking about PEG's proposal from the open house in early March, my main concerns were traffic, parking and "fit" with Park City.

The attached rudimentary diagram suggests an alternative for the south lot that could relieve traffic flow/pressure and avoid cluster(messes). I'm not an artist so please let me know if you have questions. It occurred to me that the parking lot and pick-up/drop off arrangement at Terminal B at Boston Logan, which I used frequently for many years, could solve a lot of problems. The model works superbly for traffic flow and keeping parking issues away from the terminals >> in this case, base area and old town. Of course, the application would be at a smaller scale if applied at the PCMR base area.

I've updated the comments below slightly to clarify what I sent to PEG or take into account PEG's presentation on May 27.

Thank you,  
Sid Embree  
(435) 631-9089

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**From:** Sid Embree <sid@atmosclear.org>  
**Sent:** April 2, 2020 9:23 PM  
**To:** 'baseareaproject@gmail.com' <baseareaproject@gmail.com>  
**Cc:** 'queenofthejordanelle@gmail.com' <queenofthejordanelle@gmail.com>  
**Subject:** Park City base area - comments (Embree)

Hi... thanks for hosting the open house about 1 month ago. It was very informative! It's crazy how much has happened (and not happened) since then!

It became clear soon after the open house that there's no need to rush with comments. My comments are based on having lived on Woodside Ave (around the corner, between 14 and 15) and visiting often a friend's home on the 1300 block of Empire. I have a degree (Honours Bachelor) in Urban and Regional Planning and have given some thought to the renderings presented during the open house. The following are my comments and suggestions for your consideration:

- This is an exciting development, and can make the PCMR base area more attractive to locals and visitors alike!
- It would be useful to see a [current] sunrise/sun-travel/sun-set simulation to understand the impacts of the proposed development on sunlight and shade in the neighborhood, especially homes on Empire.
- I think you can keep the current bus routes, at least around the current "upper lot" on Lowell, Manor Way and Empire...
- I would suggest turning Empire into a 2-way road from 14<sup>th</sup> (or 15<sup>th</sup>?) going south into Old Town. This will allow LOCAL traffic only to drive south on Empire. It's possible for the local southward traffic be limited to the

EASTERN (townside) LANE, while buses and north direction traffic are kept in the western (mountain) side lane. This only makes sense if you read on!!! Why? Because....

- I would suggest creating a south to north one-way road for your development's through-traffic THROUGH the current upper parking lot BETWEEN the building that will front/face Empire and the other building that front/face Lowell. This will take most of the resort's and your development's traffic THROUGH the current upper parking lot (under the green space triangle in the middle of the current lot). Before you think that this idea would "waste" a bunch of your property to accommodate this (middle of the lot) road, consider a partial subterranean through-street that provides ingress and egress to the parking lots under the proposed buildings in the upper lot. This will ease "parking lot traffic" on Lowell as well as on Empire (where there should only be egress from the underground parking lots). The entrance could be around/near/under the proposed parking garage entrance on Manor Way and the exit would be into Shadow Ridge Rd. An exit could also allow egress onto Empire. No buses would pass through this internal road, so the traffic would be oriented to the resort and residences only.
- A partially subterranean through-street will allow for walkways across this road at ground level, and for underground parking to be almost completely submerged throughout this upper lot. This would also allow for an under-road pedestrian travel from the parking areas to the base easing pedestrian travel across Lowell. With this configuration, lockers can be located underground closer to the base rather than as proposed close to Empire (the latter just doesn't make sense).
- The soviet style building blocks portrayed in the open house should not be such big solid blocks (foreign to the style of Old Town proper). Yes, Shadow Ridge is large, but this is not representative of Old Town, so the soviet style building block should not be replicated throughout PEG's proposed development, ESPECIALLY ALONG EMPIRE!!! .
- The buildings that are currently on Empire (in your plan) should be built to "look like" the homes on Empire and throughout Old Town. There are a few examples of recent affordable and other developments throughout Old Town that could be replicated or mimicked. This would provide a nice transition to PEG's development, not only for neighbors but also for visitors.
- As I understand, with this development, parking must be paid for. Is that the case at any time of year? If so, Park City Mountain will lose mountain biking business. I would suggest keeping some parking for mountain biking and dog walking/hiking in the summer (for people who are not using the resort's alpine slide, and other base activities. If this parking cannot be provided, then the park city buses that travel to the resort base area will need to accommodate more bicycles as well as dogs.

Please let me know if you have any questions or need clarification. I look forward to participating in future open houses and Park City consultations...

Best wishes and regards,  
Sid Embree, BES, MES, MBA  
(435) 631-9089

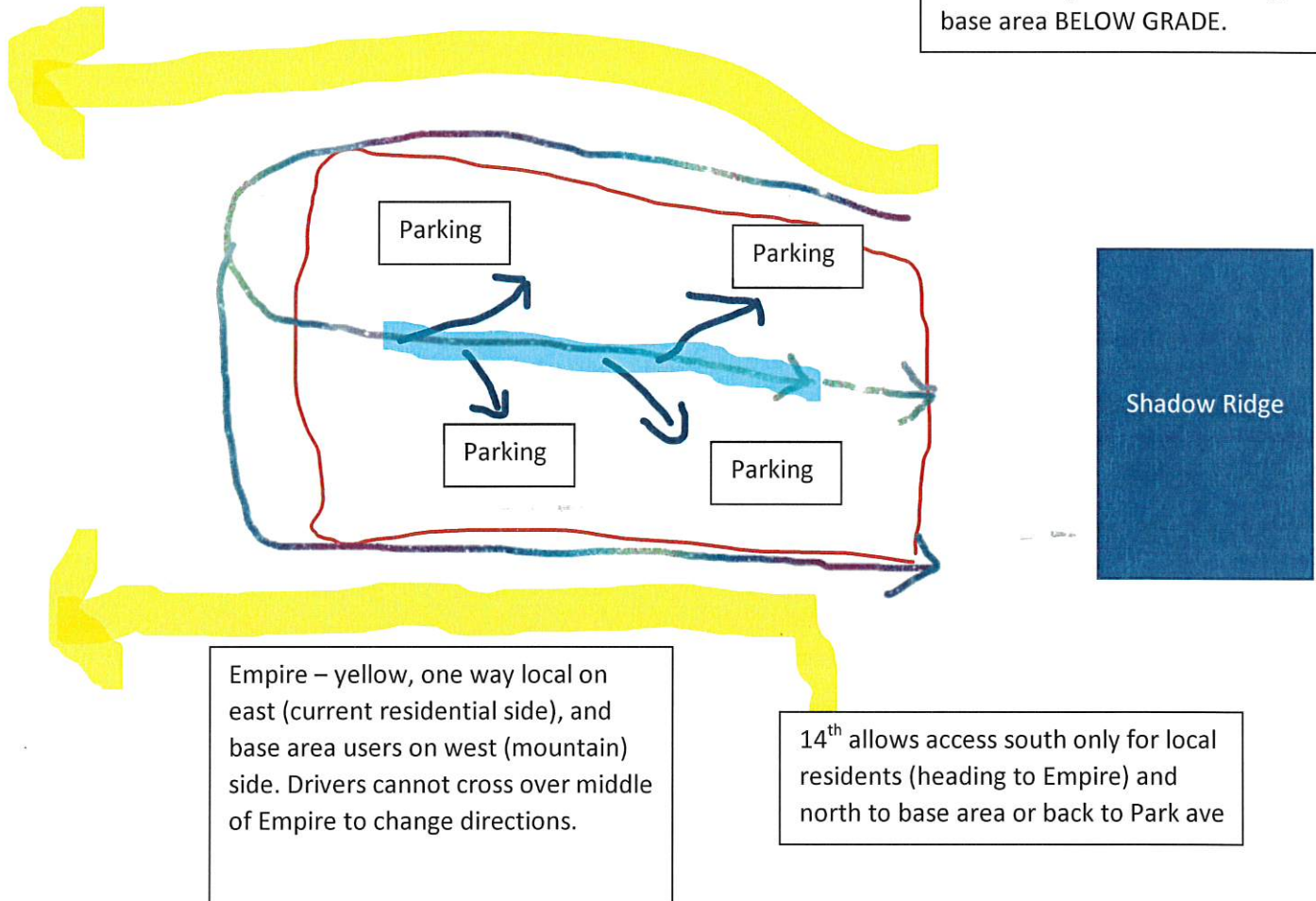


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Lowell Residents head to homes via  
base area road on Lowell

The light blue highlighted THRU-ROAD goes  
BELOW GRADE for road way and also allows  
creation of pedestrian crossing to access  
base area BELOW GRADE.





Please include my comments in tomorrow's meeting of the Planning Commission in regard to the development of the PC Base Area.

There are many issues that concern me in the development of the Base Area with the old 1997 Master Plan for Development.

- 2) I would like to see the new PC Vision plan and how the desires of the residents impacts this large development project. Clearly, traffic issues have not been resolved yet and should be before a new large resort is built. Density and it's effects to the resort area should be addressed in regard to pollution, noise, fumes, light, night sky, etc.
- 3) The addition of more traffic to the area is undesirable. The width of Empire Ave and Lowell is not ready to accommodate the masses, even with one way directional. Sadly, we had a fatal pedestrian accident on Empire Ave this past winter. The sidewalks can not accommodate families carrying ski equipment to the slopes.
- 4) The Locals have had a problem finding parking to ski with their season passes on weekends and holidays. I dont think anyone has addressed making more access with this project, there will be less.
- 5) Many families enjoy the off season access to the trails and base area. Parking should be free for our PC residents. Pass out bumper stickers for local access.
- 6) 1997 Master Development Plan mentioned 1800 underground parking spots for exclusive resort usage and a limit on issuing ski passes based on available parking. Does this still pertain to the future development?
- 7) PEG is requesting an exception of building heights up to 7 stories. This will dwarf the surrounding residents. The original plan on page 113, 1.3 General Image and Character states : These guidelines wish to encourage architecture that is compatible in character with the existing PCMR facilities and the PC community. The architecture should look like it belongs to Park City , UT and no place else.  
If you allow 7 stories of height, you will certainly change the feel of Old Town and the Base Area neighborhood. Please do not exceed the surrounding condos and homes.
- 8) The original plan on page 114, 2.4 discusses sidewalks should be no less than 15 feet wide to accommodate pedestrian traffic for safety and comfort.
- 9) I disagree with placing employee housing at the base area. Although this has been written into many land planning development agreements, this land and its value that all residents have paid premium dollars to access should not be



given to employees. PEG can purchase another parcel in a less expensive area code to build employee housing and they can take public transit to work.

10) The 'Bus Drop off' area is not written into PEG's plans as it was discussed in the 1997 plan. How will you have more public transit available to deal with new resort residents and daily visitors? Please make all buses

ELECTRIC. The fumes will kill us on Empire and Lowell. Can another route be shared in Old Town?

11) The 1997 Plan called for a condition of approval based on a "pedestrian bridge over Lowell" If foot traffic is going to stop uphill vehicle traffic at every crossing, there will be cars and buses backed up to Hwy 80!

The new parking structure must provide a safe access for families to cross to the ski plaza. And Shadow Ridge and Silver King need safe access too. Please consider all of the local neighbors when a structure is built.

12) With the new pandemic challenges and the present USA and World economies uncertain of a rebound, I suggest that our Park City Planning Commission delays such a massive new undertaking for fear that the project

can not be fully funded to completion in the 5 year timeline and it leaves our neighborhood in a shambles. There must be economic certainty for PEG to build any structures.

Thank you for responding to all of my concerns.

Best regards,

Deborah Hickey

## Alexandra Ananth

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**From:** Angelica R Palank <palanka@bellsouth.net>  
**Sent:** Tuesday, June 9, 2020 11:36 AM  
**To:** Alexandra Ananth  
**Subject:** PEG development plans

Dear Alexandra Ananth,

I am a unit owner in the Snowflower subdivision, 401 Silver King Drive, unit #30, and want to better understand the proposed new development by PEG. Living in Florida, it is more difficult for me to understand what the likely impacts are to my property. Our unit is on the corner of building #1 closest to the existing clinic, with our guest bedroom windows facing the parking lot beyond the trees.

Although our management company is doing their best to keep us informed, I must confess that I cannot understand the information I am getting on line. The developer's page is quite lovely, but I cannot understand from their three pictures, what this will be like—if approved—for our property. I am not the most competent person with web sites, but I have tried to go through the city and the planning department's sites to see better visuals of the plan as it relates to our interests.

In these complicated, work remote situations, I was not sure that the voice mail message I left was adequate. After reading several of the documents, I realized that I need some help steering me to what I need. If you are able to do that, I would greatly appreciate it. I can be reached at this email address, or by phone at (954) 849-2628.

Thank you, in advance, for your attention to this matter.

Angelica Palank-Sharlet for Las Olas Property Managers, LLC





## Alexandra Ananth

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**From:** planning  
**Sent:** Tuesday, June 9, 2020 8:58 AM  
**To:** Alexandra Ananth  
**Subject:** FW: ecomment

Jessica R. Nelson  
Planning Analyst  
(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:** Sherie C Harding [<mailto:sherieharding@gmail.com>]  
**Sent:** Monday, June 8, 2020 10:15 PM  
**To:** planning  
**Subject:** ecomment

Dear Sir/Madame,

My comment is regarding Park City Mountain Resort Base Area Parking Lot Redevelopment, Work Session June 10th.

Parcel E parking entry and exit should be from Lowell Avenue as it is currently and has been historically. The only resort use of Silver King Drive is for emergency vehicles to and from the medical facility. The plan to move all Parcel E vehicle access to Silver King Drive is a dramatic shift from historical precedent and a huge encroachment on the residential neighborhoods.

- 1) Use of Lowell Ave will deter resort traffic from the residential neighborhoods along Three Kings and Silver King Drive.
- 2) The pedestrian crosswalks on Silver King Drive will be safer.
- 3) The medical facility access will be less congested.
- 4) The 543 parking stalls proposed for Parcel E are too many!

Thank you,  
Sherie C. Harding

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



## Alexandra Ananth

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**From:** planning  
**Sent:** Tuesday, June 9, 2020 8:57 AM  
**To:** Alexandra Ananth  
**Subject:** FW: Comment - Park City Mountain Resort Base Area Redevelopment

Jessica R. Nelson  
Planning Analyst  
(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:** Jamie W [<mailto:jamieswaters@gmail.com>]  
**Sent:** Monday, June 8, 2020 4:51 PM  
**To:** planning  
**Subject:** Comment - Park City Mountain Resort Base Area Redevelopment

Dear Planning Commissioners,

In regards to the redevelopment of Park City Mountain Resort's Base Area, please take into consideration local youth. Currently there is a drop off area for the youngest kids lessons in the parking lot adjacent to First Time chair lift. This makes it easy to meet instructors and carry gear for the little kids, but more importantly it's much safer for the small kids to avoid walking across the parking lot. If possible, please have an entrance near First Time chair lift where parents can temporarily park for lesson drop off/pick up of our youngest skiers.

I realize this is a small population, but would appreciate any efforts that allow for continued easy access.

Thank you for your efforts to keep Park City a wonderful place to live.

Best regards,  
Jamie Waters





**From:** Rich Wyman [richwyman@live.com]

**Sent:** Monday, June 08, 2020 6:53 PM

**To:** Council\_Mail; Andy Beerman; Becca Gerber; Tim Henney; Steve Joyce; Nann Worel; Max Doilney; Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine; planning

**Subject:** PEG Companies PCMR Base area project

Dear Mayor, City Council and Planning Commission,

These are tough times and we are all navigating our way through them with strength and hope. Thank you for serving our community.

I am writing regarding PEG Companies plan to develop the base of the Park City Mountain Resort. I have looked at the PEG website and it is immediately apparent that the designs are seriously flawed. This project does not fit anywhere within Park City, especially not in old town or at the base of the resort. The buildings are massive, bulky, unattractive, and these designs are very uncreative.

**Community Plazas:** PEG's website offers a few paragraphs vaguely describing "large group events" "and "retail and restaurant space". Any community plazas should be expansive and welcoming with natural features such as trees and provide free public access to truly wide open community spaces that are not just places created to funnel people into money making corrals.

**Traffic Improvements:** PEG says they are coming up with "traffic Improvements". I think it's ironic when developers of projects of this size say *they* are coming up with traffic improvements while they are going to create large traffic problems. They try to create the illusion that they are coming in to save the day. PEG's project will create many traffic impacts.

**Affordable and Employee Housing:** I am encouraged to see that this is proposed in phase one of construction. The PEG website does not include many details. Affordable housing is not easy, as the city well knows. Just because PEG says they will build it does not mean that it will be attainable or affordable or satisfy the needs of the community. The location of parking is not mentioned on PEG's website.

**In conclusion,** the drawings on PEG's website are just plain unattractive, massive, and do not fit in with Park City especially at the base of the ski resort and especially in old town. This project is far from compatible or beneficial to Park City in its' current proposal.

That's my opinion.

Thank you very much,

Rich Wyman

Rich Wyman

+1 435-714-9885

[www.richwyman.com](http://www.richwyman.com)

[www.park88music.com](http://www.park88music.com)





## **Public Comments Received by the Planning Department**

Through July 1, 2020

***The Planning Department has compiled the following summary of public comments/questions received on the proposed development of the parking lots at the base of Park City Mountain. Some of these questions have been answered below and other questions will be addressed in more detail as the Planning Commission's review and public hearing process continues this fall. As noted below, PEG has contributed to many of the responses.***

### **Process:**

**Under what rules is this project being reviewed and evaluated?** The regulatory process and requirements for Master Planned Developments are outlined in [LMC § 15-6](#), Master Planned Developments.

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

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

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

After a MPD is approved, the developer must subdivide each individual parcel and seek Conditional Use permits for each respective parcel. Subdivision requires Planning Commission review and City Council approval. Conditional Use permits are reviewed and approved by the Planning Commission.

### **Scope of Review Table**

| <b>Topic</b>                 | <b>How Reviewed</b>                                               | <b>Relevant Code</b>                                                    |
|------------------------------|-------------------------------------------------------------------|-------------------------------------------------------------------------|
| Perimeter Setback Reductions | Newly applied for                                                 | <a href="#">15-6-5(C)</a><br><a href="#">15-2.16-3(C), (E), and (G)</a> |
| Height Exceptions            | Newly applied for                                                 | <a href="#">15-6-5(F)</a><br><a href="#">15-2.16-4</a>                  |
| New Site Plan                | Substantive Amendment to <a href="#">Exhibit D</a> of the 1998 DA | <a href="#">15-6-5(G)</a>                                               |

|                                       |                                                                                      |                                                                                                                                                                            |
|---------------------------------------|--------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Parking                               | Substantive Amendment to <a href="#">Exhibit K</a> of the 1998 DA                    | <a href="#">15-6-5(E)</a> and comparison to mitigation in existing MPD                                                                                                     |
| Traffic and Transportation Mitigation | Substantive Amendment to <a href="#">Exhibit J</a> of the 1998 DA                    | <a href="#">Traffic and Transportation Master Plan</a> and comparison to mitigation in existing MPD                                                                        |
| Density                               | <a href="#">1998 DA</a> including allocation between parcels; net reduction proposed | <a href="#">1998 DA</a>                                                                                                                                                    |
| Affordable Housing                    | Blended proposal per <a href="#">2015 COA</a>                                        | current LMC/ <a href="#">Housing Resolution</a> for parcels B-E based on employee generation; propose incorporating 23 bed deficiency; pending review of Housing Authority |
| Phasing Plan                          | Substantive Amendment to <a href="#">Exhibit H</a> of the 1998 DA                    | <a href="#">15-6-4(G)(7)</a> requires a Phasing Plan                                                                                                                       |

**Can transit, traffic and parking be reviewed earlier in the process?** The Planning Department has recommended a proposed review schedule with transit, traffic and parking proposed for the second public hearing, on September 23, 2020, based on the ability of our 3<sup>rd</sup> party consultant to thoroughly review all information submitted.

The proposed review schedule is outlined below. Please note this is subject to change. Additional information on the project can also be found on the Planning Department's project [webpage](#).

| Date                               | Anticipated Project Review Agenda                                                                                                                                                            |
|------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| August 26, 2020                    | Planning Commission Public Hearing<br>Site Plan, Programming, Architecture, Landscape Design and Open Space<br>Exceptions to Height and Setback Requirements<br>Opportunity for public input |
| September 23, 2020                 | Planning Commission Public Hearing<br>Transit and Pedestrian Connectivity, Traffic, Parking and Circulation<br>Opportunity for public input                                                  |
| October 1, 2020 - <i>tentative</i> | Housing Authority Work Session                                                                                                                                                               |

|                                         |                                                                                                                                                                                                                      |
|-----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                         | Review of applicant's Housing Mitigation Plan<br>Opportunity for public input                                                                                                                                        |
| October 22, 2020                        | Planning Commission Public Hearing<br>Utilities and Project Phasing Plan<br>Sustainability<br>Other topics as necessary<br>Summary of Housing Authority's Discussion<br>Opportunity for public input                 |
| November – <i>Date to Be Determined</i> | Housing Authority Public Hearing<br>Potential Action on Housing Mitigation Plan<br>Opportunity for public input                                                                                                      |
| November – <i>Date to Be Determined</i> | Planning Commission Public Hearing<br>Final topics/review of any plan revisions<br>Review of Draft Findings of Fact and Conditions of Approval<br>Opportunity for public input<br>Potential Planning Commission Vote |
| December – <i>Date to Be Determined</i> | Hold as needed for Planning Commission Public Hearing                                                                                                                                                                |

**Is the 1998 Plan still valid? There were several requirements spelled out in that plan that needed to be completed prior to 2003. Were they done?** The 1998 Site Plan (Exhibit D of the 1998 DA) has expired, but the 1998 Development Agreement is still in effect. In 2015, amendments to the Mountain Upgrade Plan and MPD were approved by the Planning Commission. The 2015 amendments reiterated the Employee Housing Obligations of the 1998 DA that were not met by that development, and must be fulfilled with the next development application. This, and other obligations are laid out in the Planning Department's [Zoning Review Memorandum](#) beginning on page 8.



### **Public Outreach:**

**Who has been invited to PEG Development's Zoom meetings and how were they advertised for those who would have liked to join? Will PEG be holding additional Zoom meetings that residents can request to be invited to? If so, how can residents request an invite?** *The following response was submitted by PEG.* "PEG is committed to seeking input through a significant community outreach program that began before the development application was submitted. Prior to the COVID-19 health crisis, more than 150 residents, business owners and each HOA neighboring the redevelopment parcel joined the PEG team for informational meetings that allowed the ability for Parkites to provide input as the application was being drafted. To continue the ability for the public to meet directly with the PEG team while health and safety guidelines around gatherings are in place, PEG began offering to meet over Zoom and now PEG has met with more than 250 community stakeholders. The invite to meet virtually is open to everyone and was originally announced through KPCW and the Park Record. Please see the PEG Companies project [webpage](#) to request a virtual conference."

**Will comments submitted to the developer's [baseareaproject@gmail.com](mailto:baseareaproject@gmail.com) account be shared with the public?** *The following response was submitted by PEG.* "PEG appreciates and encourages comments throughout the review and approval process. PEG plans on highlighting relative comments received as the redevelopment plans adjust to reflect public input. Visit <https://pegcompanies.com/projects/parkcitybasearea/> to learn more."

### **Site Planning and Land Use:**

**How did the developer decide where specific uses and buildings should go on the site?** *The following response was submitted by PEG.* “PEG first thoroughly reviewed the 1998 Concept Master Site Plan. Next, the development team assessed the site and utility locations, and met with local developers and planning experts, as well as neighbors, to understand current challenges, needs and community goals that a redevelopment of the parking lot parcels and a revitalized base area could achieve.

The proposed mixed-use development is based on PEG learning that an enhanced base area must reflect City and community priorities including but not limited to: Revenues to the school district and community as a whole; an updated parking and transit plan (including efforts to take cars off roads by supporting the City’s emphasis on public transportation and by having people living and staying at the developed base); improved traffic flow; digital wayfinding signage for both day skier parking and pedestrian walkability; pedestrian safety and connectivity improvements; hotel and retail that is skier-service focused to complement and not compete with current commercial offerings at the resort base and on Main Street; and affordable and employee housing. PEG’s plans propose to build and maintain green/open space and create public spaces compatible with the neighborhood. There will be a construction phasing and communications plan to keep residents, guests and recreationalists regularly updated. Moving through the review and approval process, PEG wishes to align with the City’s prioritization of traffic and transportation, housing and environmental goals, knowing that the City is striving for a net-zero carbon emissions for municipal operations by 2022 and citywide by 2032.”

**Can there be more garage parking on Parcel D so that there is less traffic driving through the resort?** *The following response was submitted by PEG.* “PEG explains that there are several reasons the parking is focused on Parcels B and E. First is the priority that the parking structure be built on Parcel B in order to maintain 1,200 day-skier parking stalls every ski season. The challenge with more parking on Parcel D is that those day skiers would have to cross Lowell Ave. on the north end and at the entrance to the development. The proposed parking plan directs cars to park in the Parcel E structure first and when that is full, the structure on Parcel B that has three entrances: enter off Shadow Ridge, and then Manor Way and Empire Ave. By parking day skiers in this order, the conflict and timing of pedestrians crossing Lowell Ave. will be reduced.”

**Can the affordable and employee housing be located on Parcel D instead of Parcel B?** *The following response was submitted by PEG.* “Equally important to having day-skier parking available each winter season is building and opening up the locals’ housing units in the first phase of construction. PEG proposes to creatively wrap the parking structure on Parcel B with the affordable housing, creating much-needed new inventory with an aesthetically-pleasing design.”

**How does this plan respond to the results of the Park City 2020 Vision Plan?** *The following response was submitted by PEG.* “PEG thoroughly reviewed the 2020 Vision Plan in order to propose a revitalized base area that aligns with the vision.”

**How does this project fit with the City’s General Plan?** *The following response was submitted by PEG.* “Similarly to wanting to align with the City’s 2020 Vision Plan, it was important to PEG to align with the General Plan for our next-door neighbors and the residents of Old Town.”

The Planning Department’s 5/27/2020 [Staff Report](#) also includes a General Plan Review Section.

**Need more restaurants! This will keep day-skiers off the roads during peak times.** *The following response was submitted by PEG.* “PEG agrees and the current plan could incorporate four to six restaurant and après ski concepts. PEG also expects that the enhanced transit center programming will make it easy for day skiers to pop onto Main Street for additional dining options.”

**Where is the helipad?** *The following response was submitted by PEG.* “PEG is working closely with local healthcare providers and emergency service providers to determine a location that is right for them and provides the necessary access to the new Clinic and Ski Patrol.”



## **Architectural Design:**

**The buildings don't blend with Park City or our mountain heritage.** *The following response was submitted by PEG.* "The drawings that have been circulated to date are only massings to show the size and scale of the buildings. No architectural elements have been designed as it is too early in the process. Please visit <https://pegcompanies.com/projects/parkcitybasearea/> to read more about PEG's thoughts on the context of the base area redevelopment and the extensive proposed architectural design guidelines."

**The development should feel like an inviting village, not just densely packed condos for overnights.** *The following response was submitted by PEG.* "PEG agrees. The context of the base area redevelopment is multifaceted. First, the development must consider the history of the place in which it exists. Prominent among Park City's historic structures are the mining structures and downtown buildings that represent much of the architectural character of the city. The development should not employ historic styles of any sort that are not native to Park City. Additionally, replicating or mimicking existing historic structures devalues the historic structures themselves, therefore, new development must be respectful of the history, while remaining honest to its own era. Second, the development must consider structures in its immediate vicinity. The base area is surrounded by numerous vacation properties of a variety of scales. Third, the development must consider local, contemporary projects and evaluate their response to their local and environmental context. Lastly, the development must consider the resort from a building typology perspective."

The purpose of the architectural design guidelines (that can be reviewed at <https://pegcompanies.com/projects/parkcitybasearea/>) are two-fold: first, to establish an understanding of the requirements of the land management code, and second, to review practical considerations for building design in the Park City environment. Together, these guidelines will assist design teams in the development of building designs that are both harmonious with the mountain environment as well as compatible with the broader Park City community. "

**Building B should have more interaction with the surrounding area. It looks like it sticks out in comparison with the surrounding context. Can it connect to the upper plaza and Old Town better both physically and architecturally?** *The following response was submitted by PEG.* "PEG agrees that connectivity is very important and expects to share new details for Building B during upcoming architectural design discussions with the Planning Commission."

**Can the applicant submit a cross section through Building E in relation to the Three Kings 2-story townhouses?** *The following response was submitted by PEG.* “Yes, when PEG reviews architectural design guidelines with the Planning Commission.”

**Elevations in the 1998 plan illustrate attractive “ski mountain” architecture with clusters of smaller buildings broken up with various architectural features. There is a striking change in the appearance and mass of the structures proposed.** *The following response was submitted by PEG.* “The drawings that have been circulated to date are only massings to show the size and scale of the buildings. No architectural elements have been designed as it is too early in the process. Please visit <https://pegcompanies.com/projects/parkcitybasearea/> to read more about PEG’s thoughts on the context of the base area redevelopment and the extensive proposed architectural design guidelines.”

### **Building Height and Setbacks:**

**In the 1998 Plan all the parking was underground. How does the height of the proposed plan compare with the current proposal?** *The following response was submitted by PEG.* “Not all the parking from the 1998 plan was underground although they were counting all the parking as underground. The proposed plan averages about 7’ higher than the 1998 plan.”

**How do the heights of the proposed buildings compare to the existing surrounding buildings?** *The following response was submitted by PEG.* “The buildings located up mountain (Marriott Mountainside, Lodge, Resort Center) from the proposed development are taller and the buildings located down mountain (Shadow Ridge, Silver King, Snowflower, Three Kings) from the proposed development are lower.”

**Can the height be limited to 3-4 stories?** *The following response was submitted by PEG.* “It is not possible to fit the allowed density on the site with the open space requirements in 3-4 stories. The height is needed to fit the allowed density on site. During the review of architectural design with the Planning Commission, PEG anticipates showing how buildings were placed to ensure view corridors and be complementary to the neighborhood. Similar heights have been contemplated at this location in the prior approved plan.”

**Where are the shadow studies?** *The following response was submitted by PEG.* “There is not a shade study in the application but PEG anticipates sharing such information during the review of architectural design.”

**What are the setbacks between the proposed and existing buildings?** *The following response was submitted by PEG.* “The proposed setbacks are 20’ from property line.”



### **Open Space and Views:**

**The density of the project is too great, please require more green space.** *The following response was submitted by PEG.* “The density proposed has been contemplated since 1997 and was granted in the 1998 Development Agreement. PEG has proposed less density than allowed, as well as public plazas and connectivity to Park City Mountain.”

**Some of the pictures in the submittal appear to be deceiving. For example, the visual of Building B is an aerial view so that it appears that the open space in the middle of the building looks like it’s at ground level but it is actually on top of the four story parking structure.** *The following response was submitted by PEG.* “Great feedback and PEG will continue to draft new renderings.”

**How does the view corridor compare with the old plan? It appears the hotel on Parcel C significantly encroaches into the view corridor of the old plan.** *The following response was submitted by PEG.* “The View Corridor on Parcels D, E and C is actually significantly larger and wider than the 1998 Concept Master Site Plan.”

**The views from the intersection are great for drivers. Can views for residents be protected?** *The following response was submitted by PEG.* “PEG is proposing to preserve the large view corridor outlined in the 1998 Concept Master Site Plan, and is proposing less density on site than allowed.”

### **Connectivity:**

**In the 1998 Plan there were overhead walkways for pedestrians and underground parking. Why can't this be done now if it was proposed to be done then?** *The following response was submitted by PEG.* "Since 1998, the City has installed multiple utilities in Lowell Ave. including a main raw water line to the new water treatment plant that makes a tunnel very challenging. After assessing the existing grades and ADA requirements for ramping, PEG determined that a bridge would require several hundred feet of ramp in order to provide ADA access. Also, PEG believes that most users with ski gear, bikes, etc. will find other ways to cross (J-walk) even if a bridge is in place. The wayfinding and pedestrian connectivity PEG proposes will show how safety has been contemplated."

**Crosswalks need to connect the parking garages to the resort.** *The following response was submitted by PEG.* "PEG agrees and is proposing to provide two dedicated crossings from Parcel B across Lowell Ave."

**Improve handicapped access to the entire base area!** *The following response was submitted by PEG.* "All improvements PEG is proposing will have ADA access including access to the new National Ability Center facility that PEG and Park City Mountain are helping to facilitate with land donation and easement access provisions."

**Sidewalks are needed throughout the project and connecting to the upper plazas in order to help facilitate a village atmosphere and decrease pedestrian/vehicle conflicts.** *The following response was submitted by PEG.* "PEG has a pedestrian connectivity plan that shows connections throughout the base area including connecting to the existing base activity. Sidewalks will be built all along Lowell Ave. and all around Parcel B, where there are none today. Also, dedicated crosswalks will be built for pedestrians to circulate throughout the development."

**More needs to be done to incorporate a paved walkway (not just snow access) along the west (mountain side) between the two bases so pedestrians not on skis can easily access the upper and lower base areas.** *The following response was submitted by PEG.* "PEG will review this idea."

**Where will the snow go?** *The following response was submitted by PEG.* “There are snow storage areas proposed that will be reviewed by Planning Commission.”

**How does this project improve pedestrian safety?** *The following response was submitted by PEG.* “Sidewalks will be built all along Lowell Ave. and all around Parcel B, where there are none today. Also, dedicated crosswalks will be built for pedestrians to circulate throughout the development.”

**How will pedestrian access at Silver King and Three Kings work?** *The following response was submitted by PEG.* “There is a sidewalk proposed between Building E and Snowflower that will provide connection to Three Kings.”

**The original plan notes sidewalks should be no less than 15 feet wide. How wide are the sidewalks in the proposed plan?** *The following response was submitted by PEG.* “The sidewalks are 6-10’ wide.”

**The Lodge at Mountain Village just spent over \$1 million on the plaza by the Ice Rink. There needs to be a cost-sharing agreement for future improvements and maintenance on the Plaza.** *The following response was submitted by PEG.* “PEG is responsible for the maintenance and improvements to the parking lot parcels and does not have a relationship with the HOA and ownership group at the Lodge at Mountain Village.”



## **Traffic, and Circulation:**

***Traffic, Parking, Circulation, Transit and Connectivity are scheduled to be discussed by the Planning Commission on September 23, 2020.***

**Can the public review PEG's traffic analysis?** PEG Development's Traffic Impact Analysis is available on the City's [webpage](#). The City's 3<sup>rd</sup> Party Review will be attached to the 9/23/2020 Staff Report.

**It appears that the one-way traffic flow will only be in place for the ski rush hours. Is this correct?** *The following response was submitted by PEG.* "No, the one-way traffic flow is proposed to be in effect all the time.

The new traffic circulation pattern that is being proposed through the resort PEG believes will provide more efficient and safe movement for all modes of travel including pedestrian, bike, bus, and vehicles. This flow pattern will include new roundabouts at the Empire Avenue / Silver King Drive, and Lowell Avenue / Silver King Drive intersections with a two-directional traffic flow between the roundabouts, and a one-directional flow south of the Lowell Avenue roundabout and through the resort. The one-directional circulation pattern will allow for two travel lanes around the resort with southbound travel on Lowell Avenue, to eastbound travel on Manor Way, and northbound travel on Empire Avenue to the Silver King Drive roundabout. It is proposed that both upper Lowell Avenue and upper Empire Avenue roads be de-emphasized by making the resort circulation the major traffic flow movement, and hopefully discouraging resort traffic from entering these areas. Additionally, Shadow Ridge Drive will be one-way eastbound connecting Lowell Avenue to Empire Avenue. Within the proposed circulation pattern an Uber, Lyft, black car, skier drop-off area is being planned on the north end of the project at the ski beach location, and a guest area drop-off is being planned adjacent to Parcel B. "

The City is in the process of evaluating the proposed one-way flow and will comment on it at the 9/23/2020 public hearing.

**Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for locals and the community. It's not a solution if it solves PCM's problem but creates problems for others. Residents who live nearby don't want to travel through the resort to access their homes, especially in the winter season when there are lots of pedestrians.** *The following response was submitted by PEG.* "PEG took the concerns of the neighbors - particularly those who

live along Empire Ave. into account. The new traffic circulation pattern that is being proposed through the resort PEG believes will provide more efficient and safe movement for all modes of travel including pedestrian, bike, bus, and vehicles. This flow pattern will include new roundabouts at the Empire Avenue / Silver King Drive, and Lowell Avenue / Silver King Drive intersections with a two-directional traffic flow between the roundabouts, and a one-directional flow south of the Lowell Avenue roundabout and through the resort. The one-directional circulation pattern will allow for two travel lanes around the resort with southbound travel on Lowell Avenue, to eastbound travel on Manor Way, and northbound travel on Empire Avenue to the Silver King Drive roundabout. It is proposed that both upper Lowell Avenue and upper Empire Avenue roads be de-emphasized by making the resort circulation the major traffic flow movement, and hopefully discouraging resort traffic from entering these areas. Additionally, Shadow Ridge Drive will be one-way eastbound connecting Lowell Avenue to Empire Avenue. Within the proposed circulation pattern an Uber, Lyft, black car, skier drop-off area is being planned on the north end of the project at the ski beach location, and a guest area drop-off is being planned adjacent to Parcel B. “

**The traffic study is not very user friendly for the non-engineer reader.** The Planning Department and its 3<sup>rd</sup> party consultant will produce a more user-friendly summary of the Traffic Impact Study for the 9/23/2020 public hearing.

**The proposed plan may increase traffic on Three Kings Drive (passing Silver Star). What is being done to mitigate this increase?** *The following response was submitted by PEG.* “Signage will be installed to direct traffic eastbound toward Empire Ave. We cannot stop people from taking Three Kings, but signage will direct them to Empire.”

**Is there ski club drop off or day skier drop off in front of Parcel E and if so will it add to the chaos at this intersection?** *The following response was submitted by PEG.* “There is Ski Club drop off/Valet Parking at Parcel E off Silver King Dr. The day skier drop-off is along Lowell Ave. between Parcels E and C.”

**How will emergency vehicle access work, particularly around the medical clinic?** *The following response was submitted by PEG.* “Emergency vehicles will have access to the clinic through the loading dock on the west side of Parcel E.”

**The developer must be compelled to pay for access improvements.** *The following response was submitted by PEG.* “PEG is proposing significant connectivity programming.”

**How does the proposed plan accommodate the NAC and their drop off needs?** *The following response was submitted by PEG.* “The driveway that now services the Lodges north entrance will be improved and extended towards the proposed NAC building” allowing them vehicular, pedestrian and fire access.”

**Please have an entrance near First Time chair lift where parents can temporarily park for lesson drop-off/pick-up of our youngest skiers.** *The following response was submitted by PEG.* “PEG has contemplated short-term parking in the E garage to allow for parents to walk children to ski school or the lift, etc.”



## **Parking:**

**How many total parking stalls will be available in this plan?** *The following response was submitted by PEG.* "Parking for the new Master Plan Proposal is a key element of the project, it is a vital resource to the project, to the existing base village, and to the ski operations. At the same time parking can be over-done. Too much parking could increase traffic."

Currently, the site contains approximately 1,186 surface parking stalls. PEG is proposing to replace these stalls with 1,200 day-skier parking stalls all below grade. In addition to the current surface parking stalls, there is structured parking available for a total of 1,500 day skier parking spots. In addition to day-skier parking, PEG is proposing 488 parking stalls meeting their residential and commercial requirements. PEG will present to Planning Commission how a flexible parking plan within the additional 488 can also be deployed on peak days when the day-skier parking fills up."

**The Plan seems to have less drop off area than exists today but the applicant has stated that more people will shuttle and "Uber." Where will shuttles park?** *The following response was submitted by PEG.* "There is a dedicated shuttle drop off on Parcel B that is much larger than the makeshift drop off used today, and there is a Uber/Lift/Private Car drop off between C and E that allows for day skier drop off. "

**Short term parking for delivery trucks need to be included so they do not obstruct traffic flow.** *The following response was submitted by PEG.* "Each parcel has an enclosed loading/delivery dock integrated into the building so trucks can make deliveries without interrupting the flow of traffic."

**PEG needs to maintain parking for oversized vehicles that cannot fit in the underground parking.** *The following response was submitted by PEG.* "At least one story of the parking garages will be 8'2" to provide ADA Van accessibility as well as for oversized vehicles."

**One garage entrance for Parcel E on Three Kings Drive will create unacceptable congestion and may conflict with emergency vehicle access. Can there be two entrances/exits for Parcel E?** *The following response was submitted by PEG.* "Two entrances to the Parcel E garage are already in the plan."

**Loading at Parcel E looks like it will negatively impact the abutters, can it be moved? It was supposed to be moved under the old plan but current plans appear not to have relocated it. The following response was submitted by PEG.** “PEG recognizes the impact and has taken suggestions from neighbors to enclose the loading dock so it is not visible to the neighbors.”

**The 1,200 existing parking stalls also accommodate the many employees that work at the base area. Where will employees park? The following response was submitted by PEG.** “Employees will be encouraged to take public transit to their place of work. In addition, Park City Municipal Corp., and many members of the community we met with, encouraged us to put paid parking into our parking management plan. Second, another benefit of the project is onsite workforce housing, which will minimize the need for employees living at the base area to have a car.”

**Parking is currently free for local residents, making the mountain accessible before work, after school, for dog walking, hiking, biking, etc. Will locals have to pay for parking all day year around? The following response was submitted by PEG.** “Rates, times and seasonality have not yet been determined.”

**The 1997 approval mentions 1,800 underground parking spots for exclusive resort use and a limit on issuing ski passes based on available parking. Does this still pertain to the future development? The following response was submitted by PEG.** “In addition to the current surface parking stalls, there is structured parking available for a total of 1,500 day skier parking spots.

Parking for the new Master Plan Proposal is a key element of the project, and is a vital resource to the project, to the existing base village, and to the ski operations. At the same time parking can be over-done. Too much parking could increase traffic. In PEG’s development application, there is a detailed parking analysis for the ski operations in conjunction with the Mountain Upgrade Plan, as well as the analysis and provision of parking standards for the new facilities at the base such as the hotel and condos. In addition, there have been unforeseen changes to both lodging and transportation modes such as AirBnB and Uber, that require updated parking calculations. This new parking analysis shows support for the 1,200 day-skier parking stalls PEG is proposing.”

### **Transit:**

**Who will maintain the transit area?** The existing transit area is located in an area owned by the Resort Center Condominiums Owners Association. Park City Municipal Corporation has an easement over the area that allows for Park City to pick up and drop off passengers using their transportation system. Park City maintains and keeps the easement area. This is not expected to change as a result of this project unless the transit area is moved.

**Snow melt should be put in.** *The following response was submitted by PEG.* “PEG anticipates the new plaza areas will be snow melted.”

**An improved waiting area (shelter) should be installed.** It is anticipated that there will be an improved shelter at the transit area if this project progresses.

**Buses to the mountain will need to accommodate more bikes and dogs if parking is charged for.** This is great feedback.



**Housing:**

**How will affordable housing be reviewed?** The Housing Authority will review the housing mitigation plan PEG submitted using the 2017 Affordable Housing Resolution. A date for this review is forthcoming.

**What about employees? Is the resort the best location for employees to live?** *The following response was submitted by PEG.* “PEG believes there is tremendous benefit to having employees living at the base in order to reduce traffic, enhance their work experience and provide year-round energy for the area. PEG has provided employee housing on site at its developments in Sun Valley and Jackson Hole and have found it to be very beneficial to the projects’ viability and for the community at large.”

### **Wayfinding:**

**What type of wayfinding and commercial signage will be required? It's important that upper plaza lodging and commercial establishments be included. *The following response was submitted by PEG.*** "PEG anticipates two main signage packages to be a part of the project that will be reviewed by the City for compliance with the LMC. First, a digital parking wayfinding package that allows visitors to know where there are available parking stalls available to the public. These signs will be throughout the development and on roads as far out as 224, 248, HWY 40 and US 80. Second, there will be a pedestrian wayfinding package that allows visitors to navigate from the parking areas to major nodes within the base area."

## **Other**

**More information/transparency is needed about how the relationship and commitments between Vail and PEG will be structured and memorialized with regards to the parking garage, sidewalks and accesses, including any ski lift or surface lift configurations or re-configurations.** *The following response was submitted by PEG.* “PEG is under contract with Vail Resorts to purchase the Base Area Parking Lots. PEG will be the owner of the development. As part of the purchase and sale agreement, Vail Resorts will manage the Hotel and Parking operations with PEG as the Owner. Park City Mountain will continually monitor the need for on-mountain improvements as the project phases come online.”

**What mitigation is proposed for pollution, noise, fumes, light, and night sky pollution?** *The following response was submitted by PEG.* “The project will follow all Park City lighting ordinances including downlights and dimming lights. The parking garages are fully enclosed not allowing light out during the night.”

**What happens if this project gets initiated but can't be completed?** *The following response was submitted by PEG.* “PEG does not foresee any issues that would prevent this multi-phased project from being completed. It is critical for the community, ski mountain operations and the potential of Utah hosting an upcoming Winter Olympics that a revitalized base area comes to fruition. “