



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
OCTOBER 9, 2024**

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall, Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine

EX OFFICIO: Rebecca Ward, Planning Director; Meredith Covey, Planner I; Virgil Lund, Planner I; Alec Barton, Senior Planner; Mark Harrington, Senior City Attorney

1. ROLL CALL

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

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from September 11, 2024.

MOTION: Commissioner Suesser moved to approve the minutes of September 11, 2024. Commissioner Van Dine seconded the motion. The motion passed unanimously.

B. Consideration to Approve the Planning Commission Meeting Minutes from September 25, 2024.

A correction was made to page six of the September 25, 2024 minutes.

MOTION: Commissioner Shand moved to approve the minutes of September 25, 2024, as amended. Commissioner Frontero seconded the motion. The motion passed unanimously.

3. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

There were no communications or disclosures.

4. PUBLIC COMMUNICATIONS

There were no public communications.

5. REGULAR AGENDA

- A. 2411 Country Lane Drive and 28 Payday Drive – Plat Amendment** – The Applicant Proposes a Plat Amendment to Remove a Height Restrictive Plat Note. PL-24-06253.

Planner I, Meredith Covey presented the Staff Report and stated that 2411 Country Lane is in the Single-Family Zoning District. The applicant is proposing to remove a height-restrictive plat note requested by the applicant on a previous plat amendment in 2023. The request was to remove the language from Plat Note 18 to limit the height on the lot located at 28 Payday Drive. The height of any new structure would be regulated by Single-Family Zoning District requirements. The proposal complies with the underlying zoning and removes a self-limiting prior plat note proposed by the applicant. This plat note was not a condition of approval and was added by the Planning Commission to mitigate any adverse impacts. What is proposed does not further subdivide or increase the density of the existing plat. Ms. Covey reported that the conditions of approval remain the same from the previous plat amendment and the plat notes will be carried forward with the exception of Plat Note 18.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

MOTION: Commissioner Van Dine moved to APPROVE the Plat Amendment for 2411 Country Lane and 28 Payday Drive subject to the following:

Findings of Fact

1. 2411 Country Lane Drive and 28 Payday Drive are Lots 3A & 4A of the Thaynes Creek Ranch Estates – Phase 1 – Lots 3 & 4 Amended recorded plat, recorded with the Summit County Recorder's office October 23, 2023 (Entry No. 1211356).
2. On July 12, 2023, the Planning Commission reviewed the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended and forwarded a positive recommendation to City Council.
3. At the July 12, 2023, Planning Commission meeting the Applicant modified the proposed Plat to include Plat Note 18 which states "The roof of any building on Lot 4A within 75 feet of the south property line is limited to an imaginary line that is a height of 12 feet from the existing ground at the east side Setback and sloping up to a height of 28 feet from the existing ground

at the west side Setback. Standard City building height restrictions apply north of this 75-foot height restricted area.”

4. On August 22, 2023, the City Council reviewed and approved the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended plat with conditions, via Ordinance No. 2023-40.
5. 2411 Country Lane and 28 Payday Drive are within the Single-Family Zoning District and the Sensitive Lands Overlay.
6. Lot 3A has an existing Single-Family Dwelling, Lot 4A is a vacant lot.
7. The proposed plat amendment removes the height-restrictive Plat Note 18 that limits the building height on Lot 4A.
8. The August 2023 approved Plat Amendment does not contain a Condition of Approval restricting the building height on Lot 4A.
9. The removal of the height restrictive plat note does not affect compliance with the Sensitive Land Overlay nor any other LMC requirement.
10. The Development Review Committee reviewed the proposed Plat Amendment on September 17, 2024, and does not require any Conditions of Approval.
11. Staff published notice of the Planning Commission’s public hearing on the City website, and the Utah Public Notice website, and posted notice to the property on September 25, 2024. Staff mailed a courtesy notice to property owners within 300 feet on September 25, 2024. The Park Record published a courtesy notice on September 25, 2024.

Conclusions of Law

1. Staff finds Good Cause for this Plat Amendment because it complies with underlying zoning and removes a self-limiting prior plat note proposed by the applicant. The plat note was not a condition of approval added by the Planning Commission to mitigate any adverse impact. No Public Street, Right of Way, or easement has been vacated or amended. The proposed Plat Amendment does not further subdivide or increase the density of the existing Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended.
2. The Plat Amendment is consistent with the Land Management Code, including LMC Chapter 15-2.1 *Single Family Zoning District* and Chapter

15-2.21 Sensitive Lands Overlay Zone (SLO) Regulations and § 15-7.1-3(B) Classification Of Subdivision – Plat Amendment.

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

1. The City Planner, City Attorney, and City Engineer shall review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and these Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record this Plat Amendment at the County within one year from the date of Planning Commission approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the Planning Director.
3. Any new construction shall comply with Land Management Code Section 15-2.11 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.
4. No further expansion of the existing non-conforming garage measured at 24'-6" from the property line abutting Payday Drive, is permitted.
5. No further expansion of the existing non-conforming Building Footprint, measured at 3,990 square feet is permitted.
6. No further expansion of the existing non-conforming driveway measured at 21.8' abutting Country Lane is permitted.
7. The final Plat Amendment shall include the Plat notes for the Thaynes Creek Ranch Estates Phase 1 – Lots 3 & 4 Amended with the exception of Plat Note 18.

The motion was seconded by Commissioner Sigg. The motion passed with the unanimous consent of the Commission.

B. 1273 and 1275 Sullivan Road – Condominium Plat Amendment – The Applicant Proposes to Amend the Plat to Add a Second Story Room Above Existing Single-Story Unit 6. PL-24-06182.

Ms. Covey presented the Staff Report and stated that the condominium unit is located in the Historic Residential Medium-Density Zoning District. The applicant is proposing to amend Unit 5 to construct a second-story addition above Unit 6. The proposed plat amendment would add 441 square feet of private ownership to Unit 5, bringing the total square footage to 2,286 square feet. No changes were proposed to the square footage of Unit 6. The existing building height of Unit 5 is 29.7 feet, which was approved via a Building Permit in 2000. The existing building height of Unit 6 is 18.6 feet. The proposal would raise that height to 26.5 feet, which is compliant with the zone height of 27 feet. Four parking spaces are required for duplexes in this zoning district. The structure was originally approved as a duplex with four parking spaces. The two tandem parking spaces in front of the attached garage encroach into City property and there is a Condition of Approval that requires an Encroachment Agreement with the Engineering Department. The amendment will remain compliant with the parking requirements for the HRM Zoning District and is consistent with original approvals. It does not create any non-conformities or change the building footprint of the existing structure.

The Conditions of Approval include the requirement that the Encroachment Agreement be recorded with the Engineering Department. Ms. Covey added that the Planning Commission could consider adding a Condition of Approval to have the applicant construct a parking pad to satisfy the two spaces without encroaching into the City property.

Martina Nelson identified herself as the owner of Park City Surveying. She was assisting the applicant who was unable to be present. Ms. Nelson explained that when the condo plat was officially approved, parking was designated on the condo plat map, which is partially on City-owned property. A Driver Encroachment Permit was created and the City Engineer signed off on the legal description and Encroachment Permit Map submitted by Ms. Nelson. While they are parking partially on City property to obtain four parking spaces, the original plat of record shows the parking spaces as approved as part of the condo plat. Ms. Nelson provided a historical photo and stated that people have been parking on City property in this location for a very long time. They were willing to memorialize it, formalize it, and get a recorded document to allow for the two surface parking spaces. She explained that the two spaces with the two spaces in the interior garage make the parking compliant with the current day Land Management Code ("LMC").

Commissioner Frontero commented that the alternative is to build a parking pad and asked where that potentially could exist. Ms. Nelson stated that because it is not a good option, they do not have a formal drawing for it. In front of Unit 6 is landscaping and a walkway from the surface parking to the front door of Unit 6. If they were to place a parking pad there, it would be unsightly and would not fit in with the streetscape of the

condo property. It would also create more hard surface, which is not desired. The desire is for the grass and dirt that exists to remain so to help to collect rainwater. Ms. Nelson considered a Driveway Encroachment Agreement to be a much better option, which deals with existing pavement and does not grant new pavement or impervious surfaces. She noted that this condo property has used surface parking in City rights-of-way since its inception.

In response to a question raised by Commissioner Frontero, Ms. Nelson stated that the two units are individually owned. Because the utilities were run singularly to both sides of Units 5 and 6, the unit should be owned by one person or entity, and it is currently owned by the applicant.

Commissioner Frontero asked if the current owner could sell one or split the property into two units. He stated that the answer would determine how he views the parking arrangements being considered. Ms. Nelson explained that Units 5 and 6 share a common wall and could be separated in ownership but it would require extensive utility reworks to meet the current City LMC. The current landowner does not want that to happen and was available online.

The applicant, Lisa Mittnacht, reported that her current primary residence is on an island near Charleston, South Carolina. Every year the tides are getting higher and the storms more powerful. As a result, she would like to make Park City her permanent residence and reside in the two units. Her short-term plans are to rent annually the studio below that is attached to the home to a local person so that the home can be watched over when she is not there. Her long-term plans were to provide her studio apartment to a local person, preferably someone who is retiring or working as a doctor at the hospital. She needs the extra bedroom and bathroom to accommodate guests as she does not have enough room for visitors if she lives there full-time.

Commissioner Frontero commented that it does not appear that Ms. Mittnacht would be prevented from selling the property in the future. A new owner could combine the two into one very large unit. There is a common wall and at some point, Ms. Mittnacht or a new owner could potentially combine the two units into one. He would not support that and believes it goes against what the zone is encouraging, which is to provide local housing. He liked Unit 6 and the idea of it being rented.

Ms. Nelson stated that the other buildings in the project are single-unit condominiums. Units 5 and 6 were designed and constructed as two separate living units that share a common wall on the first floor.

Planning Director, Rebecca Ward, stated that as part of the request, the property would retain the two separate units. If a future owner wanted to combine them it would trigger another plat amendment. Ms. Nelson clarified that there is no doorway between Units 5 and 6. They have completely different entrances.

Commissioner Sigg asked if the area in front of Unit 6 was sold if the area could accommodate two parking spaces. Ms. Mitnacht stated that there is plenty of room.

Commissioner Suesser asked if nightly units are permitted or applied for. Ms. Nelson stated that nightly rentals are allowed in the zone. The applicant prefers to keep the property as-is, however. She anticipates passing it down to her family and would prefer to not encumber them with a plat note or limitation that could affect their future plans.

Commissioner Suesser asked about the 29-foot Building Permit. Ms. Covey explained that the Building Permit was approved on March 22, 2000. The reasoning behind the two extra feet was questioned. Ms. Nelson reported that there is a sketch in the approved plans that shows an allowable height of 33 feet for the buildings. She explained that it is a City-stamped and approved plan. The approved plans show allowable heights of 33 feet. When the project was approved, the maximum allowable height was 27 feet. She could not explain how the project was approved at the current height. Unit 3 was measured at a height of 29' 3" and the other two new builds are higher than the allowable height of 27 feet as well.

Commissioner Suesser questioned whether the applicant should be required to come into compliance with the height requirement in conjunction with approval of the addition. Ms. Nelson commented that removing part of the roof for Unit 5 would likely make it look strange. They have a set of approved plans that show that the building was approved at the height at which it was built. Commissioner Van Dine did not see a need to force the applicant to come into compliance with the current Code. If that is the way the Code is written, the applicant is not expanding the non-compliance and the addition is within the Code allowance. Rather than an extra cement pad she preferred to see an Encroachment Agreement reached with the City.

A question was raised as to whether Encroachment Agreements are common in Old Town. Ms. Covey stated that they are very common. She explained that the condominium plat shows where the road is. One consideration for the Commission could be that all Encroachment Agreements are revocable if there are future changes. If the Encroachment Agreement for the parking is ever revoked, the Condition of Approval could require that it trigger the construction of the parking pad to accommodate the parking on site. Another factor identified is the pavement and the driveway from Sullivan to the units. Staff would recommend that if a pad is built it be accessed from the existing driveway so that there is not an expansion of the driveway for that connection.

Chair Hall opened the public hearing. There were no public comments. The public hearing was closed.

Commissioner Shand referenced page five of the application and observed two garage doors on the front of the Unit. He asked what is behind the garage doors and if they are being used for garage space or living space. Ms. Nelson confirmed that it is a two-car garage.

Chair Hall asked the Commissioners how they felt about a potential scenario where the Encroachment Agreement was revoked. She wondered if it should be listed as a Condition of Approval so there was an automated process or if there is a desire to see the applicant come back and address that if the scenario were to occur. Director Ward explained that the Condition of Approval could require that this be included in the Encroachment Agreement. Ms. Nelson expressed comfort with that language being in the Encroachment Agreement because she has surveyed other properties along Park Avenue that back up to Sullivan Road. It is widely known in other recorded documents that Sullivan Road could change and the people who back up to Sullivan Road might lose access. There is comfort with a Driveway Encroachment Agreement. If the City decides at some point to redo Sullivan Road, a Plan B will need to be pursued. Chair Hall does not believe the Condition of Approval needs to be amended, as the language can be included in the Encroachment Agreement. There was support for that approach.

Commissioner Frontero asked to review Figure 3, which is the photograph of vehicles parked in front of the garages. He wanted to understand where someone renting out Unit 6 would park on the property. Ms. Mitnacht reported that this will be her home and she will have guests stay there from time to time. She has one vehicle that will be parked on the right side inside the garage. At one point, she offered the garage on the left to renters as well as the space in front. She only needs one side. Commissioner Frontero pointed out that bedrooms are being added, so it is necessary to assume additional people on the site. Director Ward explained that if this were looked at under the Condominium Code, it would require fewer parking spaces, but because this was initially processed as a duplex, it triggers four parking spaces. The addition to Unit 5 does not trigger a fifth spot. Regardless of the size of the duplex units, there are two parking spaces required for each of the units. Under the Condominium Code, Unit 6 only triggers one parking space whereas Unit 5 requires two parking spaces.

Chair Hall stated that the four parking spots are compliant regardless of how the application is processed. This was confirmed. Ms. Nelson reported that the parking spaces are interchangeable because Ms. Mitnacht owns both units. She can coordinate the parking with whoever is living in the studio unit. There has not been an issue to date.

Commissioner Sigg asked if there is a line that separates the half of the driveway that Unit 5 is on and the half that Unit 6 is on. It was stated that the boundary line is the common wall. Ms. Nelson shared the Driveway Encroachment Map. The red outline and yellow area with the dashed hatches is an area that the City owns. That would be the Driveway Encroachment Agreement. As for the other line that is shown on the map, it is an illustrated line and does not define any kind of ownership or boundary on the driveway.

Senior City Attorney, Mark Harrington, asked for clarity about what will occur in the event the Encroachment Agreement is revoked. He also suggested that Covenants, Conditions, and Restrictions ("CC&Rs") be added to Condition of Approval #2. Ms. Nelson reported that the CC&Rs are currently being updated by the Homeowners Association ("HOA") attorney. Additionally, all unit owners in the Alpine Retreat @ Park

City have approved this plan. There was discussion about the Encroachment Agreement language. Commissioner Suesser thought it should be included and other Commissioners agreed.

MOTION: Commissioner Van Dine moved to APPROVE a Condominium Plat Amendment for 1273 and 1275 Sullivan Road, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval, as amended in the Draft Final Action Letter:

Findings of Fact

1. On April 26, 2001, the City Council passed Ordinance No. 01-12, approving the Alpine Retreat @ Park City, a condominium plat with six units, including two Significant Historic Structures, 1266 and 1274 Park Avenue.
2. Alpine Retreat @ Park City condominium was recorded with Summit County on June 12, 2001 (Recorder # 591068).
3. On July 9, 2020, the City Council adopted Ordinance No. 2020-33 approving the Alpine Retreat @ Park City Unit 1 Amended, which allowed for a garage addition for 1274 Park Avenue.
4. The six units in the Alpine Retreat @ Park City range in size from 441 square feet to 1,945 square feet. Unit 5 and Unit 6 are in the same Structure and were approved as a Duplex, which later became part of the Alpine Retreat @ Park City Condominium.
5. The Applicant proposes a second amendment to the Condominium Plat to construct a 441-square-foot addition above Unit 6 to increase Unit 5, from an overall floor area of 1,845 square feet to 2,286 square feet. The existing upper level of Unit 5 is 852 square feet, and the proposed square footage of the upper level is 1,293 square feet. The Applicant proposes no changes to the square footage of Unit 6, though the ceiling height will be reduced to accommodate the expansion of Unit 5.
6. Alpine Retreat @ Park City is located in the Historic Residential Medium Density (HRM) Zoning District.
7. The Alpine Retreat @ Park City Units 5 and 6, Amended Plat complies with LMC Chapter 15-2.4, the Historic Residential Medium Density Zoning District requirements.

8. The existing Building Height of Unit 5 is 29.7 feet from existing grade. On March 22, 2000, Park City issued a Building Permit (B99-04877) for the Structure with a height of 29.7 feet.
9. At the time of approval 1273 and 1275 Sullivan were in the Historic Residential-1 (HR-1) Zoning District which had a maximum height of 27 feet from Existing Grade.
10. The Non-Complying Building Height will not be expanded and the proposed expansion of the Building Height above Unit 6 to extend the square footage of Unit 5 must comply with the 27-foot maximum from Existing Grade pursuant to LMC § 15-2.4-5. The proposed Plat Amendment increases the height of the portion of the Structure above existing Unit 6 from 18.6 feet to 26.5 feet above Existing Grade.
11. There are two potential parking calculations -- one through the Use of the Structure as a Duplex, and one through the Use of the Structure as a Condominium. Pursuant to LMC § 15-3-6 the Use requiring the higher number of parking spaces governs.
12. LMC § 15-3-6 requires two Parking Spaces for condominiums greater than 2,000 square feet, 1.5 Parking Spaces for condominiums greater than 1,000 square feet and less than 2,000 square feet, and one Parking Space for condominiums less than 1,000 square feet.
13. Unit 5 is 1,845 square feet, requiring 1.5 parking spaces. The Applicant proposes to add 441 square feet to Unit 5, bringing the total square footage to 2,286 square feet, triggering an increase of 0.5 Parking Spaces for two Parking Spaces. Unit 6 is proposed to remain 441 square feet and requires one Parking Space. In total, under the condominium requirements, Units 5 and 6 must satisfy three Parking Spaces.
14. LMC § 15-3-6 requires two Parking Spaces are required for each Dwelling Unit within a Duplex for a total of four Parking Spaces.
15. When the Alpine Retreat @ Park City Condominium Plat was approved by the City Council on April 26, 2001, the Structure at 1273 and 1275 Sullivan was referred to as a Duplex (Exhibit E). A Duplex at the time required four Parking Spaces – two Parking Spaces for each unit. The 2001 Condominium Plat was approved with two Parking Spaces in the attached garage and two tandem Parking Spaces in a driveway (pursuant to LMC §

15-2.4-11 Tandem Parking is allowed in the Historic District). However, the two tandem Parking Spaces were approved without meeting the required Parking Space dimensions.

16. The attached two-car garage for Units 5 and 6 satisfies two Parking Spaces. LMC § 15-3-3 requires two-car garage dimensions to be 20 feet wide by 20 feet deep. The garage is 24 feet by 21 feet and complies with the required dimensions.
17. Pursuant to LMC § 15-3-3(F)(1) Parking Spaces must be at least 9 feet wide by 18 feet long. The portion of the driveway that is within the Alpine Retreat @ Park City plat is 22 feet wide and 16 feet long. An additional 15 feet and 8 inches of driveway space encroaches onto City property. The area in front of the driveway on City property has been used as parking as approved for the Duplex since 2001. The Applicant filed an Encroachment Agreement with the Engineering Department to allow for the continued parking within City property, and Staff recommends the Plat Amendment be conditioned upon approval and recordation of the Encroachment Agreement.
18. The Applicant has filed an Encroachment Agreement with the Engineering Department. The proposal complies with LMC § 15-7.1-3(B), Plat Amendment.
19. Changes to platted elements including conversion of Common Area/Limited Common Area within a condominium requires a Plat Amendment.
20. Plat Amendments shall be reviewed according to the requirements of LMC § 15-7-1.6 and approval shall require a finding of Good Cause.
 - a. LMC § 15-15-1 defines Good Cause as “[Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”
 - b. Staff finds Good Cause for this Plat Amendment because this amendment does not create any non-conformities or change the Building Footprint of the existing Structure. The amendment will remain compliant with the parking requirements for the HRM Zoning

District and is consistent with original approvals. No Public Street, Right of Way, or easement has been vacated or amended.

Conclusions of Law

1. There is Good Cause for this plat amendment.
2. The Plat Amendment is consistent with Land Management Code § 15-7.1-3(B), § 15-7.1-6, and Chapter 15-2.4 Historic Residential Medium Density Zoning District.
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 below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The Applicant must record an Encroachment Agreement with the Engineering Department to satisfy the required parking requirements for the Structure.
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 shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval 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 Planning Director.

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

- C. Mid-Mountain Trailhead Parking Lot – Modification to a Condition of Approval** – The Applicant Requests an Extension of Sommet Blanc Condition of Approval 18, Requiring the Mid-Mountain Trailhead Parking to be Completed by October 15, 2024, to Accommodate UDOT and Rocky Mountain Power Requests.

Planner I, Virgil Lund, presented the Staff Report and explained that the application is a Modification to a Condition of Approval for the Mid-Mountain Trailhead Parking Lot. The existing Condition of Approval states: "The Mid-Mountain Trailhead Parking Lot shall be constructed by 10/15/24." Staff recommends a modification to Condition of Approval #18 to state: "The Mid-Mountain Trailhead Parking Lot shall be constructed by 10/15/25 and no Certificate of Occupancy shall be issued for a Sommet Blanc unit until the Mid-Mountain Trailhead Parking Lot improvements are completed, as approved by the Planning Commission on June 26, 2024." The applicant is requesting an extra year.

The applicant representative, Douglas Ogilvy, explained that the idea was to complete the work this summer, but it has taken longer than expected to receive the Utah Department of Transportation ("UDOT") Conditional Access Permit. Additionally, they were caught off guard when Rocky Mountain Power announced they were building a power line through the property. Work was done with them to reroute the power line.

Chair Hall hopes the parking lot will be completed before October 15, 2025, but has comfort knowing that there will not be a Certificate of Occupancy issued before the improvements are completed. Commissioners expressed support for the modified Condition of Approval, which will not allow the Certificate of Occupancy to be issued for Sommet Blanc until the Mid-Mountain Trailhead Parking Lot improvements are done.

MOTION: Commissioner Suesser moved to APPROVE the Modification to Condition of Approval #18 for the Mid-Mountain Trailhead Parking Lot, extending the date to 10/15/25. The motion was seconded by Commissioner Shand. The motion passed with the unanimous consent of the Commission.

- D. 3267 Deer Hollow Road – Founders Place Phase III Condominium Plat**
– The Applicant Proposes Developing Phase III of the Founders Place Condominiums, which includes Construction of Building 4 with 24 Market Rate Residential Units Totaling 61,507 Square Feet of Net Floor Area, One 992-square-foot Employee Housing Unit, an Underground Parking Garage, and a Pedestrian Bridge Across Deer Hollow Road Connecting the Development with Phases I and II to the South in the Recreation Zoning District. PL-24-06237.

Senior Planner, Alec Barton, presented the Staff Report and explained that the application relates to the Founders Place Condominiums – Phase III Plat. The broader Founders Place project was approved by the Planning Commission in 2022 and the Condominium Plats for Phase I and Phase II have already been approved by the Planning Commission. What is now before the Commission is the third and final phase. The plat includes 24 market-rate residential units and a 992-square-foot affordable housing unit. There is an underground parking garage with 35 parking spaces and a pedestrian bridge across Deer Hollow Road, which connects Phase III with Phase I and Phase II to the south.

Although there have been some minor fluctuations in the unit counts and sizes across Phases I, II, and III, the overall project does not exceed the density requirements that were established in the original Settlement Agreement. The main structure in Phase III far exceeds the front, rear, and side setbacks. An original design for the pedestrian bridge support structure encroached within the front setback, but revised drawings have since been provided and the support structure was moved outside of the front setback. Planner Barton shared the drawings and noted that the areas highlighted in blue are the portions of the structure previously in the front setback. He reiterated that this has been revised.

The applicant is proposing a proportional reduction in parking. Since there have been some shifts in unit sizes and unit counts, the number of required parking spaces based on the LMC is slightly less than what was originally required in the approvals. When this was approved by the Planning Commission in 2022, the applicant requested and received a 20% parking reduction. Based on the reduction in units and unit sizes, the proposed number of parking spaces being requested now amounts to a 17% reduction.

There is one affordable housing unit. Planner Barton explained that the Restrictive Covenants for that unit and the other phases have already been recorded with Wasatch County. The applicant will be paying a Community Benefit Fee each time one of the units in Founders Place is sold. Some Conditions of Approval are recommended and apply to the broader Founders Place project. Those were included in the initial approvals. The applicant has provided documentation that progress is being made on those conditions.

Staff finds Good Cause for the Plat Amendment. As mentioned in the Staff Report, it improves on the 1995 Site Plan by reducing overall site disturbance, including the limits of disturbance and the building footprint. The applicant has provided documentation from the Deer Crest Master Association indicating that the Association reviewed and approved the project. Planner Barton reported that the applicant is available to answer questions.

Managing Partner, Bill Fiveash, and Project Manager, Carder Lamb, were present. Mr. Lamb explained that he is able to share information specific to Phase III or he can share an update about the other phases if there is interest from the Planning Commission. Commissioners expressed a desire to hear about the other phases as well. Mr. Lamb reviewed the team associated with the work and noted that eight of the colleagues live locally. The intention was to bring in as many people as possible who understand the community. He shared a rendering of the Phase III building for context. He reviewed the Deed Restricted Residences and explained that four of the six Deed Restricted Residences will be delivered at the end of this year as part of Phase I. Those are all one-bedroom residences, as seen in the floor plan shown. Phase II will have a two-bedroom unit and Phase III will have a slightly larger one-bedroom with 992 square feet.

Information about the Community Benefit Fee was shared. Mr. Lamb explained that in December, the Phase I contributions will start to come through to the Park City Affordable Housing Fund. Phase I is estimated to add \$835,000 to the fund. Phase II will come in August 2025 and will add another \$535,000 to the fund. In total, once Phase III is

completed, it will be \$2.21 million of initial revenue with an additional \$1.6 million from resale transactions. Part of the agreement with the City stated that half of the revenue through the end of 2040 would go toward the fund and the remaining half would stay at the foundation, which has a directive to benefit the Park City community in some manner.

Construction update photos were shared with the Commission. Mr. Lamb noted that the first two buildings are nearing completion and the second phase is continuing nicely. Everything should be complete by 2027. He informed the Planning Commission that Phase I should be done at the end of this year, Phase II should be done by the summer of 2025, and Phase III should be completed after the end of the 2026/2027 ski season.

Chair Hall opened the public hearing. There were no comments. The hearing was closed.

Chair Hall applauded the ongoing commitment to the Park City Affordable Housing Fund. A lot of applications are processed and it is rare to see that level of commitment. Mr. Lamb appreciated that and believes it is something they will continue to focus on. Chair Hall asked whether there is a desire to reduce the parking by 20%. Mr. Lamb stated that there is a preference to stay at the current proposal. Chair Hall explained that the reason she was supportive of the 20% reduction was because the plan warrants the reduction.

MOTION: Commissioner Van Dine moved to APPROVE the Condominium Plat for 3267 Deer Hollow Road – Founders Place Phase III, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter:

Findings of Fact

1. On January 12, 2022, the Planning Commission approved a Conditional Use Permit (CUP) and modifications to a Master Planned Development (MPD) to allow the development of Multi-Unit Dwellings at the Founders Place Subdivision.
2. The City Council later adopted Ordinance 2022-03 approving the Subdivision and Ordinances 2022-04 and 2023-34 approving Condominium Plats for Phases I and II of the Development, respectively.
3. PL-24-06237 is a Condominium Plat for the third and final phase of Founders Place. Phase III includes a 107,420-square-foot building (Building 4) composed of 24 market-rate residential units, one employee housing unit, and an underground parking garage.
4. Founders Place is also subject to the 1995 Telemark Settlement Agreement between Park City Consolidated Mines Company, Trans-Wasatch Company, and Park City Municipal Corporation (PCMC), as amended, and the Wasatch County Density Determinations, as amended.

5. The City Council adopted Ordinance 2023-49 amending the Land Management Code to shift Final Action for Plats from the City Council to the Planning Commission.
6. On July 26, 2024, the Applicant entered into a Bridge Easement Agreement with Deer Hollow Development 2, LLC, and Founders Place Condominiums Owners Association, Inc. The agreement establishes a bridge easement area, construction staging area, and maintenance access area associated with the construction of a pedestrian bridge across Deer Hollow Road.
7. The Founders Place Condominiums Phase III Plat complies with the Recreation Commercial Zoning District requirements.
8. The project does not exceed density requirements established in the 1995 Settlement Agreement and First Amended Density Determination.
9. Section VI, ¶ 4 of the First Amended Density Determination requires a 40-foot Front Setback from the Deer Hollow Road centerline, 25-foot Rear Setback, and 10-foot Side Setbacks. The primary structure includes minimum Setbacks of nearly 50 feet in the Front, more than 90 feet in the Rear, and more than 55 feet in the Side Yards.
10. The Applicant submitted a modified bridge footprint exhibit showing the support structure entirely outside of the Front Setback. Planning staff will work with the Applicant to update the final form and content of the Plat to include this detail.
11. The Applicant must resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a Building Permit.
12. The 30.7-acre Parcel for the Founders Place project is 1,337,292 square feet. The combined square footage of building footprints and driveways is 367,714 square feet. More than 72% of the Parcel is Open Space.
13. In proposing 127 Parking Spaces across three phases of Development, the Applicant's requested parking reduction is 17%, somewhat lower than the 20% parking reduction requested and approved under the modified MPD and CUP. In the context of the overall Development, the parking proposed for the Phase III Condominium Plat is consistent with the modified MPD and CUP approvals.
14. The project includes conditions of approval requiring the Applicant to demonstrate compliance with standards for Electric Vehicle Charging Stations and Infrastructure, outdoor bicycle parking, and ongoing ride-share service.

15. The Founders Place Condominium Phase III Plat complies with the requirements of the approved Housing Mitigation Plan, modifications to the Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit. The Housing Mitigation Plan exceeds the requirements of the 1995 Settlement Agreement by providing six on-site units and a community benefit fee.
16. Staff finds Good Cause for this Plat Amendment because the Founders Place proposal improves the development of the site compared to the 1995 Site Plan and reduces the overall Site disturbance by decreasing the Limit of Disturbance, driveway square footage, gross building footprint, linear retaining wall square footage, and exposed retaining wall face.
17. The Park City Development Review Committee reviewed the Founders Place Condominiums Phase III Plat on September 3, 2024, and did not require Conditions of Approval.
18. The Wasatch County Development Review Committee reviewed the Founders Place Condominiums Phase III Plat on September 5, 2024, and requires landscape irrigation plans and sewer and water construction drawings to be coordinated with Jordanelle Special Service District.
19. The Founders Place Condominiums Phase III Plat includes additional recommended Conditions of Approval to ensure compliance with the Land Management Code, the modified Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit.
20. Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on September 25, 2024.
21. Staff mailed courtesy notice to property owners within 300 feet on September 25, 2024. The Park Record published courtesy notice on September 25, 2024.

Conclusions of Law

1. There is Good Cause for this Condominium Plat because the approved Founders Place project improves the development of the site compared to the 1995 Site Plan and reduces the overall Site disturbance by decreasing the Limit of Disturbance, driveway square footage, gross building footprint, linear retaining wall square footage, and exposed retaining wall face.

2. The Plat is consistent with the Plat requirements outlined in LMC Chapter 15-7.1.
3. Neither the public nor any person will be materially injured by the Plat.
4. Approval of the Plat, subject to the conditions below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. 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 Conditions of Approval, prior to recordation of the plat. The final form and content of the plat shall be updated to show the pedestrian bridge support structure is outside of the Front Setback, as documented in the Applicant's Bridge Footprint Exhibit attached to the Staff Report.
2. The Applicant shall record the plat at the County within one year from the date of Planning Commission approval. If recordation is not complete within one year, this approval 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 Planning Director.
3. Prior to issuance of a Building Permit, the Bridge Easement Agreement recorded with Wasatch County (Entry No. 548054) shall be updated to reflect necessary modifications to accommodate the bridge support structure.
4. Founders Place Phase III is subject to all Conditions of Approval included in the Final Action Letter dated January 12, 2022, for Modification to a Master Planned Development and Conditional Use Permit (PL-21-05056 and PL-21-04917).
5. No Certificate of Occupancy for any market-rate unit for Founders Place Condominiums Phase III shall be issued by the City until the employee housing unit required for Phase III is complete and deed restrictions, in a form approved by the City Attorney's Office, are recorded.
6. The Applicant shall resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a Building Permit.
7. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 13 from

the modified MPD/CUP approval: *The Applicant shall include Electric Vehicle Charging Station Infrastructure for 22 Parking Spaces in the plans submitted for Building Permit review. The Founders Place Covenants, Conditions, and Restrictions shall put future property owners on notice of the Electric Vehicle Charging Stations Infrastructure. The breaker panel containing the Electric Vehicle Charging Station Infrastructure shall also identify the conduit for future Electric Vehicle Charging Station Infrastructure.*

8. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 14 from the modified MPD/CUP approval: *The Applicant shall include six Electric Vehicle Charging Stations in the plans submitted for Building Permit review and shall install six Electric Vehicle Charging Stations ready for use at the time the City issues a Certificate of Occupancy. The first Electric Vehicle Charging Station installed shall be a dual port with one Charging Station that is ADA accessible. This dual port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations. The Electric Vehicle Charging Stations shall comply with location, signage, use information, cord management, protection, snow removal, and maintenance requirements outlined in LMC § 15-3-11(E). Electric Vehicle Charging Stations shall be open and available to all employees, residents, and guests.*
9. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Condition of Approval 10 from the modified MPD/CUP approval: *The Applicant shall include bike racks for securing at least 13 bicycles on the Site Plan submitted for Building Permit review. Bike racks must provide for both the bike frame and wheels to be locked by the user and must be designed to prevent damage to the bike and to facilitate easy and secure storage without interference from or to adjacent bikes. Bike rack must be anchored and be of solid construction, resistant to rust, corrosion, hammers, and saws. Bike racks shall be in convenient, highly visible, active, well-lit areas, and shall not interfere with pedestrian movements or snow storage. Bike racks shall be installed prior to City issuance of a Certificate of Occupancy.*
10. Prior to issuance of a Building Permit, the Applicant shall demonstrate the overall Founders Place project complies with Conditions of Approval 9 from the modified MPD/CUP approval: *The Development Agreement shall require the Founders Place Homeowner Association to finance and operate an ongoing ride-share service that (1) provides pick-up within 15 minutes of request for owners, employees, and guests; (2) provides service anywhere within the Park City area; and (3) encourages the use of shared ride services from the SLC airport through pre-arrival assistance in booking such*

services and by notifying owners and guests of the availability of onsite alternatives.

11. The Applicant shall provide landscape irrigation plans for review of water dedication to Jordanelle Special Service District prior to issuance of a Building Permit.
12. The Applicant shall coordinate plan review and receive approval for sewer and water construction drawings with Jordanelle Special Service District and the District Engineer prior to issuance of a Building Permit.
13. The Applicant shall submit an arborist report to the Planning Director prior to submitting a Building Permit application that identifies Significant Vegetation impacted by Development and plans to replace Significant Vegetation with like vegetation, as approved by the Planning Director.
14. The Applicant shall submit to the Planning Director written approval of the project's emergency vehicle access from the Wasatch County Fire District within thirty (30) days of approval of the Phase III Condominium Plat.
15. The Plat shall include a note stipulating that no gas utility connections are permitted in the residential units.
16. There is no residual density or units resulting from this approval. The difference in density and units between this approval and prior maximum density and unit ranges may not be used in future phases/amendments nor transferred.

The motion was seconded by Commissioner Frontero. The motion passed with the unanimous consent of the Commission.

- E. Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and Road and Utility Improvements. PL-21-04767 MPD, PL-21-04811 CUP.

Director Ward presented the Staff Report and explained that the item relates to Snow Park Village. The Planning Commission received an overview of the revisions that the applicant made to the Snow Park Village on September 11, 2024. There is a special meeting scheduled for October 30, 2024. The only agenda item for that meeting will be Snow Park Village. There will be a deep dive into the Transportation Demand Management components of the project. There will be further Commission review on

November 13, 2024, with an in-depth review of Phase I, Construction Mitigation Plan, and Sustainability. On December 11, 2024, there will be continued review of the proposal.

Director Ward reported that there is a public hearing scheduled for the current Planning Commission Meeting. All of the following meetings on this item are also scheduled to have public hearings. There will be many opportunities for public input. She explained that public input can be emailed to alexander.barton@parkcity.org or to the Planning Team. There are a number of remote participants at the current meeting. She asked that those wishing to participate in the public hearing later on sign in with their full name.

The purpose of the current meeting is to provide the LMC overview of the circulation elements of Snow Park Village. To do that, it requires the lens of the General Plan, the Conditional Use Permit criteria, and the Master Plan Development criteria. There is also a desire to walk through some new elements that are Conditions of Approval through the ordinance from the City Council that approved the vacation of the right-of-way. The current Planning Commission meeting will also provide an opportunity for Commissioners to identify and request information ahead of the special meeting on October 30, 2024. Director Ward reported that the City Engineer, the consultant, WCG, the Transportation Planning Director, and the consultant, WSP, will be present at the special meeting.

Director Ward reported that the General Plan contemplates this project, the 210 residential unit equivalents, and 21,890 square feet of commercial development. This dates back to 1977. The General Plan identifies the opportunity for a true village base area that is complementary to the surrounding condominiums set around the periphery of the parking lots. The applicant is bringing this project forward in two phases:

- Phase I:
 - 1,971 parking spaces in a three-level partially underground parking structure, an underground transit hub, and road, utility, and pedestrian infrastructure improvements.
- Phase II:
 - 209.75 Residential Unit Equivalents, 21,890 square feet of commercial and support space, and resort accessory, residential accessory, support commercial, and meeting space uses.

The last amendment to the Deer Valley Master Planned Development (“MPD”) took place in 2016. That MPD requires a site-specific plan for Snow Park Village as well as Conditional Use and Subdivision approval. The review that will be before the Planning Commission is for a subdivision that includes the parking area and encompasses the existing Snow Park Lodge. As far as the Conditional Use Permit review for this, the General Plan calls out that this is the last large development in this neighborhood and that compatibility, view corridors, circulation, and connectivity are a priority for the design.

Director Ward reviewed some of the new elements since this was last before the Planning Commission, including Ordinance 2023-56 – Vacating 2.62 acres of Deer Valley Drive.

This ordinance reduces allowed day skier parking to no more than 1,360. It requires separation of the parking for hotel, residential, dining, retail, entertainment, and commercial uses. Additionally, it requires the applicant to implement paid parking, requires improvements to the transit facilities for the site, and requires accommodations for buses and resort lodging vehicles as well as day skier drop-off lanes. The City Council acknowledged that this creates a vibrant master-planned Snow Park base resort area in advance of the 2034 Winter Olympics. The Council also required Conditions of Approval.

The project must maintain the public pedestrian and bicycle access through the plaza area to maintain the active transportation loop. There is a public-private partnership proposed for a \$15 million payment for a regional off-site parking and transportation facility. Director Ward noted that there is a requirement for the installation of a gondola between Snow Park and Silver Lake to service or connect to another gondola servicing Deer Valley East Village. There is also a requirement for the applicant to request 15,000 square feet for maintenance facilities and 15,000 square feet of commercial and restaurant facilities for the Silver Lake Lodge area to provide accessory uses there.

The Conditions of Approval were further reviewed. Director Ward reported that there is a requirement to realign the Carpenter Lift to extend into the Snow Park Village and to allow for the gondola installation. There is also a requirement to submit skier, day use, and employee parking plans, as well as the plan for the full connection of the gondola alignment. She explained that these items must be completed by December 14, 2025.

The City Council also passed Resolution No. 24-2023. It reiterated a lot of what is in the Vacation Ordinance. It calls out a requirement for Lift 7, a beginner ski pod circulator lift, which the Planning Commission reviewed and approved earlier this year. There is also a requirement for the applicant to construct new affordable housing within City limits near public transit. As far as the requirements for movement around the site, the applicant must mitigate traffic and implement a Parking Management Plan. Approximately 60% of vehicle trips to this neighborhood are made by single-occupancy vehicles. The General Plan calls for comprehensive strategies because of the limited street network in the area.

Director Ward discussed the Conditional Use Permit criteria. Four of the relevant criteria the Commission will consider include: traffic considerations and capacity of the existing streets in the area, internal vehicular circulation, emergency vehicle access, and location and the amount of parking. She reminded Commissioners that there will be more detailed information shared about the criteria during the special meeting on October 30, 2024.

The application was first submitted at the end of 2020 and came before the Planning Commission in 2021. At that time, there was not an adopted standard for a Traffic Impact Study. In June 2023, the Commission reviewed standards for Traffic Impact Studies. The applicant has been meeting with the Engineering Team and the City Consultant, WCG, to ensure that the updated Traffic Impact Study meets the 2023 requirements.

As part of the modified plans for the traffic mitigation strategies, the applicant is proposing to install a traffic signal at Deer Valley Drive West and Deer Valley Drive East at the intersection. The intention is to mitigate delays in that area. The previous plan had some challenges with the transit hub on Doe Pass Road, so the applicant has worked to revise and prioritize arriving at the site on transit by shifting that to the base of the Snow Park Lodge. That transit hub also accommodates passenger vehicle pick-up and drop-off in a one-way loop from Deer Valley Drive West but then exits onto Deer Valley Drive East.

The applicant is proposing a roundabout at the Deer Valley Drive West and Doe Pass Road intersection, a three-way stop sign at Deer Valley East Drive and Doe Pass Road, and left-turn pockets at the Queen Esther Drive intersection and the Solamere Drive intersection. Director Ward pointed out the areas where transit will be prioritized.

The applicant is working on the Transportation Demand Management strategies. There are a number of existing programs in place to bring people to the site outside of single-occupancy vehicles. Additional programs are proposed to help with parking management and communicating the parking that is available within the site. Some of the recommendations for discussion on October 30, 2024, were outlined and are as follows:

- Paid parking system details that incorporate impacts at other resorts and locations using similar systems;
- Potential to implement a parking reservation system;
- Potential hotel shuttles and drop-off locations for guests and how that interacts positively with the transit hub and day skier drop-off areas;
- Detailed plans regarding adjusting employee parking behaviors, especially during peak periods, and how to further incentivize day skiers, season pass holders, and locals to use transit to access the base area.

Another component of the traffic considerations that the General Plan addresses is emergency vehicle access. The language states: "Emergency management concerns for the Deer Valley area must be resolved to create alternate routes for evaluation if Guardsman Pass and/or Deer Valley Drive become impassible...Safe egress connections between Lower Deer Valley Drive, SR-248, and US-40 must be maintained."

As part of the traffic evaluation, the location and amount of parking must be considered by the Commission. Currently, there are 1,340 parking spaces in five lots. There is a provision in the existing Deer Valley MPD that requires Planning Commission review if the surface lots are exceeded on 10% or more of the days during the ski season. Based on Commission discussions from 2019 and City Council review, there are 142 parking spaces that are allowed on Deer Valley Drive, not to exceed 10% of the operating days. One of the components of the updated plan is that the applicant has removed all parking from Deer Valley Drive. It is proposed to be satisfied within the parking structures instead.

When this first came before the Commission, the applicant was requesting a 20% parking reduction. The applicant then withdrew the request for a reduction and proposed 2,262

parking spaces. The applicant now requests 1,971 parking spaces: 1,360 for day skiers and 611 for other uses. To qualify for this reduction, the applicant must show:

- Proposed number of vehicles required by occupants and uses;
- Parking comparisons with similar projects;
- Parking evaluation for uses of those on-site and those coming from off-site;
- Analysis of time periods for each use - shared parking;
- Plan to discourage the use of cars and encourage other forms of transportation;
- Provisions for overflow parking during peak periods;
- Potential adverse impacts of the parking reduction upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

As part of the MPD process and the vacation of the right-of-way, the applicant is required to facilitate transit improvements. Director Ward shared an image of the plan that the Commission reviewed previously, which located the transit hub along Doe Pass Road. In the updated plan, the applicant has shifted the transit hub directly adjacent to the Snow Park Lodge so the transit drop-off area is prioritized. In the underground transit hub, the applicant has provided options for buses as well as shuttles, rideshare, and passenger cars. It is recommended that 20% of visitors arrive at the site through transit. During the next Planning Commission discussion, it will be possible to discuss incentivizing that.

The applicant has been working with the Transportation Planning team to provide room for a four-bay bus pullout along Doe Pass Road that would have accommodations for electric bus chargers. In addition, there is a proposal for transit end-of-line lounge facilities for drivers adjacent to public restrooms. As far as pedestrian and bicycle connectivity, the MPD requires adequate internal circulation as well as pedestrian and bicycle pathways that are separated from vehicles. The ordinance vacating the right-of-way requires the applicant to maintain public pedestrian and bicycle access through the plaza area to maintain the active transportation loop.

The August 8, 2024, submittal from the applicant was shared. Director Ward noted that it shows a number of pedestrian paths that range from 10-feet to 12-feet in width, 5-foot sidewalks, and multi-use paths connecting to the Village Plaza. She reported that the applicant must realign ski lifts and build a gondola. That includes realigning the Carpenter Lift to allow for the gondola, installing the new beginner ski pod adjacent to the new gondola, and amending the Mitigation Plan to include the full connection of the proposed gondola alignment. To prepare for the special meeting on October 30, 2024, she asked if there was any additional information or clarity needed by the Planning Commission.

The applicant representative stated that there will be a transportation circulation presentation at the special meeting. The consulting teams will attend that meeting to share information about traffic studies, parking details, and guest circulation. They are currently available to answer high-level questions and receive the first round of comments on the evolved plan. Detailed comments will be addressed at the next meeting. It was reported that Jon Nepstad from Fehr & Peers, Jason Boal from Snell & Wilmer, and Jen

Pasquier, the Project Director, are all present at the current Planning Commission Meeting. Information about the LMC criteria for a parking reduction has been gathered and that criteria will be included in the future meeting presentation. The criterion has guiding framework for the design of this project and they are open to hearing feedback.

Chair Hall opened the public hearing.

Allison Keenan gave her zip code as 84060. There have been positive changes to the Deer Valley proposed site and circulation plan over the past 10 months. As the Planning Commission reviews the MPD and Conditional Use Permit applications, the Commission must ensure the project is in compliance with the Conditions of Approval provided by the City Council. One of the Conditions of Approval outlined in Ordinance 2023-56 is a 20% reduction in day skier parking to 1,360 parking spaces. However, she stated that the parking reduction referenced by the City Council and City Manager is a false metric. The current plans have 1,361-day skier parking spaces on P2 and P3, plus 250 ski club parking spaces on P1. That is 1,611 day skier parking spaces. Parking that was reduced has been added back. No employee or overflow parking plans have been provided.

The Planning Commission must find the project addresses and mitigates traffic. In the past, Park City had an acceptable level of service ("LOS") of C at intersections. As of 2023, the City downgraded the acceptable LOS to D. After the development, three intersections will function at an LOS D in the PM peak hours. Two intersections are already compromised and have a LOS E currently in PM peak hours and will have an LOS F. There are 66 peak traffic days currently. Ms. Keenan stated that Protect The Loop was pleased to see mode splitting in the revised plan, but the internal circulation is not functional.

When entering the tunnel, traffic is split into three lanes before entering the drop-off areas. Buses are separated from cars and shuttles. All three drop-off areas funnel into one lane before leaving the garage. Vehicles, buses, and shuttles must merge underground and then make a left turn onto Deer Valley Drive East. The 2024 Fehr & Peers report shows queuing in this area in both the AM and PM peak hours. The middle driveway exit from P3 onto Doe Pass Road receives an LOS F and the majority of day skier parking is located in P3. Ms. Keenan does not believe there is anything to justify a 75% reduction in Snow Park Village's daily trip generation between the 2023 and 2024 Fehr & Peers report.

In the 2023 report, the development generated 3,616 new trips per day. In the 2024 Fehr & Peers report, the development generates only 834 new trips per day. Between the two reports, day skier and employee parking was only reduced by 140 spaces. 250 club skier parking spaces have been added, land use has changed slightly, and total parking was reduced by 13%. The 75% reduction in trip generation does not add up. Finally, gondola access from Snow Park to Silver Lake to the East Village was a Condition of Approval. There will not be a functional gondola connection for years and Deer Valley will determine the hours of service. Ms. Keenan felt there must be a regular transit service available.

Allison Kitching gave her zip code as 84060. She expressed her support for the comments made by Ms. Keenan, as those comments represent her feelings well.

There were no further comments. The public hearing remained open. Chair Hall informed those present that there will be a public hearing at the October 30, 2024, meeting as well.

Commissioner Suesser believed that reaching an approval point for the parking garage without knowing what the uses are would be difficult. If traffic studies are being done, then there must be some information about what the eventual uses are going to be and the number of employees those uses will generate. To the extent possible, she asked that there be an explanation about the data that the studies are based on. Commissioner Suesser noted that at a prior meeting, the Commission heard about the popularity of the shuttle service that is provided to residents in the Lower Deer Valley area. In terms of mitigation, she believed Deer Valley should consider an expansion of that service in town.

Commissioner Frontero stated that the new location of the transit hub is an improvement. He pointed out that 60% of all Deer Valley trips are made with single-occupancy vehicles. That is troubling and the number needs to be brought down significantly. Commissioner Frontero believed the goal should be 20% to 25% over time. He strongly suggested that the applicant focus on an ultimate goal of 20% with some incremental plans to reach that long-term goal. There could be hard goals set for year one, year two, and so on. He would like to see some hard goals set and for there to be an annual review. Commissioner Frontero assumed that more information about paid parking would be presented at the next meeting. He is interested to hear more about how that will work.

Commissioner Frontero anticipates that there will be questions about the reason for a light rather than a roundabout at Deer Valley Drive. He suggested that the applicant have an explanation for that choice prepared ahead of the next Planning Commission Meeting.

Commissioner Shand referenced Figure 5, which looks at the entire loop. He was interested to hear insight about why the three different types of intersection controls were selected. As for single-occupancy vehicles, there are many ways to reward carpooling. For example, preferred parking, paid parking, and so on. It is possible to reward those who carpool and incentivize that habit. That might act as a deterrent to single-occupancy.

Commissioner Van Dine noted that it will be important to clearly outline employee parking as it is currently and how it is envisioned in the future. She agrees with the statement made by Commissioner Suesser. While she understands there are two separate applications, the applications are connected. Having no idea what is leading to the parking numbers is difficult. In general, she agrees with most of the points mentioned in the Staff Report. Reviewing success at other locations as far as parking reservations and paid parking will be useful to consider at the next meeting. Commissioner Van Dine wanted to understand how the failing intersections would function. It is unacceptable to go into this knowing that there will be LOS F. There needs to be a solid plan to address this.

Commissioner Sigg would like more data on the traffic light proposal. For example, some of the signaling sequencing and how the traffic will flow, because if it is not sequenced correctly, there will likely be backups. He encouraged more vehicle drop-off space in the underground section. Commissioner Sigg agrees with the suggestion made to expand the shuttle services. As for the gondola, he believes that is a tremendous opportunity as far as a transportation strategy and would like to see a more specific timeline shared.

Chair Hall asked for more information about Figure 14, which shows the pedestrian pathways. She also wanted additional information about the ski school drop-off and the shared mobility lane. For the latter, she wants to understand how that will function to ensure that everyone is safely circulating the loop. She echoed what many of the Commissioners have said about explaining the rationale for choosing the different mechanisms, such as the light or the stop signs. The failing intersections and LOS need to be further discussed as well. Commissioner Suesser learned last winter that some employees working at Deer Valley are able to use Deer Hollow Road. She wanted to understand which employees are allowed to use that road to arrive at work and whether that could potentially be expanded in light of the development. Commissioner Frontero shared comments about shuttles in the area and other transit alternatives.

MOTION: Commissioner Suesser moved to CONTINUE the Snow Park Village Base Area discussion and the public hearing to the October 30, 2024, Special Meeting. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

6. ADJOURNMENT

MOTION: Commissioner Frontero moved to ADJOURN.

The meeting adjourned at approximately 7:23 p.m.