



PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
August 26, 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, August 26, 2020.

ATTENTION

ATTENTION - NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

This meeting will be an electronic meeting as permitted by Park City Open and Public Meeting Resolution 18-2020, adopted March 19, 2020. Some Commissioners will connect electronically and some will meet in Council Chambers. Public comments will be accepted in person or 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 Commission meeting days will be read aloud. For more information on participating virtually and to listen live, please go to www.parkcity.org

Determination of Health and Safety Risk Under OPMA

Determination of Health and Safety Risk Under OPMA

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[Determination of Health and Safety Risk under OPMA - Final](#)

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 July 22, 2020.
[PC Minutes 07.22.2020_Pending Approval](#)

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.WORK SESSION

- 5.A. The Commission will Consider Potential Amendments to the Land Management Code to Heighten Commission Review of Active Transportation Connectivity when Considering Conditional Use Permits, Subdivision Plats, Master Planned Developments, and Annexation Petitions.

6.REGULAR AGENDA

- 6.A. Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment
PL-20-04536 2524 Aspen Spring Dr. Plat Amendment Staff Report PC 8.26.2020
Exhibit A: Proposed Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment
Exhibit B: Aspen Springs Ranch Phase I
Exhibit C: Landscape Plan
Exhibit D: Aerial Photographs
Exhibit E: Existing Conditions Survey
Exhibit F: Applicant's Intent
Exhibit G: Homeowner's Association Approval
- 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

7.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting. Wireless internet service is available in the Marsac Building on Wednesdays and Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

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

Planning Commission Agenda Item Report

Meeting Date: August 26, 2020

Submitted by: Jessica Nelson

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

Determination of Health and Safety Risk Under OPMA

Suggested Action:

Attachments:

[Determination of Health and Safety Risk under OPMA - Final](#)

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

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

To comment virtually, 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.

Exhibit A: Determination of Substantial Health and Safety Risk

On August 26th, 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:

The percent 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.

Dated August 26, 2020.

Commission / Board Chair

Approved as to form

ATTEST

City Attorney's Office

City Recorder

PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JULY 22, 2020

COMMISSIONERS IN ATTENDANCE:

Chair John Phillips, Sarah Hall, John Kenworthy, Mark Sletten, Laura Suesser, Christin Van Dine

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

The Planning Commission meeting was conducted virtually via Zoom.

The public was able to submit eComments during the meeting or comment by raising their hand on zoom.

ROLL CALL

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

APPROVAL OF MINUTES

July 8, 2020

MOTION: Commissioner Sletten moved to APPROVE the Minutes of July 8, 2020 as written. Commissioner Van Dine 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

Chair Phillips read the announcement on the agenda explaining the procedures for conducting a virtual meeting and how the public can comment during a virtual public meeting.

Director Erickson announced that the Planning Commission would continue meeting virtually for the next couple of months due to the Coronavirus epidemic.

Commissioner Sletten understood that the PEG Development application was being continue this evening; however, he disclosed that he has occupied commercial space at Park City Mountain Resort for over 20 years. He has no contracts or relationship with PEG Development. It would not affect his ability to discuss or vote on the proposal. He clarified that this was only a disclosure and not a recusal.

Commissioner Kenworthy noted that the Planning Commission discussed the annexation at the last meeting, and he believed everyone was blindsided by the Hideout announcement shortly after that meeting. He asked for an update. Commissioner Kenworthy noted that the annexation map Director Erickson provided to the Commissioners earlier in the week was very helpful.

Director Erickson offered to put the annexation issue on the next agenda so it can be publicly noticed as an agenda item and he can provide an update. Director Erickson stated that without it being on the agenda this evening he could only say that the town of Hideout had put forward a potential annexation request for all the property in Richardson Flat south of SR248. Summit County and the City were working on it together.

CONTINUATIONS – (Public Hearing and continue to date specified.)

- 5.A. Park City Mountain Resort Base Parking Lots – MPD Modification – Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Mater Plan known as the Park City Base Area Lot Redevelopment Master Plan Study. (Application PL-20-04475)

Director Erickson explained that PEG Development wanted to refine their Parcel B Main Lot architecture and it was not ready for this meeting.

MOTION: Commissioner Hall moved to CONTINUE the Park City Mountain Resort Base Area Development to August 26, 2020. Commissioner Suesser seconded the motion.

VOTE: The motion passed unanimously.

WORK SESSION

- 6.A. Lot Combinations in Historic Districts
This item was postponed to September 9, 2020

6.B. Master Planned Development Work Session

Planner Rebecca Ward noted that this work session was a continued discussion of the May 13th work session regarding MPDs. The objective is to simplify and clarifying the process for MPDs.

Planner Ward stated that the Staff was proposing to break these amendments into two phases. Phase 1 was nearly complete, and the Staff was looking for input from the Planning Commission on a few items. The Planning Commission provided input on the first four items of Phase 1 on May 13th and that input was incorporated. The Staff was looking for addition input on Item 4, which would separate the MPD approval process from the CUP review process. Planner Ward also proposed two new minor amendments in the first phase, which is to establish Commission authority to require applicants to submit and fund additional studies for larger project; and to also require a public hearing before ratifying a development agreement.

Planner Ward stated that depending on the input from the Planning Commission this evening, and if the final redlines are acceptable, the Staff will come back in August for a recommendation to the City Council for their consideration in October.

Planner Ward stated that in Phase 2, the Staff was still working to clarify the conversion of units to unit equivalents for volume-based zones, and to reinstate some of the boundaries and refine the definitions for the accessory uses. Planner Ward noted that the Planning Commission's input was outlined on page 53 of the Staff report.

Planner Ward reported that the primary change in Phase 1 is to separate the MPD and the CUP review process. She presented a table showing the zoning districts without the Recreation Open Space or Protected Open Space where MPDs are not allowed. She noted that the yellow color indicates where CUPs are currently required in the Code. The orange color shows where MPDs are required under the MPD chapter for residential projects with ten or more lots, or 20,000 square feet of residential unit equivalents, or 10,000 square feet of commercial development. The green color represents where MPDs are optional for smaller projects in the General Commercial and Light Industrial Zones. Planner Ward stated that in the Historic Districts if the HR-1 or HR-2 zones are combined with HCB or HRC properties, an MPD process could be followed. The gray color identified those areas. The blue color shows where MPDs are allowed but not required for certain residential developments. The red color indicates where MPDs are allowed specific to the affordable housing MPD Chapter in the Code.

Planner Ward stated that currently the Land Management Code Use Sections and the MPD Chapter are not aligned. Based on Planning Commission input on May 13th to

separate the MPD and CUP review processes, the Staff prepared a table on page 56 of the Staff report, outlining the CUP criteria the Commission considers for CUP approvals compared with the MPD criteria for approvals. The Staff tried to amend the Code to make sure that things that were not captured in the MPD Code, but are addressed in the CUP Code, are included in the MPD section. It includes traffic considerations, utility capacity and storm water runoff, emergency vehicle access, signs and lighting, architectural review, impacts to neighboring properties, and nightly rentals. Active transportation connectivity is currently in the MPD Code; however, a separate work session on that issue is scheduled for August 12th, in collaboration with the City Engineer and the Transportation Department to see how they can work on pedestrian and bicyclist connectivity in an MPD.

Planner Ward asked whether the Staff had missed any of the elements that should be reviewed for these MPD projects if MPDs are separated from the CUP process.

Planner Ward commented on another amendment. If there is a ten-lot subdivision where setbacks are applied to each lot, they would like to remove those restrictions in the MPD Code to allow flexibility in site design with setback requirements and height. Planner Ward stated that the Staff would like to amend the MPD so if there are approvals that are more or less restrictive than the LMC, different setback and height approvals will be shown on the plat so it is clearly noted when future property owners purchase a lot that is within an MPD approval.

Planner Ward stated that the fifth amendment in Phase 1 is to establish Commission authority to request applicants to submit and fund studies for MPDs that have a significant increase in density or intensity of use. Specifically, with traffic studies, the Staff recommended amending the LMC so the City Engineer and the Transportation Department would review the MPD proposal and make a recommendation on the method of modeling and the scope of the study area. Chair Phillips asked if this already exists in the Code. Planner Ward replied that it was not addressed in the Code; however, it is in the MPD application list and puts the applicant on notice that additional studies might be required.

Planner Ward stated that currently ratification of a development agreement does not require a public hearing. The Staff was proposing an amendment to require a public hearing process before ratification of a development agreement. There would also be a minor change to clarify that the Mayor signs the development agreement and not the City Council.

Director Erickson asked Planner Ward to clarify where affordable housing and the Housing Resolution are incorporated. Planner Ward stated that Planner Tyler would be

sharing an update on affordable housing and the housing resolution with the next item. She noted that some things in the Housing Resolution are triggered by MPD approvals. Therefore, additional MPD amendments specific to affordable housing will come to the Planning Commission once the Housing Resolution is updated. Director Erickson stated that he only wanted the Commissioners to be aware that affordable housing was not left out but rather a separate issue.

Chair Phillips asked if affordable housing was part of Phase 2 or its own separate issue. Planner Ward replied that it was separate.

Planner Ward requested Planning Commission input on the criteria the Staff was working to capture in the MPD review that would be considered under the CUP review.

Commissioner Sletten thought the bifurcation of the MPD and CUP approval made sense. In looking at the table, he thought Planner Ward had lined up the specific items well in each respective box. Regarding additional studies, Commissioner Sletten commented on the importance of making sure it is clear that the applicant is obligated to pay for the study. Director Erickson clarified that it would not be a transportation or traffic study that is directed and funded by the applicant. The City Engineer, Transportation, and Planning will direct what the study involves and what area it needs to include.

Commissioner Hall commented on the MPD modifications. The Planning Director may approve the minor modifications, and she thought the language implies that the Planning Director determines if it is a minor modification. Based on her reading of the amended language, if the Planning Director determines what is minor then everything else is substantive. Commissioner Hall thought there was a lot of ambiguity and she suggested more clarity.

Planner Ward presented definitions of minor and substantive modifications. She asked if Commissioner Hall was asking for clarification on where the Planning Director may approve minor modifications that do not fall under the substantive definition under Planning Director discretion. Commissioner Hall stated that from her reading, it was either minor or substantive and there is no third category. However, she did not believe that was entirely clear from how this was written. She thought the language indicated that if the Planning Director decides it is a minor modification, then the Planning Director can approve it; otherwise it is substantive. However, only a few things are listed for what makes a modification substantive. Commissioner Hall expressed her preference to first decide whether or to have the Planning Director unilaterally choose whether or not a modification is minor. If it is not minor, then it must be substantive. She thought a third category was missing. Commissioner Hall suggested changing

subcategory (a) to read “Substantive modifications including, but not limited to...” to give some flexibility if the Planning Director decides it is not minor but not significant enough to be substantive. Another option is for everything to fall into a modification condition of approval. Commissioner Hall was not sure of the right answer, but she felt the clarification could be improved.

Commissioner Sletten asked Commissioner Hall what middle ground she would suggest between minor and substantive. Commissioner Hall replied that she was unsure. She thought any modification to a condition of approval would seem significant, but it could be a minor modification. Her point was that the language as written was ambiguous. Commissioner Hall thought the language should state whether or not the Planning Director can unilaterally decide if it is a minor modification because that would create some clarity for allowing the Planning Director to approve the modification.

Director Erickson clarified the intent. He cited the example of a land use inside of an MPD that is retail space and the applicant wanted to change it to a restaurant space. The parking demand, the usage, and other things would be the same as the retail space. The question is whether the change in use would be a substantive amendment or just a change in an approved land use. He and Planner Ward were still working through that issue.

Commissioner Sletten stated that before he was a Planning Commissioner he came before the Planning Commission proposing a change from a restaurant to a retail use. Based on his personal experience, he believed the Planning Director and/or Staff should have the discretion to make those modification. He thought it would be laborious to bring items of that magnitude to the Planning Commission. Commissioner Hall agreed. She thought the language should say that the Planning Director and/or Staff may make the determination that the modification is minor and then approve it.

Director Erickson pointed out that it should be the Planning Director rather than the Planning Staff, because the Planning Director’s determination is appealable.

Chair Phillips suggested language stating that the Planning Director can make a determination if there are no additional impacts due to the proposed modification.

Commissioner Hall clarified that she liked the general idea, but she thought the language needed to be reworked to make sure it is abundantly clear.

Commissioner Sletten suggested using specific examples to give a clear picture of the intent of the language. Director Erickson offered to research the best way to address the concern.

Commissioner Hall referred to Section 15-6-2, the Applicability for MPDs, and asked how the 10 lots/10 UEs for the 20,000 sf was determined as the trigger for an MPD. Planner Ward stated that this question would be part of the Housing Resolution discussion and whether the trigger would be lowered or changed. Planner Ward was unsure where the existing number came from and she offered to look into it, but the City Council was looking at changing it when the Housing Resolution is updated. Commissioner Hall was interested in knowing the background.

Commissioner Hall commented on the density bonus for MPDs. In terms of the 10% increase for 30% unit equivalents for employee or affordable housing, she recalled talking about adding attainable units. She wanted to know if it was determined whether developers thought it was enticing enough to encourage include affordable and attainable employee housing. Planner Ward replied that the Staff was still working with the Affordable Housing Team to determine the best trigger specifically for affordable MPDs. Planner Ward asked if Commissioner Hall was talking about the general bonus for all MPDs. Commissioner Hall clarified that she was referring to the redlines, line 1266 in the Staff report. She was comfortable waiting for an answer when this comes back for discussion. Planner Ward noted that it would be discussed in the affordable housing consideration.

Commissioner Suesser agreed with Commissioner Hall that the language regarding the minor and substantive modifications should be better clarified. She asked for clarification on whether the Planning Commission makes the determination as to whether the modification is minor, or if it is determined by the Planning Director. Chair Phillips stated that as currently written, it is determined by the Planning Director.

Chair Phillips agreed with Commissioner Hall, especially in light of a current application before the Planning Commission where the applicant did not feel the modifications were substantive. He thought what Commissioner Hall had suggested provides clarity and removes any ambiguity. Chair Phillips personally favored wording that states "if there are no additional impacts". He believed additional units create additional impacts. If an applicant requests additional units, it should come before the Planning Commission. If the modification is changing a use that is equal to or lesser in intensity, he was comfortable with the Planning Director making that determination. Chair Phillips emphasized the need for clarity so everyone, now and in the future, understands that any changes that cause additional impacts will need to come to the Planning Commission.

Commissioner Suesser was comfortable leaving it as needing to be clarified. The Planning Commission will revisit the matter after it is clarified, and they can discuss it further at that time if necessary.

Commissioner Suesser stated that did not see an Assurances of Completion section when she read the Staff report. She was curious as to how that section reads for MPDs. Planner Ward replied that the proposal is to amend the MPD requirements. She noted that with MPD approvals, if the MPD is not reviewed under all the applicable LMC sections prior to the MPD approval, there can sometimes be confusion about whether the plans are fully in compliance at the time of the MPD approval or during the building permit review. Planner Ward explained that the intent is to ensure that if a subdivision is coming through with the MPD application, that all of the relevant Code requirements are addressed at the time the MPD is approved. She noted that sometimes there is a condition of approval stating that the MPD must comply with the Land Management Code. If that analysis under the LMC is not fully done at the time of the MPD approval where the intention might be to approve the density but the project has not gone through the architectural review or details of the Code, it can lead to some confusion down the line. Planner Ward remarked that the intent is for the MPD to go through all the relevant chapters of the LMC. For example, if a plat was being processed simultaneously with an MPD, the subdivision requirement would apply.

Commissioner Suesser asked if those terms were currently in a subsection that she could read. Planner Ward answered yes. She pointed to the titles of the particular chapters. If they were relevant to the MPD approval, the MPD application would be reviewed under those chapters prior to approval. Commissioner Suesser expected some type of financial assurance or bonding requirement that might be required of an applicant when she saw the chapter title. She asked if the City has any type of bonding or whether they look at the developer's financial capability to complete the project being proposed, and whether that is addressed in the Code. Planner Ward replied that there is nothing in the Code specific for the MPD approval, and she offered to look into it. She noted that there have been requirements as conditions of approval for a bond.

Commissioner Sletten stated that bonding for infrastructure is very common. However, trying to bond for a completion of a project would discourage development in Park City going forward. He did not believe any bonding company would take that financial risk. Commissioner Sletten stated that part of it has to do with market conditions. He thought they should assume that the lenders do a good job vetting the developer before giving them millions of dollars for a project.

Commissioner Kenworthy concurred. Another example is the recession that occurred 12 years ago when the banks went under. It was not the developer's fault, but they were not able to get the money to complete the project.

Commissioner Suesser clarified that she was not specifically talking about a completion bond. She was only asked if there was anything in the process that looks at completion and whether it was appropriate for the Planning Commission to look at who was presenting and who would be developing the project.

Director Erickson stated that looking at the existing MPDs, the Planning Commission was good about putting completion dates on certain things besides utilities. He noted that the Planning Commission also set dates on when housing needed to be done for Deer Valley and PCMR. Director Erickson believed the Planning Commission has that authority inside the document without a bonding mechanism. He stated that the obligation is on the Planning Department to make sure things are done before they bring forward future phases of the project.

Chair Phillips understood they were looking at the process more than the details. It appears the details are part of the second phase. He wanted to make sure that some of the issues from the Treasure Hill project are reviewed and considered. He recalled that a primary issue with Treasure was excavation and retaining walls, and whether or not retaining walls are structures. Chair Phillips thought it was important to make sure they learned a lesson from the Treasure Hill application. For him personally, retaining walls were a big issue and he would like to see that addressed at some point. Chair Phillips also thought it was important to make a determination on what constitutes a structure. He noted that Treasure Hill was proposing to put the retaining walls outside the building limits, and some were as tall as 100'. Chair Phillips recognized that Treasure Hill was an extreme situation and they may never see that situation again, but he would like to have that discussion at a later time. When that time comes, he would like to address whether retaining walls are structures or at what height they might be considered structures. He thought they should consider limiting a deviation from grade outside the building, similar to residential buildings. Chair Phillips reiterated his request for a review of Treasure Hill issues that caused concerns.

Chair Phillips stated that developments such as Promontory require providing the architectural design review committee with a 3D model. He works in that field and he knows that architects have a model for every MPD. He noted that there are various formats for 3D models, and he thought it would be a useful tool for the Staff. It would allow the Staff to make sure that what was being presented is accurate. He encouraged the Planning Department to look into requiring models for every MPD application, and possibly for residential projects.

Commissioner Suesser added back of house as an issue from Treasure Hill to revisit. It was a major issue and she would like clarity on how to better define back of house. Commissioner Sletten stated that Commissioners Phillips, Suesser, and Thimm are a treasure trove of information because they were on the Planning Commission during Treasure Hill. He thought it would be helpful for the rest of the Planning Commission if the three Commissioners could put together a list of general ideas from that project. It would be beneficial to understand what the three Commissioners learned during that process.

6.C. Affordable Housing Work Session

Planner Hannah Tyler stated that she would be joined by Rebecca Ward. Rhoda Stauffer and Jason Glidden, who were part of the Affordable Housing Development team were also on the line.

Planner Tyler stated that the objective this evening was to provide an update on affordable housing as it relates to both the Housing Resolution and Land Management Code amendments specific to Master Planned Developments for Housing. Planner Tyler stated that on the original schedule they intended to discuss incentive based MPDs for affordable housing; however, that was delayed because of the pandemic. She would be providing a new schedule later in her presentation. Planner Tyler noted that per the original schedule they were supposed to talk about the LMC this evening. For that reason, they wanted to update the Planning Commission on what the Staff is working on and that it was delayed but not forgotten.

Planner Tyler outlined the City Council goals, which were guiding the Housing Resolution and the LMC discussion. The goal is to have 800 new affordable housing units by 2026. The Council set an interim goal of 220 units by 2020. She noted that 132 units were completed; 279 were in process; 389 were either unidentified or unfunded.

Planner Tyler commented on the Housing Resolution. She recognized that the goals are aggressive, but the City has several tools to help create a framework for the new units through both obligations and incentives. The Housing Resolution is part of the framework for both assessing and controlling affordable units.

Planner Tyler reported that the City Council has requested a joint session with the Planning Commission on September 17th to discuss some of the issues that the Planning Commission raised earlier this evening; as well as issues identified by the Staff, City Council, Planning Commission, and applicants in the past. These include

exploring the housing obligations for larger homes, senior housing needs, obligations for MPDs in general, future MPD and annexation potential, and accessory apartments. Planner Tyler believed there was opportunity at the joint work session for all the ideas to come to the surface and for the Staff to get clear direction from the Planning Commission and the City Council to make sure they are effectuating the goals.

Planner Tyler noted that the City Council discussed housing at their June 11th meeting, and she thought it would be helpful for the Commissioners to listen to the audio from that meeting prior to the joint work session on September 17th. The Staff would email the Commissioners the written minutes from the City Council meeting, as well as the link to the audio.

Chair Phillips asked the Staff to provide anything else that would bring the Commissioners up to speed to avoid duplicating conversations on September 17th. Planner Tyler offered to provide all pertinent information by early next week.

Planner Tyler noted that the City hired Cascadia Partners as a consultant, and they assessed the previously proposed incentive-based density bonus program for affordable housing master planned developments. These were developments that were primarily affordable housing. Planner Tyler remarked that both the Planning Commission and the City Council have identified that the City and the developers through obligations are the only entities developing affordable housing. The goal is to find ways to encourage development of affordable housing by public entities, private entities, and through public/private partnerships. Cascadia Partners was able to go through the previously proposed amendments and provide proformas to help identify what in the Code needed to be changed to incentivize other groups to build more housing than what was obligated, and not just leave it to the City or whatever the developer was obligated to provide. Planner Tyler noted that Cascadia presented their finding in work session with the City Council and the Planning Commission. The recommendation from Cascadia was to reassess the required setbacks and open space, explore increasing building heights, and reducing parking requirements. Cascadia felt this was the only way to actually build any of the density bonus the City was trying to offer.

Planner Tyler stated that the recommendation was broken into two phases. The first phase was setbacks and open space and that has been accomplished. They also aligned the affordable housing parking with that of the regular MPD because affordable housing projects were required to provide more parking. Planner Tyler reported that the City was working on a contract amendment with Cascadia Partners to increase their scope of work to provide research and examples of other codes that have maximum building height increases and reduced parking for affordable housing; as well as

projects that were built using those codes. She noted that the Code is a living document that can be changed; but the Staff wants to make sure they get it right. Planner Tyler was hopeful that the work would begin sometime in August and the Staff would come back to the Planning Commission with Phase 2 in the Fall. Money was allocated in the new budget for funding because it is an absolute priority for the City.

Planner Tyler stated that the Land Management Code would be amended based on the outcome of the Housing Resolution update. Depending on how far they get in the Fall on the Housing Resolution, it will likely trigger future amendments to make sure that whatever the housing resolution direct people to do matches up with what they want in the LMC. The Staff will bring those to the Planning Commission in the Fall either in a work session or as Code Amendments.

Planner Tyler asked if the Planning Commission thought the Staff had missed any issues regarding affordable housing. Commissioner Kenworthy referred to the current timeline in the Staff report and asked Planner Tyler to define "in process". He noted that 279 units were classified as "in process".

Jason Glidden, the City Affordable Housing Manager, stated that "in process" means that the units are either in a planning approval process that could be associated with another developer, or units they know are coming into the pipeline with upcoming developments. Mr. Glidden remarked that the City has units in progress that the Planning Commission had not yet seen. In addition to Woodside Phase 2, other City projects are currently being worked on. There are also private developments with housing obligations that have estimated required affordable housing units as part of the development.

Commissioner Kenworthy asked if they would reach the goal of 220 units by the end of 2020. Mr. Glidden replied that due to some of the delays with the Woodside Phase II project, he was doubtful they would meet that goal. Commissioner Kenworthy thought that was understandable because of Covid-19.

Commissioner Kenworthy referred to Goal 2 and asked about the financial assessment that was supposed to occur by the end of 2020. He understood that the City was supposed to have a strategy in place for the housing authority bonds to build these units. Mr. Glidden replied that they were scheduled to go back to the City Council to see if they are ready to move forward with the model. He explained that it is a bond with the housing authority against future rents for these projects. That is how these rental projects will be funded. Mr. Glidden stated that those projects are targeted in the Arts and Culture District, and also at the Homestake lot. These projects were identified

for this funding, but they were still waiting for a final head nod from the Council to move forward on those plans.

Commissioner Kenworthy looked forward to the work session on September 17th where they could work with the City Council on the LMC.

Commissioner Kenworthy commented on locating affordable housing near transit. He asked for an update on the Transportation Master Plan. Planner Ward replied that due to Covi-19, completion of the Transportation Master Plan was also delayed. It was scheduled to be reconsidered later this year, but she did not have an exact date. Commissioner Kenworthy recalled talking at the last meeting about exponential growth abutting the City limits. It was evident that the annexation issue that recently came up would significantly increase the transportation issues on the 224 and 248 corridors. He thought it was important for the Transportation Plan to be the number one priority. In Visioning 2020, he believed the community told the City to be bold in making these solutions happen. Commissioner Kenworthy remarked that all the development starts with the transportation solutions that were envisioned. He was unsure if they even know what those solutions look like. Commissioner Kenworthy reiterated the need to make transportation the top priority.

Director Erickson thought the housing team would resolve the issue regarding housing approximate to existing transit hubs in a short time because the hubs exist, and the transportation system is working. Director Erickson pointed out that the other things talked about at the last meeting were out of the City's jurisdiction and will require regional transportation solutions with Summit County and Wasatch Counties, a MIDA. The problem is that none of those developments are dense enough to support an urban transportation solution. Director Erickson offered to work with transportation and update the Planning Commission.

Commissioner Kenworthy asked if this would affect the park and ride along SR248 that was recently discussed. Director Erickson replied that the Hideout solution may affect the park and ride. He noted that the City was still working out how to deliver transit to the Park and Ride and at what frequency. Those issues were still being resolved.

Director Erickson asked the Staff to comment on the relationship between the affordable units and the attainable units. Mr. Glidden stated that there will be a definition of attainable housing in the Housing Resolution and what it entails. Director Erickson noted that the Commissioners have raised that question and they could bring it up with the City Council on September 17th.

Commissioner Suesser asked if Vail and Alterra were engaged in the discussions and whether there was commitment from those two entities with respect to transportation and affordable housing, since they are the biggest employers in Park City. Mr. Glidden stated that the process of updating the Housing Resolution started with getting the high-level goals from the City Council. They have done research on other communities and how they addressed some of the issues the City Council raised. The housing team will have findings and options available for the September 17th meeting. From that point, they hope to open that engagement to the community in terms of how Vail and Alterra can partner with the City. Mr. Glidden clarified that they have not had that housing discussion with Vail and Alterra at this point.

Chair Phillips appreciated the update. He looked forward to the joint work session with the City Council on September 17th.

REGULAR AGENDA - DISCUSSION/PUBLIC HEARINGS/ POSSIBLE ACTION

7.A. Prospector Lot G Public Access Easement for Rail Trail – The Prospector Square Supplemental Amendment to Lot G Amended and Restated Plat Proposes to Maintain and Provide Pedestrian and Bicycle Access Between the Rail Trail and Prospector Avenue in Perpetuity and to Define Maintenance Agreements.

Planner Laura Kuhrmeyer reported that the applicant was only proposing to add an easement, part of which already exists but is not physically shown on the plat. She presented a slide and indicated the existing easement; as well as the proposed easement that would extend the easement from Prospector down to the Rail Trail. Trail access would then be accessed from Prospector Avenue instead of the middle of Lot G.

The Staff recommended that the Planning Commission open a public hearing and consider forwarding a positive recommendation to the City Council for the proposed plat amendment.

Chair Phillips opened the public hearing.

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

Chair Phillips closed the public hearing.

Commissioner Suesser referred to an email the Commissioners received that afternoon with respect to the building going up in front of the Old Railway Station. She noted that

the building blocks the Old Depot sign and she believed the easement was close to that.

Director Erickson suggested attaching the letter to this application. He stated that the big block building was up against the Rail Trail. The little commercial building in the northwest corner is where the other section of the easement comes off. Director Erickson pointed out that they were actually increasing public access to the Rail Trail. The sign is on State right-of-way. If the sign needs to be moved, he will ask the Trails Department to follow up.

MOTION: Commissioner Kenworthy moved to forward a POSITIVE recommendation to the City Council for the Prospector Square Supplemental Amendment to Lot G Amended and Restated Plat Amendment, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Staff report. Commissioner Van Dine seconded the motion.

VOTE: The motion passed unanimously.

Findings of Fact – Prospector Lot G Public Access

1. All findings within the Analysis section and the recitals of the Staff Report are incorporated herein as findings of fact.

Background:

2. The subject property is located at 1775 Prospector Avenue.
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3. On May 28, 2009, the City Council approved the Prospector Square Supplemental Amendment to Lot G Plat Amendment, (Staff Report, Summary, Entry No. 898070).
4. On August 31, 2017, the City Council approved the Prospector Square Second Supplemental Amendment to Lot G Amending Lot 48A and Lot 48C Plat Amendment (Staff Report, Minutes, Ordinance 2017-29, and Entry No. 1085418).
5. On July 20, 2018, an Encroachment Agreement was recorded with Summit County (Entry No. 01095464) that allowed an underground parking garage to encroach into Prospector Square Property Owner's Association common area by ten feet (10').
6. On October 15, 2018, an Acknowledgement and Covenant Not to Build was recorded at Summit County (Entry No. 01099999). This Agreement prohibited the future construction of lot-line-to-lot-line buildings on both Lot 48A and Lot G, as it would not allow proper fire protection and window openings.
7. On December 13, 2018, a First Amendment to Encroachment Agreement was

recorded at Summit County (Entry No. 01103155) which modified terms and agreements of the 2018 Encroachment Agreement for the underground parking garage and to address the location and operation of a garage access ramp.

8. On May 30, 2019, an Easement Agreement was recorded at Summit County (Entry No. 01111714) between Prospector Square Property Owner's Association and SMP 1791 LLC. This Easement Agreement allowed two electrical transformers to be installed on Parcel No PSA-G-SP-AM.

9. On July 2, 2019, the Building Department issued a Building Permit for a new three-story office on the subject lot.

10. On April 22, 2020, the Planning Department received the subject Plat Amendment application. After working with the applicant on the submittal requirements, the application was deemed complete on June 10, 2020.

11. The Applicant proposes to maintain/provide a public easement for pedestrians and bicycles that will allow access from Prospector Avenue to the Rail Trail in perpetuity and to define maintenance agreements.

12. Staff finds good cause for this Plat Amendment as the proposal will grant a public easement for pedestrians and bicycles that will allow access from Prospector Avenue to the Rail Trail.

13. Staff recommends the Commission approve the Plat Amendment application because it complies with the General Commercial (GC) Zoning District requirements outlined in Land Management Code (LMC) Chapter 15-2.18.

Zoning District:

14. The site is within the General Commercial (GC) District and complies with Land Management Code (LMC) Chapter 15-2.18.

Lot and Site Requirements:

15. There are no minimum Lot Size requirements in the GC Zone, and the proposed lot contains 43,181 square feet.

16. The proposal complies with LMC §15-2.18-3(I)(2), Maximum Floor Area Ratio as there are no buildings on Lot G.

17. The proposal complies with LMC §15-2.18-3(I)(3), Setbacks as there are no buildings on Lot G.

18. The proposal complies with LMC §15-2.18-4, Building Height as there are no buildings on Lot G.

Other Applicable LMC Requirements:

19. The proposal complies with LMC § 15-3-3, Off-Street Parking as the Parking Agreement (see Exhibit G & H to July 22, 2020 Planning Commission Staff Report) requires that Lot G shall maintain the existing 102 Parking Spaces and the proposal does not affect the number of Parking Spaces available.

Public Notice Requirements:

20. Staff published notice on the City's website and the Utah Public Notice website on July 8, 2020.
21. Staff mailed courtesy notice to property owners within 300 feet on July 8, 2020.

Conclusions of Law - Prospector Lot G Public Access Easement

22. The proposal complies with LMC § 15-7.1-6, Final Subdivision Plat, as the Planning Commission and City Council will review the proposal for approval.
23. The proposal complies with LMC § 15-12-15, Review by Planning Commission, as the Planning Commission will review the proposal for compliance with the provisions of the state statute on recording of plats and ensure that all previously imposed conditions of approved have been satisfied.

Conditions of Approval – Prospector Lot G Public Access Easement

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat and CC&Rs for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat. The CC&Rs shall include a methodology for tie break.
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 ten foot (10') public snow storage easement on Prospector Avenue shall be noted on the Plat.

7.B. Land Management Code (LMC) Amendment – Proposal to amend the LMC to address inconsistencies and amend prohibited siding and roofing materials. The proposed LMC amendments would affect LMC 15-2.1, 15-2.2, 15-2.3, 15-2.4, 15-2.5, 15-2.6, 15-4, 15-5-5, and 15-15.

Planner Kuhrmeyer noted that the Planning Commission previously reviewed the majority of these amendments last year when she came forward with the LMC changes for the Historic District. Some of the changes moved forward; however, the majority were put on hold until now. Planner Kuhrmeyer noted that the Historic Preservation Board reviewed these amendments and unanimously forwarded a positive recommendation to the Planning Commission and the City Council.

Chair Phillips asked if the HPB review of the amendments and their recommendation was from last year or recently. Planner Kuhrmeyer replied that the HPB reviewed the amendments and forwarded their recommendation on July 1, 2020. The Staff had to do a new application because the previous application had expired.

Planner Kuhrmeyer stated that the main changes included rearranging sections to make it easier to read and find things within the Code. Each section number should be the same for all the zones; however, some sections do not exist in all the zones. The sections that do exist in all the zones should be placed in the same numerical order.

Planner Kuhrmeyer stated that a change to the Setback Exceptions will clarify the setback tables in the Code. The current tables that address footprint, setback, and building were confusing because the footprint listed in the table does not necessarily match every lot if the lot is not exactly 25' x 75 or 50' x 75' or whatever is stated in the table. The proposed amendment provides better clarification. Planner Kuhrmeyer commented on an additional potential for decreased setbacks on corner lots if approved by the City Engineer. The exception request must be submitted to the City Engineering Department and the City Engineer will review and determine whether a decreased setback would be allowed. Planner Kuhrmeyer clarified that once a decreased exception is granted, no other exceptions can be used within that decreased side setback.

Planner Kuhrmeyer remarked that eliminating window wells was another proposed change. She explained that people have proposed large window wells that are actually walkout patios. The Staff limited the size of window wells what is required by the Building Code. She believed the current requirements is 3' x 3', but they did not specify a size in the LMC so if the Building Code requirement changes, the LMC changes as well.

Planner Kuhrmeyer stated that another amendment allows shared driveways in both the side and rear setbacks. She pointed out that currently shared driveways are allowed in the side setbacks but not in rear setbacks. If the lots face each other they were not allowed to have a shared driveway. The Staff was proposing to allow shared driveways in the rear setback to keep the driveway and parking in the rear of the house if possible.

Planner Kuhrmeyer stated that there is still a four-foot grade change in the Code, but the proposed amendment would remove the language "around the periphery of the structure". Removing the language makes it clearer for the public and makes it easier for the Staff to enforce it the way it was intended to be enforced.

Planner Kuhrmeyer referred to the Architectural Design Guidelines and noted that vinyl was added as a prohibited material. Untreated metal window frames were added as an inappropriate material in the Historic Districts and any historic sites outside of the Historic Districts.

Planner Kuhrmeyer noted that currently “shared driveway” is not defined. A definition for shared driveway would be included in the Definitions. The definition makes clear that a shared driveway is for two or more structures and not for one property that has multiple parking areas in the rear or the side.

Planner Kuhrmeyer noted that the remaining changes were scrivener’s errors, typos, punctuation, and changes to the order.

Commissioner Sletten referred to the bottom of page 176, and the language inserted on the second to the last line of the redlines. He asked for clarification of “sight triangle”. Planner Kuhrmeyer used the example of coming out of a parking lot and having the ability to see to the right and the left to make no traffic is coming in either direction. She believed the term “sight triangle” is used in the Engineering section of the Municipal Code.

Chair Phillips opened the public hearing.

Planner Kuhrmeyer stated that she had received an email from Sean Kelleher that was forwarded to the Planning Commission prior to the meeting. It would also be posted on the website and included as part of the record.

Planner Kuhrmeyer noted that Mr. Kelleher had questions and concerns regarding accessory buildings. She responded to his concerns and explained why the Staff was not concerned about the issues raised. Planner Kuhrmeyer believed Mr. Kelleher was confusing accessory buildings with accessory dwelling units, which are different.

Planner Kuhrmeyer stated that Mr. Kelleher’s first concern related to the images shown after line 190 and after line 252 of the redlines in the Staff report.

Planner Kuhrmeyer pulled up the two images referred to in the email. She noted that Mr. Kelleher pointed out that the size of the main building in the two images were substantially different. His concern is with maximum footprint and whether or not the accessory structure is included in the maximum footprint. He also questioned why anyone would use an accessory building if it counts towards footprint and cannot be used for sleeping, bathrooms, kitchens, etc. Planner Kuhrmeyer stated that the images referred to are within the setback exceptions and not within the footprint part of the

Code. The images specifically show where the accessory structure can be located on the lot. It does not try to portray maximum footprint or any accurate square footages. Planner Kuhrmeyer remarked that the Staff could add an asterisk under the image with language stating that this is solely for accessory structure location and not house size or accessory structure size.

Chair Phillips understood that the sample accessory structure was just a structure and not habitable space. Planner Kuhrmeyer replied that he was correct. It cannot be a dwelling unit. She noted that Mr. Kelleher brings that up in his email and she would go over it more in-depth at that point. Chair Phillips clarified that a dwelling unit needs to be within the setbacks. Planner Kuhrmeyer answered yes. Planner Kuhrmeyer remarked that the images Mr. Kelleher was referring to have been in the Code since 2018. Blurrier versions were in the Code since 2000 or earlier.

Planner Kuhrmeyer stated that accessory buildings are included in the maximum footprint. The definition of building footprint in the Code states that the building footprint is the total area of the foundation of the structure, or the furthest exterior wall of the structure projected to natural grade, not including exterior stairs, patios, decks, and accessory buildings listed on the Park City Historic Structures Inventory, that are not expanded, enlarged, or incorporated into the main building. Planner Kuhrmeyer clarified that the only time accessory structures are not included in the footprint is when they are listed on the HSI. Otherwise, they do count towards the maximum footprint for the lot.

Planner Kuhrmeyer noted that Mr. Kelleher had stated that accessory buildings may not contain sleeping areas, bathrooms, or kitchen. She wanted it clear that a bathroom is not prohibited in the accessory structure. For example, if someone puts an office or a yoga studio in an accessory structure, they could include a bathroom. She clarified that the definition of an accessory building prohibits the structure from becoming a dwelling unit so it cannot have a bedroom or kitchen.

Planner Kuhrmeyer stated that Mr. Kelleher was also concerned about the definition of accessory building. He points out that the definition includes ancillary structures, and ancillary structures can only be one story, and without a building permit, it can be no larger than 250 square feet. Planner Kuhrmeyer responded to that concern by noting that the setback exception for accessory buildings is meant to allow either type of accessory structure. It would allow an accessory building to be up to 18', but it does not need to be that size. Planner Kuhrmeyer pointed out that a 200 square-foot shed that is only one story is allowed, but so is an 800 square foot 2-story building that might have a garage and office space.

Planner Kuhrmeyer noted that the last part of Mr. Kelleher's email summarized his main concerns. He stated that the accessory building square footage in a rear yard setback is independent of the main building maximum footprint. Planner Kuhrmeyer clarified that it is not independent, and accessory buildings do count towards the maximum footprint unless they are listed on the Park City HSI. She also clarified that an 18' tall accessory building can be two-stories. An example would be to use a low ceiling lower level as storage. Mr. Kelleher suggested lowering the maximum height for an accessory building that is entirely in the rear yard setback to minimize its impact on surrounding homes. Planner Kuhrmeyer stated that as she previously mentioned, the intent is to allow either an ancillary building or a two-story building, and not to limit it to one-story or to only one story with storage above. She stated that if any of the Commissioners wanted to consider reducing the height, it would create several non-compliant structures since many accessory buildings are 18'.

Planner Kuhrmeyer noted that Mr. Kelleher also requested clarifying office space as an allowable use in an accessory building. Planner Kuhrmeyer believed that was already clear based on the definition of an accessory building, which only prohibits dwelling units. Any other use allowed in the zone would be acceptable.

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

Chair Phillips closed the public hearing.

Chair Phillips commented on the difference between an accessory structure versus an accessory dwelling unit. He asked Planner Kuhrmeyer to explain why an office is allowed but the City does not allow it to be a dwelling unit. Planner Kuhrmeyer clarified that she was not at the City when that requirement was put in the Code, but she assumed it was because a dwelling unit would put a residence within the accessory structure where the setbacks are already reduced. She pointed out that in some zones, the setback for an accessory building can be as minimal as 1' off the property line. She believed the idea was to limit residences that would only be 1' away from the property line. Planner Kuhrmeyer remarked that an accessory dwelling unit would also require additional parking and that would also be close to the property line.

Chair Phillips thought it was worth looking at to try to create more work force housing, recognizing that reviewing the dwelling unit component could be controversial. He clarified that he always looks for ways to incentivize accessory units, but he also understands the impacts. Chair Phillips thought it was worth exploring any opportunities where an accessory dwelling unit could be put inside the boundary with normal setbacks, but not count against the footprint of the home in exchange for a deed restriction on the accessory dwelling unit. Chair Phillips realized this was a discussion

for another time. Planner Kuhrmeyer thought it was a good idea that could be discussed at a work session.

MOTION: Commissioner Sletten moved to forward a POSITIVE recommendation to the City Council for the LMC Amendments to Sections 15-2.1, 15-2.2, 15-2.3, 15-2.4, 15-2.5, 15-2.6, 15-4, 15-5-5 and 15-15 as outlined in the Staff report. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed unanimously.

The Planning Commission Meeting adjourned at 7:20 p.m.

Approved by Planning Commission: _____

Planning Commission Staff Report



Subject: Active Transportation Connectivity
Application: GI-20-00429
Authors: John Robertson, City Engineer
Corey Legge, Deputy City Engineer
Julia Collins, Senior Transportation Planner
Alexis Verson, Senior Transportation Planner
Rebecca Ward, Land Use Policy Analyst
Date: August 26, 2020
Type of Item: Work Session

Summary Recommendation

Staff recommends that the Planning Commission review potential Active Transportation Connectivity Land Management Code amendments and provide input.

Acronyms

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

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

Executive Summary

In the February 26, 2020 work session to establish Commission goals and priorities for the year, the Commission discussed citywide connectivity issues for pedestrians and bicyclists. The Commission requested an evaluation of past connectivity studies, projects completed, and strategies moving forward. The Commission recommended looking to the Land Management Code to see if it can serve as a tool to further improve pedestrian and bicyclist connectivity throughout the community¹ ([Staff Report](#); [Minutes](#), p. 3 - 16).

For purposes of this report, staff will use the term *Active Transportation* to encompass safe human-powered modes of transportation—including walking and biking—but which also extends to many other modes of transportation. Staff will use the term *connectivity* to refer to the network of Active Transportation (AT) paths.

This report is limited to AT connectivity for pedestrians and bicyclists. However, at a future date, AT may be expanded to include winter modes. People in some communities have embraced winter AT. For example, [Ski2LRT](#) in Edmonton, Canada, is a cross-

¹ The Commission also requested a discussion on locating affordable housing in walkable areas. This topic will be included in an October 28 work session regarding the Cascadia report on increased height and reduced parking for Affordable Master Planned Developments.

country trail system that links to a Light Rail station. A customized ski rack allows commuters to lock up their skis before hopping on a train.²

This report outlines potential Land Management Code (LMC) amendments to expand the review criteria the Commission considers when evaluating land use applications to establish consistent AT connectivity standards that enhance pedestrian and bicycle paths throughout the community:

(I) The LMC may be amended to distinguish and define AT terms to establish consistency in project reviews; and

(II) The Commission review and approval criteria may be amended so that there are consistent standards for AT connectivity for all land use applications.

Background

AT connectivity has been a concern of the community since at least 2007. When the City developed and adopted the Trails Master Plan in 2008, the Transportation Master Plan in 2011, and the General Plan in 2014, the goal of AT connectivity was reiterated as an important priority. Please see below for a summary of the adopted plans and the AT connectivity projects that have been completed, are in progress, and are planned:

2007 – [WALKABLE/BIKEABLE NEIGHBORHOOD STUDY](#)

On July 16, 2020, the City Engineer, Trails Manager, and Transportation Planning submitted a [Staff Communication Report](#) to City Council providing an update on past AT studies, AT projects that were implemented, current AT projects, and AT plans.

The report provides the following background:

- In 2007, as a response to a citizen-led call for advancing walking and biking safety in Park City, the City procured Landmark Design consulting group to complete a [Park City Walkable/Bikeable Neighborhood Study](#). The study identified potential capital projects, small-scale projects, and policies to improve the City's AT connectivity.
- In November of 2007, the City held a bond election and residents approved a \$15 million bond to fund AT projects.
- City Council formed the Walking Advisory Liaison Committee (WALC) to prioritize and implement biking and community strategies outlined in the 2007 study.
- This [link](#) outlines the 34 bond projects completed to date.

² Long before the first ski jump was built on the Creole mine dump in 1930 and the first ski lift was installed at Snow Park (now Deer Valley) in 1946, skis were a way to get around town in the winter season (See Exhibit B). <https://historicparkcityutah.com/news/park-citys-history>

2008 – [TRAILS MASTER PLAN](#)

- Establishes trail standards in order to implement some of the 2007 study recommendations and outlines the goal to create a seamless network of non-motorized improvements that allows bicyclists and pedestrians to easily reach important destinations.
- Identifies opportunities in the LMC Subdivision provisions to require sidewalks, connections to hiking trails, bike paths, and horse trails. LMC [§ 15-7.3-8\(A\)\(5\)](#) reflects this Commission-level review and links land use approvals to the Trails Master Plan.

2011 – [TRAFFIC & TRANSPORTATION MASTER PLAN](#)

Goal 1 – Park City will have a multimodal transportation system with complete streets and balanced availability of pedestrian, bicycle, transit, and auto travel.

Strategic Objective by 2040

- c. Changes to individual street cross sections will be addressed on a case-by-case basis but will put citywide emphasis on providing “complete street” infrastructure that supports walking, biking, transit, and carpools over single occupant vehicles.

Goal 4 – Park City will have a complete and well-connected network of trails, bicycle lanes and sidewalks that support safe, convenient and pleasant walking and bicycling to accommodate the needs of residents, visitors, and guests for short trips within the City and surrounding neighborhoods.

Strategic Objectives by 2040

- a. All of the primary bicycle corridors identified will be completed and open to use and redundant systems for multiple users will be planned and initiated.
- b. At least 75 percent of the linear mileage of secondary bicycle corridors identified in the plan will be completed and open to use.

2016 – [TRANSPORTATION DEMAND MANAGEMENT STUDY](#)

Outlines strategies to incentivize bicycling as a mode of transportation:

- Locate bicycle parking at key destinations and transit stops
- Locate bicycle repair stands throughout the City
- Initiate an electric bicycle share system
- Provide showers for end-of-trip destinations and secure bike lockers
- Arrange groups to supervise students who bike or walk to school

2018 – COMPLETE STREETS RESOLUTION

Resolution 01-2018, *Adopting a Citywide Complete Streets Policy for Park City*, establishes standards for the rights-of-way to safely support all modes of transportation, including motorists, pedestrians, bicyclists, public transportation, freight, and emergency vehicles. The Resolution outlines collaboration between the Transportation, Engineering, Public Works, and Planning Departments for case-by-case determinations on rights-of-way projects.

2019 – SUMMIT COUNTY ACTIVE TRANSPORTATION MASTER PLAN

In the fall of 2019, Summit County – in partnership with Park City, the Utah Department of Transportation, Snyderville Basin Recreation, and Summit Health Department – adopted an [Active Transportation Master Plan](#). This collaborative plan, founded upon public input, analysis, and industry standards, provides design guidance, policy direction, and a proposed AT network for all of Summit County. In regards to Park City, a number of regionally significant projects were included in the unmet facility list.

2020 – MODAL HIERARCHY FRAMEWORK AND STREET CROSS SECTION UPDATE

Staff is working to update the Transportation Master Plan. However, the Transportation Master Plan will build on community outreach and the Vision 2020 results, which is deferred due to the pandemic. In the meantime, staff is developing a Modal Hierarchy Framework and Street Cross Section Update as an amendment to the 2011 Transportation Master Plan. This update will establish interim Complete Street standards while the new Transportation Master Plan is finalized and adopted (see Exhibit A).

The Modal Hierarchy Framework and Street Cross Section Update prioritizes AT in future street designs and serves as a hierarchy at key policy and design decision points for both City and private developments.

TBD – Long Range Transportation Master Plan *Park City Forward*

Park City Forward will update the 2011 Transportation Master Plan. Originally slated for adoption in March of this year, *Park City Forward* has been deferred in order to ensure that it encompasses the results of Vision 2020, the community visioning process that is delayed due to the pandemic. Initial community input in the Vision 2020 process emphasizes the need for transportation innovation that is not car-dependent.

In order to evolve the transportation system to one that is less centered on vehicles and encompasses AT modes of transportation, *Park City Forward* will maximize the network's efficiency, incorporate changing technology, and minimize environmental impacts. Additionally, the City will respond to challenges to meet the current and future needs of residents, visitors, and businesses to maintain and improve quality of life and economic vitality. The *Park City Forward* goals were founded upon public input and a Council work session and include:

Access	Improve local and regional transportation connections between activity centers, travel modes, and community destinations for residents, commuters, and visitors. Ensure the transportation system supports Park City’s future growth and land use changes.
Transform	Prioritize a people-centered and community-focused transportation network that is easy to use, provides multimodal options, and is convenient and safe.
Include	Ensure equitable access to opportunity, catalyzed by local and regional transportation choices that are affordable and support healthy living.
Sustain	Support a resilient community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single occupancy vehicle trips, and mitigate environmental consequences of transportation.

This plan will ultimately establish a blueprint for transportation policies, programs, and projects for years to come.

PAST, PRESENT, AND FUTURE AT PROJECTS

- Projects completed to date can be viewed [here](#).
- Projects planned this year can be viewed [here](#).
- Projects slated to be completed beyond 2020 can be viewed [here](#).

Analysis

Goal 3 of the Park City [General Plan](#) is to *encourage alternative modes of transportation on a regional and local scale to maintain our small town character.*

Objective 3A

Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. Their design should encourage pedestrian and bicycle use by being small and spatially defined by buildings, trees, signs, and lighting; and by discouraging high-speed traffic.

(I) The LMC may be amended to distinguish and define AT terms to establish consistency in project reviews.

The only term defined in the LMC that is somewhat related to AT is *Access*, which is “the provision of vehicular and/or pedestrian ingress and egress to Structures, facilities, or Property.” LMC [§ 15-15-1](#). However, the terms *pathway*, *sidewalk*, *trails*, and *bike*

paths – while not defined – are used interchangeably throughout the LMC. Distinguishing and defining these AT terms may help establish uniform standards for projects as the City’s AT network develops.

These AT terms could reflect *Park City Forward*, which will define these terms and establish standard widths and other design features for consistent AT infrastructure throughout the community.

(II) The Commission review and approval criteria may be amended so that there are consistent standards for AT connectivity for all land use applications.

Pedestrian, bicycle paths, trails, and even equestrian trails, are outlined in the LMC for Commission consideration when reviewing Conditional Use Permits, Subdivisions, Master Planned Developments, and Annexations. However, the criteria and analysis of each review type are not consistent. There are opportunities to amend the LMC to establish uniform standards for Commission review:

Conditional Use Permits

One of the Conditional Use Permit criteria the Commission considers is internal pedestrian circulation. LMC [§ 15-1-10\(E\)\(6\)](#).

Opportunity: LMC [§ 15-1-10\(E\)\(6\)](#) could be amended to include bicycle circulation. Pedestrian and bicycle circulation could be extended from evaluation of internal circulation to connection with neighboring paths on adjacent properties.

Subdivision Plats

LMC [§ 15-7.3-2\(I\)](#) states that Subdivisions “should” provide trails and sidewalks for efficient internal circulation and to link to adjacent AT trails on adjacent properties. Existing connections (including pedestrian, bicycle, or equestrian trails) “should” be maintained and incorporated into the open space elements of the project.

Opportunity: The LMC may be amended so that Subdivisions “shall” provide internal trail connections, as well as connections to external trails for relevant projects. Also, trails and sidewalks may be expanded to include pedestrian and bike pathways.

Required improvements for subdivisions include sidewalks for new roads or pedestrian pathways separate from the Right-of-Way; trails, pedestrian paths, and bike paths based on site topography and safe access; and hiking trails, bike paths, and potentially horse trails, that are aligned with the Trails Master Plan and that connect schools, recreation facilities, commercial areas, parks, and other significant places. LMC [§ 15-7.3-8\(A\)](#).

Opportunity: The Trails Master Plan establishes standards for the City trails system. Once *Park City Forward* is adopted, the LMC can be amended to reference *Park City Forward* so that consistent design standards for pedestrian pathways, sidewalks, and bike pathways are clearly defined.

Master Planned Developments

Requirements for Master Planned Developments include incorporation of existing trails into the project Open Space, maintaining existing locations if possible. Trail easements for existing trails may be required.

Adequate internal pedestrian/bicycle circulation “should” be provided. Pedestrian/bicycle circulation “shall” be separated from vehicular circulation and may serve to provide residents the opportunity to travel safely from an individual unit to another unit and to the boundaries of the Property or public trail system. LMC [§ 15-6-5\(G\)](#).

One of the required findings for Master Planned Development approval is that the MPD, as conditioned, “promotes the Use of non-vehicular forms of transportation through design and by providing trail connections.” LMC [§ 15-6-6\(J\)](#).

Opportunity: The MPD Chapter could be amended so that the “shoulds” become “shalls.” Additionally, the MPD criteria are focused on internal circulation. The MPD Chapter could be amended so that the AT connectivity of the MPD is considered within the context of adjacent properties and neighborhood networks.

[General Plan Community Planning Strategy 3.1](#) (p. 24) recommends requiring developers “to document how a development proposal is encouraging walking, biking, and public transportation over the single-occupancy vehicle.”

The MPD Chapter could be amended to define what it means for a project to “promote the Use of non-vehicular forms of transportation through design . . .” For example, in Aspen, Colorado, applicants must submit a Multi-Modal Level of Service description evaluating the safety and quality of access for transit, pedestrians, and bicyclists within their proposal.

To evaluate the effectiveness of AT connectivity, Aspen established metrics for sidewalk connectivity and the quality of a pedestrian’s experience through landscape buffering from traffic, minimal slopes, crosswalk safety, minimization of on-site driveways, pedestrian and vehicle visibility, ADA access, distance from pedestrian pathways to building entrances, and traffic calming measures. Projects that provide heightened AT connectivity may reduce the required parking requirements for the Development. Aspen also considers bicycle connectivity and parking.

Aspen scores the AT connectivity of projects. Projects with a score that exceeds what is required qualify to reduce overall parking requirements. Aspen Municipal Code [§ 26.510.010](#), et seq.

Annexations

Annexation approvals require dedication of trails, consistent with the Subdivision requirements. LMC [§ 15-8-5\(C\)\(3\)](#).

Opportunity: The Annexation Chapter could be amended so that when property is proposed to be annexed into City boundaries, the evaluation of AT connectivity considers county networks in addition to City networks. The Chapter could also be amended so that property that is annexed into the City be developed in a way that connects with existing City AT networks.

Bicycle Parking Requirements

New construction of non-residential or Multi-Unit Dwellings requires at least three bicycle Parking Spaces or 10% of the required off-Street Parking Spaces, whichever is greater, for the temporary storage of bicycles. LMC [§ 15-3-9\(A\)](#). The required bicycle Parking Spaces must be anchored medium-security racks, meaning both the bicycle frame and wheels can be locked. LMC [§ 15-3-9\(D\)](#).

Opportunity: General Plan Community Planning Strategy 3.2 recommends requiring secure bicycle parking options. Limiting bicycle Parking Spaces to those that are anchored might inhibit indoor bike or wall-mounted bicycle storage. The bicycle parking requirements could be amended to require a percentage of secure bicycle Parking Spaces, but could open possibilities for the way developers fulfill this requirement.

Some communities—like Boulder, Colorado—require Developers to submit a Travel Demand Management Plan for trip generation in certain zones. As part of this plan, Boulder provides options for Developers to reduce the number of single occupancy vehicle trips. One option is to provide end-of-trip facilities like showers and secure bicycle parking. Boulder Municipal Code [§ 9-9-22](#). Park City could implement something similar to incentivize AT facilities, perhaps for a reduction in Parking requirements.

Department Review

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

Notice

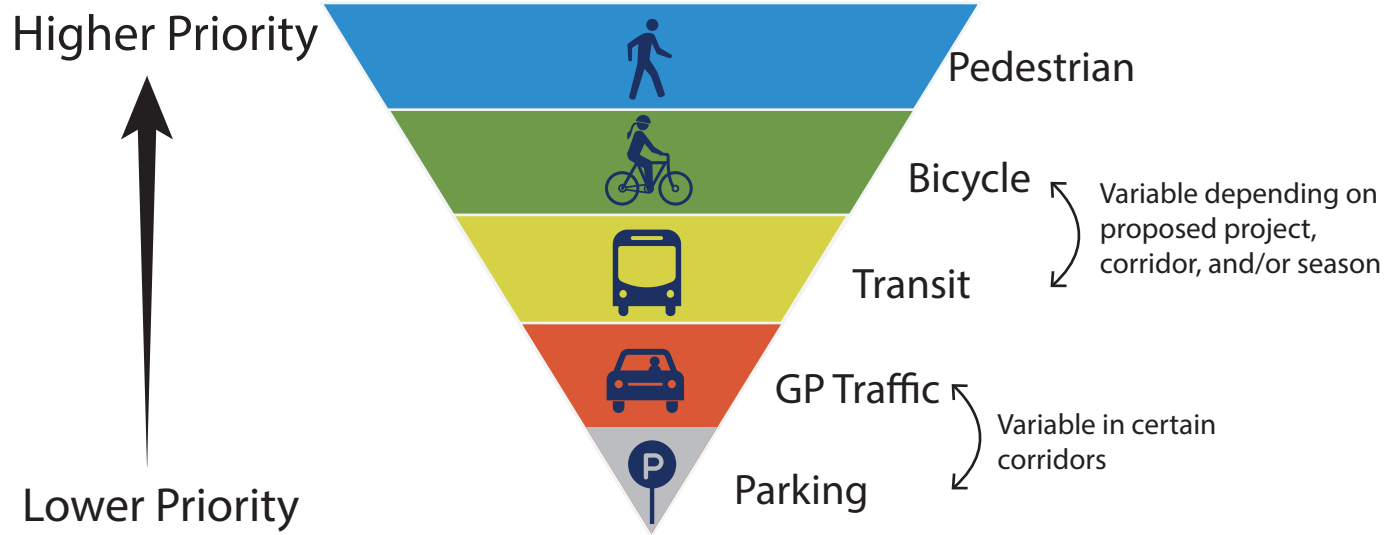
Staff published notice on the City's website and the Utah Public Notice website on August 10, 2020. The *Park Record* published notice on August 12, 2020. LMC [§ 15-1-21](#).

Exhibit

Exhibit A: Draft Street Typologies

Exhibit B: Historic Photos

Modal Priority for Decision Making



Seasonal Design Considerations



- Verify widths of lanes, flex space allow for snow plowing and storage.
- Some uses may be seasonal, such as cycling where on-street and off-street routes are redundant, sign for seasonal restrictions per city engineer direction.

Dense/Old Town

Local

Commercial

Residential

Suburban

Commercial

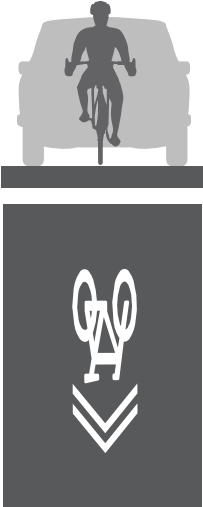


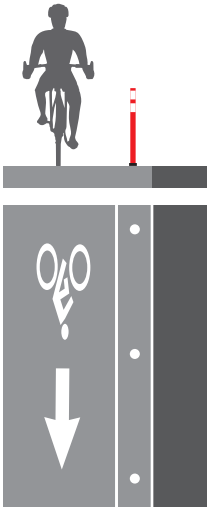

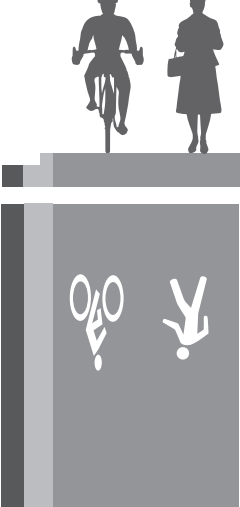
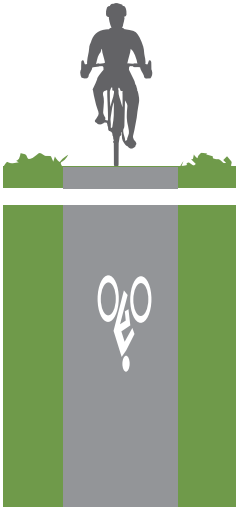
Residential

Mobility Corridors

UDOT

Non-UDOT

Bicycle Treatment Toolbox

Sharrow	Striped Bicycle Lane	Buffered Bicycle Lane	Protected Bicycle Lane		Multi-use Path/ Sidepath	Exclusive Facility
	 <p>5' minimum, 7' preferred. Minimum 3' outside of gutter</p>	 <p>Minimum 5' and 2' buffer</p>	 <p>On-street with flexible bollards installed seasonally</p>	 <p>Raised Protected</p>	 <p>Minimum 10', 12' preferred. Separate facility, but usually roadway adjacent.</p>	 <p>Minimum 6', 8'+ preferred. This is a separated behind-curb facility</p>
<p>Dense Local, Commercial</p> <p>Suburban Local</p>	<p>Dense Residential</p> <p>Suburban Commercial</p>	<p>Suburban Major Residential</p> <p>Suburban Commercial</p>	<p>Suburban Major Residential</p> <p>Suburban Commercial</p>	<p>Suburban Major Residential</p> <p>Suburban Commercial</p>	<p>UDOT Arterial</p> <p>Non-UDOT Arterial</p>	

Old Town

Local

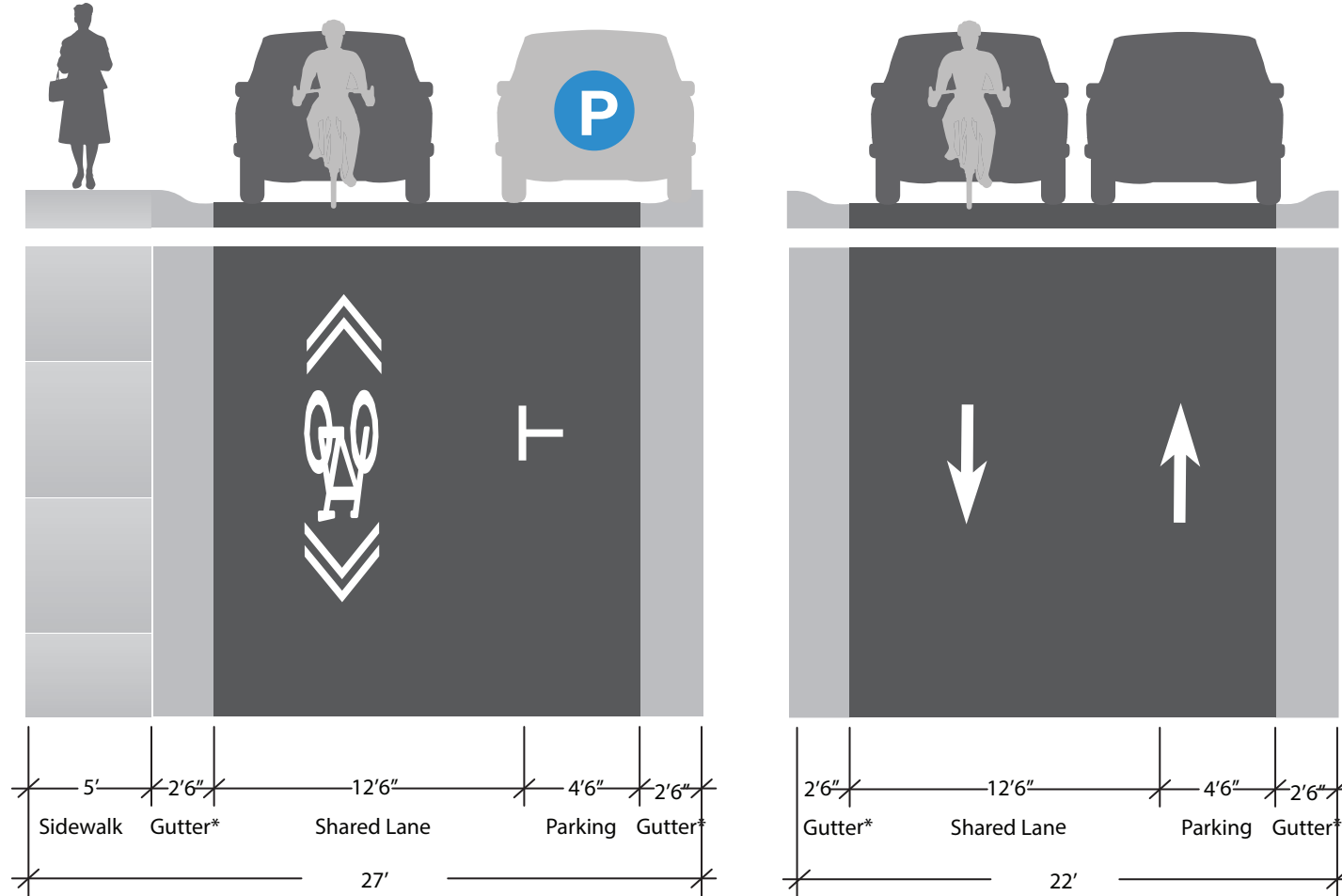
Location: Old Town

ADT: < 1,000

Priority on parking/access. Low-speed facility relies on shared lane for vehicles and bicycles.

Leftover space should be distributed to match modal hierarchy, with pedestrian space prioritized.

Sidewalk infrastructure is not possible to use visible pavement markings or other treatments to delineate mixing zones.



Old Town

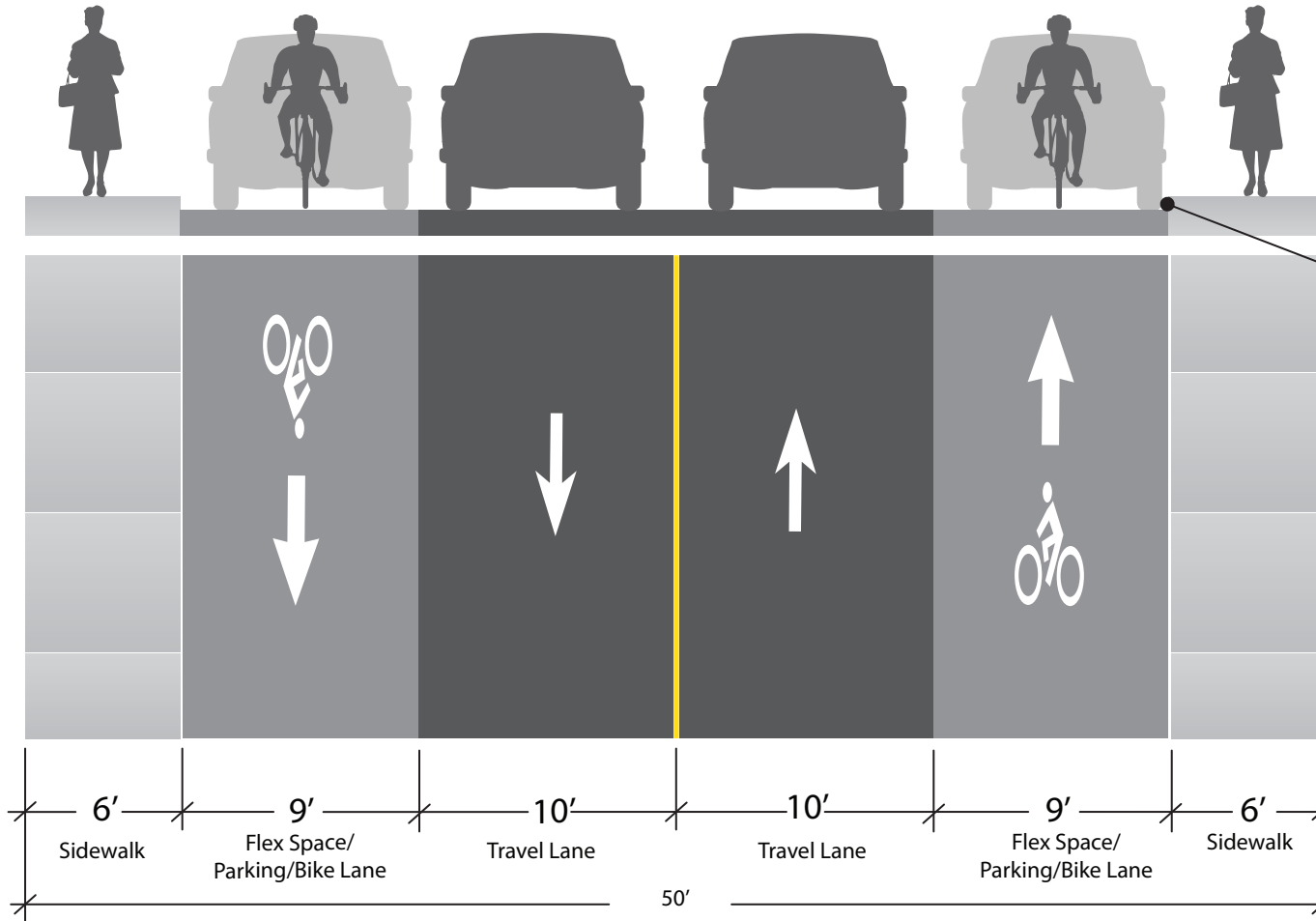
Commercial (like Main St)

Location: Old Town

ADT: 1,000-7,000

Priority on parking/access to business and pedestrian visibility and safety.

Rolled curb options are not recommended on Old Town Commercial Streets.



*Gutter Options



High Back

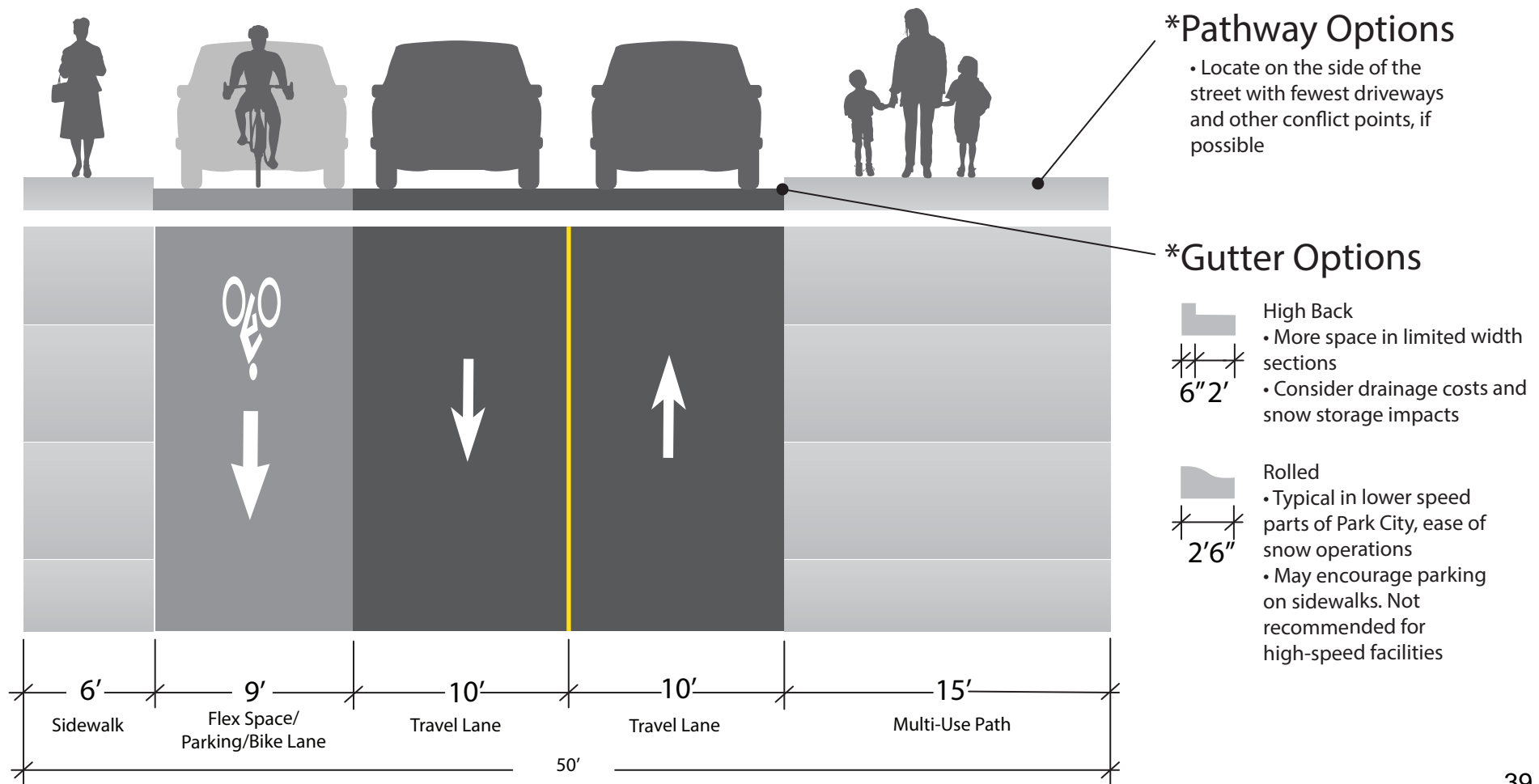
- More space in limited width sections
- Consider drainage costs and snow storage impacts

Dense Commercial Active Mode Accessway

Location: Old Town/Neighboring areas

ADT: 1,000-7,000

Priority on parking/access to business and pedestrian visibility and safety.

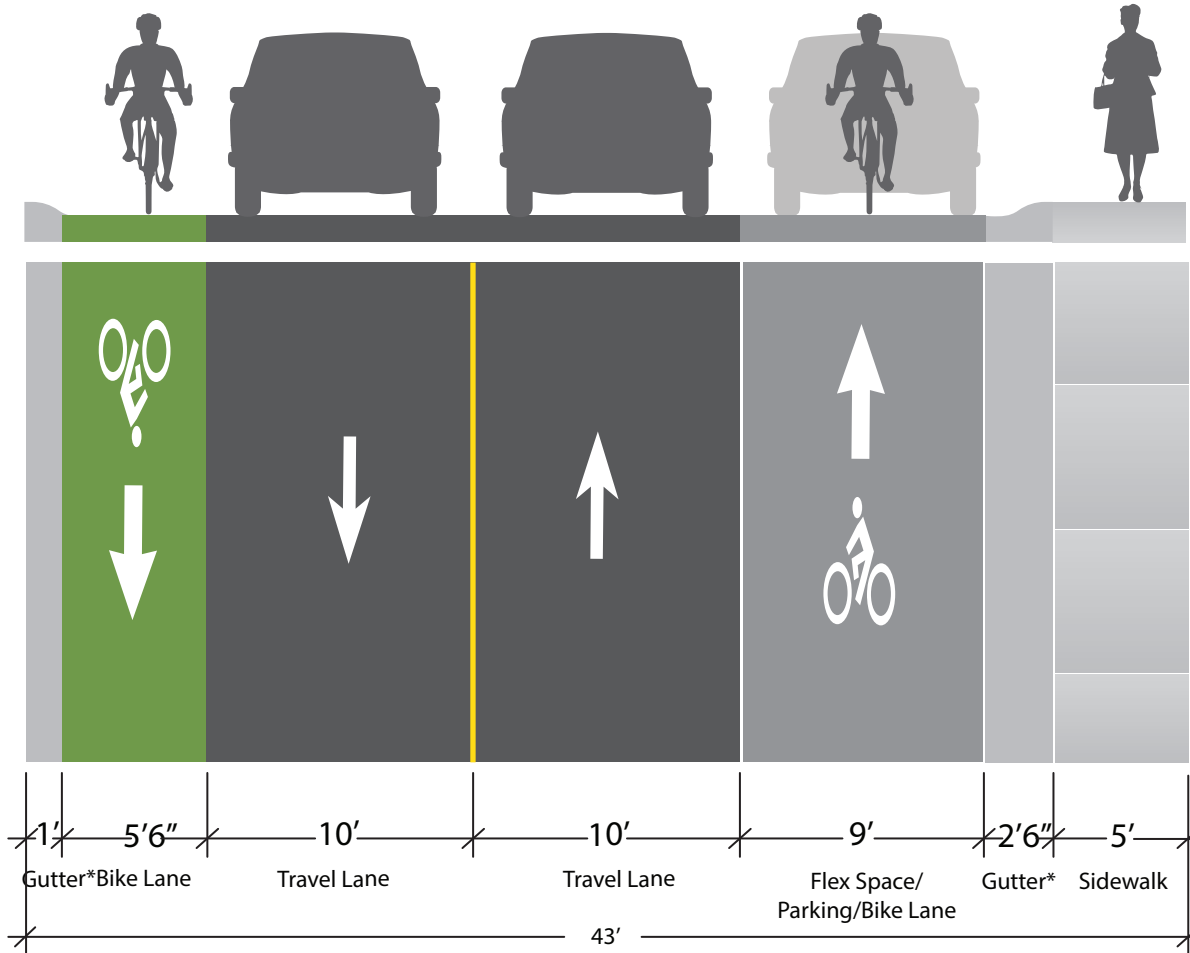


Dense Residential (Minor Residential Collector)

Location: Old Town and more dense developments with more constrained street space.

ADT: 1,000-3,000

Portion of bicycle lane in rolled gutter pan.



*Gutter Options



- High Back
- More space in limited width sections
- Consider drainage costs and snow storage impacts



- Rolled
- Typical in lower speed parts of Park City, ease of snow operations
- May encourage parking on sidewalks. Not recommended for high-speed facilities

Suburban/Lower Density

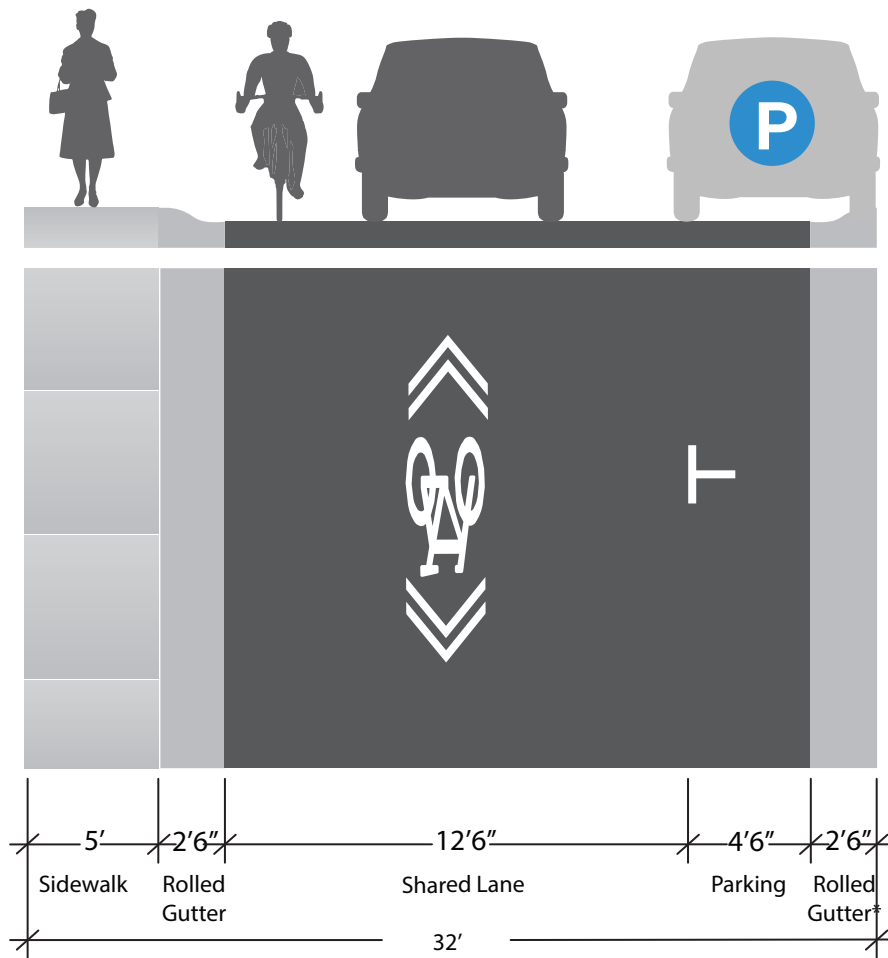
Local

Location: Small local roads in less dense sections of Park City.

ADT: < 1,000

Priority on parking/access. Low-speed facility relies on shared lane for vehicles and bicycles.

Leftover space should be distributed to match modal hierarchy, with pedestrian space prioritized.



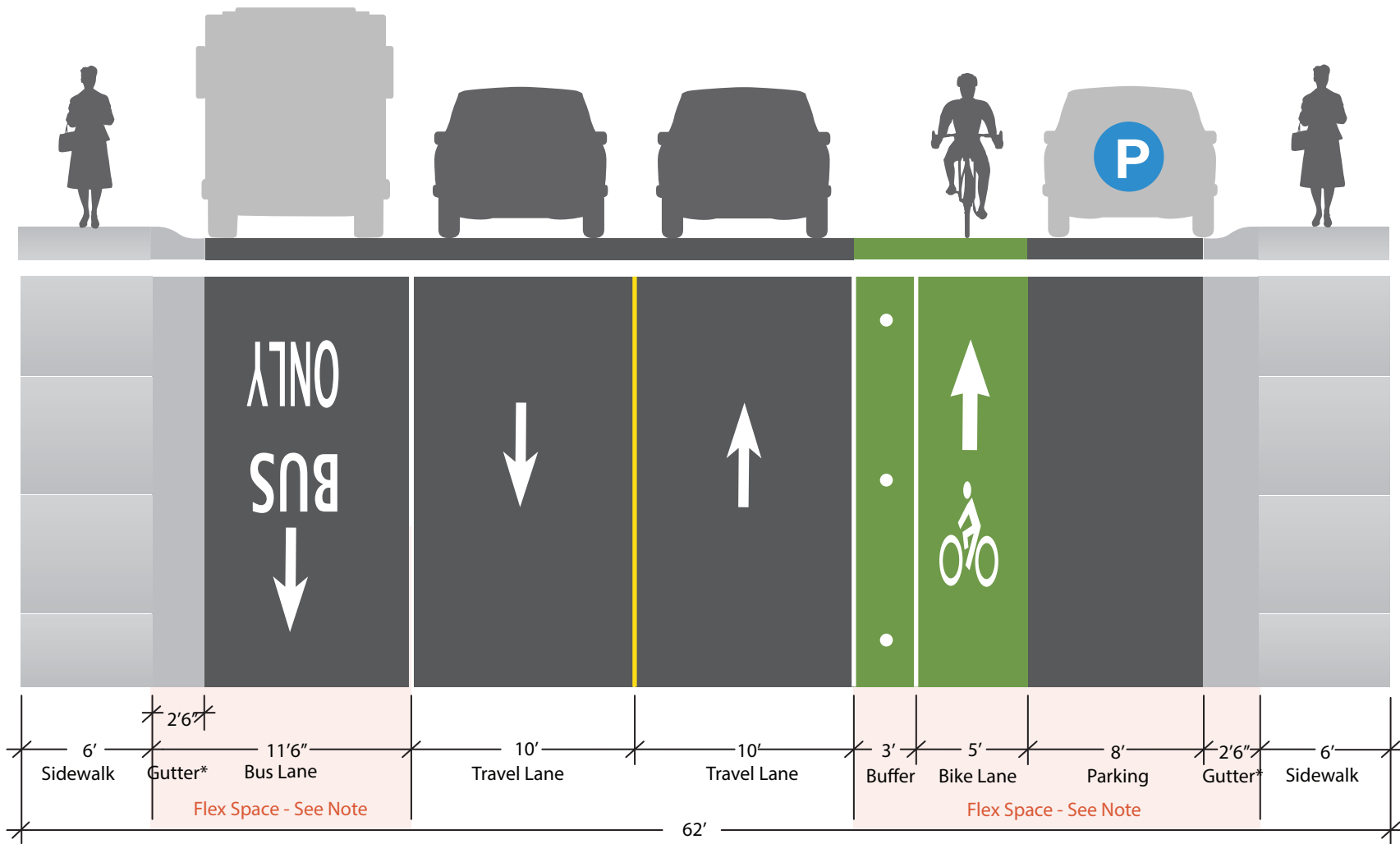
*where sidewalk infrastructure is not possible to use visible pavement markings to note mixing zones

Suburban/Lower Density Residential (Major Residential Collector)

Location: Residential collectors in lower density areas of Park City

ADT: 2,000-6,000

Portion of flex space (including potential transit lanes) in rolled gutter pan.



Note:

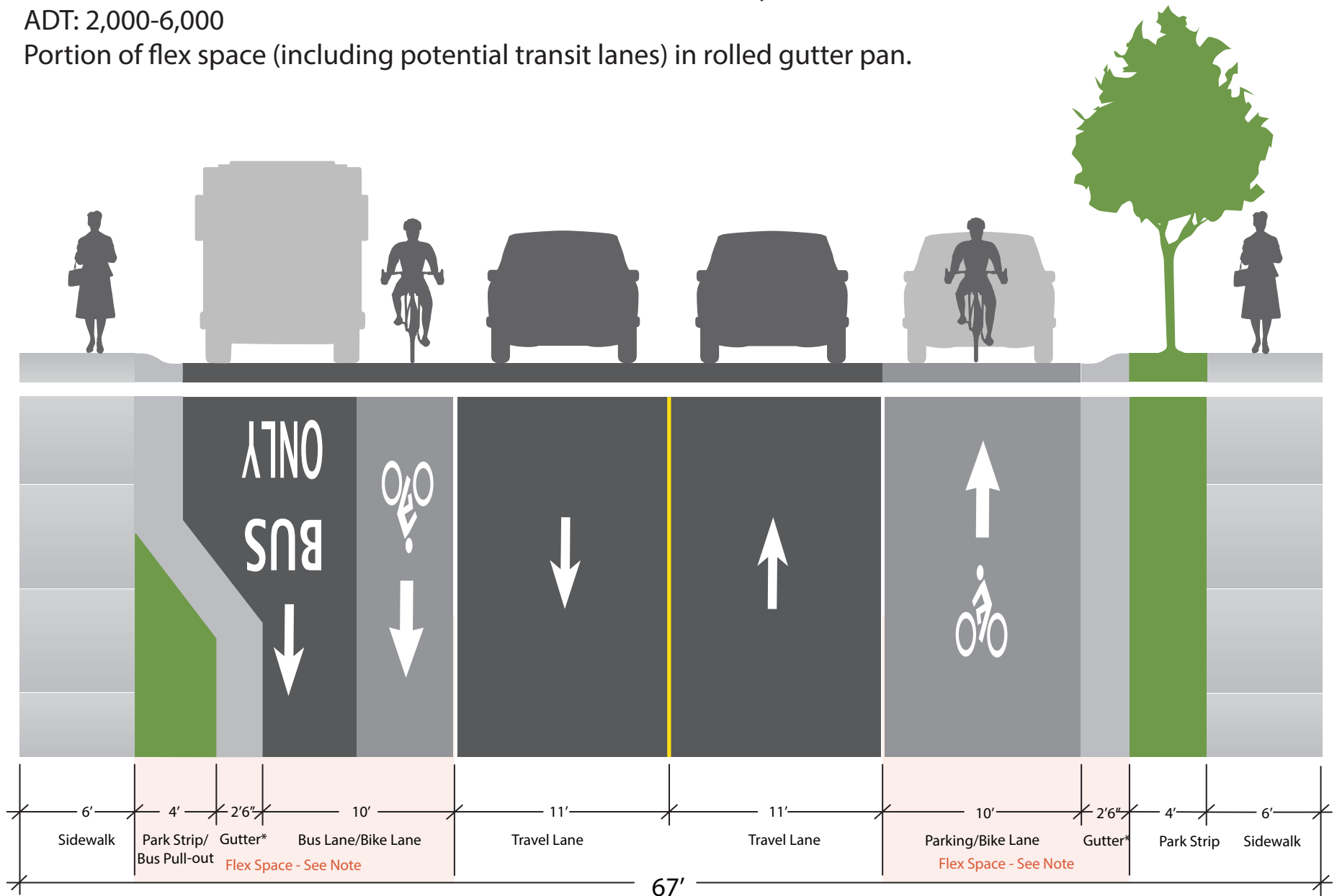
Examples of potential uses of flex space are shown. Utilize modal pyramid for decisionmaking. Consider proposed projects, transit routes, bicycle connectivity, and area context.

Suburban/Lower Density Commercial (Commercial Collector)

Location: Commercial collectors in less dense areas of Park City

ADT: 2,000-6,000

Portion of flex space (including potential transit lanes) in rolled gutter pan.



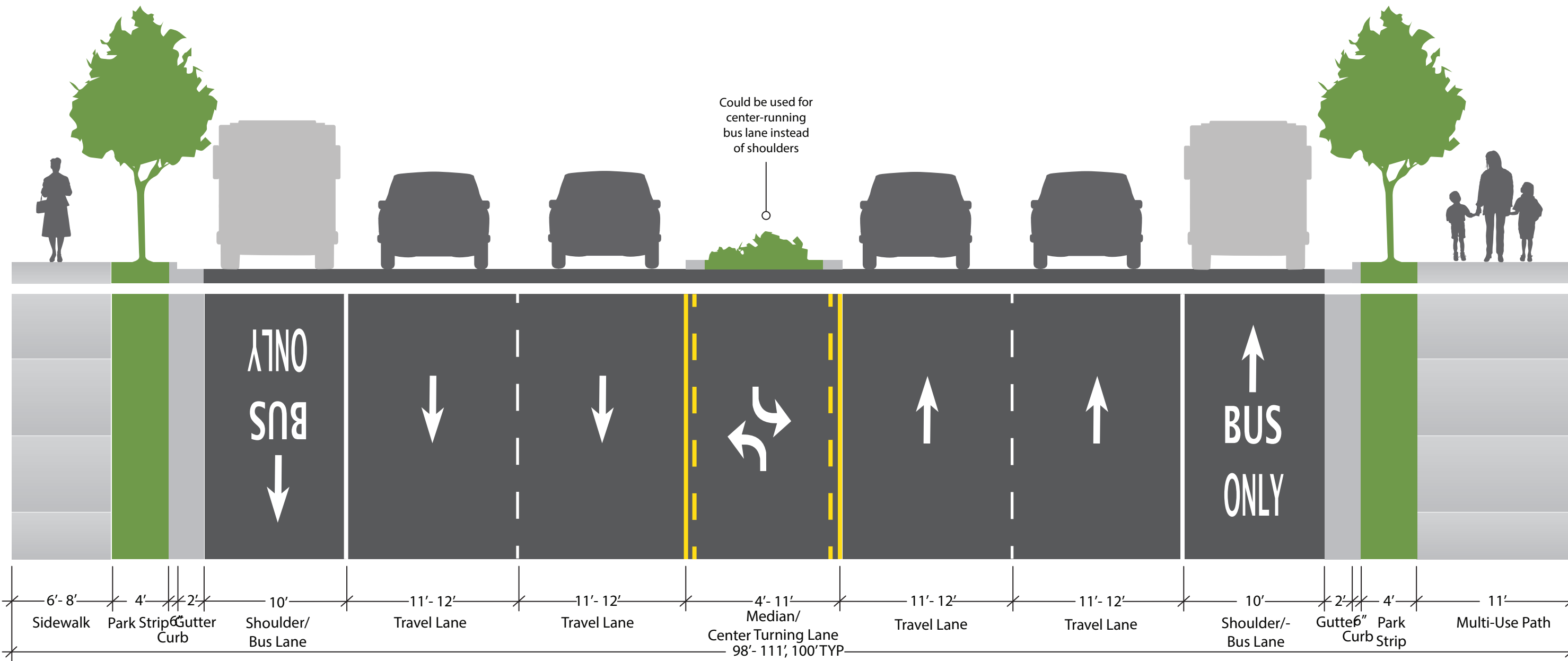
Note:

Examples of potential uses of flex space are shown. Utilize modal pyramid for decisionmaking. Consider proposed projects, transit routes, bicycle connectivity, and area context.

UDOT Arterial

Location: UDOT-owned facilities

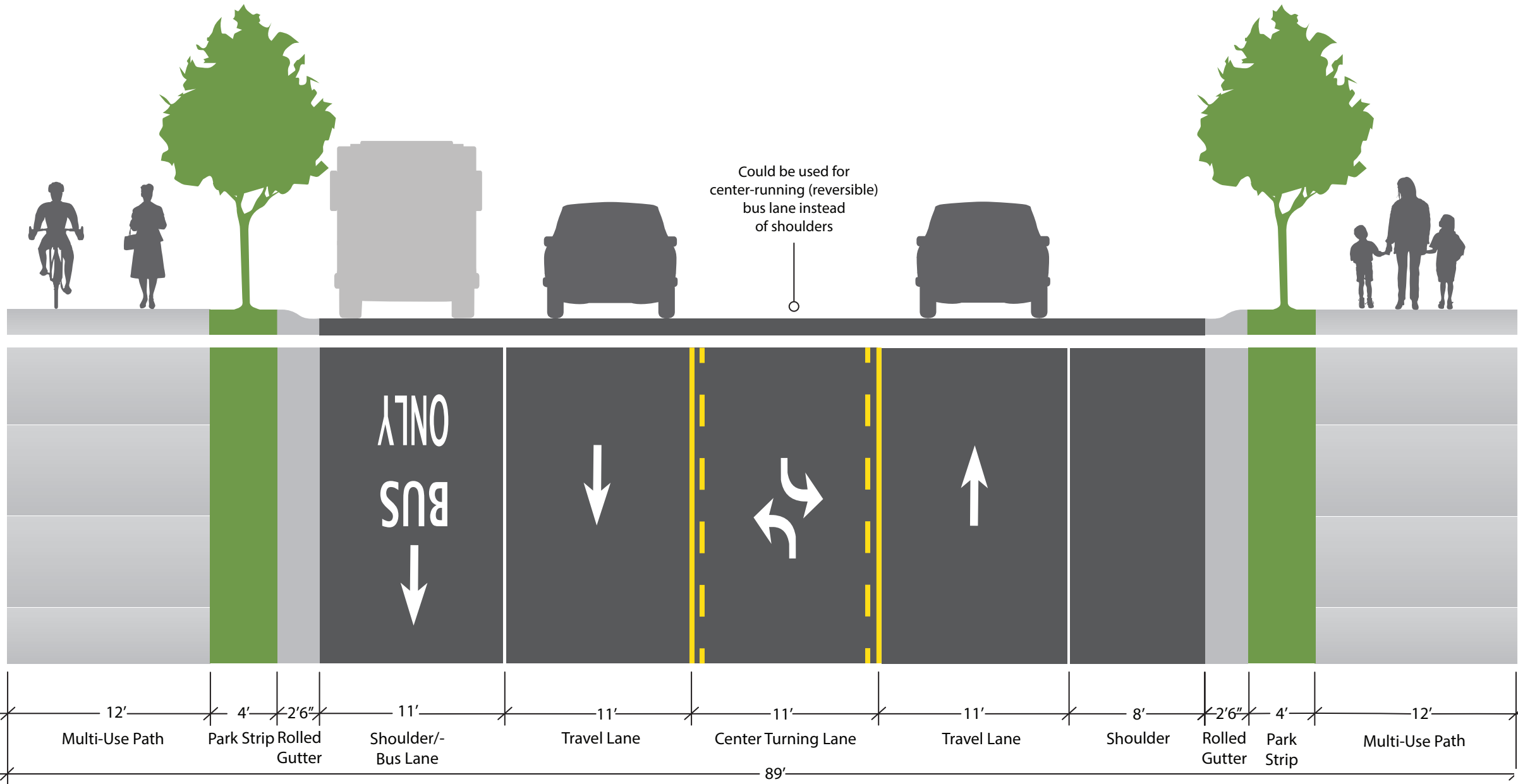
ADT: 20,000 - 35,000+



Non-UDOT Arterial

Location: Non UDOT-owned facilities used for mobility in steep terrain with wide rights-of-way.

ADT: 5,000 - 10,000+



Non-UDOT Arterial: Reversible Rapid Transit Option

Location: Non-UDOT-owned facilities used for mobility in steep terrain with an emphasis on directional rapid transit that maintains shoulder snow storage. Shoulders can be used as bike lanes or for parking.

ADT: 5,000 - 10,000+

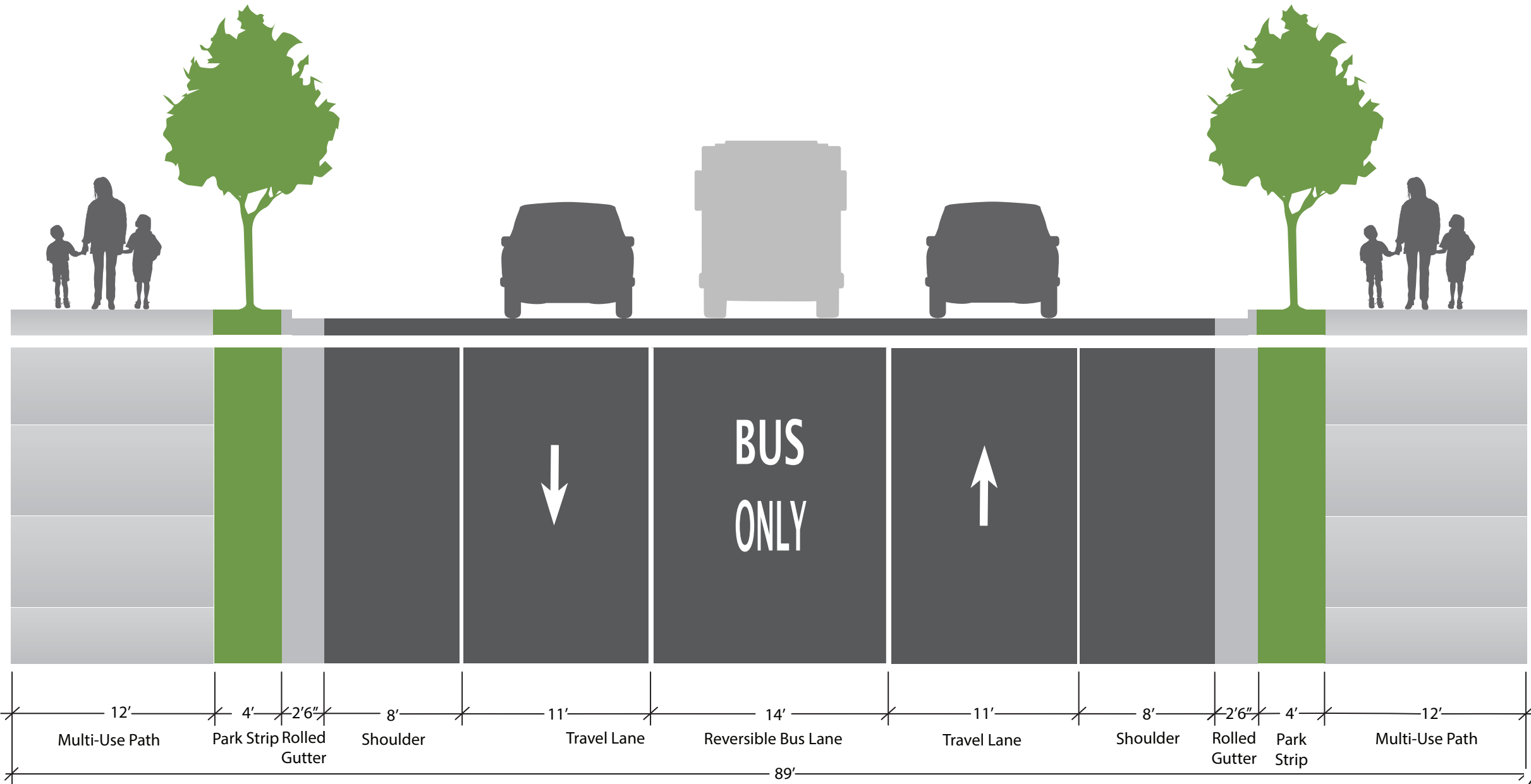


Exhibit B

Park City community members have embraced skiing and other modes of Active Transportation to get around town in winter – long before the ski resorts came to town. A special thanks to the staff at the Hal Compton Research Library at the Park City Museum for their assistance in finding the photos below:

Seven men standing near mining building, one with skis. Keystone Mine, early 1920s. Emmett R. Bud Wright with skis. Tail of one ski broken off – hence “Bob Tailed ski”.



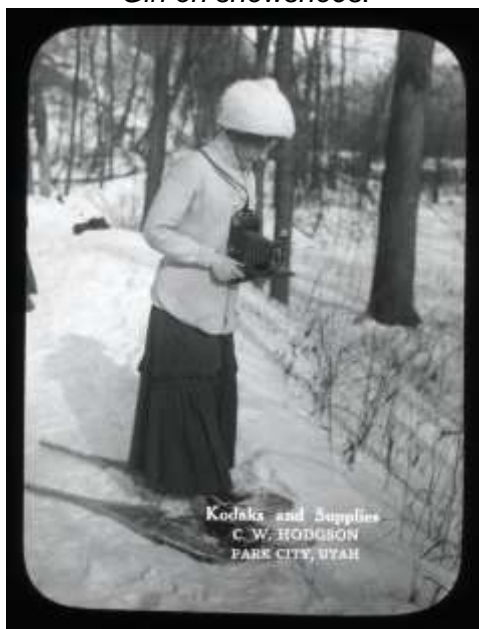
Credit: Park City Museum

Ten people standing in snow, holding skis: "Stop for Wind-Ontario Mine." 1920s.



Credit: Park City Museum

*An advertisement for Hodgson's Jewelry:
Girl on snowshoes.*



Credit: Park City Museum

*Gene and Norma Goodmanson on
Main Street. 1939-1940*



Credit: Park City Museum

Exhibit B

Two boys sit behind wheel of machine with four skis and bicycle tire with chain.



Credit: Park City Museum

Planning Commission Staff Report



Subject: Aspen Springs Ranch Phase I
Lot 18 Plat Amendment
Application: PL-20-04536
Author: Hannah M. Tyler, AICP, Senior Planner
Date: August 26, 2020
Type of Item: Administrative –Plat Amendment

Summary Recommendations

Staff recommends the Commission review the proposed Aspen Springs Ranch Phase I Lot 18 Plat Amendment, hold a public hearing, and consider forwarding a positive recommendation for City Council's consideration on September 17, 2020, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft ordinance.

Description

Applicant: Joseph Saba
Location: 2524 Aspen Springs Drive
Zoning District: Single Family (SF)
Adjacent Land Uses: Residential, Recreation Open Space
Reason for Review: Plat Amendments require Planning Commission review and recommendation and City Council review and action

Acronyms

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 14, 2020 the Applicant submitted a complete Plat Amendment application. The applicant is proposing to amend the Limits of Disturbance and minimum Setback along a portion of the western property line on Lot 18 of the Aspen Springs Ranch Subdivision Phase I to accommodate a new addition. The following excerpt from the Aspen Springs Ranch Subdivision Phase I identifies the Limits of Disturbance (circled in red) established at time of final plat.



Background

On May 23, 1991, City Council approved the final plat for Aspen Springs Ranch Phase I. Aspen Springs Ranch Phase I Subdivision Plat consisted of the 32 acre parcel divided into 43 single family lots ranging in size from ~17,500 square feet to ~30,500 square feet. The average single family lot size is 22,411 square feet. There is also a 1.6 acre “ranch lot” and an open space parcel which is 4.8 acres. The subdivision plat created Limits of Disturbance, Setbacks, and Maximum House Sizes (5,500 square feet for single family lots) for each lot.

The Planning Commission approved a “sketch plat” for Phase I of Aspen Springs Ranch in May 1988 in conjunction with an overall master plan and annexation of the Smith Ranch parcel. The sketch plat was set to expire in June 1989, but an extension of one (1) additional year was granted. The applicant, Equity Properties, allowed the sketch plat to ultimately expire in June 1990.

On February 11, 1991, The same applicant, Equity Properties, then filed a new application for a sketch plat, preliminary plat, and then final plat for Phase 1 of Aspen Springs Ranch – which little to no changes from the previously expired sketch plat. The intent of the master plan was to provide for development of a large single family subdivision and dedication of substantial open space, which was contiguous with the then recently acquired McPolin/Osguthorpe Farm.

Since 1991, only one (1) modification has been approved within Phase 1 of the Aspen Springs Ranch Subdivision. On May 27, 2014, the Planning Director approved an Administrative Lot Line Adjustment affecting Lots 65 and 66.

On July 14, 2020 the Applicant submitted a complete Plat Amendment application. The applicant is proposing to amend the Limits of Disturbance and minimum Setback along a portion of the western property line on Lot 18 of the Aspen Springs Ranch Subdivision Phase I to accommodate a new addition. The August 12, 2020 Planning Commission meeting was cancelled, so this item was rescheduled for the August 26, 2020 meeting.

Analysis

The Planning Commission reviews and recommends plat amendment approval to City Council. LMC [§ 15-12-15\(B\)\(9\)](#). Plat Amendments must be approved in accordance with LMC Chapter 15-7, *Subdivisions*. LMC [§ 15-7.1-3\(B\)](#).

(I) Staff recommends the Commission approve the plat amendment because the proposal complies with the SF Zoning District Requirements outlined in LMC § 15-2.11-3, *Lot and Site Requirements*.

2524 Aspen Springs Drive is located in the Single Family (SF) Zoning District. The purpose of the SF Zoning District is outlined in LMC [§ 15-2.11-1](#). A Single Family Dwelling is an Allowed Use in the SF Zoning District. LMC [§ 15-2.11-2\(A\)](#).

The Aspen Springs Ranch Subdivision Phase I establishes Limits of Disturbance and

minimum Setbacks for each lot. The applicant is not proposing a change to the Maximum House Size. The LMC also regulates Lot and Site Requirements per LMC [§ 15-2.11-3](#). The following table outlines the applicable Lot and Site Requirements based on the Springs Ranch Subdivision Phase I plat notes and applicable LMC.

Lot and Site Requirements Per the existing Subdivision Plat or LMC § 15-2.11-3	Analysis of Proposal
Front Setback – 15 feet for new front facing garages (per SF Zoning and Subdivision Plat).	The Front Setback for the existing Structure is 26 feet 7 inches as measured. The applicant's proposed addition will be constructed to the 15 foot minimum.
Rear Setback – 40 feet (per Subdivision Plat)	The Rear Setback for the existing Structure is 62 feet 5 inches as measured. No rear addition is proposed.
Side Setback – West property line: 20 feet (per subdivision plat) – applicant proposes a portion to be reduced to 12 feet (per SF Zoning) East property line: 25 feet (per subdivision plat)	The applicant is proposing to reduce the Setback along a portion of the western property line from 20 feet (per the Subdivision Plat) to the SF Zoning District Minimum of 12 feet. The proposed addition would comply with the 12 foot Side Setback if approved by Planning Commission. The applicant does not propose to amend the eastern Side Setback of 25 feet. The existing Structure is 29 feet from the east property line.
Maximum House Size – 5,500 square feet (per subdivision plat)	According to Summit County property tax records, the existing House Size is 2,992 square feet with a 525 square foot garage.

The following excerpt from the proposed Plat Amendment depicts the amendment to the Limits of Disturbance and minimum Side Setback.



(II) Staff recommends the Commission approve the plat amendment because the proposal complies with the Subdivision regulations outlined in LMC § 15-7.

The Aspen Springs Ranch Subdivision Phase I was reviewed with great detail and precision in 1991. The main “issues for discussion” by Planning Commission prior to City Council review in 1991 were in regards to open space maintenance, tails, design guidelines, maximum house sizes and heights, and CC&Rs. The Planning Commission resolved these issues in advance of City Council review on a lot-by-lot basis through the Limits of Disturbance, minimum setbacks, maximum house sizes, and easements where needed in addition to other plat notes and requirements that affected all parcels. The applicant is proposing to amend both a Limit of Disturbance and a minimum setback; however, the applicant is not proposing to amend the Maximum House Size of 5,500 square feet. Even with the addition into the existing Limits of Disturbance/Setback area, the applicant will not be able to achieve a larger house than was previously permitted. According to Summit County property tax records, the existing House Size is 2,992 square feet with a 525 square foot garage. Staff will review at time of Building Permit to ensure that the 5,500 square foot Maximum House Size is complied with.

Per LMC [§ 15-15-1](#), Limits of Disturbance is defined as:

LIMITS OF DISTURBANCE. The designated Area in which all Construction Activity must be contained.

Per LMC [§ 15-7-2](#), the purpose of Subdivision regulations include:

(...)

(J) To prevent the pollution or degradation of air, streams, and ponds; to assure the adequacy of drainage facilities; to safeguard the water table; to minimize Site disturbance, removal of native vegetation, and soil erosion; and to encourage the wise Use and management of natural resources throughout the municipality in order to preserve the integrity, stability, and beauty of the community and the value of the land,

(...)

The Planning Commission established the Limits of Disturbance and minimum Setbacks to minimize impacts to the natural environment and preserve the integrity, stability, and beauty of the community and the value of the land. As conditioned, staff finds that the resulting addition still complies with the goals of the original restrictions in that the front lot area is already disturbed with the driveway and new construction will still be buffered by enhanced landscaping and reducing the slope of access for a less obtrusive entrance. Planning Commission does have the authority to adjust the Limits of Disturbance on another part of the property to make up for the new expansion. The applicant has submitted a Landscape Plan to identify all vegetation that will be removed to accommodate the addition and the proposed replacement of this vegetation on the property. The

(III) Staff recommends the Commission approve the plat amendment because the proposal complies with LMC § 15-3-6, *Parking Ratio Requirements*.

Parking Ratio Requirements LMC § 15-3-6	Analysis of Proposal
Two Parking Spaces are required for each Single Family Dwelling	The existing Structure and proposed garage addition accommodate two (2) off-street parking spaces with dimensions complying with the minimum interior parking space standards (10 feet by 20 feet).

(IV) The Development Review Committee reviewed this application and did not identify any issues.

In the July 14, 2020 Development Review Committee meeting no comments or concerns were raised about the proposed plat amendment. The City Engineer has requested a 10 foot snow storage easement along Aspen Springs Drive.

Good Cause

The LMC 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.* LMC [§ 15-15-1](#).

Staff finds good cause for the proposed Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment because approval of this plat amendment will allow the applicant to construct a garage addition; the applicant will replace any vegetation that is impacted by the addition, and the plat amendment will not result in increased density.

Process

The approval of this plat amendment by the City Council constitutes Final Action that may be appealed pursuant to LMC [§ 15-1-18](#).

Department Review

This plat amendment staff report has been reviewed by the Planning, Engineering, Legal and Executive Departments.

Notice

Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on July 25, 2020. Staff mailed courtesy notice to property owners within 300 feet on July 28, 2020. The *Park Record* published notice on July 25, 2020. LMC [§ 15-1-21](#).

Public Input

None has been received at time of report publishing.

Alternatives

- The Planning Commission may forward a positive recommendation for City Council's consideration on September 17, 2020;
- The Planning Commission may forward a negative recommendation for City Council's consideration on September 17, 2020, and direct staff to make findings for this decision; or
- The Planning Commission may request additional information and continue the discussion to a later date.

Exhibits

Attachment 1 – Draft Ordinance

Exhibit A: Proposed Aspen Springs Ranch Phase I Lot 18 Amendment Plat Amended

Exhibit B: Aspen Springs Ranch Phase I

Exhibit C: Landscape Plan

Exhibit D: Aerial Photographs

Exhibit E: Existing Conditions Survey

Exhibit F: Applicant's Intent

Exhibit G: Homeowner's Association approval

Ordinance No. 2020-XX

**AN ORDINANCE APPROVING THE ASPEN SPRINGS RANCH PHASE I LOT 18
AMENDED PLAT AMENDMENT, LOCATED AT
2524 ASPEN SPRINGS DRIVE, PARK CITY, UTAH**

WHEREAS, the owners of the property located at 2524 Aspen Springs Drive petitioned the City Council for approval of the Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment; and

WHEREAS, on August 8, 2020 notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on August 12, 2020, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on August 12, 2020, courtesy notice was mailed to property owners within 300 feet of the Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment; and

WHEREAS, on August 26, 2020, the Planning Commission reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, on August 26, 2020, the Planning Commission forwarded a X recommendation for City Council's consideration on September 17, 2020; and

WHEREAS, on September 17, 2020, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the condominium plat is consistent with the Park City Land Management Code, including §15-7.1-3(B), § 15-12-15(B)(9), and Chapters 15-2.11, 15-3 and 15-7.

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

SECTION 1. APPROVAL. The Aspen Springs Ranch Phase I Lot 18 Amended Plat Amendment is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

Background:

1. On July 14, 2020 the Applicant submitted a complete Plat Amendment application.
2. The applicant is proposing to amend the Limits of Disturbance and minimum Setback along a portion of the western property line on Lot 18 of the Aspen Springs Ranch Subdivision Phase I to accommodate a new addition. The following excerpt

from the Aspen Springs Ranch Subdivision Phase I identifies the Limits of Disturbance (circled in red) established at time of final plat.

3. The property is located at 2524 Aspen Springs Drive.

Zoning District:

4. The property is located in the Single Family (SF) Zoning District.

Public Notice Requirements:

5. Staff published notice on the City's website and the Utah Public Notice website, and posted notice to the property on July 25, 2020. Staff mailed courtesy notice to property owners within 300 feet on July 28, 2020. The *Park Record* published notice on July 25, 2020.

Lot and Site Requirements

6. The Aspen Springs Ranch Subdivision Phase I establishes Limits of Disturbance and minimum Setbacks for each lot.
7. The applicant is not proposing a change to the Maximum House Size.
8. The LMC also regulates Lot and Site Requirements per LMC [§ 15-2.11-3](#).
9. The proposed Plat Amendment complies with the following Lot and Site Requirements based on the Springs Ranch Subdivision Phase I plat notes and applicable LMC requirements:
 - a. The Front Setback for the existing Structure is 26 feet 7 inches as measured. The applicant's proposed addition will be constructed to the 15 foot minimum.
 - b. The Rear Setback for the existing Structure is 62 feet 5 inches as measured. No rear addition is proposed. The Minimum Rear Setback is 10 feet. Any development will comply.
 - c. The applicant is proposing to reduce the Setback along a portion of the western property line from 20 feet (per the Subdivision Plat) to the SF Zoning District Minimum of 12 feet. The proposed addition would comply with the 12 foot Side Setback is approved by Planning Commission. The applicant does not propose to amend the eastern Side Setback of 25 feet. The existing Structure is 29 feet from the east property line.
 - d. The Maximum House Size is 5,500 square feet. According to Summit County property tax records, the existing House Size is 2,992 square feet with a 525 square foot garage. Any new addition will have to comply.

Subdivision Requirements:

10. The proposal complies with LMC § 15-7.1.

Conclusions of Law

1. There is Good Cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code, including [LMC § 15-2.11](#) Single Family (SF) Zoning District and [LMC § 15-7.1-3\(B\)](#) 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 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.
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. The plat shall note that fire sprinklers are required for all new or renovation construction on this lot, to be approved by the Chief Building Official.
4. A non-exclusive ten foot (10') public snow storage easement on Aspen Springs Drive shall be dedicated on the plat.
5. 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.
6. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
7. All landscaping that is to be removed shall be replaced in kind.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 17th Day of September, 2020.

PARK CITY MUNICIPAL CORPORATION

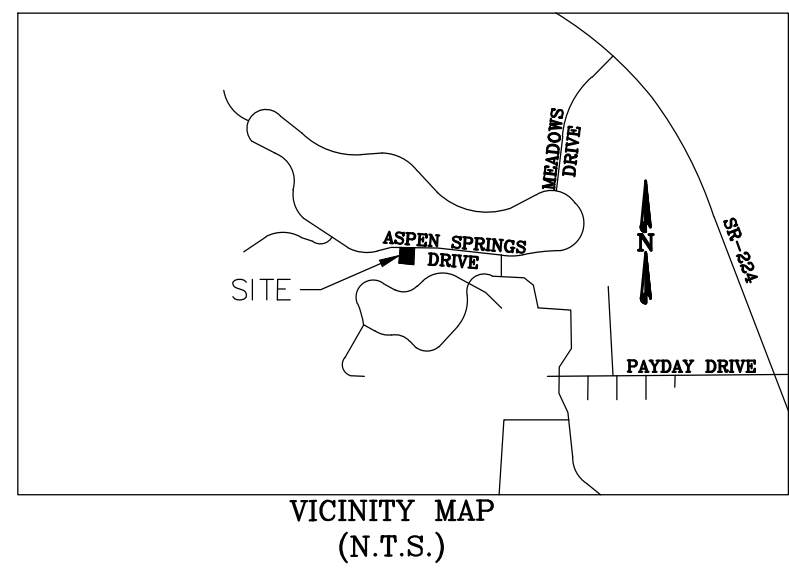
Andy Beerman, MAYOR

ATTEST:

City Recorder

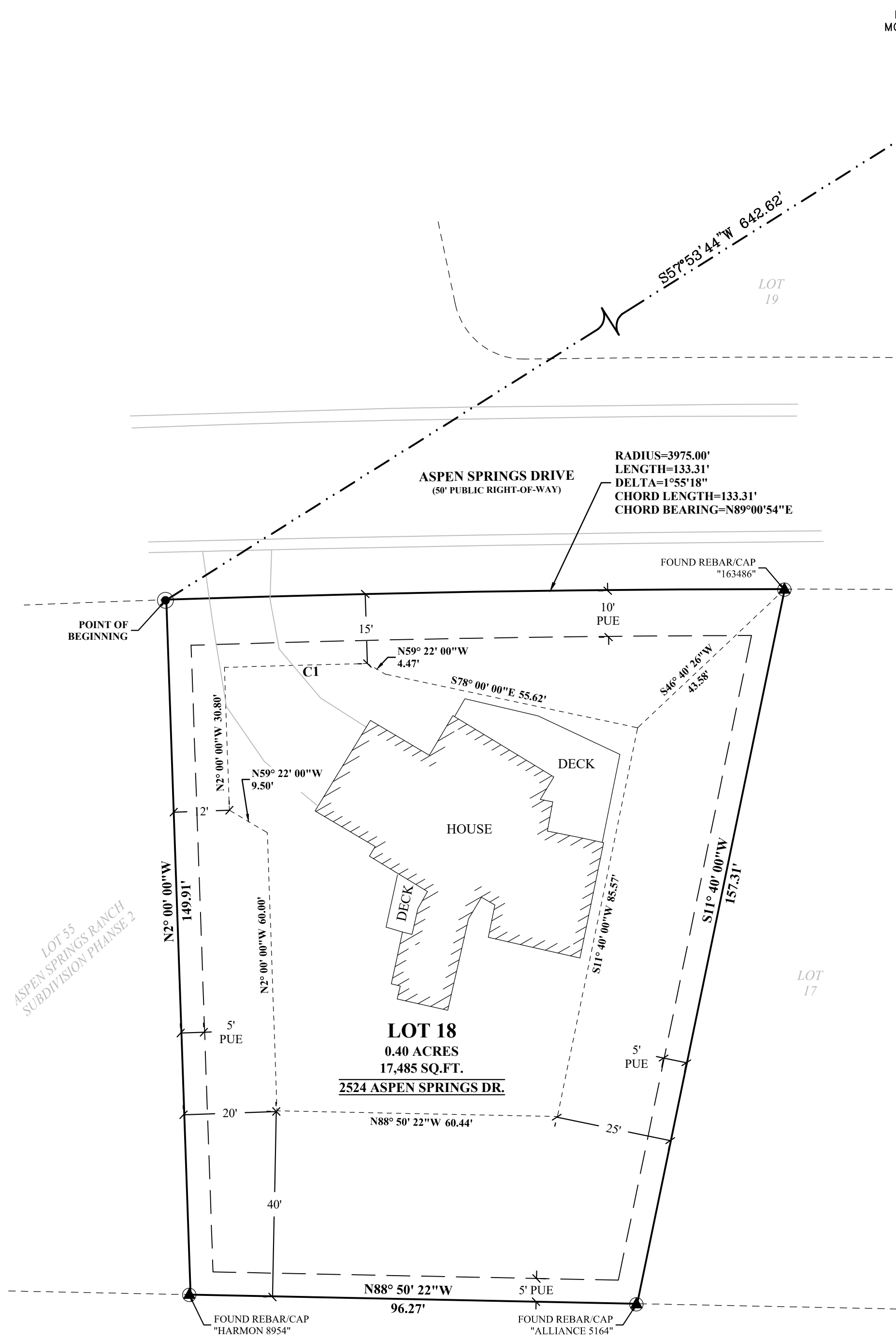
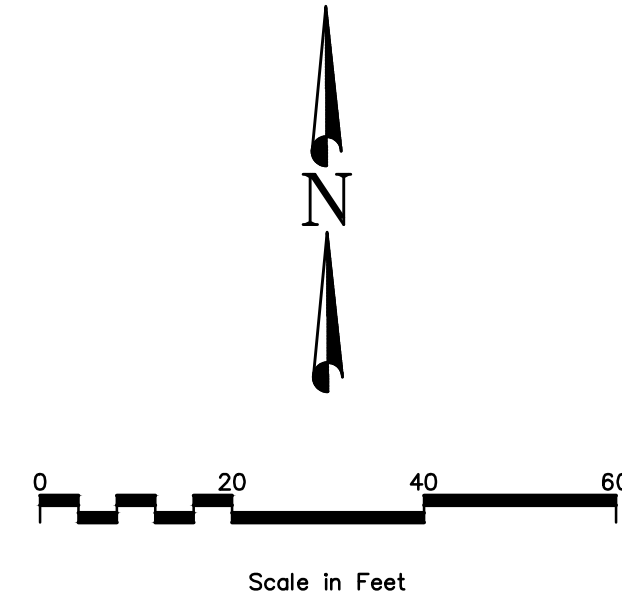
APPROVED AS TO FORM:

Mark Harrington, City Attorney



REVIEW COPY

ASPEN SPRINGS RANCH
PHASE 1 LOT 18 AMENDED
(AMENDING LOT 18 LIMITS OF DISTURBANCE)
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 5
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



FOUND BRASS CAP STREET
MONUMENT IN THE CENTERLINE
OF ASPEN SPRINGS DRIVE
ADJACENT TO LOT 38

FOUND BRASS CAP STREET
MONUMENT IN THE CENTERLINE
OF ASPEN SPRINGS DRIVE
ADJACENT TO LOT 35

BASIS OF BEARINGS
N87°53'36"E 385.62'

LEGEND

- PROPERTY CORNER
SET REBAR/CAP
LEGEND ENGINEERING PLS 5183760
- FOUND PROPERTY CORNER
(AS NOTED)
- FOUND BRASS CAP
STREET MONUMENT

BOUNDARY LINE
TITLE LINES
PUBLIC UTILITY EASEMENTS
LIMIT OF DISTURBANCE SETBACK

CURVE TABLE					
CURVE #	LENGTH	RADIUS	DELTA	CHORD	CHORD BEARING
C1	30.84'	3960.00'	0° 26' 46"	30.83'	N88° 27' 04"E

SUBDIVISION NOTES

- THE PROPERTY ADDRESS IS 2524 ASPEN SPRINGS DRIVE.
- THIS SUBDIVISION IS AMENDING THE LIMITS OF DISTURBANCE OF LOT 18, ASPEN SPRINGS RANCH PHASE 1 SUBDIVISION ON FILE AND OF RECORD WITH THE SUMMIT COUNTY RECORDERS OFFICE AS ENTRY NO. 349163.
- SEE THE RECORDED SUBDIVISION PLAT LISTED ABOVE FOR SPECIFIC NOTES AND RESTRICTIONS PERTAINING TO THE SUBJECT PROPERTY.
- THE SUBJECT PROPERTY IS CURRENTLY ZONED SINGLE FAMILY(SF).

BOUNDARY DESCRIPTION

ALL OF LOT 18 OF THE ASPEN SPRINGS RANCH PHASE 1 SUBDIVISION, BEING FURTHER DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHWEST CORNER OF SAID LOT 18;
THENCE 133.31 FEET ALONG THE ARC OF A 3975.00 FOOT RADIUS CURVE TO THE RIGHT THRU A CENTRAL ANGLE OF 1°55'18" (CHORD BEARS NORTH 89°00'54" EAST 133.31 FEET);
THENCE SOUTH 11°40'00" WEST 157.31 FEET;
THENCE NORTH 88°50'22" WEST 96.27 FEET;
THENCE NORTH 2°00'00" WEST 149.91 FEET TO THE POINT OF BEGINNING.

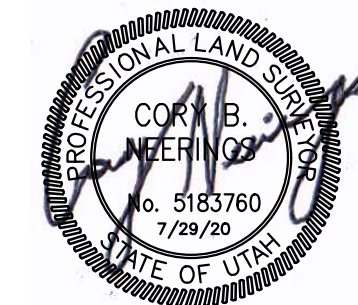
CONTAINS
1 LOT
0.40 ACRES
17,485 SQUARE FEET, MORE OR LESS

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS SURVEY WAS ESTABLISHED AS NORTH 87°53'36" EAST BETWEEN FOUND BRASS CAP STREET MONUMENTS IN THE CENTERLINE OF ASPEN SPRINGS DRIVE AS SHOWN HEREON.

SURVEYOR'S CERTIFICATE

IN ACCORDANCE WITH SECTION 10-9a-603 OF THE UTAH CODE, I, CORY B. NEERINGS, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR HOLDING LICENSE NUMBER 5183760 IN ACCORDANCE WITH TITLE 58, CHAPTER 22, OF THE PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT.
I FURTHER CERTIFY THAT I HAVE COMPLETED A SURVEY OF THE PROPERTY DESCRIBED ON THE PLAT IN ACCORDANCE WITH SECTION 17-23-17 OF THE UTAH CODE, AND HAVE VERIFIED ALL MEASUREMENTS, AND HAVE PLACED MONUMENTS AS REPRESENTED ON THE PLAT.



CORY B. NEERINGS
PLS 5183760

REVIEW COPY

OWNER'S DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I, THE UNDERSIGNED OWNER(S) OF THE TRACT OF LAND SHOWN AND DESCRIBED ON THIS SUBDIVISION, HAVING CAUSED THE SAME TO BE SUBDIVIDED INTO LOTS, STREETS AND EASEMENTS TO BE HEREAFTER KNOWN AS THE
ASPEN SPRINGS RANCH PHASE 1 LOT 18 AMENDED
DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE.

IN WITNESS THEREOF I HAVE HEREUNTO SET MY HAND THIS ____ DAY OF _____, 2020.

OWNER SIGNATURE _____ PRINT NAME _____ DATE _____
OWNER SIGNATURE _____ PRINT NAME _____ DATE _____

ACKNOWLEDGEMENT

STATE OF UTAH }
COUNTY OF }
ON THIS ____ DAY OF _____, 2020 PERSONALLY APPEARED BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, IN AND FOR SAID COUNTY OF _____, IN SAID STATE OF _____, THE SIGNER(S) OF THE ABOVE OWNER'S DEDICATION, WHO AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE SIGNED THE OWNER'S DEDICATION FREELY AND VOLUNTARILY FOR THE PURPOSES MENTIONED.

NOTARY PUBLIC COMMISSIONED IN UTAH _____ MY COMMISSION EXPIRES _____

PRINT NAME _____ RESIDING IN _____ COUNTY

ACCEPTANCE BY LEGISLATIVE BODY

THE CITY COUNCIL OF PARK CITY, SUMMIT COUNTY, UTAH, APPROVE THIS SUBDIVISION SUBJECT TO THE CONDITIONS AND RESTRICTIONS STATED HEREON, AND HEREBY ACCEPTS THE DEDICATION OF ALL STREETS, EASEMENTS, AND OTHER PARCEL OF LAND INTENDED FOR PUBLIC PURPOSES FOR THE PERPETUAL USE OF THE PUBLIC, THIS ____ DAY OF _____, 2020.

MAYOR _____

CLERK/RECORDER _____

CITY ENGINEER APPROVAL

APPROVED THIS ____ DAY OF _____, 2020.

CITY ENGINEER _____

PLANNING COMMISSION APPROVAL

APPROVED THIS ____ DAY OF _____, 2020, BY THE PARK CITY PLANNING COMMISSION.

CHAIRMAN, PLANNING COMMISSION _____



LEGEND ENGINEERING
52 WEST 100 NORTH
HEBER CITY, UT 84032
PHONE: 435-654-4828

SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS ____ DAY OF _____, 2020.

BY _____

Recorder

REVIEW COPY

REVISION: NONE

DATE: 7/29/20

SCALE: 1"=20'

PAGE: 1 OF 1

PROJECT: S20-012

LINE TABLES

CURVE TABLE



NOTE:
THE SYMBOL INDICATES STREET
RIGHT-OF-WAY. THE SYMBOL INDICATES EASEMENT.
THE SYMBOL INDICATES BOUNDARY.
THE SYMBOL INDICATES SURVEY POINT.

SPECIAL NOTES:

- 1. THE DISTRICTS WITHIN THE SUBDIVISION ARE 5,000 SQUARE FEET EACH. THE DISTRICTS SHALL BE 5,000 SQUARE FEET, UP TO 500 SQUARE FEET OF ATTACHED GARAGE SPACE, AND UP TO 500 SQUARE FEET OF ATTACHED GARAGE SPACE.
- 2. DWELLINGS BUILT ON LOTS 28, 27, 26, AND 25 ARE SUBJECT TO A 40' SETBACK FROM THE FRONT LOT LINE AND THE MAXIMUM RISELINE HEIGHT SHALL BE 35 FEET ABOVE NATURAL GRADE.
- 3. 35 FEET ABOVE NATURAL GRADE.

SURVEYOR'S CERTIFICATE

I, JOHN D. HANCOCK, do hereby certify that I am a Registered Professional Surveyor and that I have surveyed the above described land and that the same is correctly surveyed and shown on this plan.

DATE: 8-17-94

JOHN D. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

JOHN D. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

JOHN D. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

JOHN D. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

OWNER'S DEDICATION AND CONSENT TO RECORD

The undersigned hereby dedicates to the public the right-of-way shown on this plan for the use and enjoyment of the public as a public street, and the undersigned hereby consents to the recording of this Record of Survey in accordance with Utah Law.

ALSO, the owner hereby dedicates to the public the right-of-way shown on this plan for the use and enjoyment of the public as a public street, and the undersigned hereby consents to the recording of this Record of Survey in accordance with Utah Law.

IN WITNESS WHEREOF, the undersigned sets their hand this 21 day of August, 1994.

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

DONALD A. JACKSON

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

DONALD A. JACKSON

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

DONALD A. JACKSON

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

RANGE 4 EAST

ASPEN SPRINGS RANCH CORP.

A UTAH CORPORATION

BY:

DONALD A. JACKSON

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

ASPEN SPRINGS RANCH PHASE I

A SUBDIVISION LOCATED IN THE SOUTHWEST 1/4 OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

CERTIFICATE OF ATTEST

I, CLARENCE J. HANCOCK, do hereby certify that the above described land is correctly surveyed and shown on this plan, and that the same is correctly surveyed and shown on this plan.

DATE: 8-17-94

CLARENCE J. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 21st DAY OF AUGUST, 1994.

BY:

CLARENCE J. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

ENGINEERS CERTIFICATE

I, CLARENCE J. HANCOCK, do hereby certify that the above described land is correctly surveyed and shown on this plan, and that the same is correctly surveyed and shown on this plan.

DATE: 8-17-94

CLARENCE J. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 21st DAY OF OCTOBER, 1994.

BY:

ALAN A. BARRETT

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

TOWNSHIP 2 SOUTH

ALLIANCE ENGINEERING INC.

P.O. BOX 2084
PARK CITY, UTAH 84000
(801) 546-9467

RECORD

3/9/93 RECORDED
STATE OF UTAH COUNTY OF SUMMIT RECORDED AND FILED AT THE
REQUEST OF

DATE: 8-17-94

CLARENCE J. HANCOCK

REGISTERED PROFESSIONAL SURVEYOR

UTAH STATE BOARD OF SURVEYORS

STATE OF UTAH

COUNTY OF SUMMIT

SECTION 1

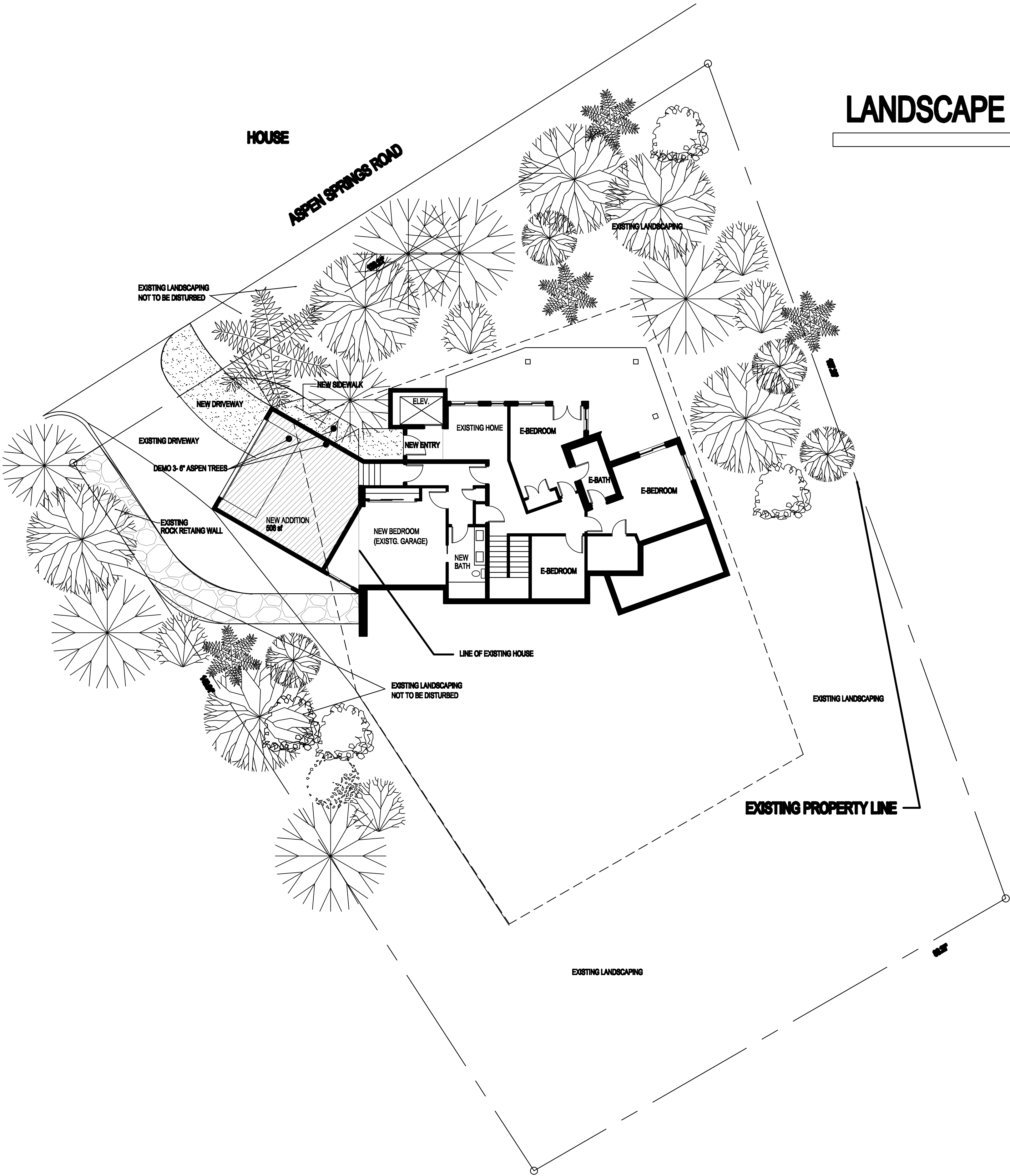
TOWNSHIP 2 SOUTH



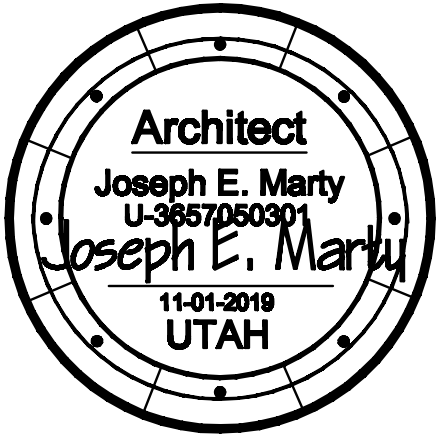
FRONT OF HOUSE FROM STREET



TREES TO BE REMOVED



LANDSCAPE PLAN



Firm Name and Address
JMA Architecture
6300 Sage Wood Dr. S-H328
Park City, UT 084098
916-956-6956
jmaarch@hotmail.com

No.	Revision/Issue	Date

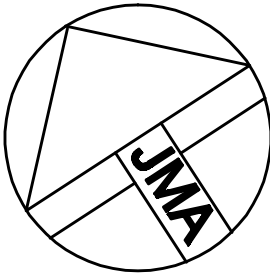
- ☒ NOT FOR CONSTRUCTION
- ☐ FOR CONSTRUCTION
- ☒ CITY SET # Plat Map Amend
- ☒ DATE: 06-24-2020

Owner
JOSEPH SABA

Project Name and Address
**PLAT MAP
AMENDMENT**
**2524 ASPEN SPRINGS
PARK CITY, UTAH**

Sheet Name
LANDSCAPE PLAN

Project SABA-2019	Sheet
Date 08-18-2019	A2
Scale 3/32"	





Firm Name and Address
JMA Architecture
6300 Sage Wood Dr. S-H328
Park City, UT 084098
918-956-6956
jmaarch@hotmail.com

No.	Revision/Issue	Date

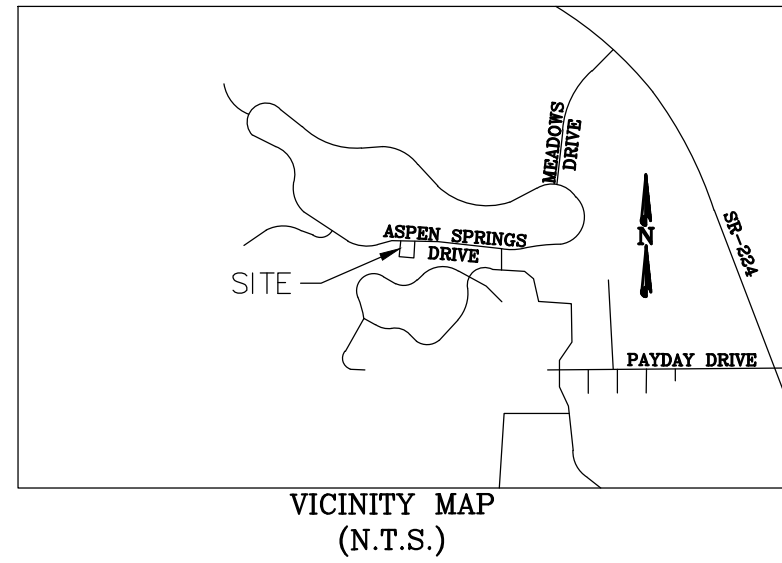
☒ NOT FOR CONSTRUCTION
☐ FOR CONSTRUCTION
☒ CITY SET # 1
☒ DATE: 09-10-2019

Owner
JOSEPH SABA

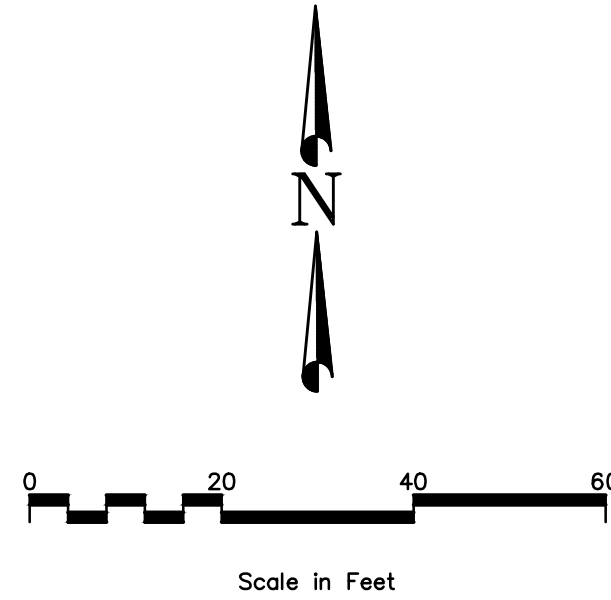
Project Name and Address
VARIANCE
2524 ASPEN SPRINGS DRIVE
PARK CITY, UTAH

Sheet Name
300' RADIUS MAP

Project SABA-2019	Sheet A1
Date 08-18-2019	
Scale 1/64	



RECORD OF SURVEY
LOT 18
ASPEN SRINGS RANCH PHASE 1
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 5
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE

I, CORY B. NEERINGS, CERTIFY THAT I AM A LICENSED PROFESSIONAL LAND SURVEYOR IN THE STATE OF UTAH, LICENSE NO. 5183760, IN ACCORDANCE WITH TITLE 58, CHAPTER 22, PROFESSIONAL ENGINEERS AND PROFESSIONAL LAND SURVEYORS LICENSING ACT.

I FURTHER CERTIFY THAT:

- THIS PLAT REPRESENTS THE RESULT OF A SURVEY CONDUCTED UNDER MY SUPERVISION AT THE REQUEST OF JMA ARCHITECTS.
- THE LAND SURVEYED LIES WITHIN THE SOUTHWEST QUARTER OF SECTION 5, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN, AND THE SURVEY WAS COMPLETED FEBRUARY 2020.
- THE MONUMENTS DEPICTED AS FOUND AND/OR SET ON THE PLAT ARE OF THE CHARACTER SHOWN, OCCUPY THE POSITIONS INDICATED, AND ARE OF SUFFICIENT DURABILITY.



CORY B. NEERINGS
PLS 5183760

RECORD DESCRIPTION

LOT 18 OF THE ASPEN SPRINGS RANCH SUBDIVISION PHASE 1 ON FILE AND OF RECORD WITH THE SUMMIT COUNTY RECORDER'S OFFICE AS ENTRY NO. 349163.

BASIS OF BEARINGS

THE BASIS OF BEARINGS WAS ESTABLISHED AS NORTH 87°53'36" EAST BETWEEN FOUND BRASS CAP MONUMENTS IN THE CENTERLINE OF ASPEN SPRINGS DRIVE ADJACENT TO LOT 38 AND LOT 35.

SURVEYOR'S NARRATIVE

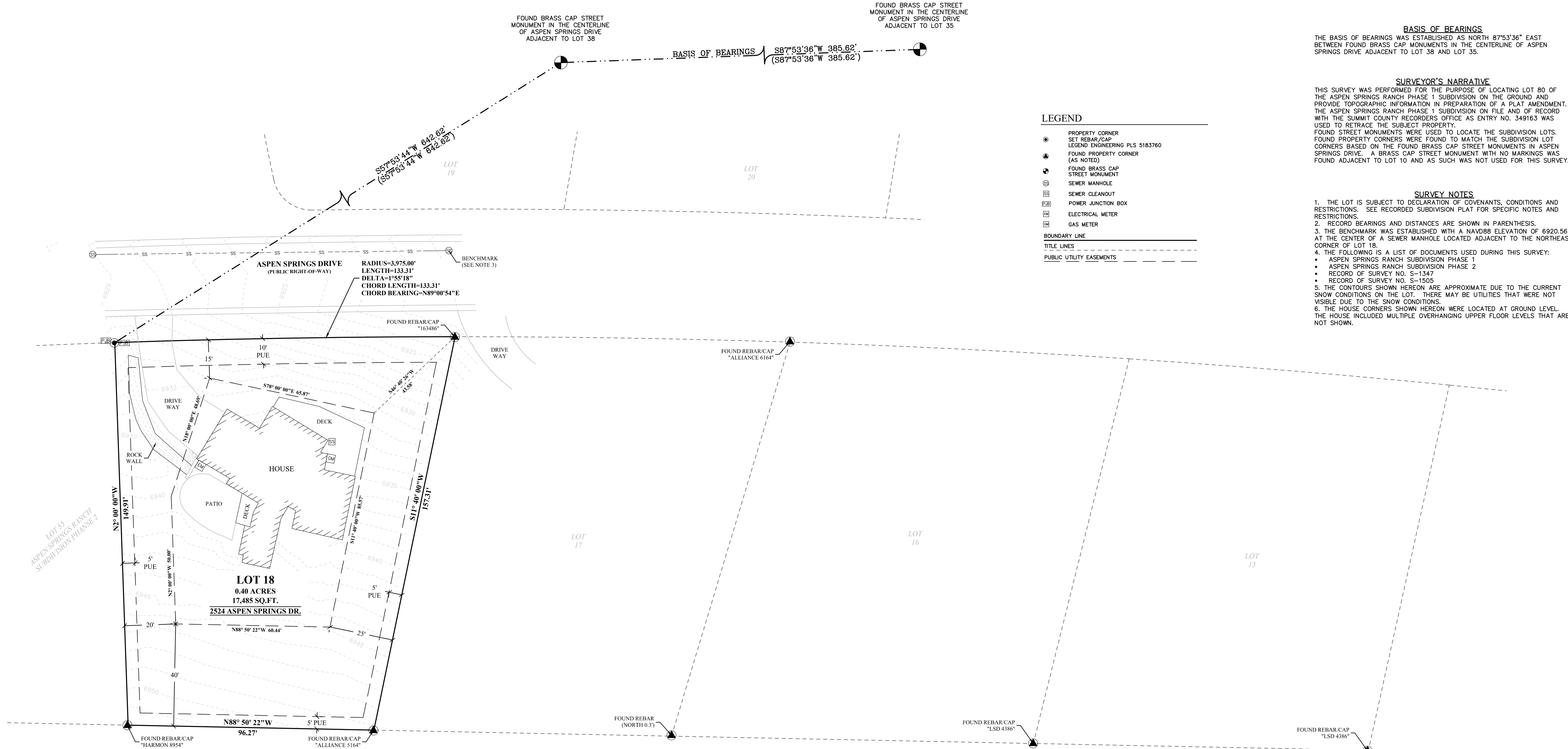
THIS SURVEY WAS PERFORMED FOR THE PURPOSE OF LOCATING LOT 80 OF THE ASPEN SPRINGS RANCH PHASE 1 SUBDIVISION ON THE GROUND AND PROVIDE TOPOGRAPHIC INFORMATION IN PREPARATION OF A PLAT AMENDMENT. THE ASPEN SPRINGS RANCH PHASE 1 SUBDIVISION ON FILE AND OF RECORD WITH THE SUMMIT COUNTY RECORDERS OFFICE AS ENTRY NO. 349163 WAS USED TO RETRACE THE SUBJECT PROPERTY.

FOUND STREET MONUMENTS WERE USED TO LOCATE THE SUBDIVISION LOTS. FOUND PROPERTY CORNERS WERE FOUND TO MATCH THE SUBDIVISION LOT CORNERS BASED ON THE FOUND BRASS CAP STREET MONUMENTS IN ASPEN SPRINGS DRIVE. A BRASS CAP STREET MONUMENT WITH NO MARKINGS WAS FOUND ADJACENT TO LOT 10 AND AS SUCH WAS NOT USED FOR THIS SURVEY.

- SURVEY NOTES**
- THE LOT IS SUBJECT TO DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS. SEE RECORDED SUBDIVISION PLAT FOR SPECIFIC NOTES AND RESTRICTIONS.
 - RECORD BEARINGS AND DISTANCES ARE SHOWN IN PARENTHESIS.
 - THE BENCHMARK WAS ESTABLISHED WITH A NAVD88 ELEVATION OF 6920.56' AT THE CENTER OF A SEWER MANHOLE LOCATED ADJACENT TO THE NORTHEAST CORNER OF LOT 18.
 - THE FOLLOWING IS A LIST OF DOCUMENTS USED DURING THIS SURVEY:
 - ASPEN SPRINGS RANCH SUBDIVISION PHASE 1
 - ASPEN SPRINGS RANCH SUBDIVISION PHASE 2
 - RECORD OF SURVEY NO. S-1347
 - RECORD OF SURVEY NO. S-1505
 - THE CONTOURS SHOWN HEREON ARE APPROXIMATE DUE TO THE CURRENT SNOW CONDITIONS ON THE LOT. THERE MAY BE UTILITIES THAT WERE NOT VISIBLE DUE TO THE SNOW CONDITIONS.
 - THE HOUSE CORNERS SHOWN HEREON WERE LOCATED AT GROUND LEVEL. THE HOUSE INCLUDED MULTIPLE OVERHANGING UPPER FLOOR LEVELS THAT ARE NOT SHOWN.

LEGEND

- PROPERTY CORNER
- SET REBAR/CAP
- LEGEND ENGINEERING PLS 5183760
- FOUND PROPERTY CORNER (AS NOTED)
- FOUND BRASS CAP STREET MONUMENT
- SEWER MANHOLE
- SEWER CLEANOUT
- POWER JUNCTION BOX
- ELECTRICAL METER
- GAS METER
- BOUNDARY LINE
- TITLE LINES
- PUBLIC UTILITY EASEMENTS



LEGEND ENGINEERING, LLC
52 WEST 100 NORTH
HBBR CITY, UT 84032
PHONE: 435-654-4828
TOLL FREE FAX: 1-866-310-9972
www.legendengineering.com



JMA ARCHITECT'S
LOT 18, ASPEN SPRINGS RANCH PHASE 1
2524 ASPEN SPRINGS DRIVE

SHEET:
10F1
FILE NAME: SCALE:
S20-012 1"=20'

03/31/2020

RE: Plat Map Amendment

ADDRESS: 2524 ASPEN SPRINGS DRIVE
PARK CITY, UTAH 84098

OWNER: JOSEPH SABA

PROJECT DESCRIPTION:

The subject property has an existing home, garage and driveway and is fully landscaped. This is an application for a plat map amendment to adjust two of the existing setback lines. The existing setback lines create a restriction to where the garage can be located forcing it to be several feet away from where the natural slope of the site would have placed it. Typically set back lines are parallel to the property lines. In this case, the setback line on the garage side of the house is unexplainably angled towards the street thereby partially cutting off a corner of the property for building use. There is no apparent reason why the corner was cut off. There is no rock outcropping, no large trees no utility lines, and no visual impairment, no known easements, etc.

It is requested that the setback line in the front on the garage side of the house be adjusted as shown on the attached site plan. This will allow the homeowner to extend the existing garage and convert part of the garage into a bedroom. It will also move the garage further down the hill and angle it towards the street resulting in a less steep driveway slope and a better entrance to the home. Now, cars bottom out trying to get up the driveway because of the slope transition of the existing driveway. This adjustment will add an additional 615 sf of buildable area of the property of which the owner would like to build 300 sf of new garage. There is no apparent negative impact to the property or any neighbors as the addition cannot be seen by the neighbors except from the street as someone drives by due to the intense mature landscaping in the area.

Since there is no apparent reason for the location of the existing setback lines and the proposed changes do not have an impact to the area, the owner is requesting a plat map amendment to the existing setback lines to make the new proposed 2-car garage, driveway and the property more functional and useful.

Thank you for your consideration.

Joseph Marty
JMA Architecture
916-956-6956
6300 Sagewood Dr H328
Park City, Utah 84098
jmaarch@hotmail.com



HOMEOWNERS ASSOCIATION NOTIFICATION VERIFICATION

This document shall serve as verifications that the Aspen Springs Ranch HOA
(Subdivision)

Homeowner's Association has been notified of Joseph Saba
(Owner)

approved setback changes
Intent to build at LOT #18 2524 Aspen Springs Drive
(Address)

This notice is only to inform the HOA that the owner is seeking a Building permit from Park City Municipal Corporation. These plans may change and it is the HOA's responsibility to follow the process if necessary.

Check One:

☒ Notice received and acknowledged

T.P. Cahalan, Pres 1-21-2020
HOA Representative Date

☐ Notice mailed and received

I hereby certify that I attempted to contact the HOA to execute the above acknowledgement and was unsuccessful. Attached is the signed return receipt of the certified letter which included a true and accurate copy of this notification.

(Owner signature and attach receipt)

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: August 26, 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 ([July 8, 2020 Planning Commission Minutes](#)).

Staff recommends the Planning Commission open the public hearing on the Park City Mountain Base Area Development, with a focus on the site plan, programming, architecture, landscape design and Open Space, and consider the applicant's requested exceptions to perimeter Setbacks and Building Height requirements. 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 later public hearings. No action on the proposed *Park City Base Area Lot Redevelopment Master Plan* is expected until the Commission has completed its review of the entire project.

A proposed review schedule for the base area project is described below and will be revised as necessary.

Date	Anticipated Project Review Agenda
August 26, 2020	Planning Commission Public Hearing Site Plan, Programming, Architecture, Landscape Design and Open Space Exceptions to Height and Setback Requirements Opportunity for public input
September 23, 2020	Planning Commission Public Hearing Transit and Pedestrian Connectivity, Traffic, Parking and Circulation

	Opportunity for public input
October 1, 2020 - <i>tentative</i>	Housing Authority Work Session Review of applicant's Housing Mitigation Plan Opportunity for public input
October 22, 2020	Planning Commission Public Hearing Utilities and Project Phasing Plan Sustainability Other topics as necessary Summary of Housing Authority's Discussion Opportunity for public input
November – <i>Date to Be Determined</i>	Housing Authority Public Hearing Potential Action on Housing Mitigation Plan Opportunity for public input
November – <i>Date to Be Determined</i>	Planning Commission Public Hearing Final topics/review of any plan revisions Review of Draft Findings of Fact and Conditions of Approval Opportunity for public input
December – <i>Date to Be Determined</i>	Hold as needed for Planning Commission Public Hearing Potential Planning Commission Vote

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)	

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 Department requested further information including the amount of above grade parking for all parcels, and volumetric information for compliance with [LMC § 15-5-8 Façade Length and Variations](#). Additional architectural design information was submitted on August 14, 2020 (Exhibit A), and the applicant has stated that each parcel will comply with LMC §15-5-8, Façade Length and Variations. ***The Planning Commission should consider if they want to require additional architectural detail for all parcels prior to voting on this project, or address the issue with a condition of approval for specific review at each building’s Conditional Use permit (CUP).***

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.

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 Master Planned Development (MPD). Minutes from those meeting are linked.

Previous Staff Reports and Presentations and additional project information 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 of the date of the execution of the Development Agreement.

After an MPD is approved the developer must subdivide individual parcels, and seek Conditional Use permits for the individual Parcels/buildings, 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:

Primary Scope of Review Table

Topic	How Reviewed	Relevant Code
Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels and an increase in gross square footage	1998 DA; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)

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

Analysis

The development of the Park City Mountain base area provides an exciting opportunity to greatly improve the existing base area with purposeful Open Spaces, attractive mountain architecture, skier services and amenities, improved transit and parking facilities and housing opportunities in keeping with Park City's General Plan and its vision for the future. Priorities for the City include but are not limited to the following:

1. The transit and pedestrian orientedness of the plan;
2. High quality site planning and "Park City" architectural design;
3. Preservation of important view corridors;
4. On-site 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.

Density

Density is defined as the intensity or number of non-residential and Residential Uses expressed in terms of Unit Equivalents per acre or Lot or units per acre. Density is a function of both number and type of Dwelling Units and/or non-residential units and the land Area.

In terms of visual compatibility, Density refers to the pattern of clustering residential or commercial structures within a neighborhood and/or District. The pattern is established by the overall mass (length, height, and width) of the structure visible from the Right-of-

Way, size of the lot(s), width between structures, and orientation of structures on the site.

The base area parcels are located in the RC Zone (Exhibit B, Base Area Zoning Map), which allows for some of the highest Density in the City, and is intended to provide for hotel and resort related beds close to recreation while promoting pedestrian connections and minimizing automobile impacts. The purpose of the RC District is to:

- A. allow for the Development of hotel and convention accommodations in close proximity to major recreation facilities,
- B. allow for resort-related transient housing with appropriate supporting commercial and service activities,
- C. encourage the clustering of Development to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services,
- D. limit new Development on visible hillsides and sensitive view Areas,
- E. provide opportunities for variation in architectural design and housing types,
- F. promote pedestrian connections within Developments and to adjacent Areas,
- G. minimize architectural impacts of the automobile,
- H. promote the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs,
- I. promote Park City's mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City, and
- J. promote the preservation and rehabilitation of Historic Buildings.

The 1998 Development Agreement notes that "the City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain."

In effect, the DA transferred some base or underlying density from the Exclusion Area/Alpine Terrain to the subject base area parcels, in order to limit future development on the mountain's Open Space. The clustering of development at the base area was believed to be preferable and more appropriate than spreading density on or up the mountain, thus preserving mountain Open Space and views.

Density for the base area is based on the Unit Equivalent (UE) Formula, as defined in the 1998 DA, which differs slightly from the way the current version of the LMC calculates UE's, particularly for units greater than 2,000 square feet.

Although neither the 1997 MPD nor the DA specifies the amount of Density taken off of the Alpine Terrain, both documents credit the Base Area Master Planned Area with 491.78 Unit Equivalents of permitted Density, excluding support commercial, underground public convention and meeting space. After the development of Parcel A, 353 UEs remain. Under the 1998 DA, 353 UE's equates to a total of 805,700 square feet of permitted Density on Parcels B-E.

Based on the Recreation Commercial (RC) District maximum Floor Area Ratio of 1.0, the 462,607 square foot site allows for 462,607 square feet of development on Parcels B-E under the current LMC. However, it can be deduced that because the DA allows for 805,977 square feet of development, 343,370 square feet of development rights were transferred to the base area parcels B-E from the Alpine Terrain.

Section 2, of the First Amendment to the Development Agreement, December 2019, notes that the approval of the PCMR Concept Master Plan component of the Development Agreement has lapsed but that ***the Developer's rights under the Development Agreement are fully vested, meaning, the developer retains the right to develop 353 UE's and up to 805,700 square feet of permitted Density on Parcels B-E.*** While a substantive amendment would normally trigger a re-calculation of density, the underlying zoning has not changed. Therefore, the main issues are: a) whether the Commission is open to reallocating the density between the development parcels or whether the Commission agrees with the mitigation and rationale for the original allocations; and b) how the portions of the above grade parking and new setbacks/heights are addressed.

The Density of the proposed project is described in the [Executive Summary](#) of the project.

The proposed project contemplates 203 Residential UE's plus 59 Commercial UE's for a total of 262 UE's, not including Affordable and Employee Housing Units, which do not count towards Residential Unit Equivalents of a Master Planned Development as stated in LMC Section [15-6-8, Unit Equivalents](#). Thus, the current project contemplates a net reduction of UE's when compared to the 1998 DA.

Proposed Unit Equivalents By Type		
Residential	Commercial	Total
203	59	262

Proposed Unit Equivalents By Parcel			
	Residential	Commercial	Total
Parcel B ¹	49	2	51
Parcel C	87	14	101
Parcel D	32	22	54
Parcel E	35	21	56
Total	203	59	262

The 1998 DA also allocates maximum square footage by Parcel, which the applicant is proposing to modify in order to allow for additional Density on Parcel C, which the applicant may request under a substantive modification to

¹ 73 Units of affordable and employee housing are also proposed for Parcel B, but do not count towards Unit Equivalents. As proposed, this totals 80,895 square feet. Affordable Housing will be discussed at a later public hearing.

the DA.

Parcel Gross Square Footage Allowance and Proposed Table Summary						
	Gross Residential SF	Res Support & Accessory Use @ 10%	Accessory Use to Resort Operations	Retail Commercial	Exempt - Parking, MEP, Convention	Total
Parcel B						
Allowed	294,000	29,400		(1)	(2, 3)	323,519
Proposed	226,659	13,970		3,366	314,457	243,995
Parcel C						
Allowed	159,000	15,900	18,000	(1)	(2, 3)	192,963
Proposed	129,370	53,967	18,000	6,520	113,285	207,857
Parcel D						
Allowed	93,000	9,300		(1)	(2, 3)	102,338
Proposed	71,332	1,688		21,148	35,590	94,168
Parcel E						
Allowed	141,000	14,100	32,000	(1)	(2, 3)	187,157
Proposed	87,982	12,194	7,345	12,435	215,445	119,956
Total						
Allowed	687,000	68,700	50,000	(1)	(2, 3)	805,977
Proposed	515,343	81,819	25,345	43,469	678,777	665,976

(1) Retail/Commercial uses other than Support Commercial or Accessory Uses require a proportionate reduction in the square footage that is allocated for the other uses in this table.

(2) Building square footage does not include Resort Accessory Uses, mechanical, maintenance or storage space that may be located below grade or parking.

(3) Underground public convention and meeting space is allowed in addition to the total Parcel square footage allowance.

However, because of the amount of parking above grade, the gross square footage of the project is increasing from 665,976 square feet of development, to 822,025 square feet of development, according to information submitted by the applicant (Exhibit C, Parking Above Grade), which is apparent with the request for reductions to the height and setback requirements discussed later in this Staff Report.

The 1998 DA explicitly prohibits the transfer of Density between parcels and sets forth

maximum square footage allowances per parcel. As a substantive Modification to the MPD, the Planning Commission may consider the applicant's request for the shifting of Density between parcels and an increase in gross square feet. ***The applicant is proposing more Density on Parcel C than allowed under the 1998 DA, but remains compliant with the overall UE's, but not the maximum allowed square footage.***

At this time, the Planning Department finds the density of the proposed Park City Base Area Lot Redevelopment Master Plan Study consistent with the underlying zoning, the 1998 Development Agreement and the 2019 First Amendment to the DA. However, concerns with height, setbacks, and the amount of above grade parking remain.

Programming and Site Planning

LMC Section [15-6-5\(G\), MPD Site Planning](#), states "An MPD shall be designed to take into consideration the characteristics of the Site upon which it is proposed to be placed. The project should be designed to fit the Site, not the Site modified to fit the project. The following shall be addressed in the Site planning for an MPD:

1. Units should be clustered on the most developable and least visually sensitive portions of the Site with common open space separating the clusters. The open space corridors should be designed so that existing Significant Vegetation can be maintained on the Site.
2. Projects shall be designed to minimize Grading and the need for large retaining Structures.
3. Roads, utility lines, and Buildings should be designed to work with the Existing Grade. Cuts and fills should be minimized.
4. Existing trails should be incorporated into the open space elements of the project and should be maintained in their existing location whenever possible. Trail easements for existing trails may be required. Construction of new trails will be required consistent with the Park City Trails Master Plan.
5. Adequate internal vehicular and pedestrian/bicycle circulation should be provided. Pedestrian/ bicycle circulations shall be separated from vehicular circulation and may serve to provide residents the opportunity to travel safely from an individual unit to another unit and to the boundaries of the Property or public trail system. Private internal Streets may be considered for Condominium projects if they meet the minimum emergency and safety requirements.
6. The Site plan shall include adequate Areas for snow removal and snow storage. The landscape plan shall allow for snow storage Areas. Structures shall be set back from any hard surfaces so as to provide adequate Areas to remove and store snow. The assumption is that snow should be able to be stored on Site and not removed to an Off-Site location.
7. It is important to plan for trash storage and collection and recycling facilities. The Site plan shall include adequate Areas for trash dumpsters and recycling containers, including an adequate circulation area for pick-up vehicles. These facilities shall be enclosed and shall be included on the site and landscape plans

for the Project. Pedestrian Access shall be provided to the refuse/recycling facilities from within the MPD for the convenience of residents and guests. No final site plan for a commercial development or multi-family residential development shall be approved unless there is a mandatory recycling program put into effect which may include Recycling Facilities for the project. Single family residential development shall include a mandatory recycling program put into effect including curb side recycling but may also provide Recycling Facilities. The recycling facilities shall be identified on the final site plan to accommodate for materials generated by the tenants, residents, users, operators, or owners of such project. Such recycling facilities shall include, but are not necessarily limited to glass, paper, plastic, cans, cardboard or other household or commercially generated recyclable and scrap materials. Locations for proposed centralized trash and recycling collection facilities shall be shown on the site plan drawings. Written approval of the proposed locations shall be obtained by the City Building and Planning Department. Centralized garbage and recycling collection containers shall be located in a completely enclosed structure, designed with materials that are compatible with the principal building(s) in the development, including a pedestrian door on the structure and a truck door/gate. The structure's design, construction, and materials shall be substantial e.g. of masonry, steel, or other materials approved by the Planning Department capable of sustaining active use by residents and trash/recycle haulers. The structures shall be large enough to accommodate a garbage container and at least two recycling containers to provide for the option of dual-stream recycling. A conceptual design of the structure shall be submitted with the site plan drawings.

8. The Site planning for an MPD should include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.
9. Service and delivery Access and loading/unloading Areas must be included in the Site plan. The service and delivery should be kept separate from pedestrian Areas."

The applicant is proposing to develop Parcels B, C, D and E of the base area, all of which are existing surface parking lots for the ski area and contain 1,186 parking stalls in total.

As noted earlier, the City originally granted development rights and height and setback variations, as laid out in the 1998 DA, in exchange for development restrictions on both the Open Space designation of the 1998 Master Planned Area and the Park City Alpine Terrain. The applicant is not proposing any changes to the restricted Open Space or Park City Alpine Terrain, and these areas remain permanently restricted Open Space and are zoned Recreational Open Space (ROS).

Proposed Site Plan:

The Program and Planning section of PEG's application can be found [here](#).

The essential driver of the applicant's site plan is the need to replace the existing surface parking with structured parking during the off season, so that the Resort can

maintain sufficient parking during the ski season. This means excavation and construction of parking must be completed between the spring, summer and fall months (approximately March 15-December 15) so that parking is available the following ski season. Once parking is completed during the off season, construction above the parking podium can progress during the winter months.

This is a complex site to develop and the applicant is balancing the need to maintain 1,200 day skier parking stalls at all times during construction, with other obligations such as fulfilling their housing obligations in the first phase of construction. The applicant has also prioritized the maintenance of a primary view corridor of the mountain when approaching the site from the intersection of Empire Avenue and Silver King Drive, and the provision of a central plaza area located between Parcels C and E, and adjacent to the mountain, which were key features of the 1998 site plan.

Further complicating the development of the site is the significant grade change among the parcels and the existing utility infrastructure below grade.

The applicant is proposing to cluster the proposed new buildings at the base area surface parking lots, consistent with the 1998 Development Agreement and is *seeking exceptions for building height; decreased perimeter setbacks; the transfer of Density to Parcel C; changes to pedestrian connectivity plaza/open space, and view corridors; a new one-way circulation plan; changes to the transit stop; a reduction to the number of required parking stalls; changes to the Phasing and Traffic Mitigation Plans; and the proposed bifurcation of resort operations and the base development.*

Traffic circulation is proposed in a new one-way direction and 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. New roundabouts are proposed at the Empire Avenue/Silver King Drive, and Lowell Avenue/Silver King Drive intersections. *These roundabouts encroach onto the City's Municipal Golf Course, and the application does not address how the applicant intends to acquire this property.*

Drop off areas for parents, shuttles and Uber/Lyft are provided and a four bus saw-tooth bus stop is proposed in the area of the existing bus stop. *A third party peer review of the Traffic Impact Study is expected to comment on the efficiency of the proposed traffic and circulation plan and will be discussed at a later public hearing.*

Proposed Parcel Programming Summary					
	Day Skier Parking Stalls	Condominium Units/Hotel Rooms	Residential Parking Stalls	Resort Accessory/ Retail/ Commercial SF ²	Affordable/ Employee Units
Parcel B	760	56 Condos	87	5,584	73
Parcel C	0	249 Guestrooms	183	23,520	0
Parcel D	0	39 Condos	95	21,148	0
Parcel E	414	46 Condos	123	32,535	0
Total	1,174 stalls	141 Condos/249 Guestrooms	488 stalls	82,787 SF	73 Units

Parcel B 1998 Plan:

The 1998 Plan for Parcel B was known as the “Residential Village” and was designed to appear as three (3) separate buildings, all residential in character. This Parcel also contained a landscaped stairway at 14th Street which provided a view corridor as well as broke up the scale of this large parcel for pedestrians, allowing them to walk through this block instead of all the way around. This parcel appears to contain one level of above grade garage parking.

Under the 1998 Plans, buildings heights were 3-6 stories above parking. Building heights at this parcel range from 20-50 feet above 35 feet, or 55-85 feet in height. In concept, the parcel’s bulk steps down from Lowell Avenue towards the northeast corner of the site fronting Empire Avenue. The tallest portions of the building are located at the site’s center and closest to Lowell Avenue minimizing impacts on adjacent Empire Avenue properties. The buildings contain 191 total units and has an average height of 4.5 floors.

² This calculation does not include lobby, back of house, convention or meeting space, mechanical or parking area but does include resort accessory uses such as day skier lockers, ticketing, storage, clinic, ski patrol, loading dock, amenity space and ski club area.



Parcel B: ELEVATION STUDY

*These images are approximate and are based on conceptual diagrams that fit within the prescribed volumes; actual building design, elevations and shadows will vary.



ARCHITECTS

Figure 1. Elevation of Building B from Lowell Avenue, from the 1998 Master Plan Study.

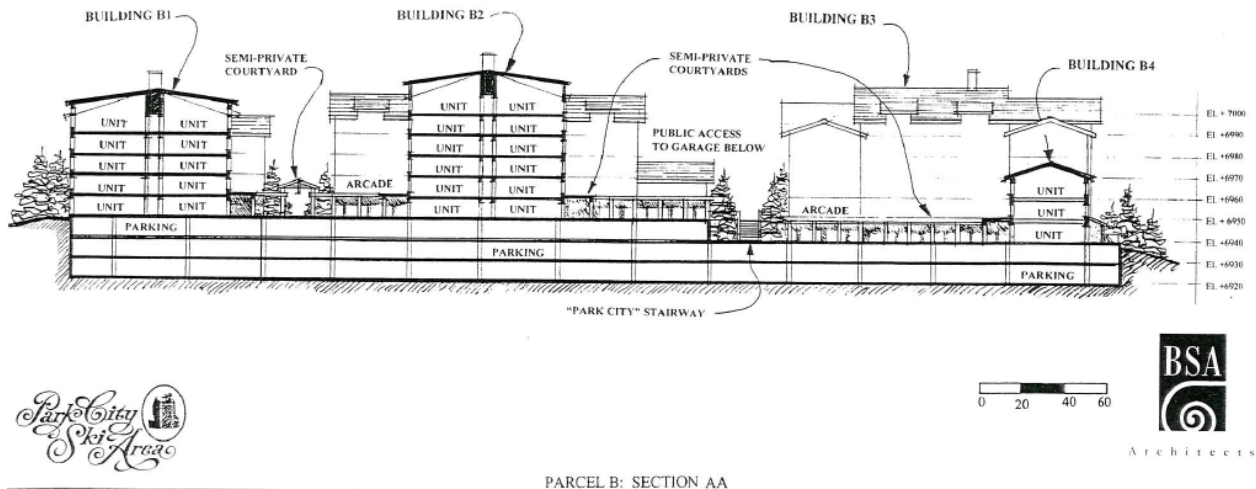


Figure 2. Section View of Parcel B, from the 1998 Master Plan Study. Note that the vast majority of parking appears to be below grade.

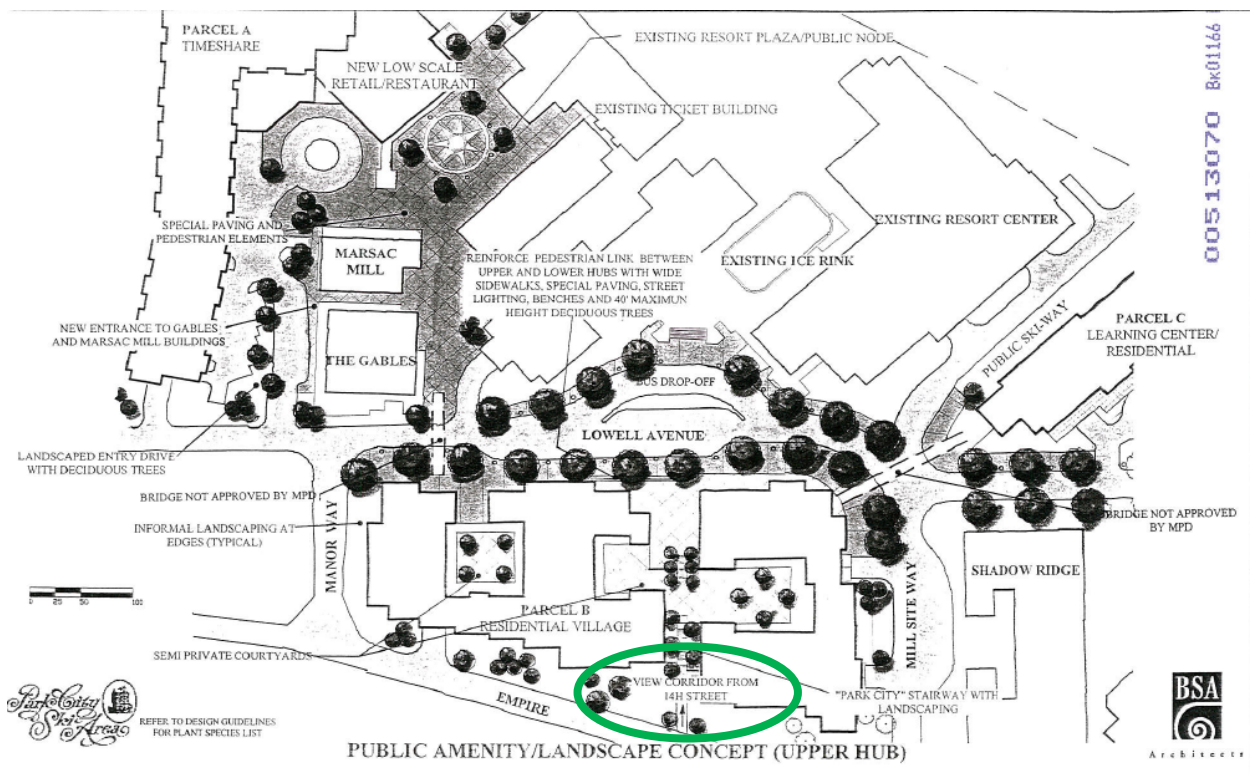


Figure 3. Note the View Corridor and Pedestrian Connection from 14th Street

Parcel B Proposed Plan:

Parcel B exists as a parking lot with 388 surface parking spaces.

Programming for Parcel B consists of a four-story (4) parking structure, a condominium building with 56 units, and a residential building that contains the project's affordable and employee housing program consisting of 73 units. The parking structure contains 760 day-skier parking spaces plus 87 parking stalls for the residential units. There are three separate entrances/exits into the garage, each entering/exiting to a different level. The fourth or top level of parking is only accessible from the third level which is accessed off of Manor Way. The second level is accessed off of Empire Avenue and the First level is accessed off of Shadow Ridge Road. Portions of the parking structure are concealed by residential programming. Each corner of the building on Lowell Avenue has day-skier entrances which will funnel pedestrian crossings at these locations. A minimal amount of retail and day-skier lockers front Lowell Avenue.

The massing of Parcel B is split into three volumes, one being the parking structure, and the other two being the residential buildings that wrap and are located on top of the parking structure.

The four story parking structure is built into the slope of the site so that one story is generally below grade and the rest of the structure reads between one and three stories above grade, depending on the location. The Existing Grade is lowest at the northeast corner of the site (corner of Shadow Ridge and Empire Avenue) where the garage appears as three stories above grade but is wrapped with affordable and employee housing, and rises towards the southwest corner of the site (corner of Manor Way and Lowell Avenue) where the garage appears as one story above grade.

The two residential buildings are separated so that there is a view towards the Resort close to the end of 14th Street. However, due to the three stories of parking structure located above grade at this location, there is no pedestrian circulation through the site, and pedestrians must walk around this large block. Additionally, the Planning Department is concerned that the parcel reads as one massive building due to the amount of structured parking above grade.

The Planning Department is also concerned that the applicant is doubling the amount of parking on this lot forcing more cars to circulate through the entire resort area as compared to existing conditions, where the parking is more balanced among all of the parcels. This may lead to more congestion in front of the Resort and particularly in front of the transit station. Finally we note that the drop off area at this portion of the site is located on the east side of Lowell Avenue, which will lead to additional pedestrian crossings on Lowell Avenue. The Planning Department would recommend drop-off locations always be located on the west side of Lowell Avenue in order to minimize pedestrian-vehicular conflicts.

The northern portion of the site contains the affordable and employee housing program. There is one significant building step back at the fifth floor along both the Shadow Ridge

façade and the Empire Avenue facade. The Lowell Avenue façade contains the condominium program and presents as five stories (5) at the center of this facade. The Planning Department is particularly concerned with the Empire Avenue façade, which presents as one long structure in contrast to the modestly scaled residential structures across Empire Avenue. This Empire Avenue facade needs additional façade detailing, variation and articulation to achieve compliance with LMC length and shift standards. The Planning Department would also recommend front doors on this façade if possible.

One idea to consider that might help to reduce the mass of Building B would be to switch the location of the affordable and employee program to Parcel D, along with additional parking, and to move the units proposed for Parcel D to Parcel B. This may allow for the mass of the condominium units to be more centered on Parcel B, pulled away from Empire Avenue and Shadow Ridge Road, and to allow for more variation in the height and number of stories.





Parcel C 1998 Plan:

Under the 1998 Plan Building C is billed as the Learning Center, with day care, residential and retail programming included as well. This parcel pushes the building mass away from Lowell Avenue toward the ski slope and the similarly scaled resort center. The parcel has building heights from two (2) to six stories (6) above parking, or 30-39 feet above 35 feet, or 65-74 feet in height. The highest portions of the building are at the center against the backdrop of the mountain. There is a circular drop off area in front of the building off of Lowell Avenue. The building has a minimum setback of 20 feet from Lowell Avenue and 30 feet from the edge of paving on the south side of the building, placing the building approximately 75 feet from the adjacent Resort Center Condominium building. The building contains 101 units overall with an average height of 4.7 stories.

Parcel C Proposed Plan:

Parcel C is programmed as a four-star hotel with 249 guestrooms. Also included is bar and restaurant; spa and fitness center; outdoor pool deck; ski-on/ski-off outdoor lounge; and approximately 6,000 square feet of retail space. In addition, 26,000 square feet of convention and meeting area is included, although most of this is located below grade. One side of the building fronts the plaza located between Parcels C and E. It is also expected that resort ticketing and skier services of approximately 17,000 square feet will be located within this building close to the mountain and lifts, including public restrooms and lockers. The building also includes employee facilities, back of house, mechanical and storage space.

The proposed hotel has three connected wings that sit on a two-story parking podium with an arrival courtyard accessed from Lowell Avenue. Similar to Parcel B, this Parcel also has a substantial grade change, putting some of the podium underground on the southern end. The building contains two levels of parking for hotel guests, which would be managed by valet for a total of 183 stalls. A loading dock is located at the end of the northern wing and would be partially screened by landscaping. The ends of the building step down as they approach Lowell Avenue and the tallest massing is set towards the middle of the building and closest to the mountain. The building reads as five to six stories when viewed from the north or south respectively.

Staff notes the hotel rooms appear quite small (approximately 350 square feet) and generally appear to contain only one bed per room.

The Planning Department requested and received a rendering from the Resort Center Condominiums' perspective, inserted below.



IMAGE 4



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PARCEL C
PERSPECTIVE VIEW

Parcel D 1998 Plan:

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

Parcel D Proposed Plan:

This parcel occupies one of the most visually important locations in the resort given its position at the resort's entry, at the intersection of Empire Avenue and Silver King Drive. Parcel D has the smallest program with 39 residential condos and 21,000 square feet of retail uses. Two levels of structured parking are provided with a total of 94 parking stalls for the residential and retail uses. One of the parking levels is located above grade and four residential levels are located above the parking, creating a five story building. No day skier parking is provided on this parcel.

An open plaza is also programed for this parcel and will be described in further detail under the Open Space section of this Staff Report.

A 1,740 square foot stand-alone one-story retail building is also located on this parcel but no additional information about this building is provided.



View from northwest corner of Parcel D



Parcel E 1998 Plan:

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

Parcel E Proposed Plan:

Proposed Parcel E includes six programmatic elements: structured parking, resort support spaces, condominiums, retail uses, a ski club, and a large plaza including a ski beach. There are three levels of parking – two levels for day skiers and one level for condominium and ski club parking, all accessed from Silver King Drive. Parking appears as one story at the plaza level with direct access to the plaza, and two-stories from Silver King Drive. Resort support spaces include a loading dock with storage space, a medical clinic and a ski patrol office totaling 7,345 square feet. A 10,000 square foot ski club is also located within this building. In addition to 12,194 square feet of retail, 46 condominium units are located on this parcel, which presents as a five-story building from the plaza, or six-stories when viewed from Silver King Drive. The building steps back at the third story as viewed from Silver King Drive, which is located significantly below the parcel.



View from northeast corner of Parcel E

A large hardscaped plaza is located between Buildings C and D and is described further in the Open Space Section of this Staff Report. The Planning Department requested and received a perspective from the Snowflower Condominiums below.



HKS



02.11.2020 | HKS #22328.001



PARCEL E

Overall, the density and units appear to be placed on the most developable portions of the site in keeping with the 1998 DA, although the Planning Department recommends exploring if some density as well as day skier parking, could be shifted away from Parcel B and potentially relocated to Parcel D. The Planning Department suggests the applicant consider breaking up (depressing below grade or reducing) the massing on Parcel B more and creating a pedestrian connection through the parcel aligned with 14th Street.

The proposed structured parking requires significant grading cuts, although it appears that less parking is located below grade than in the 1998 plan, which adds to the height of the currently proposed buildings. The Planning Department recommends shifting more of the parking below grade in order to reduce the apparent mass and height of the structures. The applicant should consider expanding parking beyond building footprints or consider expanding parking further into the site towards the mountain and below grade. Additionally, a more equitable distribution of parking throughout the parcels may ease circulation and congestion through the site, particularly in front of the transit stop.

Loading docks are proposed in both Buildings C and E, and the Planning Department has concerns with the location on Parcel E, adjacent to the Snowflower Condominiums. The 1998 plan shows a loading dock to be located in the same location, but it was agreed that this would be relocated during the CUP process. The applicant should seek alternative locations for this loading dock unless it is entirely enclosed and vehicles should be restricted from backing up into this space.

The Planning Department strongly recommends the applicant prioritize a more robust transit improvement plan for this site outside of adding saw-tooth lanes, which does not do enough to promote a transit oriented development and drive transit usage. Given the volume of buses and passengers that travel to the Park City Mountain destination, this is a critical opportunity to address the currently flawed connection in the transit system, and to develop a prominent and functional transit facility at this destination and major employment center. The Planning Department recommends at a minimum the applicant's site plan should include a sheltered waiting area with end of line facilities including bathrooms and lockers, to drive transit use at the resort and reduce vehicular traffic, which are critical priorities for the City.

The Planning Department finds there is ample opportunity in the site plan to add a transit facility on Parcel D along Silver King Drive, or on the Shadow Ridge side of Parcel B, which would reduce the length of bus circulation routes, decrease circulation time through the site, and decrease pedestrian and vehicular conflicts. Additionally, consideration of a bus only priority lane should be considered from the intersection of SR 224 and SR 248 to the Resort transit stop. This would allow buses to bypass traffic, and improves user experience of transit. These ideas should be considered further during later public hearings related to traffic, transit, parking and circulation.

Architecture

Section 2, [Development Context](#), and Section 3, [Architectural Design Guidelines](#), of the applicant's application, pages 12-21, outline the design context and intent for the base area.

The applicant has acknowledged that thus far only the blocking and massing of the site have been developed to date, and that PEG believes architectural details can be worked out during the CUP process required for each parcel.

Nevertheless PEG's submittal includes a set of guiding design principles, as context for the base area design. These principles include 1) consideration of the history of Park City as a mining town and architectural character respectful of and native to Park City while remaining honest to the current era; 2) relation to structures in the immediate vicinity which includes a variety of scales; 3) consideration of local, contemporary projects; and 4) consideration of resort type architecture.

Staff recommends the Planning Commission require evidence of compliance with LMC Sections [15-5-5, Architectural Design Guidelines](#) and [15-5-8, Facade Length And Variations](#), prior to voting on this project, or address the issue with a condition of approval for specific review at each building Conditional Use permit. Alternatively, development of more detailed design guidelines for inclusion in the new or amended DA should be considered by the Commission. The Planning Department also recommends that computer models be presented for review as this project develops.

Setbacks

The applicant's proposed building Setbacks can be seen in the [Program and Planning](#) Section of their application.

Perimeter setbacks establish the distance from the property line buildings may not encroach into, providing light, Open Space, air circulation, views, and pedestrian circulation paths.

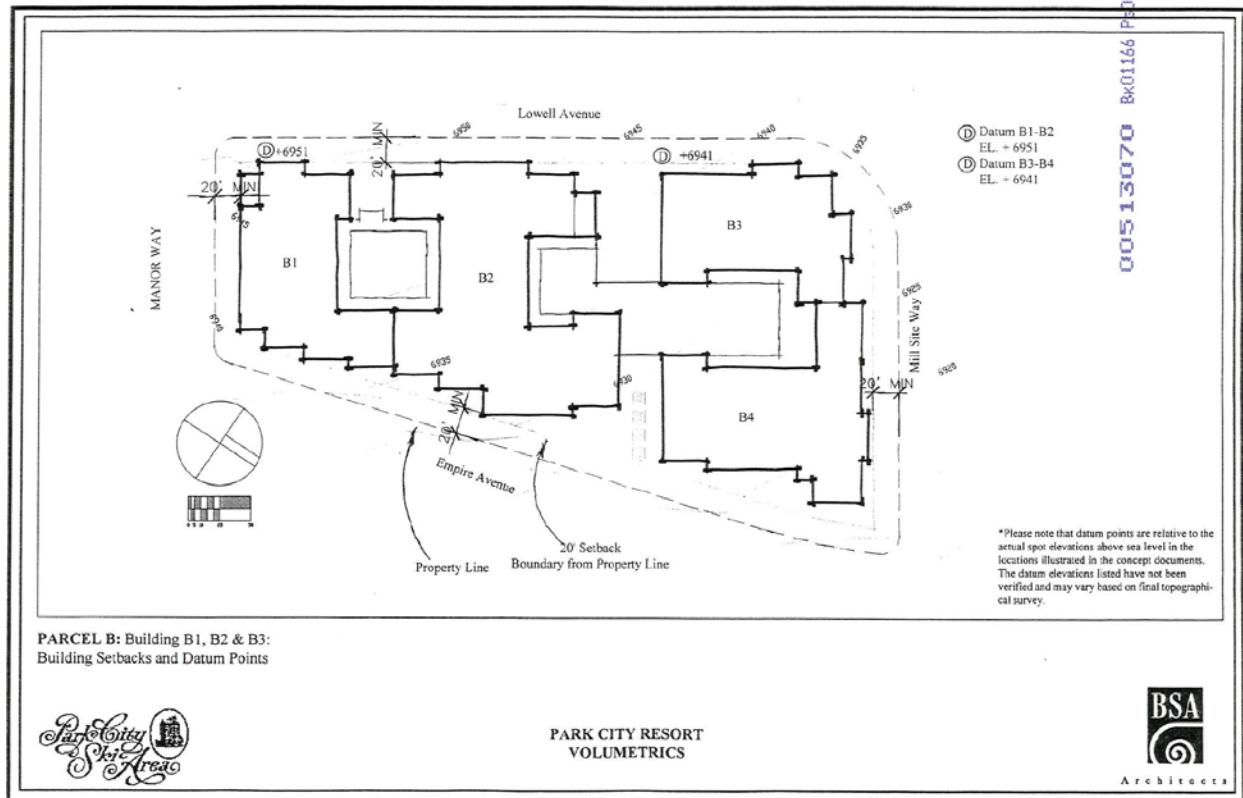
In accordance with LMC Section [15-6-5\(C\)](#), MPD Setbacks, the minimum Setback around the exterior boundary of an MPD shall be twenty five feet (25') for Parcels greater than two (2) acres in size. The Planning Commission may decrease the required perimeter Setback from twenty five feet (25') to the zone required Setback, which is twenty feet (20') in the RC zone, *if it is determined necessary to provide desired architectural interest and variation. **The applicant is requesting a reduction in the required perimeter Setback from twenty five feet (25') to the zone required Setback of twenty feet (20'), for portions of the site. Furthermore, in some cases the new requested variations in setbacks are different than in the 1998 Plans.*** The proposed twenty feet (20') perimeter setbacks are consistent with the setbacks contemplated in the 1997 approval, but the Planning Commission will need to be able to support a Finding that the reduced perimeter Setbacks are necessary to provide desired architectural interest and variation. However, the applicant is proposing to not provide this detail until the CUP process.

The setbacks proposed are at, or in excess of, those required in the RC Zone, but do not always comply with the MPD perimeter setback requirements. Due to the proposed density of the project there are some areas where the Planning Department recommends the applicant meet the required perimeter setbacks in order to provide Open Space, light, air and generous sidewalks. These include:

Parcel B along Empire Avenue. The Planning Department finds that the façade of the proposed structure on Parcel B that faces Empire Avenue is of particular importance due its transition to the existing Old Town neighborhood and architectural context. This façade faces residentially scaled structures on the east side of Empire Avenue. Existing buildings on Empire Avenue adjacent to Parcel B consist of smaller footprint condominium buildings and single family houses, most of which are only two-stories in height, with parking in front of the structures or in front facing garages.

The Planning Department recommends that due to the scale of the structures across Empire Avenue, the applicant meet the required perimeter setbacks along this façade and wrap this façade with elements of Park City's Old Town architecture including small scale townhouses, bright colors, pitched roofs, dormers and balconies, etc. It is imperative that this façade relates to the scale and feel of Old Town with ornamentation that is residential, and building height that steps back from the required setback where it exceeds the thirty five foot (35') height limit. If possible, this facade should contain front doors, and should be broken up with a pedestrian cut-through that aligns with 14th Street.

In the 1998 Plan all of the setbacks for Parcel B were reduced to 20 feet, however as can be seen below, there was significantly more variation in the building's footprint.



127

The footprint of the proposed facade on Empire Avenue meets the twenty five feet (25') required setback, however, an overhang beginning on the second level reduces the setback to twenty one feet (21') for a portion of this block. The building then steps back at the fifth level to approximately thirty five feet (35') and is seven levels on this façade but presents as five to six stories with a prominent roof.



Parcel B along Shadow Ridge. The Shadow Ridge Condominium building is the only existing building on Shadow Ridge Road that fronts the street and faces Parcel B. This building is a single, large footprint, multi-unit condominium building, averaging four-stories, with parking below the structure. This structure appears to exceed the current height limitations of the RC District.

The footprint of the proposed facade meets the twenty five feet (25') required

setback along this streetscape, however, an overhang beginning on the second level reduces the setback to twenty feet (20') for this block. The building then steps back at the fifth level to approximately twenty seven feet (27') and is seven levels on this façade but presents as six stories.



SHADOW RIDGE ROAD ELEVATION

HKS | PARK CITY | PCMR BASE MASTER PLAN | JULY 15TH 2020

0 10' 20' 40'

The facade on Lowell Avenue is setback twenty two feet (22') and the façade on Manor Way meets the twenty five (25') foot setback. The Planning Department is less concerned with the setbacks on these facades as they face Vail owned or quasi commercial buildings.



LOWELL STREET ELEVATION

HKS | PARK CITY | PCMR BASE MASTER PLAN | JULY 15TH 2020



MANOR WAY ELEVATION

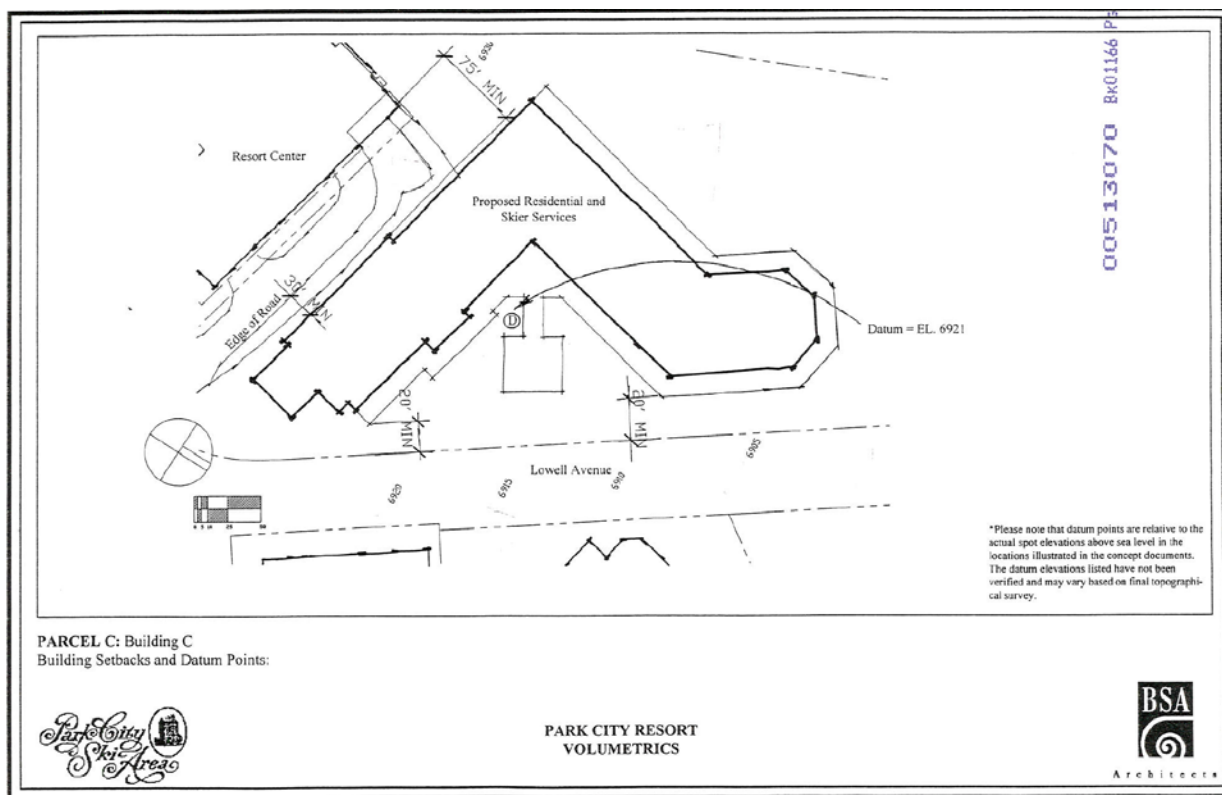
HKS | PARK CITY | PCMR BASE MASTER PLAN | JULY 15TH 2020



Parcel C south wing. The Planning Department notes that the southern wing of the proposed hotel structure will abut the Resort Center Condominiums and the access road leading to the garage below the Resort Condominiums and leading to the future National Abilities Center building.

The setback along this façade exceeds the required twenty five feet although a significant amount of the setback includes the reconstructed road. The applicant should clarify the setback to the adjacent Resort Center Condominiums building as this building appears to be setback only ten feet from their property line. It appears that the bulk of this façade will present as four-stories.

The Lowell Avenue façade of Building C is set at the requested twenty feet (20') setback line and presents as a five story building. The Planning Department notes that the south wing that is closest to Lowell Avenue and the Shadow Ridge Condominiums is only three stories and steps back before it increases to five stories. The proposed setbacks of Building C are very similar to the 1998 Plan below.



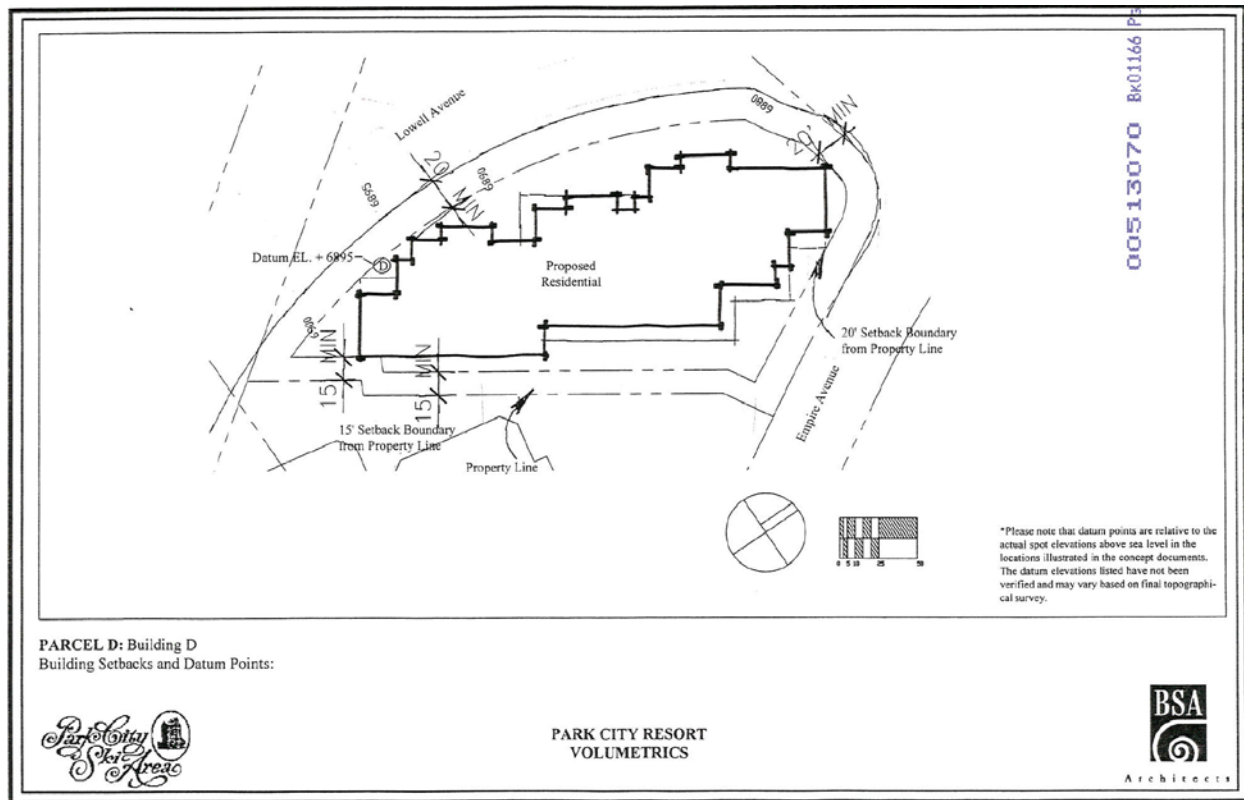


HKS PEG
02.11.2020 | HKS #27238.001

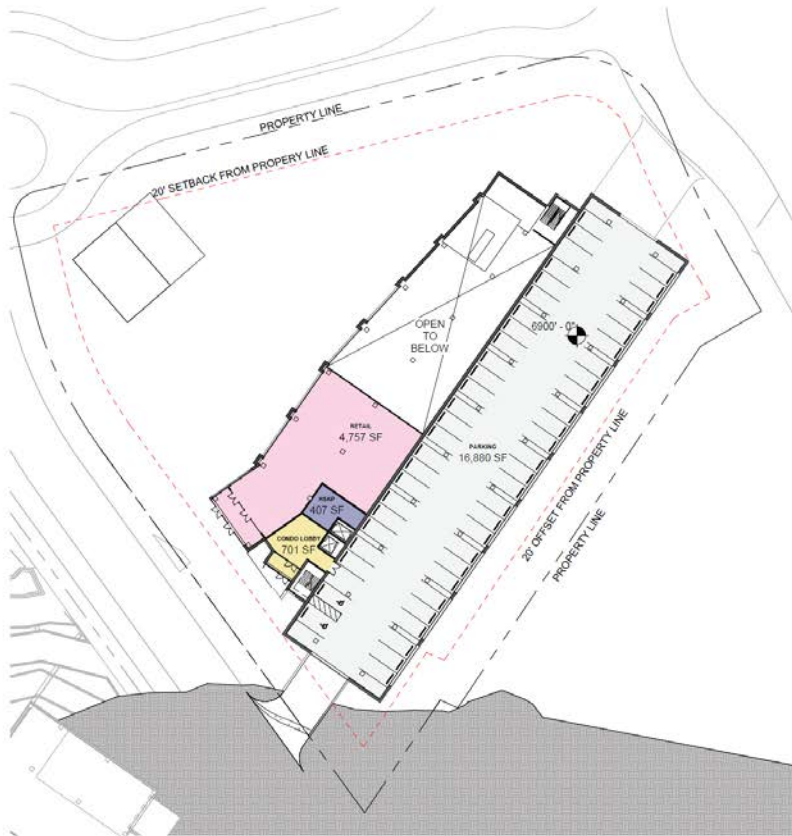


IMAGE 4

Parcel D where the proposed building abuts the Silver King Condominiums and Empire Avenue. The Silver King Condominiums is another larger condominium structure, circa 2001, which averages four-stories with parking below.



The current proposed setbacks for this parcel are twenty feet and increase slightly along the shared property line with the Silver King Condominium building. The building appears to read as five stories.



- AFFORDABLE HOUSING
- AMENITIES
- BOH
- CIRCULATION
- CONDO
- EMPLOYEE HOUSING
- MEP
- PARKING
- RESORT
- RETAIL
- SKI CLUB

DEVELOPMENT | PARCEL D - LEVEL 01 FLOOR PLAN
EL. 6900'-0"



HKS

PEG

02.11.2020 | HKS #22328.001



Parcel E where the building abuts the **Snowflower Condominiums** and **Silver King Drive**. This development consists of four separate three-story condominium buildings accessed from Silver King Drive, with parking below grade. **The proposed structure meets the twenty five feet (25') required setback with the exception of the corner of Lowell Avenue.** This structure is five-stories in comparison with the adjacent three story building.

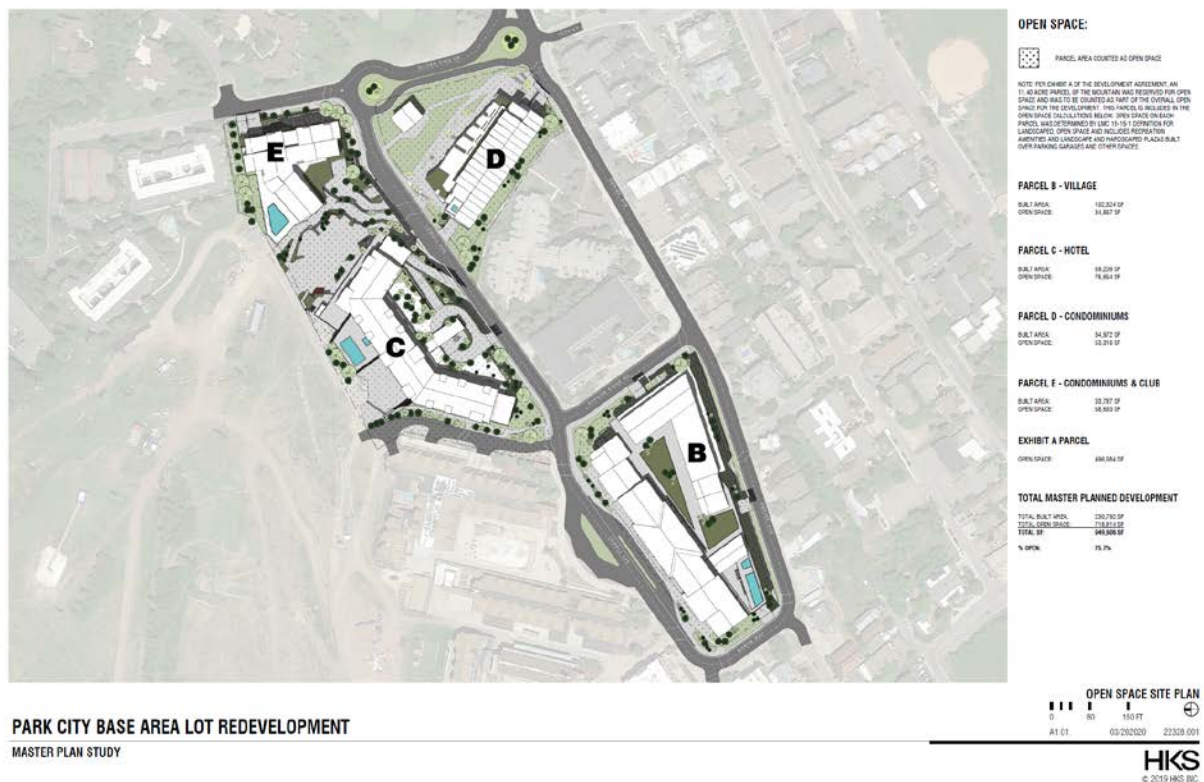




02.11.2020 | HKS #22328.001

Open Space

The applicant submitted a revised Open Space Site Plan on March 20, 2020 (Exhibit D), which is inserted below.



Open Space refers to land without buildings on it, that is *open for use by the public* including public improvements, recreation amenities, public landscaped and hardscaped plazas, and pedestrian amenities. Open space does not include roadways or private recreational amenities that are not open to the public.

In accordance with LMC Section [15-6-5\(D\)](#), Open Space, Master Planned Developments shall contain a minimum of sixty percent (60%) Open Space.

Section E of the Recitals Section of the 1998 Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain.” *The applicant does not propose to alter these Open Space restrictions.*

Sheet A1.01, the Open Space Site Plan, dated 03/20/2020 calculates that the Open Space for the base area is 75.7%, which complies with the requirement of the MPD.

These calculations must be verified as some areas of the site that should not be included as Open Space, appear to be included in this graphic, such as the roadway south of Building C.

Per Exhibit A of the 1998 DA, an 11.4 acre parcel at the base of the mountain is reserved for open space and is counted as part of the open space for the base area, and this space is included in the open space calculation submitted by the applicant.

The three largest areas of Open Space include a plaza behind Building C, the plaza adjacent to Building D, and the plaza between Buildings C and E.

The plaza behind Building C offers ski slope access and is an extension of the hotel lobby. If the applicant would like this area to count as open space they should clarify how this area will be inviting to the public and not feel exclusive to hotel guests.

A plaza adjacent to Building D is the first Open Space visitors may notice. This area also serves as a pedestrian corridor to the mountain. A series of terraces and “outdoor rooms” run along the north side of the building and a community lawn flanks the other side of the circulation path. The applicant has noted that the lawn area can accommodate small concerts and markets as well as other community events. This open plaza serves to protect the view corridor of the mountain at the intersection of Empire Avenue and Silver King Drive, and connects all the way through the site to the mountain.

Pedestrian circulation through the plaza between Buildings C and D includes three short sets of stairs as well as accessible routes. Retail and restaurants open to this plaza area as well as skier services, all of which will help activate the space. Although the application mentions an elevated platform area for outdoor concerts and seating in warmer months this is not apparent on submitted plans. The application also notes an umbrella bar and large fireplace are included in this location, and that the plaza could be expanded towards the First Time Lift. The Planning Department notes that a moving sidewalk, similar to a beginner “magic carpet” could be considered to help with accessibility through the site. This might also be helpful to further link the lower base area to the upper base area behind the buildings and adjacent to the mountain.

The proposed Open Space strikes a nice balance between hardscape and softscape although more landscape in the upper plaza may help to soften this area and enrich the space further. Additionally, actively programming these spaces with outdoor dining, food stalls or food trucks, live music concerts, markets and other community events will help the area from feeling sterile.

Building Height

Building Height is the vertical distance between the Existing Grade and the roof and is generally calculated by reviewing roof height over existing topography. The revised Architectural Site Plan, submitted on March 20, 2020, displays roof height over Existing Grade. This plan is very hard to read. The applicant submitted a revised Height Plan (Exhibit E) clarifying the Building Height at various locations.

The Building Height requirements of the RC District apply to the base area, except that in the case of an MPD, the Planning Commission may consider an increase in Building

Height based upon a Site specific analysis and determination. The Applicant is required to request a Site specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings of LMC Section [15-6-5\(F\)\(1-5\)](#) can be made. *The RC District height limitation is 35 feet from Existing Grade.*

The 1998 Development agreement and 1997 Planning Commission and City Council approvals granted some exceptions to the height limitations of the underlying Recreation Commercial Zone. However, Finding 93 of the 2015 CUP notes that “When the Planning Commission grants additional Building Height due to a Site Specific analysis and determination, that additional Building Height shall only apply to the specific plans being reviewed and approved at the time. Additional Building Height for a specific project will not necessarily be considered for a different, or modified, project on the same Site.”

Additionally, the 2019 First Amendment to the Development Agreement notes that approval for the PCMR Concept Master Plan component of the Development Agreement has lapsed in accordance with Section 7.9 of the Development Agreement, and with it, the height exceptions granted by the DA.

On April 20, 2020, the applicant submitted a letter requesting exceptions to the Building Height Requirements. ***The applicant is proposing heights of 85 feet, 85 feet, 79 feet and 87 feet for Buildings B, C, D, and E respectively. All of the proposed buildings therefore require exceptions to the Building Height Requirements.***

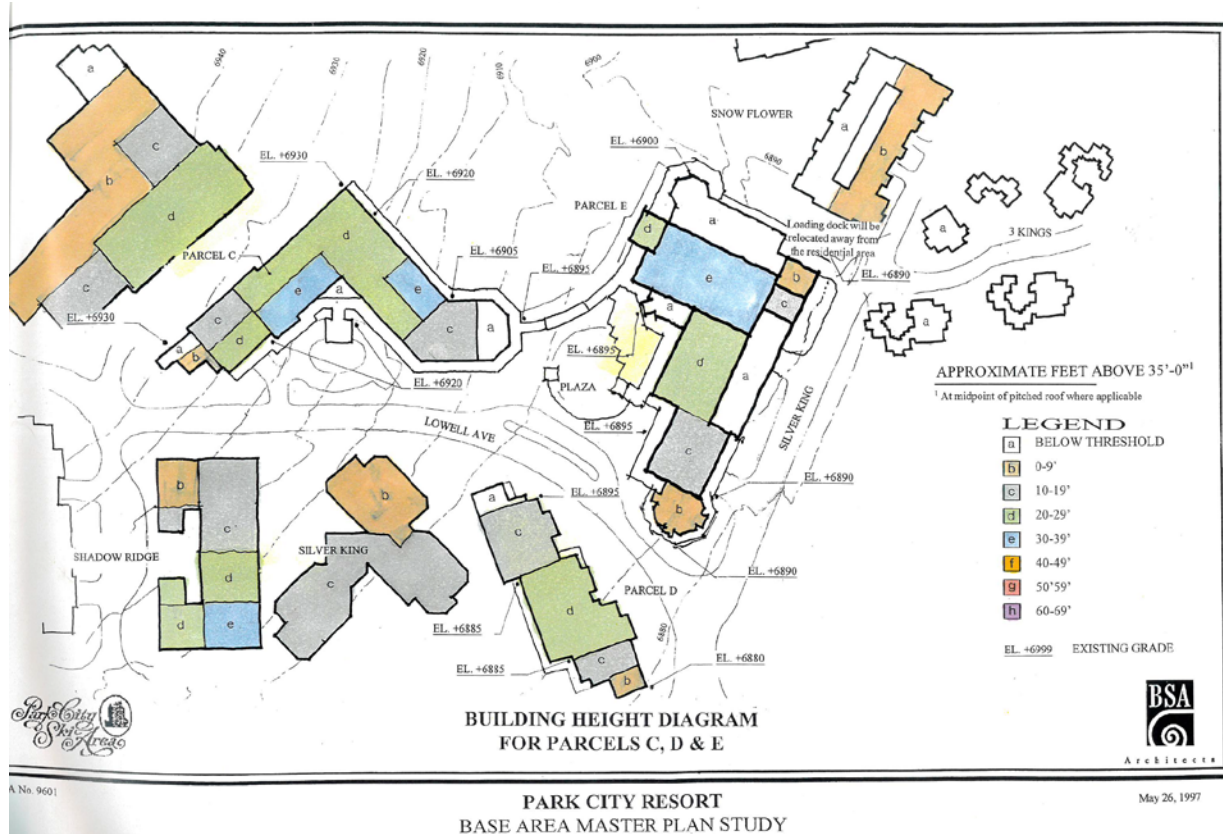
Proposed Building Height		
Building	Maximum Building Height	Number of Stories ³
Building B	85	7-stories
Building C	85	6-stories
Building D	79	6-stories
Building E	87	6-stories

The Planning Department notes that the 1998 Approved Plans had a significant amount of architectural variation in height and massing that contributed to the height exceptions granted, and that clustering the density at the base of the ski resort was preferable to spreading the density up the hill. The clustering preserves Open Space on the mountain, allows for the separation of building, and provides opportunities for view corridors. The approvals also note that the majority of the mass and height was placed towards the hill, away from existing residential uses, that specific building volumetrics were developed by the applicant to define where building masses should and should not occur, that the height variations provide an opportunity to enhance the appearance of the buildings through vertical and horizontal articulation, and that clustering the density in relatively tall structures ensured that much of the site will remain Open Space.

³ Includes parking above grade

The diagrams below are inserted to show the nuanced height approved in the 1998 DA.





The applicant has repeatedly noted that the previous plan proved to be unbuildable, because of the amount of below grade parking, which allowed for lower buildings. The applicant has noted that parking is the driver of the current site plan, and that the excavation of one parcel and the construction of parking in time for the following ski season, highly constrain the site design.

The Planning Department does not find sufficient compliance with the exception standard with the information currently provided, particularly for Building B. The majority of proposed buildings are relatively uniform in height at five stories above parking, with less variation than previously approved plans. The Planning Department recommends the applicant consider creating more variation in massing as plans for the project progress.

Landscape and Street Scape

LMC Section 15-6-(H), Landscape and Street Scape, states that a complete landscape plan must be submitted with the MPD application. The landscape plan shall comply with all criteria and requirements of LMC Section [15-5-5\(M\)](#), Landscaping. The applicant's Landscape Plans can be found [here](#).

Although the applicant's submittal discusses the site's landscaping objective including place making, a complete landscape plan at this point in the process is premature. The

Planning Department recommends that the Commission focus on the amount and quality of Open Space during the MPD review and review landscape details during the CUP process.

The Planning Department also notes that sidewalks should be 12-15 feet in width wherever possible. Sidewalk widths are not labeled on plans submitted to date. Further Street Scape details will be reviewed at the next public hearing in September.

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 Park Record on May 13, 2020.

Notice for this meeting was published on the Utah Public Notice Website and Park Record on August 12, 2020.

Public Input

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

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 G).

Summary Recommendations

Staff recommends the Planning Commission open the public hearing on the site plan, programming, architecture, landscape design and Open Space, and consider the applicant's requested exceptions to perimeter Setbacks and Building Height requirements, hear from the Planning Department and the applicant, consider public input, and continue the public hearing process until September 23, 2020.

Exhibits

- Exhibit A – Revised Architectural Submittal
- Exhibit B – Base Area Zoning Map
- Exhibit C – Applicant's Calculation of Parking Above Grade
- Exhibit D – Revised Open Space Plan
- Exhibit E - Building Height Analysis
- Exhibit F - Public Comments Received to Date
- Exhibit G - Responses to Public Comments and Questions

PCMR BASE MASTERPLAN

ARCHITECTURAL DESIGN PRESENTATION





A LARGER APERTURE ABOVE THE PODIUM HAS BEEN RELOCATED TO BETTER ALIGN WITH THE TERMINUS OF 14TH STREET AS WELL AS THE LOWER MASSING OF THE CONDO BUILDING, OPENING UP MOUNTAIN VIEWS

STEPPING OF CONDO BUILDING ALONG LOWELL WITH TALLER MASS CONCENTRATED AT THE CORNER WHERE GRADE IS HIGHEST, RATHER THAN MID BLOCK

THE MASSING OF THE CONDO BUILDING ALONG LOWELL STEPS WITH THE TOPOGRAPHY

ARTICULATION OF BASE, MIDDLE AND TOP WITH CHANGES IN PLANE AND MATERIALITY TO DEFINE EACH. 15' MINIMUM CHANGES IN MASSING EVERY 120' OR LESS



LOWER SCALE 2 STORY ARCHITECTURAL MASS ON PODIUM ALONG EMPIRE TO RELATE TO LOWER SCALE OF RESIDENTIAL AND SERVE AS A FOIL TO LARGER CONDO BUILDING BEYOND

LOWER MASS AT CORNER OF SHADOW RIDGE AND EMPIRE WHERE GRADE IS LOWER. MASSING STEPS BACK AT LEVELS 5 AND 6.

ARTICULATION OF BASE, MIDDLE AND TOP WITH CHANGES IN PLANE AND MATERIALITY TO DEFINE EACH. 15' MINIMUM CHANGES IN MASSING EVERY 120' OR LESS

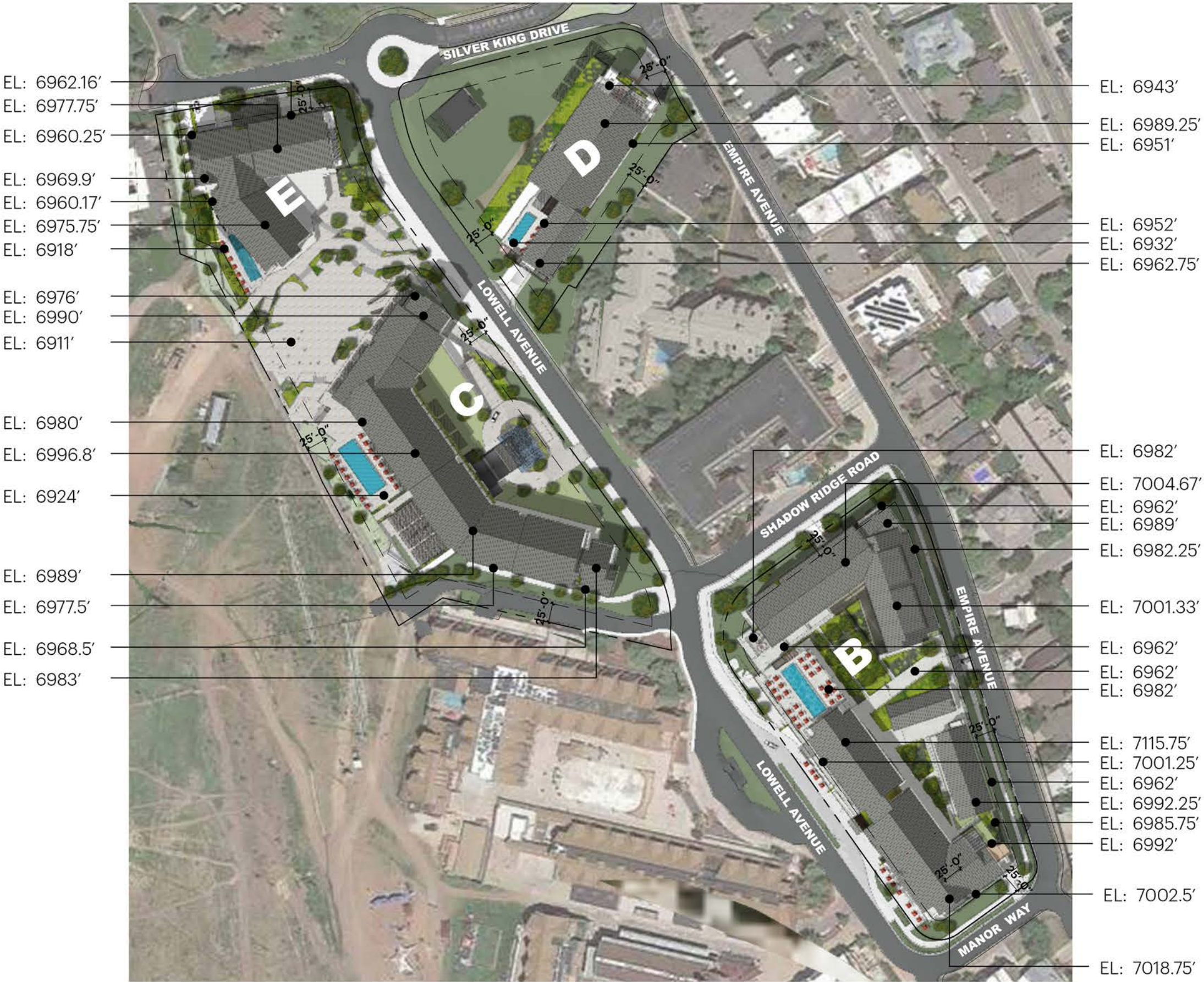
ARCHITECTURAL MASSING REVISIONS

PARCEL B

Parcel B is the largest development in the master plan, consisting of a four-story parking structure, a condominium building, and a residential building that has both affordable housing and employee housing. The parking structure contains 760 day-skier parking spaces and 118 residential stalls for condos and affordable units, both accessible at 3 separate levels by entrances located on Manor Way, Empire Avenue, and Shadow Ridge Road. The majority of the parking structure is either concealed by residential programming or architecturally clad in a similar palette of materials and elements in keeping with the residential scale. Each corner of the building on Lowell Ave has day-skier entrances, providing a clear circulation path from each parking level to the resort. Also fronting Lowell Avenue are retail and day-skier locker spaces intended to serve resort guests.

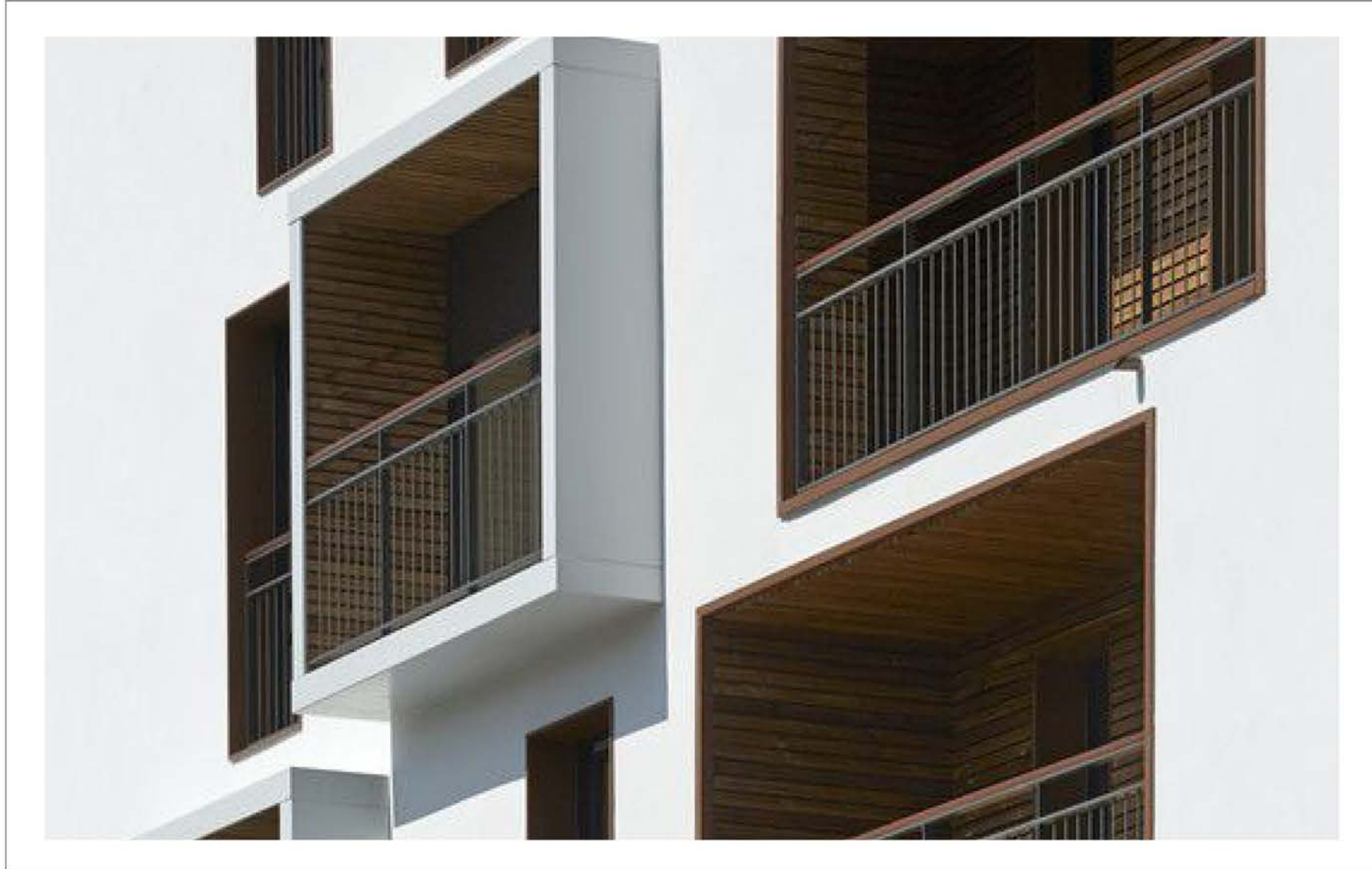
The massing of Parcel B is split into two distinct volumes wrapping and sitting on top the parking structure. The northern volume, containing the affordable and employee housing, steps both vertically and horizontally to reduce the visual scale of the massing. This can be seen at the corner where the building is carved away where the grade is lowest. The entrance to this volume is located on Shadow Ridge Road, with separate entrances provided for employee housing and affordable housing. The south-western condo building is aligned with Lowell Avenue and wraps the corner onto Manor Way. This massing steps with the topography along Lowell, with the tallest element at the Southern corner. Noted by a larger vertical break in the architecture, the condominium entrance is located on Lowell Avenue with an adjacent drop-of drive. A two story mass of condo units sits on the parking podium, set back from Empire Avenue, and mimics the smaller scale of residences across the street. A visual break above the podium at the end of 14th provides a visual connection to Park City Mountain Resort to the west.

The employee housing program satisfies the employee housing demand generated by the entire development, including 23-beds of employee housing that were required for Parcel A (Marriott Mountainside), but never provided. The employee housing for the development was calculated using the Employee Generation Table documented in municipal resolution 03-2017. Abiding by the same resolution, the affordable housing program is also intended to satisfy the affordable housing for the entire development, and fulfills the requirements of the 2015 Amendment to the Development Agreement.



OVERALL ILLUSTRATIVE SITE PLAN





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BUILDING ELEVATIONS

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LOWELL STREET ELEVATION



SHADOW RIDGE ROAD ELEVATION



EMPIRE AVENUE ELEVATION



MANOR WAY ELEVATION



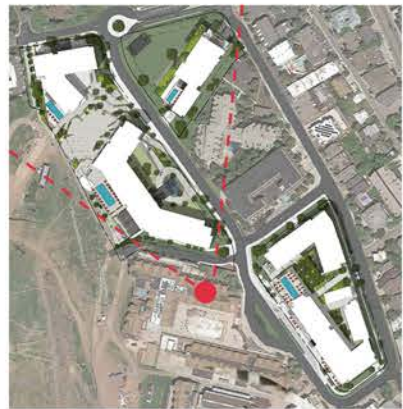
RENDERINGS



VIEW 1



VIEW 2



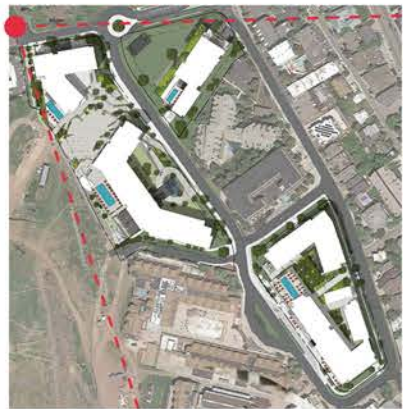
PARCEL **C**

PERSPECTIVE VIEW



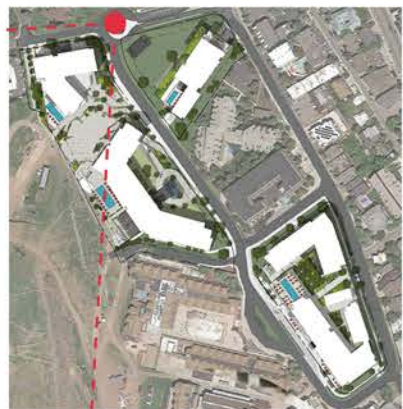
PARCEL **D**

PERSPECTIVE VIEW



PARCEL **E**

PERSPECTIVE VIEW



PARCEL **E**

PERSPECTIVE VIEW



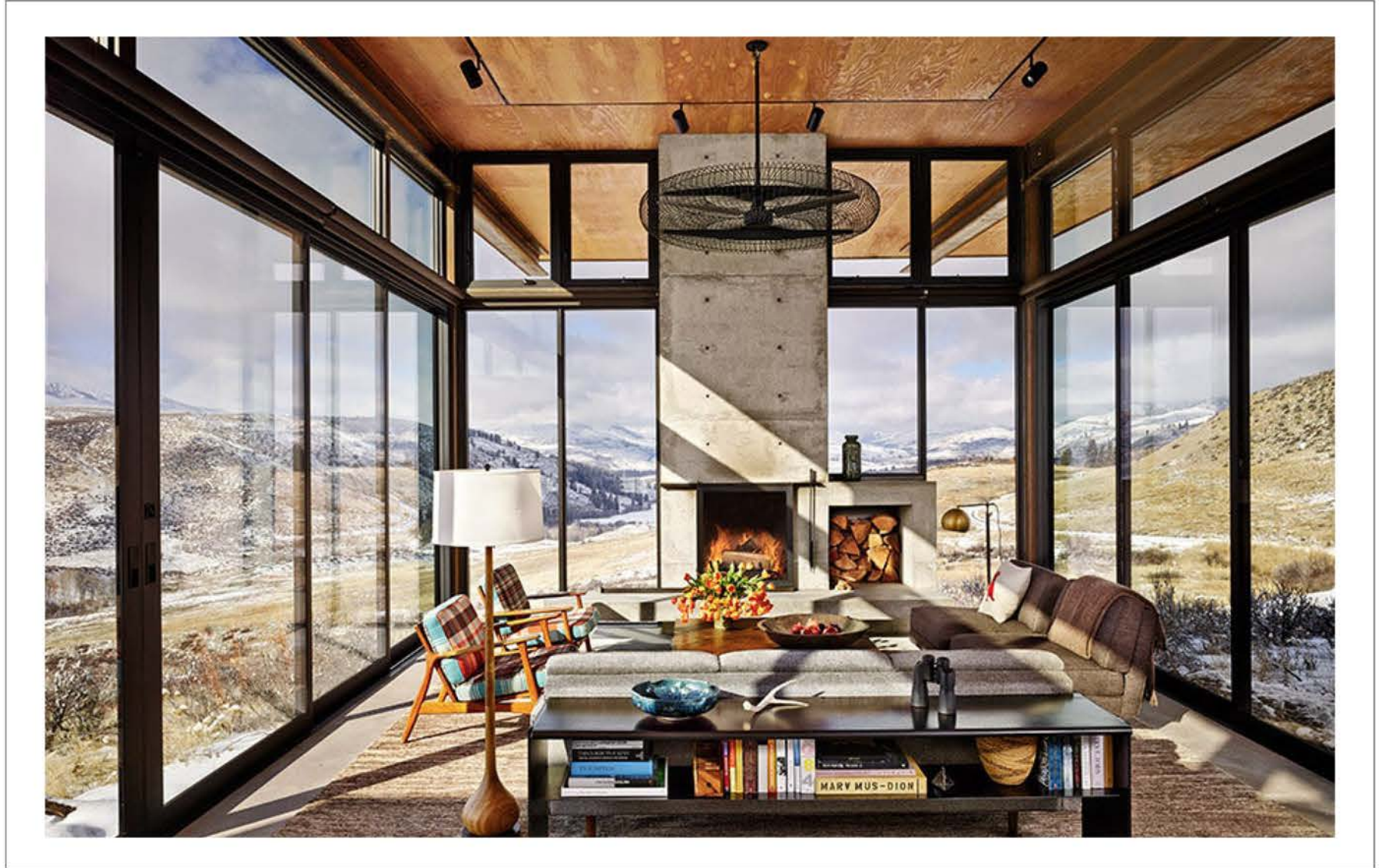
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ARCHITECTURAL IMAGERY

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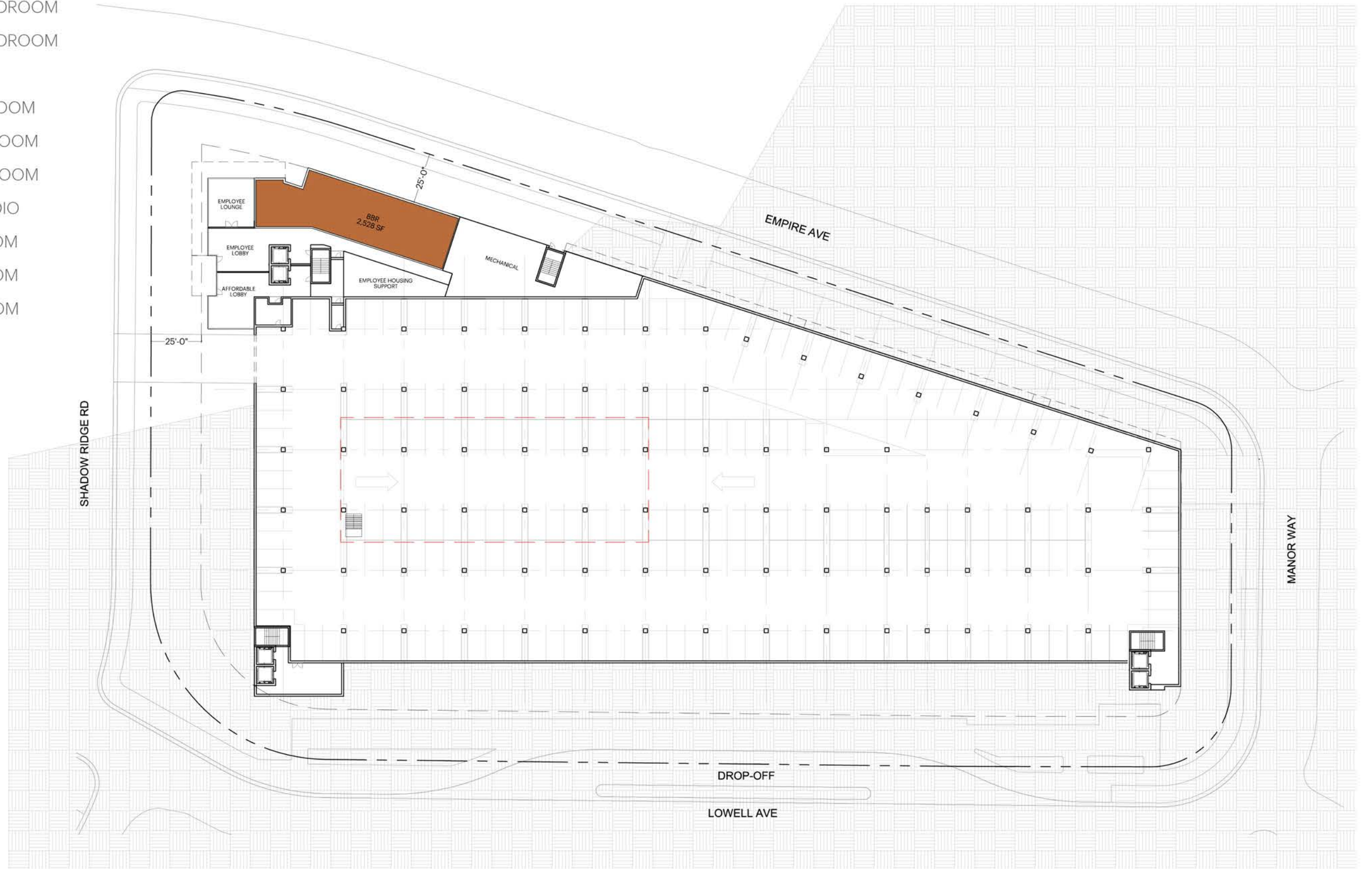
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FLOOR PLAN DIAGRAMS

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KEY

- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY

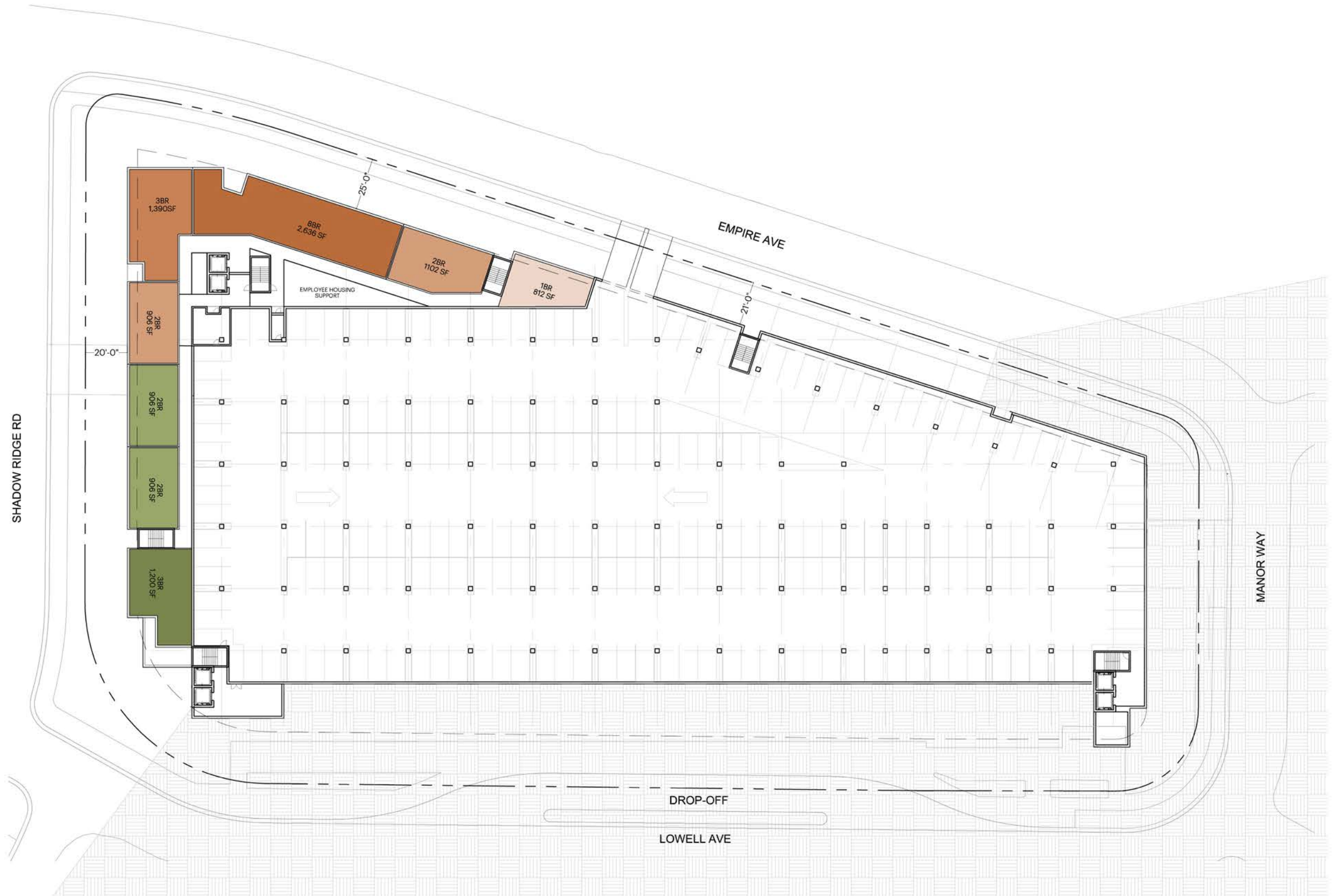


LEVEL 01 FLOOR PLAN



KEY

- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY

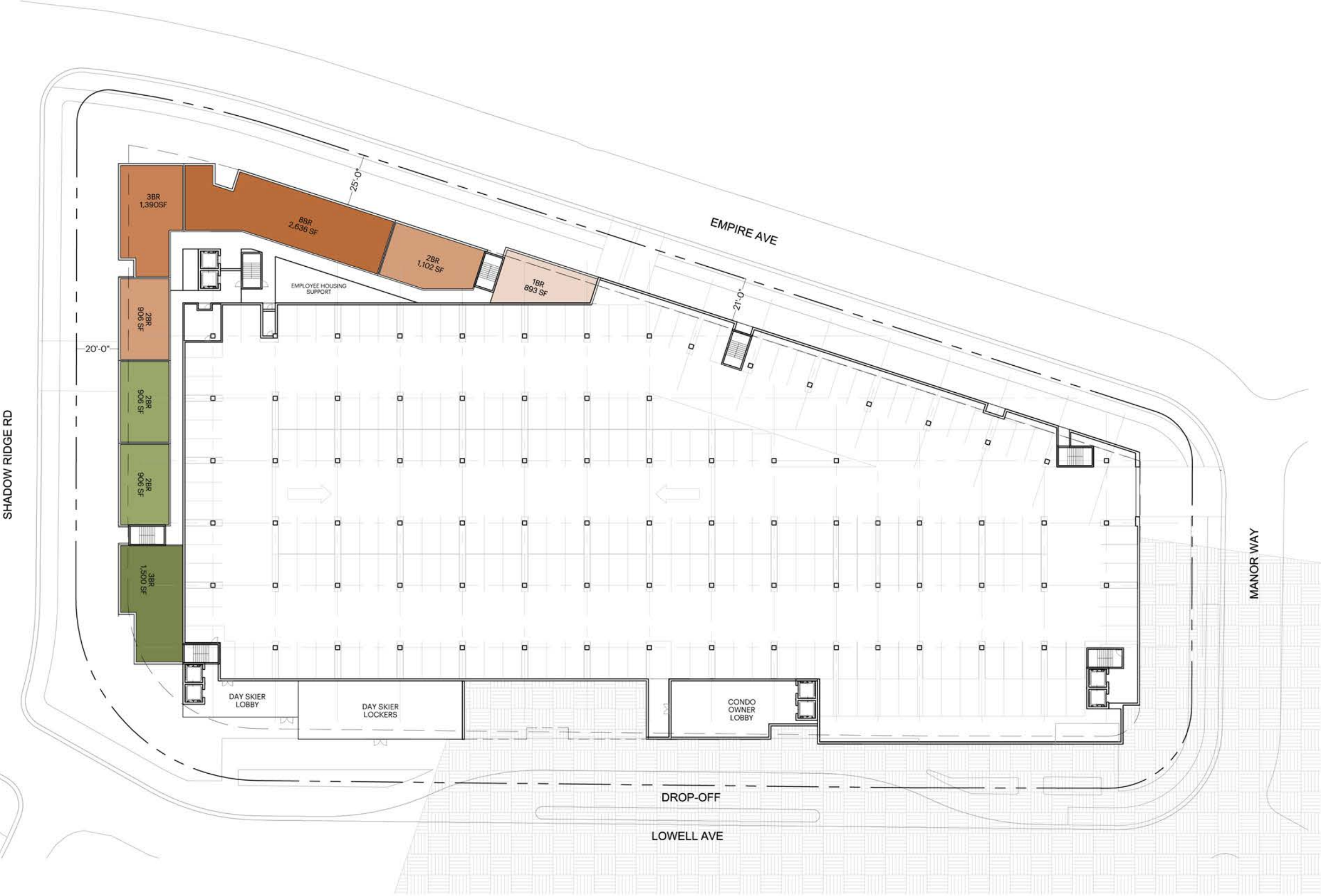


LEVEL 02 FLOOR PLAN



KEY

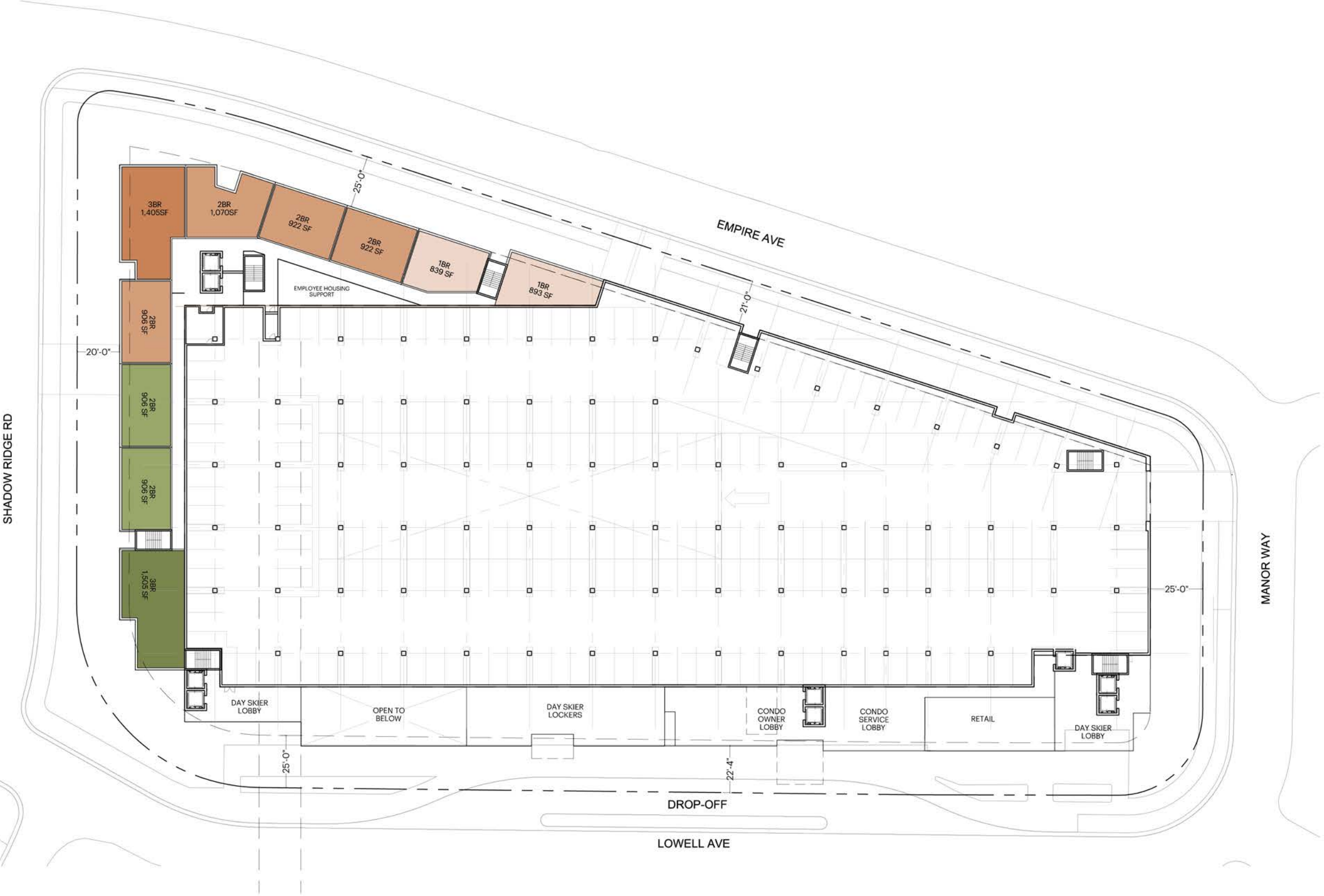
- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY



LEVEL 03 FLOOR PLAN

KEY

- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY



LEVEL 04 FLOOR PLAN



KEY

- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY



LEVEL 05 FLOOR PLAN



KEY

- | | |
|-----------------------------------------------------------------------------------|------------------------|
|  | AFFORDABLE - 2 BEDROOM |
|  | AFFORDABLE - 2 BEDROOM |
|  | BOH |
|  | EMPLOYEE - 1 BEDROOM |
|  | EMPLOYEE - 2 BEDROOM |
|  | EMPLOYEE - 3 BEDROOM |
|  | CONDO - 1 BR/STUDIO |
|  | CONDO - 2 BEDROOM |
|  | CONDO - 3 BEDROOM |
|  | CONDO - 4 BEDROOM |
|  | CONDO AMENITY |



LEVEL 06 FLOOR PLAN

KEY

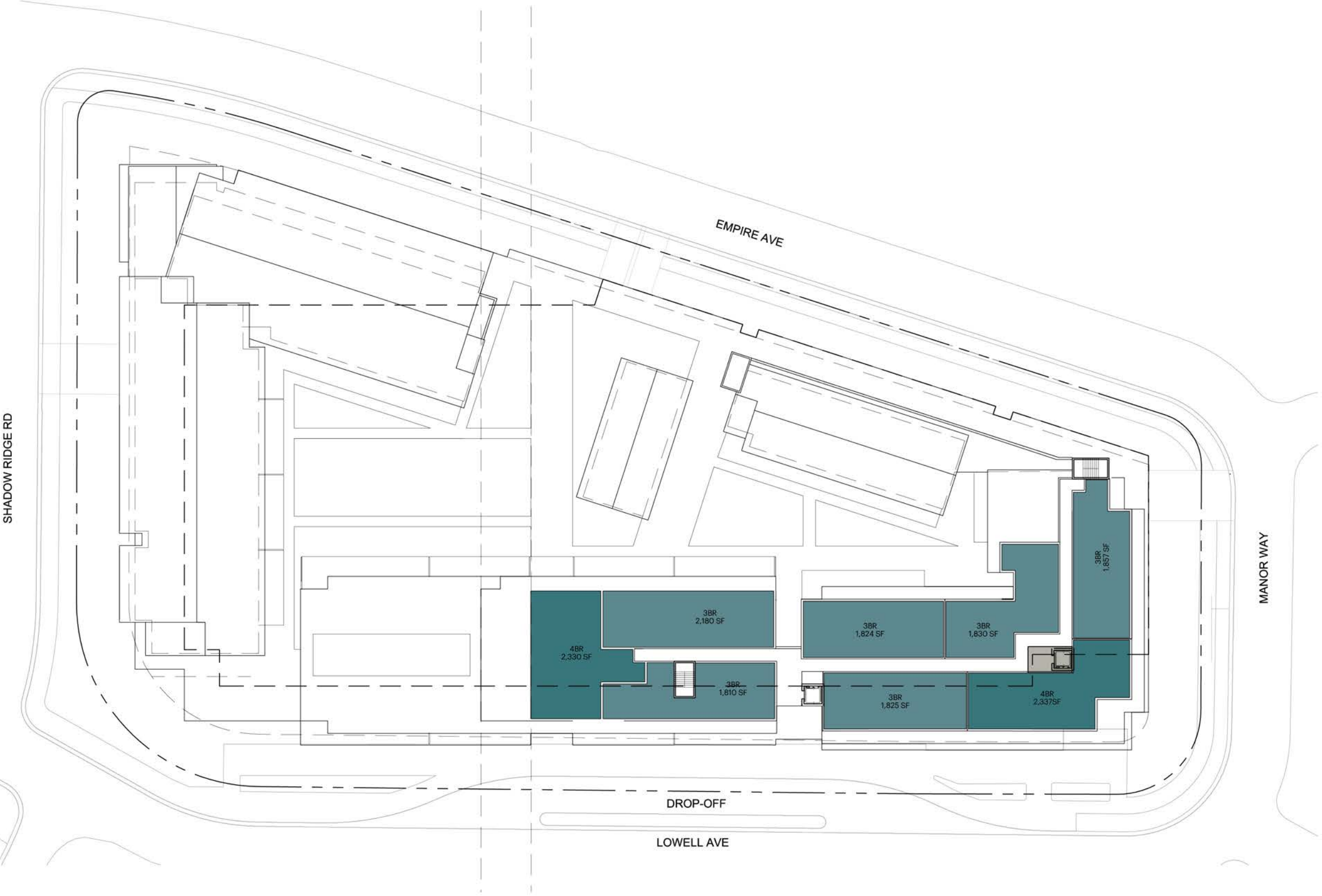
- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY



LEVEL 07 FLOOR PLAN

KEY

- AFFORDABLE - 2 BEDROOM
- AFFORDABLE - 2 BEDROOM
- BOH
- EMPLOYEE - 1 BEDROOM
- EMPLOYEE - 2 BEDROOM
- EMPLOYEE - 3 BEDROOM
- CONDO - 1 BR/STUDIO
- CONDO - 2 BEDROOM
- CONDO - 3 BEDROOM
- CONDO - 4 BEDROOM
- CONDO AMENITY

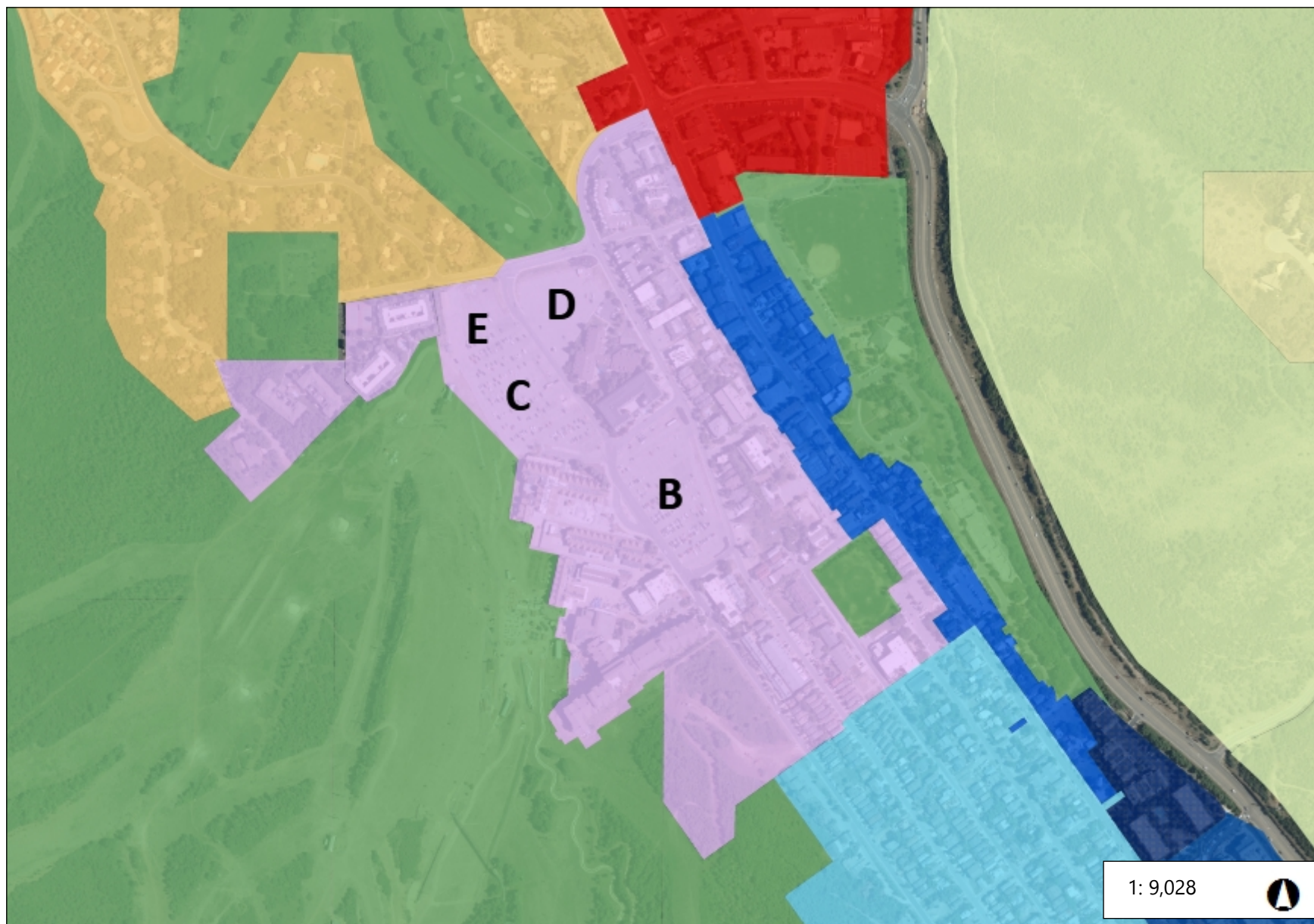
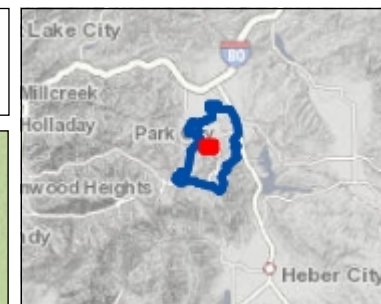


LEVEL 08 FLOOR PLAN





Park City, Utah Zoning



Legend

Parcels

Zoning

- HRL
- HR-1
- HR-2A
- HR-2B
- HRM
- HRC
- HCB
- ROS
- POS
- E
- SF
- R-1
- RD
- RDM
- RM
- RC
- GC
- LI
- PUT
- CT
- Regional Commercial (RCO)
- Master Planned Development (MPD)

1: 9,028



0.3 0 0.14 0.3 Miles

WGS_1984_Web_Mercator_Auxiliary_Sphere

This map is a user generated static output from an Internet mapping site and is for reference only. Data layers that appear on this map may or may not be accurate, current, or otherwise reliable.

THIS MAP IS NOT TO BE USED FOR NAVIGATION


Notes

Base Area Zoning Map

Parcel B	Below	Above	Total	% Above Grade
Level 1	77,037	-	77,037	0%
Level 2	68,036	8,924	76,960	12%
Level 3	28,517	51,445	79,962	64%
Level 4	-	77,207	77,207	100%
	173,590	137,576	311,166	44%
Parcel C	Below	Above	Total	% Above Grade
Level P2	55,163	-	55,163	0%
Level P1	19,161	3,208	22,369	14%
	74,324	3,208	77,532	4%
Parcel E	Below	Above	Total	% Above Grade
Entire garage entirely below grade	215,445	-	215,445	0%
Parcel D	Below	Above	Total	% Above Grade
Level P1	17,872	-	17,872	0%
Level 1	2,454	15,265	17,719	86%
	20,326	15,265	35,591	43%



OPEN SPACE:

 PARCEL AREA COUNTED AS OPEN SPACE

NOTE: PER EXHIBIT A OF THE DEVELOPMENT AGREEMENT, AN 11.40 ACRE PARCEL OF THE MOUNTAIN WAS RESERVED FOR OPEN SPACE AND WAS TO BE COUNTED AS PART OF THE OVERALL OPEN SPACE FOR THE DEVELOPMENT. THIS PARCEL IS INCLUDED IN THE OPEN SPACE CALCULATIONS BELOW. OPEN SPACE ON EACH PARCEL WAS DETERMINED BY LMC 15-15-1 DEFINITION FOR LANDSCAPED, OPEN SPACE AND INCLUDES RECREATION AMENITIES AND LANDSCAPE AND HARDSCAPED PLAZAS BUILT OVER PARKING GARAGES AND OTHER SPACES.

PARCEL B - VILLAGE

BUILT AREA: 102,824 SF
OPEN SPACE: 34,667 SF

PARCEL C - HOTEL

BUILT AREA: 59,209 SF
OPEN SPACE: 75,654 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 34,972 SF
OPEN SPACE: 53,316 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 33,787 SF
OPEN SPACE: 58,593 SF

EXHIBIT A PARCEL

OPEN SPACE: 496,584 SF

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 230,792 SF
TOTAL OPEN SPACE: 718,814 SF
TOTAL SF: 949,606 SF

% OPEN: 75.7%

OPEN SPACE SITE PLAN

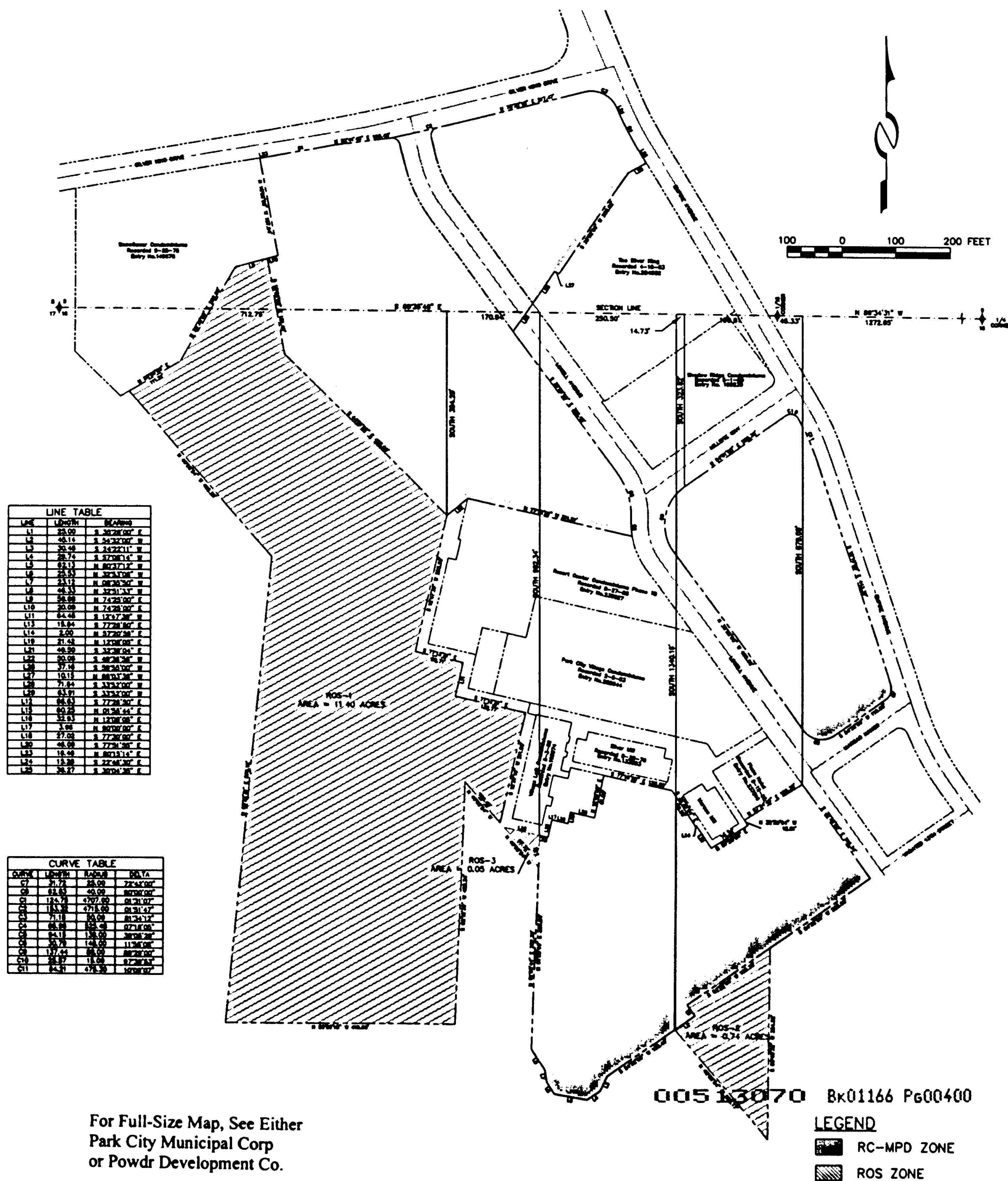


A1.01. 03/202020 22328.001

PARK CITY BASE AREA LOT REDEVELOPMENT

MASTER PLAN STUDY

Exhibit A

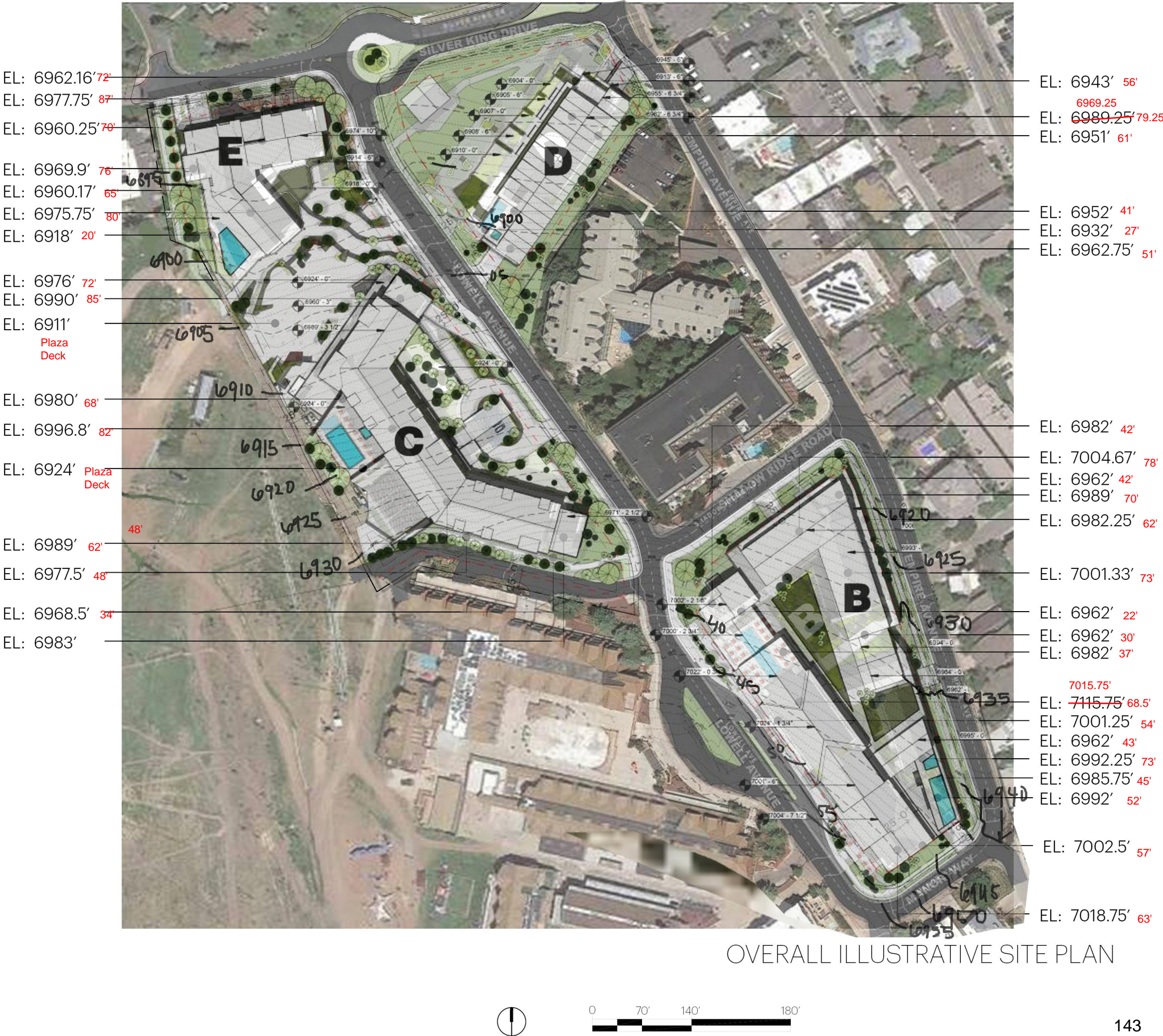


PARCEL B

Parcel B is the largest development in the master plan, consisting of a four-story parking structure, a condominium building, and a residential building that has both affordable housing and employee housing. The parking structure contains 760 day-skier parking spaces and 118 residential stalls for condos and affordable units, both accessible at 3 separate levels by entrances located on Manor Way, Empire Avenue, and Shadow Ridge Road. The majority of the parking structure is either concealed by residential programming or architecturally clad in a similar palette of materials and elements in keeping with the residential scale. Each corner of the building on Lowell Ave has day-skier entrances, providing a clear circulation path from each parking level to the resort. Also fronting Lowell Avenue are retail and day-skier locker spaces intended to serve resort guests.

The massing of Parcel B is split into two distinct volumes wrapping and sitting on top the parking structure. The northern volume, containing the affordable and employee housing, steps both vertically and horizontally to reduce the visual scale of the massing. This can be seen at the corner where the building is carved away where the grade is lowest. The entrance to this volume is located on Shadow Ridge Road, with separate entrances provided for employee housing and affordable housing. The south-western condo building is aligned with Lowell Avenue and wraps the corner onto Manor Way. This massing steps with the topography along Lowell, with the tallest element at the Southern corner. Noted by a larger vertical break in the architecture, the condominium entrance is located on Lowell Avenue with an adjacent drop-of drive. A two story mass of condo units sits on the parking podium, set back from Empire Avenue, and mimics the smaller scale of residences across the street. A visual break above the podium at the end of 14th provides a visual connection to Park City Mountain Resort to the west.

The employee housing program satisfies the employee housing demand generated by the entire development, including 23-beds of employee housing that were required for Parcel A (Marriott Mountainside), but never provided. The employee housing for the development was calculated using the Employee Generation Table documented in municipal resolution 03-2017. Abiding by the same resolution, the affordable housing program is also intended to satisfy the affordable housing for the entire development, and fulfills the requirements of the 2015 Amendment to the Development Agreement.



OVERALL ILLUSTRATIVE SITE PLAN

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

From: 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.

[View and Analyze eComments](#)

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Alexandra Ananth

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

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
435-901-8660
PO BOX 4557
Park City UT 84060

Alexandra Ananth

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

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

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

From: Alexandra Ananth <alexandra.ananth@parkcity.org>
Sent: July 17, 2020 1:07 PM
Subject: PCM Base Area Plan Continued to 8/26/2020

Dear All,

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

Best,
Alex Ananth
Sr. Planner
Park City Planning Department



Virus-free. www.avast.com

Alexandra Ananth

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.



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: 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> 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 16th 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

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

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Alexandra Ananth

From: planning
Sent: Friday, June 26, 2020 10:20 AM
To: Alexandra Ananth
Subject: FW: Park City Planning Commission.

For PCMR.

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
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>
Sent: Wednesday, June 17, 2020 10:19 AM
To: Teri Whitney <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
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>
Sent: Wednesday, June 17, 2020 9:41 AM
To: Teri Whitney <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 8th 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

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

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

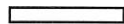
Park City Planning Department
435-615-5065
PO Box 1480
Park City, UT 84060

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.



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: 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.

[View and Analyze eComments](#)

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[Unsubscribe](#) from future mailings



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.



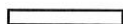
Disclaimer: The Planning Department strives to give the best customer service possible and to respond to questions as accurately as possible based upon the information provided. However, answers given at the counter and/or prior to application are not binding and they are not a substitute for formal 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: 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](#)

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

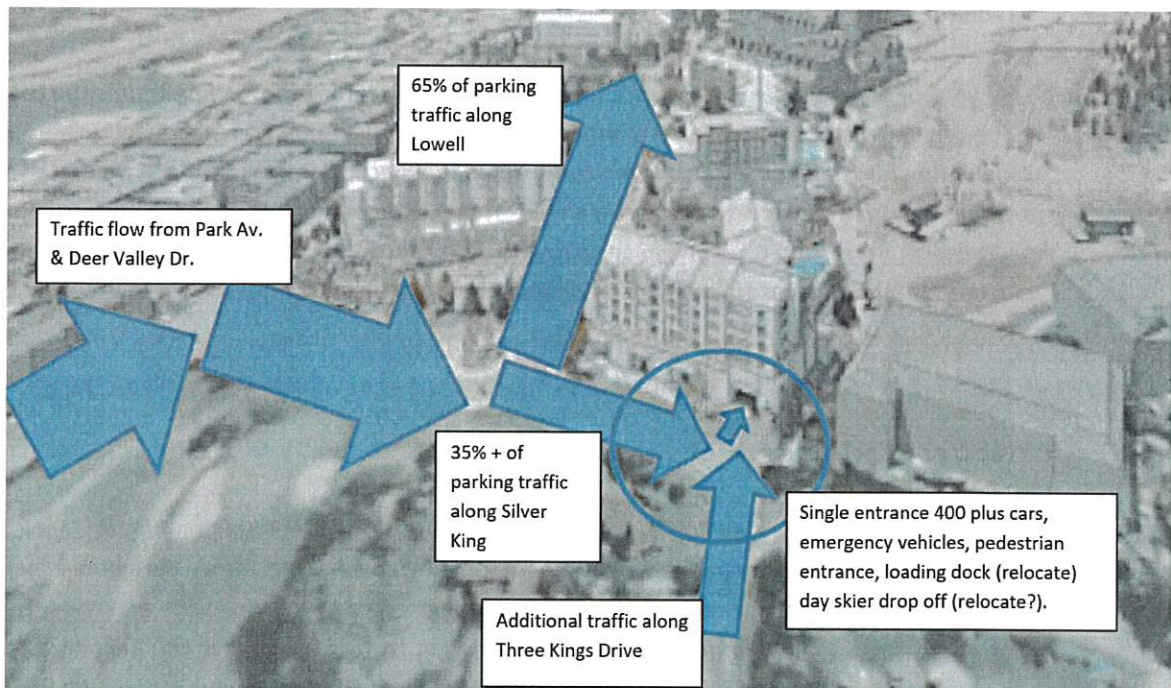
[Unsubscribe](#) from future mailings



June 23, 2020

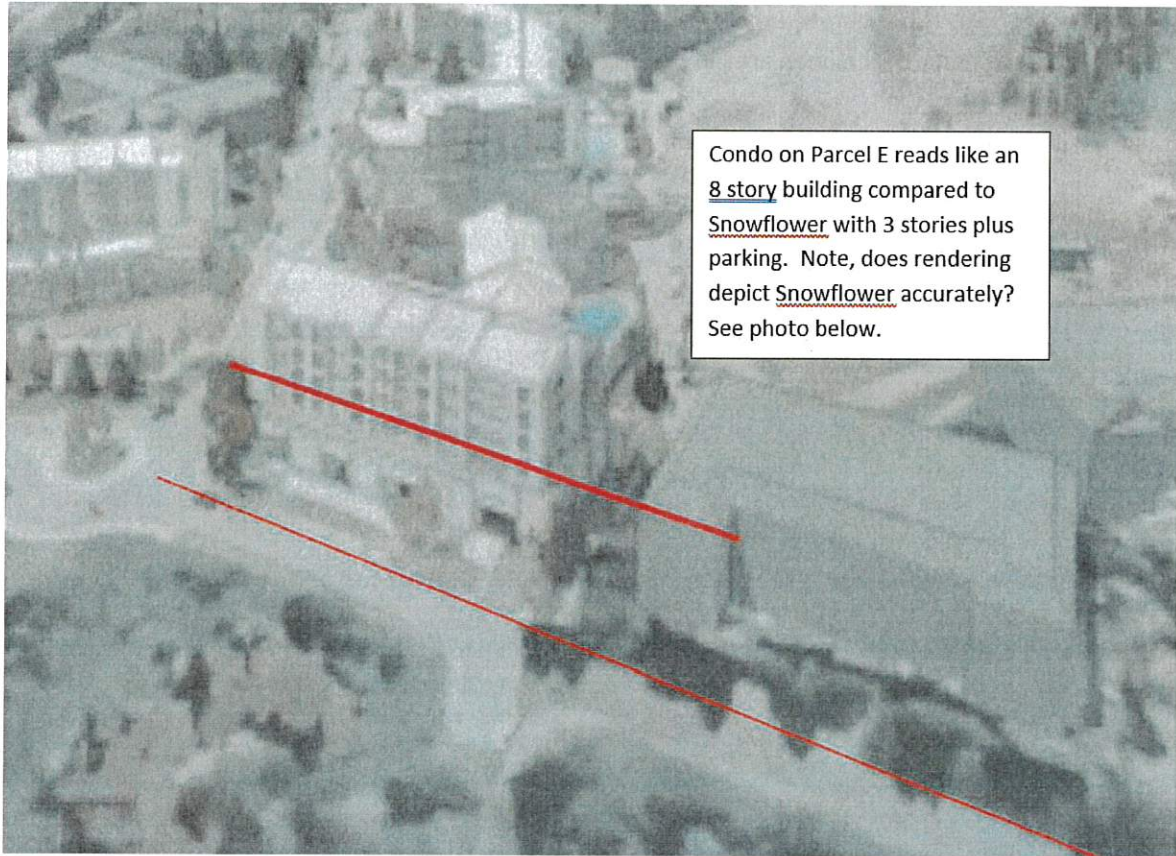
We are Pam and Jim Laukkanen, owners at Three Kings Condominiums since 2005. The following are our comments on the proposed development of the Park City Mountain Base Area Development.

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.



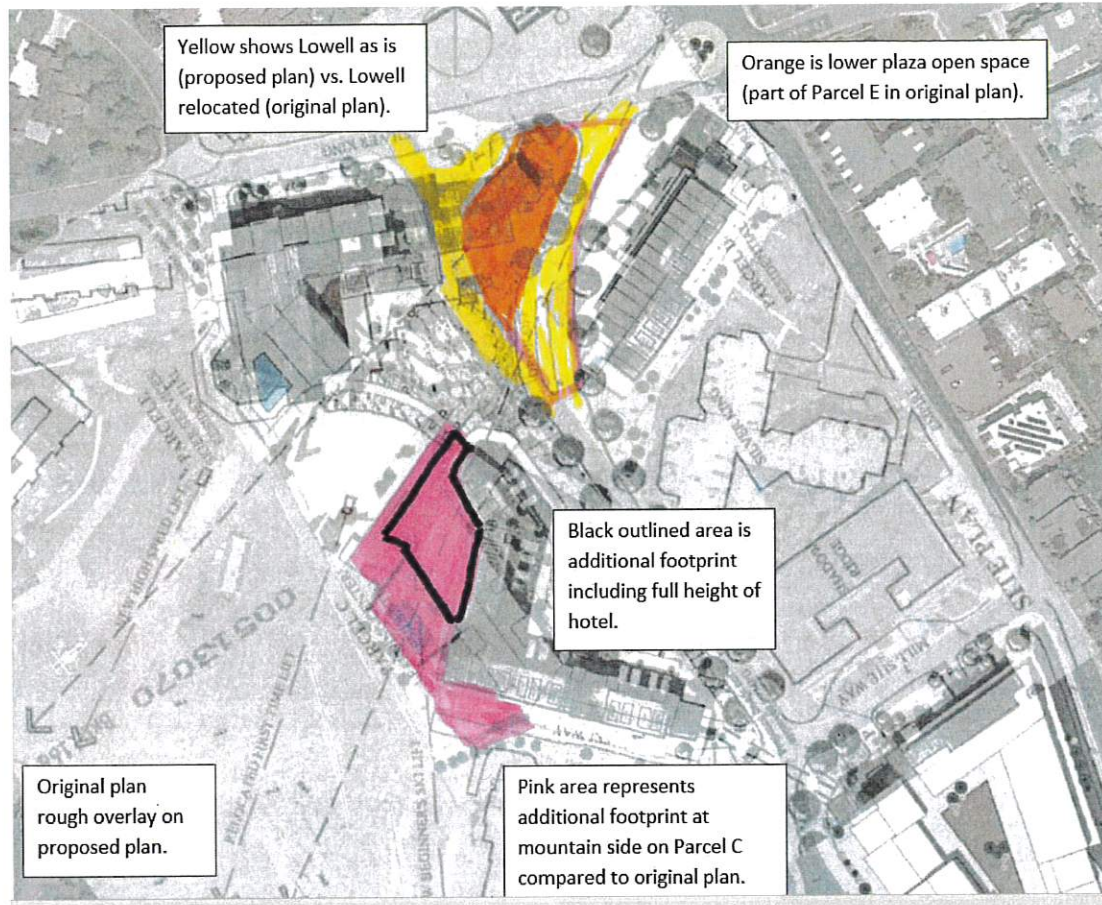
3. The location of the parking entrance will likely increase traffic on Three Kings Drive (passing Silver Star, Payday, and Three Kings) with many drivers seeking to avoid or minimize what will undoubtedly be long waits in line to get into the garage(s).

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

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
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05-20-2020 08:35 am

Planning Commission	3) PUBLIC COMMUNICATIONS	Michael Kaplan		
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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
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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
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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	
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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

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

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

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

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

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

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

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, May 20, 2020 2:16 PM
To: 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 27th 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

Admin@compass-management.com

Compass-Management.Com

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Alexandra Ananth

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> 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

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Planning Commission

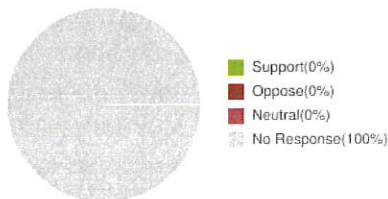
06-10-20 17:30

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. *Public Input will be taken via e-comments* 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. (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

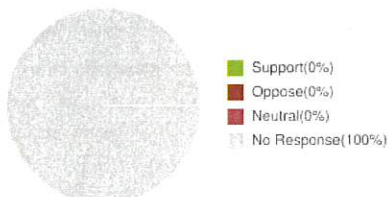


Agenda Item: eComments for 5.C) Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with 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

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

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:

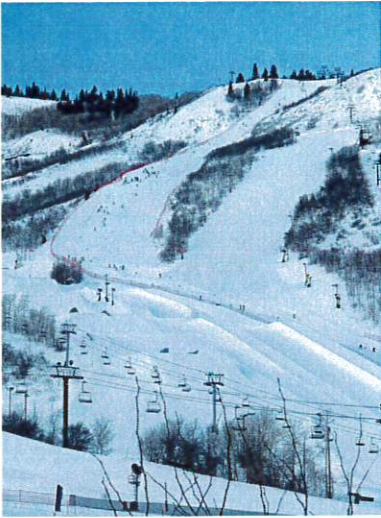
The development of the Base Area should be planned with today's Park City standards and follow the Park City 2020 Vision Plan which is the recent survey completed asking what the locals would like to see for the development of the entire town and issues to be resolved. i.e.. traffic, development density, 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

000 1000000 1000000

Alexandra Ananth

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> 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

From: planning
Sent: Tuesday, June 9, 2020 8:58 AM
To: Alexandra Ananth
Subject: FW: ecomment

Jessica R. Nelson

Planning Analyst

(435) 615-5061

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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

--

Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102

--

Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102

Alexandra Ananth

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>]
Sent: Wednesday, June 10, 2020 1:33 PM
To: Jessica Nelson
Subject: New eComment for Planning Commission

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

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

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



Alexandra Ananth

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

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 14th (or 15th?) 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...

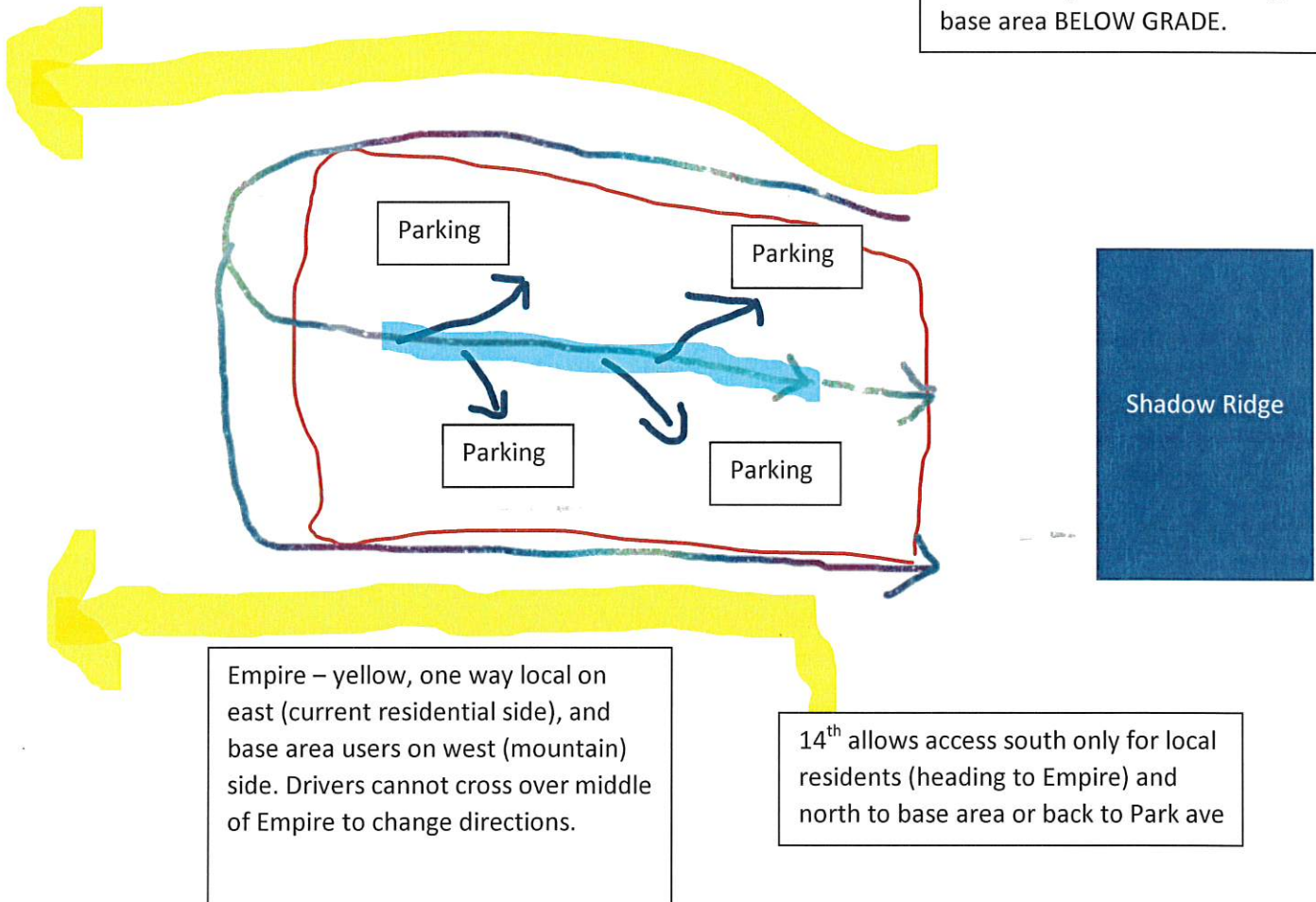
Best wishes and regards,
Sid Embree, BES, MES, MBA
(435) 631-9089



Virus-free. www.avast.com

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.



Alexandra Ananth

From: Deborah <glidefar16@yahoo.com>
Sent: Tuesday, June 9, 2020 5:28 PM
To: Alexandra Ananth
Cc: Nancy Lazenby; ruzica djerki
Subject: PC Base Development Project

Hi Alex:

Please include my comments in tomorrow's meeting of the Planning Commission in regard to the development of the PC Base Area.

Our family have been owners of a condo at the Silver King for 28 years and have watched our town grow and change. I recently participated in the PC 2020 Vision Survey and look forward to hearing the results.

There are many issues that concern me in the development of the Base Area with the old 1997 Master Plan for Development.

- 1) I would like to understand exactly what areas of the old plan do not meet the standards of the current 2020 Park City's Planning Guides.

o o o o o
- 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

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

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

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

Alexandra Ananth

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

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

Topic	How Reviewed	Relevant Code
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)

Parking	Substantive Amendment to Exhibit K of the 1998 DA	15-6-5(E) and comparison to mitigation in existing MPD
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in existing MPD
Density	1998 DA including allocation between parcels; net reduction proposed	1998 DA
Affordable Housing	Blended proposal per 2015 COA	current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

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 3rd 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 Site Plan, Programming, Architecture, Landscape Design and Open Space Exceptions to Height and Setback Requirements Opportunity for public input
September 23, 2020	Planning Commission Public Hearing Transit and Pedestrian Connectivity, Traffic, Parking and Circulation Opportunity for public input
October 1, 2020 - <i>tentative</i>	Housing Authority Work Session

	Review of applicant's Housing Mitigation Plan Opportunity for public input
October 22, 2020	Planning Commission Public Hearing Utilities and Project Phasing Plan Sustainability Other topics as necessary Summary of Housing Authority's Discussion Opportunity for public input
November – <i>Date to Be Determined</i>	Housing Authority Public Hearing Potential Action on Housing Mitigation Plan Opportunity for public input
November – <i>Date to Be Determined</i>	Planning Commission Public Hearing Final topics/review of any plan revisions Review of Draft Findings of Fact and Conditions of Approval Opportunity for public input 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 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 3rd 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 3rd 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. “