



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
April 21, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION of Park City, Utah will hold its Regular Planning Commission Meeting at the www.parkcity.org/public-meetings for the purposes and at the times as described below on Wednesday, April 21, 2021.

MEETING CALLED TO ORDER AT 5:30 PM.

NOTICE OF ELECTRONIC MEETING & HOW TO COMMENT VIRTUALLY:

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

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

Exhibit A: Determination of Substantial Health and Safety Risk

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

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

This determination is valid for 30 days, and is set to expire on May 14, 2021

Dated: April 21, 2021

1.ROLL CALL

2.MINUTES APPROVAL

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.CONTINUATIONS

6.CONSENT AGENDA

7.WORK SESSION

- 7.A. Park City Mountain Resort Base Parking Lots - MPD Modification - Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. The Planning Commission will conduct a Work Session from 5:30-8:30 PM, followed by a public hearing from 8:30-10:00 PM, with a focus on the applicant's requested exceptions to Setbacks, Building Height and required Parking, in accordance with the MPD, and applicable LMC and General Plan criteria. PL-20-04475.

Public Input will be taken via e-comments

(A) Work Session and Public Hearing, No Action Will Be Taken

[PEG Staff Report 04.21.2021](#)

[Exhibit A: Applicant's Updated Roof Height Exhibit](#)

[Exhibit B: Applicant's Parking Study](#)

[Exhibit C: Applicant's TDM](#)

[Exhibit D: Applicant's PMP](#)

[Exhibit E: SE Group's Day Skier Parking Analysis](#)

[Exhibit F: Compiled Public Comment](#)

[Exhibit G: MPD Process](#)

[Exhibit H: Additional Project Information](#)

8.REGULAR AGENDA

9.ADJOURN

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

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

Planning Commission Staff Report



PLANNING DEPARTMENT

Subject: Park City Mountain Base Area
Development
Project #: PL-20-04475
Authors: Alexandra Ananth – Senior Planner
Gretchen Milliken – Planning Director
Date: April 21, 2021
Type of Item: Administrative Public Hearing –MPD Modification

Summary Recommendation

Staff recommends the Planning Commission conduct a **Work Session from 5:30-8:30 PM**, followed by a **public hearing from 8:30-10:00 PM**, with a focus on the applicant's requested exceptions to Setbacks, Building Height and required Parking, in accordance with the [MPD](#), and applicable LMC and [General Plan](#) criteria. The Planning Department has prepared questions for discussion purposes. This will provide the Commission an opportunity to give the applicant input on the requested exceptions.

No action on the proposed [Park City Base Area Lot Redevelopment Master Plan Study](#) is expected until the Commission has completed its review of the entire project. The next Planning Commission meeting for this project is scheduled for May 19, 2021. Anticipated topics include site circulation, Construction Mitigation and Phasing plans. Schedule updates will be posted here as soon as they are available:

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

Project Description

Applicant: PEG Development c/o Robert Schmidt
Location: PCMR Base Parking Lots including Parcels SA-402E, SA-402-A-1-A, SA-402-A-2, SA-253-B, SA-253-B-2-A, and SA-253-C
Zoning District: Recreation Commercial (RC)
Adjacent Land Uses: Park City Mountain Ski Resort, Resort Support, Hotel, Single Family and Multi-Unit Residential, Open Space
Reason for Review: MPD amendments require Planning Commission review and approval and a finding of compliance with the Park City General Plan and the Land Management Code

Acronyms

Average Vehicle Occupancy (AVO)	Conditional Use Permits (CUP)
Bus Rapid Transit (BRT)	Development Agreement (DA)
Comfortable Carrying Capacity (CCC)	Land Management Code (LMC)
Condition of Approval (COA)	Level of Service (LOS)

Master Planned Development (MPD)
Park City Mountain Resort (PCMR)
Park City Mountain (PCM)
Recreational Open Space (ROS)
Traffic Impact Study (TIS)
Transportation Network Companies (TNCs)
Transportation Demand Mng't. Plan (TDM)

Parking management Plan (PMP)
Recreation Commercial (RC)

Return on Community (ROC)
Trip Reduction Plan (TRP)
Utah Department of Transportation (UDOT)
VR CPC Holdings, Inc. (VRCPC)

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

Background Information

The Planning Commission held public hearings on this application on:

- [August 26, 2020](#)
- [September 23, 2020](#)
- [October 28, 2020](#)
- [November 18, 2020](#)
- [December 16, 2020](#)
- [January 20, 2021](#)
- March 17, 2021

The applicant submitted a revised plan set on April 7, 2021, which will be reviewed at the April 21, 2021 meeting. This plan set focuses on proposed building volumetrics, requested perimeter Setback exceptions and exceptions to the Building Height requirements.

Staff also recommends the Planning Commission consider requested exceptions to the Off Street Parking requirements and consider staff questions and applicable preliminary findings of facts related to the requested Setback, Building Height and Off Street Parking requirements. This will provide the Commission an opportunity to give the applicant and Planning Department input on the requested exceptions so staff may return with formally proposed Findings of Fact, Conclusions and Conditions of Approval as appropriate.

Analysis

1. Setbacks

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

[LMC Section 15-6-5\(C\)1](#). The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development

Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation.

Facts Related to Setbacks

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

Applicant's Proposal

1. The applicant is requesting reductions in the perimeter Setbacks to twenty feet (20') for the following building facades, as shown in the 2021 Master Plan:
 - a. Portions of the north, east and west façades of Parcel B are reduced to twenty foot (20') Setback requirements.
 - b. Portions of the east façade of Parcel C are reduced to twenty foot (20') Setback requirements.
 - c. [Insert for Parcels D and E as applicable].
2. The 2021 Master Plan provides no perimeter Setbacks less than twenty feet (20'), with the exception of a potential canopy over the transit station on Lowell Avenue.
3. The 2021 Master Plan provides that all parking structures above Existing Grade meet the twenty-five foot (25') MPD Setback requirements.

The Planning Commission Should Discuss the Following:

1. Does the Planning Commission find the twenty foot (20') Setback exceptions are necessary to provide desired architectural interest and variation?
2. Does the Planning Commission find the internal setback reduction for the twenty foot (20') Setbacks does not increase the project Density?
3. Does the Planning Commission find the internal setback reduction for twenty foot (20') Setbacks maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures?

2. Building Height

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

[LMC Section 15-6-5\(F\)](#). The Building Height requirements of the Zoning District in which a Master Planned Development is located shall apply, except that the Planning Commission may consider an increase in Building Height based upon a Site specific analysis. The Applicant must request a Site-specific determination and shall bear the burden of proof to the Planning Commission that the

necessary findings for an increase in Building Height can be made, according to Subsections (1) through (5) below. In order to grant Building Height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find that:

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;
2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.
7. If and when the Planning Commission grants additional Building Height based on a Site specific analysis, the approved additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission. Additional Building Height shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development that includes a Building with an additional Height allowance.

Facts Related to Building Height

1. The RC zoning district allows for structures up to thirty-five feet (35') in height from Existing Grade.
2. Section 15-6-5(F) of the Land Management Code allows the Planning Commission to consider an increase in Building Height based upon a Site specific analysis.
3. The 1998 DA and 1997 Approvals, allowed for exceptions to Building Height, and the 2021 Master Plan is seeking exceptions to Building Height consistent with the 1997 approved plans. The 1997 Approvals allowed for the following approximate maximum building heights as measured under the current Land Management Code:
 - a. Parcel B maximum Building Height of approximately 78 feet.
 - b. Parcel C maximum Building Height of approximately 75 feet.
 - c. Parcel D maximum Building Height of approximately 60 feet.
 - d. Parcel E maximum Building Height of approximately 83 feet.

Applicant's Proposal

1. The additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission as represented in the 2021 Master Plan. This results in the following maximum Building Heights from Existing Grade for the following parcels (Exhibit A Applicant's Updated Roof Height Exhibit):
 - a. Parcel B maximum Building Height of 87 feet on Lowell Avenue and 6 stories above Existing Grade. The nearest abutter is approximately [X] feet away from this Building Height.
 - b. Parcel C maximum Building Height of 103 feet on Lowell Avenue and 7 stories above Existing Grade. The nearest abutter is approximately [X] feet away from this Building Height.
 - c. Parcel D maximum Building Height of 71 feet on Empire Avenue and 5 stories above Existing Grade. The nearest abutter is approximately [X] feet away from this Building Height.
 - d. Parcel E maximum Building Height of 84 feet on Silver King Drive and 6 stories above Existing Grade. The nearest abutter is approximately [X] feet away from this Building Height.
2. Landscape buffering and detailed landscape plans will be required for the CUP application process.

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

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

Architectural Review, including the Façade Length and Variation requirements of §15-5-8?

3. Parking at the base area

This section of the Staff Report is a repeat of the March Staff Report's section on Parking at the base area, as the Planning Commission did not have time to discuss Off Street Parking at the last public hearing.

The applicant is seeking exceptions to the Off Street Parking requirements of LMC Section 15-6-5(E).

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

- a. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
- b. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
- c. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
- d. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
- e. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
- f. Provisions for overflow Parking during peak periods.
- g. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

The Planning Department shall review the Parking analysis and provide a recommendation to the Commission. The Commission shall make a finding during review of the Master Planned Development as to whether or not the Parking analysis supports a determination to increase or decrease the required number of Parking Spaces.

Related to parking, the applicant submitted the following:

1. A Resort Parking Study by Hales Engineering dated February 11, 2021 (Exhibit B).
2. A Draft TDM dated February 10, 2021 (Exhibit C).
3. A Draft Parking Management Plan (PMP), dated February 10, 2021 (Exhibit D).

4. Existing and Proposed Parking Condition Analysis from SE Group dated September 23, 2020 (Exhibit E).

Commercial and Residential Parking

[LMC § 15-3-6](#), specifies parking rates for various land use types. Hales Engineering (Exhibit B) notes that the LMC parking required for the proposed land uses is 2,223 parking stalls, including the 1,200 day skier parking stalls. The applicant is proposing 1,721 parking stalls. Of these, 1,200 spaces are dedicated to day skiers. The remainder 521 parking spaces are reserved for residential (hotel and condo) and Resort Commercial patronage. Utilizing mixed-use parking reductions, Hales estimates the peak shared parking demand would be 1,583 stalls, less than the 1,721 parking stalls proposed, as Hales is assuming the day skier stalls are fully occupied.

Based on the applicant's calculations of required parking the applicants are looking for a 502 parking stall exception for the residential and commercial parking requirements. The Planning Department notes that this is in addition to the 600 stalls required in the 1997 MPD approval, for a total parking stall exception of 1,102 stalls. Having day skier parking available in the evenings and overnight available for other uses will help mitigate parking demand at different times on the overall site. However, a specific management plan which precludes exclusive use by one user/ownership group over general overlapping use will be important.

AECOM strongly recommends the applicant explore shared parking agreements with existing and proposed hotels and businesses to provide adequate parking at peak times. Valet parking will be required at the Hotel Building C.

According to Hales Engineering, the proposed parking exceptions are conservatively in line with what is experienced at the Canyons side of the Resort, where the applicant reports a 95% capture ratio for the Commercial uses from day skiers already parked on site. This appears to make sense as most of the patrons at the Canyon's commercial uses, restaurants and meeting spaces are typically there to ski or are already accommodated in condo or hotel parking.

Hales' parking analysis assumes one stall per affordable housing unit, one stall per hotel room, and one stall per condominium. AECOM performed a sensitivity analysis which demonstrates that although Building C is over parked for a few hours in the afternoon (which can be accommodated with valet parking), there is excess parking within the entire site overall including during peak hours. AECOM estimates the site is close to 90% parked, which is functionally considered at capacity.

Staff believes a 90% parking occupancy rate is efficient and optimal for the site given its unique location and characteristics, as long as the hotel employs valet attendants and shared parking agreements are in place between all uses including day skier parking. Because Building B will be constructed and occupied first, AECOM recommends that the City require an updated parking analysis based on actual parking demand for the uses in Building B.

The applicant is proposing to actively manage parking with real time, dynamic parking signs that guide patrons to open parking spaces within Parcels B and E, creating a more efficient search for parking availability. The Planning Department recommends that the applicant's signage be tied in with signage on I-80, US-40, the Ecker Hill Park and Ride, the future Quinn's Junction Park and Ride, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions. In addition, the ability to message the pricing and availability of parking at the Resort before skiers leave their residences will be helpful in achieving the Resort's modal split and vehicle reductions goals.

The applicant's parking analysis notes that the proposed new buildings will be served by a shuttle service provided to move patrons around Park City, if scheduled in advance. This is not noted in the applicant's most recent TDM and should be added if still under consideration or clarified if it has been removed from the program.

The City recommends the applicant and Resort consider proactive parking strategies that prioritize the City's transportation goals, in order to further reduce congestion at the Resort. The applicant and Resort are familiar with off-site parking strategies as the Resort has been renting 450 parking stalls at Park City High School on weekends and holidays for many years. The rate structure for paid parking can also be used to decrease peak hour trips.

AECOM and staff are no longer recommending a reduction in day skier parking at the Resort, but recommend managing parking to approximately 800 passenger vehicles in order to achieve the modal split and vehicle reduction goals. This can be done through pricing and the excess spaces can be used during peak periods for additional drop-off and other uses. As noted above, AECOM recommends that the City require an updated parking analysis based on actual parking demand for the uses in Building B, and that the applicant's PMP, TDM and actual parking and traffic be reviewed with the City on an annual basis to ensure benchmark goals are being met over time.

Parking Management Plan

The applicant submitted a high-level Draft PMP (Exhibit D), and states that they are willing to agree to a Condition of Approval providing they submit a more detailed PMP prior to occupancy of Building B. ***Staff recommends this be submitted with the CUP application for Building B, and that it be reviewed on an annual basis with the City.***

Historically the Resort and the City have shared parking and parking mitigation (police details, barricades, additional transit, residential mitigation, transit/transp. flow etc.) for 10-12 yearly events, totaling approximately 40 days. The Draft PMP does not address how parking will be shared with the community on special event days except to say that parking for special events will be on an as-available basis and will be paid parking at the

posted rate during the time of the event. **Staff recommends consideration of this issue at the April 21, 2021 meeting.**

The Draft PMP discusses summertime parking and anticipated vehicles being able to offload bicycles at the drop off area between Parcels C and E prior to entering the garage. Tall vehicle parking is anticipated to be accommodated on Parcel E. **The central loading dock has been moved from Building E to Building C, which the Planning Department has some concerns with as this location may create pedestrian and vehicle conflicts.**

Transportation Demand Management Plan

The applicant submitted a high-level Draft TDM Plan (Exhibit C), and states that they are willing to agree to a Condition of Approval that they submit a more detailed TDM prior to occupancy of Building B. **Staff recommends this be submitted with the CUP application for Building B and that it be reviewed on an annual basis with the City.** The Draft TDM includes:

- A contracted transit manager.
- Paid parking.
- Integration of available parking with third-party apps and other electronic wayfinding.
- A coordination and communication plan with City staff to identify and communicate where people are to be directed to park when parking is limited.
- Ski lockers to mitigate carrying equipment on buses.
- Increased City bus transit to the Resort.
- Marketing efforts for park and ride facilities and bus rapid transit.

The TDM Plan provides limited information on how day skiers will be incentivized to carpool or take transit. A platform to help people find rides and provide incentives and rewards for people who do opt to carpool or take transit may help the applicant reach their 20% target for reduction in vehicle access. Additionally, knowing the parking rate and number of available parking spaces remaining before people leave for the Resort is an additional key piece of information to changing behavior patterns that may help the applicant reach their target vehicle trip reduction and modal split goals. These strategies and more can be added to the applicants TDM plan at the CUP process.

As noted earlier, **AECOM recommends that the City and applicant develop a target time frame for achieving the vehicle reduction and modal split goals, include specific key performance indicators for each travel market, and monitor and reviewed these metrics with the City on an annual basis, and require additional mitigation such as carpooling incentives or increased parking fees until the target goals are met.**

The applicant notes that approximately 200 Resort employees park on Lot E during non-peak ski days, and notes that as development progresses the Resort will establish new employee parking procedures that shifts employee parking to alternative locations,

and that these locations may include the new Quinn's Junction Park and Ride and Richardson Flats lots.

The applicant is expecting that all employees will park off-site and arrive at the Resort through various means including PC-SLC Connect bus passes, carpooling, UTA van/shuttle groups, Park City Transit and Resort operated shuttles. The Planning Department recommends the applicant develop a detailed parking plan specific to employees that includes Resort employees, employees of existing businesses, and employees for the proposed project. **Staff recommends a Condition of Approval at Building B's CUP application that the applicant submit additional information identifying sufficient off site employee parking and sufficient shuttle capacity so that existing employees are retained, and the City is assured that surrounding neighborhood streets and residents will not be negatively impacted.** The questions for Planning Commission will center on **what degree of specificity is required now to justify the requested parking reduction and what parameters may be addressed at subsequent CUP application or conditions of approval.** In addition, clarity and memorization of the Resort's employee parking efforts remains vital.

Day Skier Parking

The TDM discusses increasing the AVO to a goal of 2.3 -2.7, with peak days seeing an increase to 3.1 through the implementation of paid parking, coupled with dynamic parking management and broadcast technology. The applicant uses data from SE Group (Exhibit E) to show that by increasing the AVO the Resort will move from a deficit of 347 parking stalls to a surplus of 126 stalls on a typical day. This analysis appears to show that the resort is expected to have sufficient parking on most days under a paid parking model.

The City is supportive of paid parking as one way to decrease the number of passenger vehicles headed to and from the resort, if coupled with a robust transit system and TDM monitoring program. With plans being finalized for the Quinn's Junction Park and Ride, shoulder running bus lanes, bus only lanes at the Resort, and a new transit station, conditions appear to be favorable for a significant mode shift to public transportation. However, **the City's bus service has historically been supplemented by the Resort on peak days and the applicant and Resort will be expected to continue to work with Park City Municipal on transportation from satellite lots, especially for base area employees.** Staff recommends this be added as a Condition of Approval of the MPD, particularly with respect to employee parking.

**2020 Park City Mountain Base Area Parking Analysis
Existing Conditions**

		Notes
Total CCC for Park City side of PCM	12,570	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
- Guests within walking distance	4,310	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes
- Transit/Drop-off	2,449	1800 from transit/398 from hotel shuttles/251 from drop-off/ride-share
Total skiers remaining (require parking)	4,486	
Average Vehicle Occupancy	2.3	2.3 season average, 2.7 many days, 1.9 AVO on average days, 3.1 AVO on peak days
Total Parking Spaces Required	1,950	
- Total Existing Parking Spaces	1,603	1,212 surface (depending on snow), 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	(347)	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

**2020 Park City Mountain Base Area Parking Analysis
Upgrade Plan**

		Notes
Total CCC for Park City side of PCM	13,440	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,881	1,478 (upgrade to detach) from Town Lift and 403 from Silver Star
- Guests within walking distance	5,020	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes, 710 new
- Transit/Drop-off	2,588	1800 from transit/398 from hotel shuttles/267 from drop-off/ride-share, plus assumed 5% increase (40 cars)
Total skiers remaining (require parking)	3,951	
Average Vehicle Occupancy	2.7	2.7 season average goal, 1.9 AVO on average days, 3.1 AVO on peak days (paid parking tool to increase AVO)
Total Parking Spaces Required	1,463	
- Total Proposed Parking Spaces	1,589	1,200 surface, 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	126	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

AECOM and staff agree that the applicant's analysis appears to show that the institution of paid parking at the base area shows that the resort is expected to have sufficient parking on most days and therefore does not require the 600 stalls required in the 1997 MPD approval, as the Resort no longer anticipates reaching the CCC projected in the 1998 [Mountain Upgrade Plan](#). However, staff's preliminary determination in this regard is dependent upon rigorous management and implementation plans as noted above.

AECOM recommends managing parking to approximately 800 passenger vehicles in order to achieve the modified mode split and vehicle reduction goals. ***Staff also recommend the applicant consider expanding the parking facility at Richardson Flats to accommodate construction and employee parking, which can also be used to meet peak day overflow parking demand as necessary. The applicant and Resort can provide shuttle capacity from this lot to the Resort as required.***

Facts Related to Off Street Parking

1. MPDs are required to provide the LMC required number of Off-Street Parking spaces.
2. The Planning Commission may decrease the required number of Off-Street Parking Spaces based upon a parking analysis submitted by the applicant.

Applicant's Proposal

1. Related to parking, the applicant submitted the following: **[Update as necessary]**
 - a. A Resort Parking Study by Hales Engineering dated February 11, 2021.
 - b. A Draft TDM dated February 10, 2021.
 - c. A Draft Parking Management Plan (PMP), dated February 10, 2021.
 - d. Existing and Proposed Parking Condition Analysis from SE Group dated September 23, 2020.
2. Hales Engineering calculates that the LMC requires 2,223 parking stalls for the proposed Uses including the replacement of 1,200 day skier parking stalls.
3. The applicant is proposing at least 1,720 parking stalls for the base area. This equates to approximately a total parking reduction of approximately 23%.
4. Of the 1,720 stalls, 1,200 spaces are dedicated to day skier parking, and the remainder are reserved for residential (hotel and condo) and resort commercial patronage.
5. Utilizing mixed-use parking reductions, Hales Engineering estimates the peak shared parking demand would be 1,583 stalls, less than the 1,720 parking stalls proposed.
6. The applicant has identified a 20% vehicle reduction goal and modified modal shift goals for the Resort that are necessary to improve circulation and congestion at the base area to acceptable levels.
7. The applicant agrees to a Condition of Approval that they work with the City on proactive parking and transportation strategies to achieve the target goals over a five-year period beginning with the occupancy of the parking structure on Parcel B. This includes at least two meetings per year to discuss parking and transportation strategies, as well as to review actual parking demand.
8. The applicant agrees to a Condition of Approval that they submit updated Parking Analysis', Parking Management Plans (PMPs) and Transportation Demand Management Plans (TDMs) with the CUP applications for each Parcel. The Parking Analysis shall include the actual parking demand for the site on a Parcel by Parcel basis as the site is developed. The PMP shall include information on how day skiers will be incentivized to carpool or take transit. The TDM shall include detailed information on employee parking and shuttle arrangements.
9. The City, applicant and Resort will develop specific key performance indicators for each travel market, and monitor and review these metrics with the City on at least an annual basis, and the City will require additional mitigation such as carpooling

incentives, increased parking fees, transit contributions or restrictions on ticket sales until the target goals are met.

The Planning Commission Should Discuss the Following:

1. Does the Planning Commission find the Parking analysis supports a determination to decrease the required number of Parking Spaces?

Notice

On May 13, 2020, notice of the May 27, 2020, Work Session was mailed to property owners within 300 feet. Legal notice was also published on the Utah Public Notice Website and in the Park Record on May 13, 2020. A second mailing was sent to property owners within 300 feet of the base area on January 6, 2021.

Notice for this public hearing was published on the Utah Public Notice Website and Park Record on April 7, 2021.

Public Input

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

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

Exhibits

- Exhibit A – Applicant's Updated Roof Height Exhibit
- Exhibit B – Parking Study by Hales Engineering dated February 11, 2021
- Exhibit C – Draft TDM dated February 10, 2021
- Exhibit D – Draft Parking Management Plan (PMP), dated February 10, 2021
- Exhibit E – Existing and Proposed Parking Condition Analysis from SE Group dated September 23, 2020
- Exhibit F – Public Comments
- Exhibit G – Summary of MPD Process
- Exhibit H – Additional Project Information

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6976'
 BUILDING HEIGHT FROM NATURAL GRADE: 84'
 1998 RIDGE HEIGHT ELEVATION: 6980'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6980'
 BUILDING HEIGHT FROM NATURAL GRADE: 83'
 1998 RIDGE HEIGHT ELEVATION: 6980'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6990'
 BUILDING HEIGHT FROM NATURAL GRADE: 82'
 1998 RIDGE HEIGHT ELEVATION: 6966'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 7013'
 BUILDING HEIGHT FROM NATURAL GRADE: 103'
 1998 RIDGE HEIGHT ELEVATION: 6996'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6996'
 BUILDING HEIGHT FROM NATURAL GRADE: 67'
 1998 RIDGE HEIGHT ELEVATION: 6996'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6959'
 BUILDING HEIGHT FROM NATURAL GRADE: 71'
 1998 RIDGE HEIGHT ELEVATION: 6955'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6954'
 BUILDING HEIGHT FROM NATURAL GRADE: 57'
 1998 RIDGE HEIGHT ELEVATION: 6955'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6999'
 MAX BUILDING HEIGHT (FROM NATURAL GRADE): 75'
 1998 RIDGE HEIGHT (SEA LEVEL): 7013'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 7029'
 BUILDING HEIGHT FROM NATURAL GRADE: 87'
 1998 RIDGE HEIGHT (SEA LEVEL): 7027'

PROPOSED RIDGE HEIGHT (SEA LEVEL): 6979'
 BUILDING HEIGHT FROM NATURAL GRADE: 43*
 1998 RIDGE HEIGHT (SEA LEVEL): 7027'

*TOWNHOMES STEP WITH GRADE ALONG EMPIRE

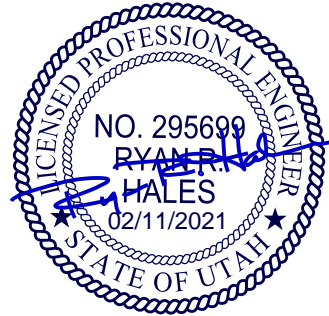
OVERALL SITE PLAN - ROOF HEIGHTS

MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering



Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programmed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
 - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
 - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

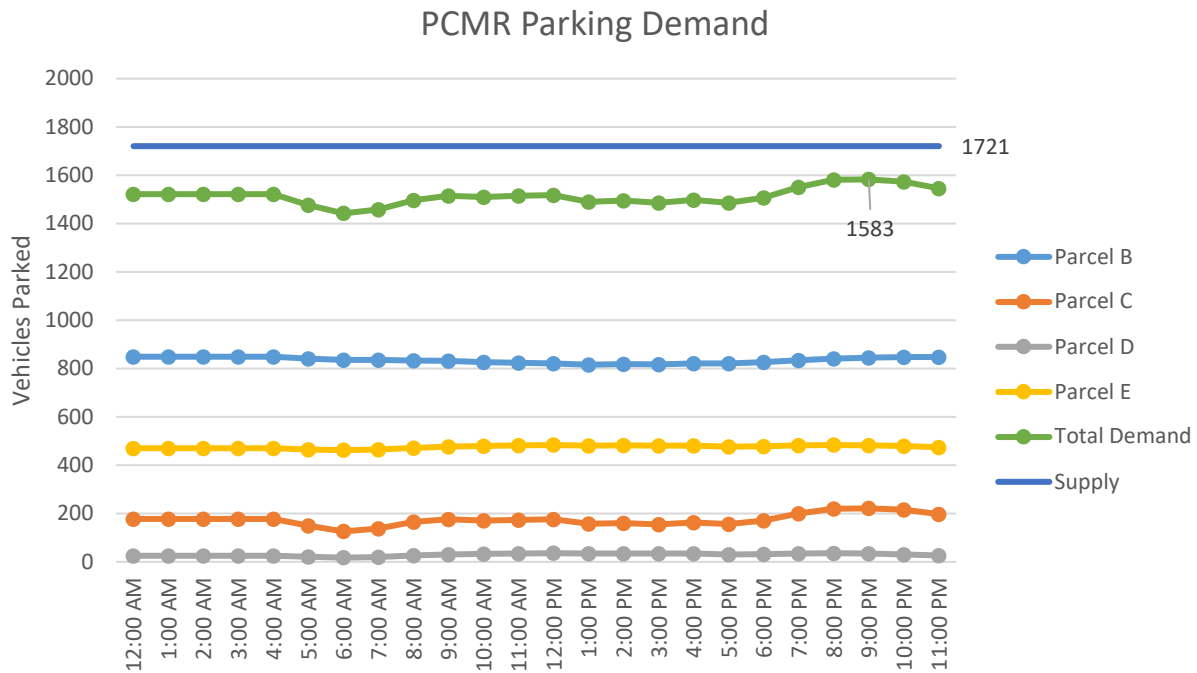


Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
 - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
 - Advertise remote day skier parking at Ecker Hill park and ride lot
 - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
 - Promote other remote lots including high school, etc.
 - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3																						
RESIDENTIAL PARKING REQ'S	MAX AREA	PARKING REQ'S	Rate	PARCEL B					PARCEL C					PARCEL E				PARCEL D			TOTAL	
				CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL	
Hotel Room	650	1 per room	1					0	249					249				0			0	249
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22		80		2				2	8			8	18		18	108
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7		71		9				14	34			51	16		24	160
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3		34		2				4				0			0	38
Total Residential Required				85	61	39		185	249	20				269				59			42	555
COMMERCIAL PARKING REQ'S																						
Accessory Resort Use Employees		1 per 400 sqft	2.5					0						0				0			0	0
Commerical Use		TBD																			0	0
Meeting Space		1 per 200 sqft	5					0			20000			100				0			0	100
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00					0						0				0			0	0
Retail& Service Commerical, Major		5 per 1000 sqft	5					0					31500	158			22500	113		19300	97	368
Multi-tenant complex		3.5 per 1000 sqft	3.50					0						0				0			0	0
Restaurant, Standard and Bar		1 per 100 sqft	10					0						0				0			0	0
Total Commercial Required								0						258				113			97	468
DAY SKIER PARKING REQ'S																						
Day Skier Parking		1200					760	760						0			440	440			0	1200
TOTAL REQUIRED, EXCLUDING COMM								945						269				499			42	1755
TOTAL REQUIRED								945						527				612			139	2223
TOTAL PROVIDED								906						185				535			95	1721

APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S				MAX AREA	PARKING REQ'S		Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL
					CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL		
Hotel Room	650	1 per room	1						0	249					249				0			0	249	
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22			80		2				2	8			8	18		18	108	
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7			47		9				9	34			34	16		16	106	
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3			17		2				2				0			0	19	
Total Residential Required					55	57	0		144	249	13				262	42			42	34		34	482	
COMMERCIAL PARKING REQ'S																								
Accessory Resort Use Employees		1 per 400 sqft	2.5						0						0				0			0	0	
Commerical Use		TBD																				0		
Meeting Space		1 per 200 sqft	5						0			20000			100				0			0	100	
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00						0						0				0			0	0	
Retail& Service Commerical, Major		5 per 1000 sqft	5						0					31500	158			22500	113		19300	97	368	
Multi-tenant complex		3.5 per 1000 sqft	3.50						0						0				0			0	0	
Restaurant, Standard and Bar		1 per 100 sqft	10						0						0				0			0	0	
Total Commercial Required									0						258				113			97	468	
DAY SKIER PARKING REQ'S																								
Day Skier Parking		1200						760	760						0			440	440			0	1200	
TOTAL REQUIRED, EXCLUDING COMM									904						262				482			34	1682	
TOTAL REQUIRED									904						520				595			131	2150	
TOTAL PROVIDED									906						185				535			95	1721	

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176

Because of where we are in the entitlement process and premature requests for transportation demand management detail, this Transportation Demand Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Transit Demand Management Plan be submitted for administrative approval prior to the first building's Certificate of Occupancy.

Executive Summary

PEG Development is proposing a new Master Plan for the Base Area of Park City Mountain. As part of the new Master Plan, the existing 1,200 +/- surface stalls will be replaced with 1,200 structured parking stalls for the day skier. In addition, new retail, restaurant, hotel and condominiums will be built, along with the necessary parking for these uses. The current situation of parking, traffic, pedestrian and cycling, and transit modes will all be significantly upgraded to help meet Park City Municipal goals to reduce single-occupancy vehicles and lessen any burden on base-area parking. In conjunction with the actual physical improvements it is important to provide programmatic and operational guidelines to further manage the demand on these facilities and to optimize those modes of transportation that are beneficial to the community such as transit, pedestrian, and cycling modes while reducing single occupant vehicles driving to the base area.

A transit manager will be contracted to coordinate with parking operations to assess and grow programs that will promote carpooling and ridesharing programs and additional employee commuter incentive ideation. Regular employee communications will be an aligned and a consistent effort, and will be outlined in a detailed Transit Demand Management Plan.

Day Skier Transportation Demand Management

Parking Management

Current Average Vehicle Occupancy (AVO) for private vehicles arriving at the resort ranges from 1.9 to 2.3. After considerable input from Park City Municipal traffic and transit staff, it is the intent of this plan to increase the AVO to a range of 2.3-2.7, with peak days seeing an increase to 3.1. To accomplish this, PEG was encouraged to implement paid parking as the most meaningful parking management tool. PEG is further proposing tools to manage day-motorists with a dynamic parking monitoring program where the number of stalls available will be broadcast using technology, especially useful during peak periods, and including collaboration with parking apps that can provide real-time information before drivers get into their car that includes alternative transit options. The most current technology will also be able to direct drivers away from the resort when parking becomes limited or unavailable to satellite parking lots or alternative transit options. The technology may also be used to allow drivers to pay for their stall prior to arrival.

There are several commercially-available parking management systems. The intent would be to use one of these to manage the parking garages, specifically to manage the number of stalls available and then to transmit that information to variable message boards at

locations outlined in the formal application. These boards would then transmit that information, while also displaying transit options. An example of a very capable system can be found at <https://www.skidata.com/en-us/products-services/products-for-parking/>. Examples of systems in use that manage stalls available can be found at City Creek in Salt Lake City, and most major airports.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized. Processes for making decisions about which lot and when to direct drivers can be coordinated operationally with the City and Deer Valley Resort once the infrastructure is in place.

As previously stated, PEG has concurred that charging for parking is a very effective parking management tool. We currently believe that once operations start, the impact of the holistic parking management system in conjunction with new and enhanced transit solutions will mitigate traffic and transit concerns. We will commit to re-evaluating and adding additional incentives/restrictions in the detailed Transit Demand Management Plan.

Offsite Transportation Service

Historically, on select peak days, transportation has been provided to supplement City bus service from off-site parking locations. As operations of the redeveloped base area get under way, the parking manager will continue to work with Park City Municipal, and in collaboration with other stakeholders, on transportation from designated satellite lots and in alignment with the City's bus program, as well as the coordination of necessary communication to car travelers.

Encouraging Transit

One of the key objectives of this development and goals of the City is to increase the number of riders on existing and future transit (i.e. shifting vehicle trips to transit trips.) In conducting community outreach, the primary objections we heard from locals to using transit is that it wasn't convenient to carry skis on the bus. In order to help resolve this inconvenience PEG is proposing to install day skier lockers at the new base area. These lockers would be available for rent by the day for bus riders, season or year providing flexibility for all guests (locals and visitors alike).

PEG is also proposing upgrades to the current bus stop at the base area. There are currently several options for transit routes and solutions under consideration. This draft will be updated when a final solution has been selected by PEG and the City. It is the goal to increase the number of buses in the peak hour from 24-26 per hour to 35+per hour. It is also PEG's goal, within its current preferred option 2B, to provide dedicated bus lanes on Silver King and Lowell with 8 bus bays.

Marketing

With plans being finalized for the Quinn's Junction park and ride and a side running bus lane into town, it is anticipated that more skiers and employees from out of Park City will

be encouraged to utilize these facilities and shift to transit ridership. We will work with the City and all of our base area partners to ensure this information is incorporated in all employee and guest communications and marketing efforts, and this will be outlined in the detailed Transit Demand Management Plan..

Employee Transportation Demand Management

Current Park City Mountain Resort Programs

Park City Mountain has implemented and continues to implement various measures to ease traffic and provide employees alternate transit options to/from work. These options include:

- Providing PC-SLC Connect bus passes to employees at no cost. This accounted for 7,035 employee trips during the 2019/2020 winter season.
- Incentivizing carpooling through the RideOn Park City Platform as a piloted program and during the 2018/2019 winter season. Due to its success, Park City Mountain moved to the RideOn platform during the 2019/2020 season as a collaborative partnership between the resorts, CVMA, and Park City Municipal. Thirty percent of Park City Mountain employees participated in the RideOn program.
- Providing multiple UTA vans/shuttles to groups of employees departing from Salt Lake City and Heber at no cost to the employee. These vans accounted for an estimated 6,656 employee trips during the 2019/2020 winter season.
- Park City Mountain – in coordination with City transit and traffic - currently operates multiple shuttles and buses for employees and guests from off-site parking lots during peak days. These efforts will continue by the redeveloped base area's parking manager, as there will not be free employee parking provided within the new parking structures to ensure these spaces are available for guests. During non-peak periods, there are currently 200 employees that park in Lot E – this total is reduced during peak periods (weekends and holidays) as Park City Mountain shifts parking for approximately 100 employees to Munchkin (which is owned by Park City Mountain and in close proximity to the base area) or other remote lots. As development progresses at the base area, Park City Mountain will establish new employee parking procedures that shift employee parking to alternate locations, including Munchkin and other off-site locations during both peak and non-peak periods. These locations may include the new Quinn's Junction park and ride, the Richardson Lot located approximately 4 miles from the Park City Mountain base area, or to other locations yet to be identified. Although Park City Mountain or PEG do not currently have a lease or contract for use of the Richardson Lot, there is no reason to expect that sufficient spaces in the Richardson Lot would not be available if needed.

Existing Base Area Employees

The existing base area businesses employ approximately ?? people. As part of the new base area project, and similar to Park City Mountain employees, these employees will be encouraged to park at off-site locations versus paying to park at the base. Historically, these employees had the option to use off-site parking locations during peak periods and

have utilized the provided transit to/from these locations. PEG is leading an effort (in conjunction with the other stakeholders/users) to create and/or fund enhanced bus service or private shuttle programs to/from satellite lots(s) to meet the enhanced transit demands to accommodate the increased usage of off-site employee parking. Additionally, existing Base Area employers will be encouraged to support their employees as Park City Mountain does by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

Proposed Base Area Employees

The newly proposed base area businesses will employ approximately 530 people. The affordable housing proposal mitigates 20%, or 105 people resulting in 425 employees who will be commuting in some form to/from work. Those that drive will be directed to park at the new Quinn's Junction park and ride during weekdays in order to use the bus, at the Richardson Lot on weekends/holidays, or other off-site locations to be designated in the future. New Base Area employers will be encouraged to support their employees by participating in programs such as PC-SLC connect, UTA Van Pool, and the RideOn program as is best suited to their employees. Those employees who live within town, or near a Park City Transit stop will be encouraged to use this service to arrive at work.

The proposed hotel will have an employee breakroom which will include bathrooms and showers. Employee bike storage facilities can be accommodated within the hotel facilities to encourage hotel employees to ride their bikes to work, particularly during the warmer parts of the year. Enhanced pedestrian connectivity provided by the new base area plan will provide options for employees that may live close enough to the resort to walk to work. Bike racks will be available throughout the project. Additionally, PEG will seek to provide a Summit Bike Share station on the project.

The shift of employee parking to off-site locations (otherwise employees will be subject to base area parking fees) will require enhancements to both private and public transit systems to/from the base area. PEG will lead the coordination of this effort, as it will require multiple partners to participate in a final TDM plan, including cost-sharing, and anticipates needing transportation that accommodates the peak morning and afternoon commuting periods – these hours are assumed to be 6am – 10am and 3pm – 7pm. The off-peak period (10am – 3pm) will see reduce service from that of the peak period. The exact number of shuttles and/or trips will be coordinated with the various stakeholders and based on demand – this program will need to be monitored and adjusted to ensure needs are being met and that we continue to eliminate unnecessary vehicles and traffic in the base area – and will be further detailed in the final TDM plan. All ADA requirements will be adhered to.

Additionally, PEG intends to develop a robust information and communication plan that will be distributed to all stakeholders and employees, informing them of these off-site parking areas, shuttle availability and schedules, carpooling using RideOn, regional transit options, etc. As with any change there is always a ramp up period. Hotel employees may receive communication in a number of ways, including from supervisors, in company payroll processing websites (such as ADP).

Lodging Transportation Demand Management

The lodging industry has seen unprecedented changes in the way guests arrive, particularly for destinations like Park City, which falls within 45-60 minutes from a major airport. The advent of Uber, Lyft and other ride-sharing services has drastically reduced the need for a guest to rent a car from the airport and drive to the resort. While it is recognized that if a guest uses a ride share/Taxi/Black Car service they are still generating a trip, usually the driver will seek to pick up a return trip, thus essentially cutting in half the number of trips versus the traditional rent a car method. For all guests arriving at the new lodging, information will be provided about the availability and cost of parking, availability of rideshare and taxi, and the availability of shuttles to arrive at the resort. Information will also be provided about the free Park City Transit system, informing guests of the ease of getting around within Park City without a car. All with the aim of reducing the number of individual vehicles used to arrive at the resort for the lodging.

It is common practice in the hotel industry to charge parking separately from the hotel room, this project will be no different. Hotel information, including park and ride and transit options will be provided on the hotel booking website. Confirmation emails to guests will also have the information provided. We will commit to re-evaluating and adding additional incentives in the detailed Transit Demand Management Plan.

Residential Transportation Demand Management

Regarding unbundling of parking spots, we will certainly consider the recommendation. Bike parking for residents will be provided. It may be in a secured area with camera, or it could be in storage closets provided with the condo. Variable message boards specific to residents will be considered. The front door for Parcel B is right at the bus bay as proposed.

TDM Reporting

We will commit to an annual report in the detailed Transit Demand Management Plan, including an annual meeting to review data, including how people travel to and from the redeveloped base area and, if needed, how TDM strategies can be improved. Elements of the report should consider efforts to:

- reduce automobile travel and parking demands;
- improve air quality;
- articulate health benefits by way less day-motorists;
- a phased approach to incentivize a growth in employee and guest transit usage year over year.

TRP Comments

A TRP plan will be directly commensurate with the level of service increase by Park City Transit. PEG is committed to reducing trips, recognizing that our customers are also the City's customers on transit. Improved access to the bus for local residents must be accomplished (i.e. in-town bus stops need parking and covered waiting areas), improved access to satellite parking lots and improved bus access along 224 and 248 are necessary to achieve the stated goals. It will require everyone working together.

DRAFT

Because of where we are in the entitlement process and premature requests for operational planning detail, this Parking Management Plan is intended to provide a high-level programmatic overview of anticipated parking operations and not a detailed management plan. The Applicant can agree to a condition that requires a detailed Parking Management Plan be submitted for administrative approval prior to Certificate of Occupancy and the commencement of structured parking operation.

Traffic Management and Transit Prioritization:

Implementation of the proposed traffic solution, prioritizing transit and providing enhanced and controlled vehicular circulation, parking will be efficiently automated and self-regulating. Using variable message boards, in coordination with Park City Municipal Corp., day-motorists will be able to make parking decisions among two different structured garages. Traffic signalization will provide traffic control to keep traffic moving. In addition, variable message boards or other signage will enforce no parking zones in adjacent neighborhoods.

The parking manager, in conjunction with City traffic operations, will prepare a coordination and communications plan outlining how daily operations will proceed on peak days, including transportation from any skier lots satellite lots that are utilized.

Parking Garage Prioritization:

It is not anticipated that parking garage prioritization will occur. Traffic will flow better if it can be distributed among the different garages at the same time, allowing vehicles to spread out to reduce focused congestion in any given garage. This can be evaluated with time and adjusted as necessary.

A parking manager will be contracted to manage parking operations and direct traffic. The parking manager may subcontract these services, if necessary. Traffic managers who direct parking or traffic within public rights-of-way shall receive training on spatial awareness, visibility, hand signaling, emergency vehicle protocol, pedestrian safety and transit protocol.

Parking Garage Operation:

After considerable discussion with Park City Municipal and community stakeholders, parking fees are a critical form of parking management and a significant incentive to use transit instead of a personal vehicle. Day-vehicles will pay to park in the base area parking garages. At this time, it is anticipated that there will not be any entry or exit control devices. Parking will be paid via pay on foot stations and mobile app (subject to changes in technology and best practices over time.) The parking manager may elect to place parking attendants within the garage on peak days to assist with traffic flow and circulation. Condo owners will have dedicated parking spaces reserved. It is anticipated that these stalls will be concentrated nearest to the entrance to the condo from the parking garage. It is not determined yet if there will be access control to the condo parking. Condo owner parking will be flex parking, meaning if a condo owner isn't using the parking then it could be used for day-skier parking – this is a highly-functional parking

management tool that supports not over-building day-skier parking. The HOA and parking manager will coordinate to make any meaningful amount of unused condo owner parking spaces available for public/day-skier parking. It will be necessary to compensate the condo owner for use of the stalls. These details of stall management and compensation will be worked out with the HOA and condo declaration.

Hotel parking will primarily be reserved for hotel guests. The hotel operator and parking manager will coordinate to make any meaningful amount of unused hotel parking spaces available for public/day-skier parking.

Parking for special events will be on an as-available basis available to any member of the public and will be paid parking at the posted rates and subject to any applicable rules and regulations, during the time of the event. Parking may be restricted to resort visitors, including base area guests, during large community events that occur during the ski season.

Summertime Parking:

Recognizing the popularity of cycling throughout the spring, summer and fall seasons, parking operations have been contemplated for the summer recreationalist, as well. Parking will operate in the summer in the same manner as it is operated in the winter, subject to applicable pricing, rules and regulations.

Vehicles desiring to offload bicycles prior to entering the parking garages may do so at the drop-off between parcels C and E. Bike racks will be staged at the drop-off to allow bicycles to be secured while the driver parks. Easy access to parking in Parcel B can be obtained from this location with easy pedestrian access back to the bikes. From this location access is easy to the mountain. Should demand warrant it, supervised bike corrals established on the plaza may be considered.

Tall vehicle parking may be accommodated in the parking structure on Parcel E during summer operations. One level of parking on E is tall enough to accommodate tall vans. Access for vans requiring 8'-2" clearance for ADA accommodation will be provided in all structures per federal law.

Central Loading Dock and Design:

A central loading dock will be built on Parcel C. The dock will accommodate two delivery vehicles at a time and will provide access to all the retail/food users on the plaza, on the mountain and hotel deliveries. Deliveries to the dock will be coordinated with the different users so as to avoid delivery vehicles waiting on the street. The dock access will be designed so that trucks can escape Lowell Avenue and then back into the dock and not hold up traffic.

2020 Park City Mountain Base Area Parking Analysis

Existing Conditions

		Notes
Total CCC for Park City side of PCM	12,570	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,325	950 from Town Lift and 375 from Silver Star
- Guests within walking distance	4,310	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes
- Transit/Drop-off	2,449	1800 from transit/398 from hotel shuttles/251 from drop-off/ride-share
Total skiers remaining (require parking)	4,486	
Average Vehicle Occupancy	2.3	2.3 season average, 2.7 many days, 1.9 AVO on average days, 3.1 AVO on peak days
Total Parking Spaces Required	1,950	
- Total Existing Parking Spaces	1,603	1,212 surface (depending on snow), 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	(347)	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.

2020 Park City Mountain Base Area Parking Analysis Upgrade Plan

Notes		
Total CCC for Park City side of PCM	13,440	Based on CCC calculation of existing conditions by SE Group
- Accessing from Town and Silver Star Lifts	1,881	1,478 (upgrade to detach) from Town Lift and 403 from Silver Star
- Guests within walking distance	5,020	3,249 from lodging in 1996, 437 from Marriott Mountainside, 624 from nightly rental homes, 710 new
- Transit/Drop-off	2,588	1800 from transit/398 from hotel shuttles/267 from drop-off/ride-share, plus assumed 5% increase (40 cars)
Total skiers remaining (require parking)	3,951	
Average Vehicle Occupancy	2.7	2.7 season average goal, 1.9 AVO on average days, 3.1 AVO on peak days (paid parking tool to increase AVO)
Total Parking Spaces Required	1,463	
- Total Proposed Parking Spaces	1,589	1,200 surface, 297 resort center, 75 Sweetwater, 17 Mountainside/Legacy
Total Parking Space Surplus/Deficit	126	

Notes:

Town lift numbers are from actual scan data, and represents a decrease from 1996.

Additional skiers from Silverstar are from morning lift counts.

Nightly rental of private homes is 260 - that is the number of listed rental homes within a quarter mile of the base area that are NOT included in the accommodations number. Assumed 4 guests per unit and 60% occupancy/skier rate.

2019 transit numbers are based on number of busses arriving at the PCM base area with a two-hour arrival period.

Shuttle numbers are actual counts - number shuttles between 8:30 and 11:00, with AVO rates - averaged among days counted

Drop-off/Rideshare is an assumed number - no actual counts have been done.



ANDERSON &
KARRENBERG

March 4, 2021

Via Electronic Transmission

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Laura Suesser – laura.suesser@parkcity.org
Douglas Thimm – douglas.thimm@parkcity.org
Christin Van Dine – christin.vandine@parkcity.org

Re: PEG Project and Resort Center Transit Stop on Lowell Ave.

All:

I write as legal counsel for Village Venture, LP and Resort Center, Ltd., two Davis Family entities which own most of the retail units in two developments at the base of the Park City Ski Resort in Park City. Notably, the Davis Family (Jack Davis) was instrumental in development the Resort Center buildings which included the grant of an easement on Lowell Ave. to the City for use as a transit stop. This stop, allows for pedestrian access to the Resort base and the ski facilities, including my clients' retail units and the businesses that occupy them as tenants. This transit stop

STEVEN W. DOUGHERTY
Attorney

has successfully operated for the long life of the Resort Center to the benefit of those businesses, residents and guests to Park City. We are aware of no complaints from the use of that transit center.

We understand the City is proposing a new, more enhanced transit stop at another location in the development. This raises the question about the future of the current Resort Center transit stop: will it continue as a second stop or replaced? My clients have expressed concerns about the elimination of the transit stop or development of a second transit center to the detriment of pedestrian access and the businesses served by the stop. We note that multiple owners, Lodge board members, other neighbors and commercial entities have expressed concern about the impact removal of the transit stop would have on the owners in that condominium project. *See McCausland February 21, 2021 email to Robert Schmidt of PEG, attached.*

We note that the transit stop was made available to the City through an easement grant in the development agreement for the Resort Center project. In that agreement we find the following language which evidences that while the City can control the bus traffic and the exclusive use of the transit stop, it was the intent to continue the existence of the transit stop throughout the life of the Project.

Main Bus Drop Off. "Main Bus Drop Off" means that at least seventy percent (70%) of the regularly scheduled City buses that service the Park City Mountain Resort, and the various condominium projects contiguous to the Park City Mountain Resort, must stop in the Easement Area, regardless of whether or not such buses stop at any other location in the area. In the even the Easement Area ceases to be the Main Bus Drop Off, for a period of one month or more, then after 30 days written notice and opportunity to cure, either party may suspend the exclusivity of the easement by written notice to the other. The exclusivity of the easement shall reinstate upon Park city's notice to the Association of its use of the Easement Area as the Main Bus Drop Off. Park City shall exercise best efforts to notify the Association of any change in bus service that could result in suspension of the exclusivity of the easement. During the suspension period, Park City's obligation to maintain and to properly sign the Easement Area shall remain intact.

The easement was granted not as a donation but rather as part of a bargain that benefitted the Resort Center project and burdened the City. Accordingly, a credible argument can be made that the City is contractually obligated to keep and maintain the transit stop in perpetuity, although it need not be the exclusive stop at the resort base.

In addition, my clients request consideration of the interests of their retail tenants, their customers and by extension, they and their owners. As owners and residents in Park City for many years, the Davis Family have extensive experience with the Resort Center and its use by retail customers, City residents and guests to Park City during all seasons. It is imperative that the City help support, not damage, all existing base area merchants and residential owners and user that have helped support the City and the Resort, a significant City asset, for over 40 years.

The transit stop in its current location provides convenient and safe egress to and from the ski resort's base area for skiers. PEG has presented several viable options to leave the transit stop in its current location. Renters are encouraged not to bring vehicles to the area as they have use of a bus stop at the existing base. (As an example, guests to area are not going to walk with bags of groceries uphill to the existing lodging nor will shoppers to area and thus will be forced to use private transportation, bring a rental car to the area or simply avoid the area altogether.). This will only decrease the retail and renter traffic but increase traffic, noise, congestion and add to the parking issues.

Skiers are not going to walk uphill from a new Transit Center to access the main lifts and the base area. This will force longer lines at First Time chairlift and re-establishment of the base to North end of the Resort. Moving the Transit Center does not take into account the overall negative effect on the guest experience to the area. Employees and guests cannot be forced to use a public transportation system that does not service the main base area, and is not convenient and easy to use.

The damage financially to the existing base area merchants and rentals will be substantial. Village Venture and Resort Center Limited cannot allow its merchant tenants to suffer due to loss of the existing transit stop.

I would be happy to discuss these thoughts with you further.

Sincerely



Steven W. Dougherty

cc: Robert Schmidt - rschmidt@pegcompanies.com
Trent Davis - tdavis@compass-management.com

From: Thomas McCausland <tnmccausland@yahoo.com>
Sent: Friday, February 26, 2021 12:14 PM
To: rschmidt@pegcompanies.com
Cc: Davis Trent <tdavis@compass-management.com>; Jim Simmons
<jsimmons@allseasonshoa.com>
Subject: PC Resort Center Transit Location

We are writing this as 17-year full time Park City residents and 27-year condo owners. We bought a unit at the Lodge at the Mountain Village in 1994. One of the major reasons for selecting this location was convenience...ski-in, ski-out and having the transit center bus pickup and drop-off right at our door step. Over the years before moving here full time we stopped renting a car and used shuttle service to come up the mountain and the Park City transit system to navigate around town. It was (and still is) perfect.

My wife and I are concerned about the continuing discussion about moving the current Resort Center Transit Center to a less convenient and in our opinion less secure location. It is no secret that the success of a public transit system lies in convenience for the users. The stops need to be strategically located to allow access from the densest population locations and the most popular use destinations. I believe that the closest proximity to these locations exponentially increases ridership and enhances value to riders. The other factor is frequency of service and reliability of the scheduled frequency.

The current Resort Center Transit Center location is the ideal spot. It is a dense location and delivers skiers, guests and shoppers to the core Park City access point for skiing and recreation. Guests and residents can travel by bus from their homes, condos and hotels from around town, from Salt Lake City, Park and Rides and overflow parking areas hopefully without driving into town or not driving at all. The current convenient location is also an important consideration for owners and guests of the many lodging properties at the Park City base. Guests and owners can navigate the town for shopping, dining, entertainment, the Sundance Festival and Deer Valley. They can use shuttles to arrive and public transportation to navigate our town and leave the car at home. You will find that many rental management companies advertise this as a plus. If you ask visitors about the Park City experience the free transit is a plus, especially for families.

For those of us as owners who rent our condo to guests (and thus are a Park City small business) and the owners of the commercial businesses the proximity of the current Transit location clearly is an advantage for rental fees and occupancy as well as the income for the many local small businesses that occupy the commercial spaces. The value of the properties and revenues are enhanced by the current location which brings in tax revenue for the city. Any proposed change

to the current location will have a negative economic effect on all of us. At a time when many small businesses are trying to survive, we should not do anything that puts these businesses in jeopardy.

We should be doing everything in our power to encourage the usage of our public transit system. We believe that the proposed move would be unnecessary and make the location less convenient thus discouraging usage causing more people to opt for cars and thus more traffic. This is not consistent with the objectives of Park City's vision.

The current Park City base Transit Center has a long history of success and has proven to be an asset for the town. Since the beginning it has been a mainstay of ridership and its current convenient location has been a major contributor to its success. Access and a frequent schedule are the keys. Don't change what isn't broken.

Tom and Linda McCausland

From: deborah glidefar.com
<deborah@glidefar.com>
Sent: Wednesday, March 24, 2021 1:12 PM
To: Alexandra Ananth; Gretchen Milliken;
sarah.hall@parkcity.org; John
Kenworthy; John Phillips; Mark Sletten;
Laura Suesser; Douglas Thimm; Christin
VanDine
Subject: Base Area Development
TRANSPORTATION

Dear Planning Commissioners:

In review of the agenda documents provided for the Base Area Development Project by PEG for today's meeting on March 24th, 2021, I would like to express my thoughts.

Firstly, in Hales Engineering report, there is an illustration 2b. that shows a new 5' sidewalk on Lowell Ave that is running onto OUR PROPERTY at 1485 Empire Ave, the Silver King Condominiums.

There is no permission granted to have access to our privately owned land. The Silver King owns a small triangular piece of land that is in the paved parking lot. It has been rented to the owners of the resort for many years as additional parking.

The Vision 2020 plan for Park City is an important document that is still being ignored in the development plan by PEG. If you get this development project wrong and less patrons chose not to ski at the Park City Resort area, then we sadly lose value to our properties and lessen our enjoyment of the mountain. Let's be innovative and make a very special futuristic development. The density and heights of these buildings are going to shadow the surrounding buildings. More traffic and patrons squeezing into this area is detrimental to the entire community. More is not better.... at this point.... less is more desired.

Four new traffic lights in a small distance is excessive. The access for pedestrians and cyclists remains inadequate and unsafe for families and groups of tourists. The proposed traffic routes are not innovative nor have any room for expansion if needed. The entire project should be designed around a first rate, environmentally friendly experience for local residents and tourists.

Removal of important bus stops on Empire Ave is ignoring the local usage. We need our existing stops! This plan would be inadequate for the local usage of mountain access being too limited and restrictive. There are many user groups who will have their present access denied including after school ski programs, the National Ability Center, the horses and trailers for the Snowed Inn Restaurant, hikers, cyclists, etc.

This proposal should be rejected based on its lack of innovation and comfort for the skier's experience.

Regards,
Deborah Hickey
Silver King Condominium Owner.

From: deborah.glidefar.com
To: [Gretchen Milliken](#); [Alexandra Ananth](#); [Brendan Conboy](#); [Caitlyn Barhorst](#); [Rebecca Ward](#); [Elizabeth Jackson](#); [Laura Kuhrmeyer](#); [Heather Wasden](#); [Jessica Nelson](#); sarah.hall@parkcity.org; [John Kenworthy](#); [John Phillips](#); [Mark Sletten](#); [Laura Suesser](#); [Douglas Thimm](#); [Christin VanDine](#)
Subject: Base Area Walkabout- this Saturday 9 AM
Date: Friday, March 26, 2021 3:46:49 PM

Dear Planning Commissioners:

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

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

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

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

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

<https://www.glidefar.com/Collections/Base-Area-Traffic-High-Season/n-CvNw8p/>

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

Best Regards,
Deborah Hickey





From: planning
Sent: Tuesday, March 23, 2021 11:39 AM
To: Alexandra Ananth
Subject: FW: Park City Base Development

Jessica Nelson

she, her, hers
Planning Analyst
Park City Municipal Corporation
parkcity.org
445 Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5060

WE ARE WORKING TO ACCOMMODATE ONLINE SUBMISSIONS. PLEASE NOTE THAT WE CANNOT RECEIVE EMAILS GREATER THAN 8 MB. FOR LARGE ATTACHMENTS, PLEASE SEND US A DROPBOX LINK.

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: Snyder, Jack <Jack.Snyder@guycarp.com>
Sent: Tuesday, March 23, 2021 9:46 AM
To: planning <planning@parkcity.org>
Subject: Park City Base Development

Dear Planning Board – I am a homeowner for the past 10 years in Park City – at 15 King Road. I am an avid skier and hiker and chose Park City for its historic mining town feel and low key resort glitz. I am very troubled by the size and scope of the proposed development in the parking lot. Please scale it back and lower its height. We cannot change the historic beauty of Old Town and draw attention to an out of scale base resort area. Respectfully – John and Harriet Snyder

Jack Snyder

Managing Director
Guy Carpenter, Morristown NJ
Work/Cell 973-495-5257
Jack.snyder@guycarp.com

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If you are not the intended recipient, you are hereby notified that any dissemination of this communication is strictly prohibited. If you have received this communication in error, please erase all copies of the message and its attachments and notify the sender immediately. Thank you.

From: [Steve McComb](#)
To: [Alexandra Ananth](#); [Gretchen Milliken](#); [John Phillips](#); [John Kenworthy](#); [Douglas Thimm](#); [Sarah Hall](#); [Laura Suesser](#)
Subject: Fwd: Park City Mountain Parking
Date: Friday, March 26, 2021 4:33:42 PM
Attachments: [image002.png](#)
[image003.png](#)

Dear Commisioners,

This is one of a dozen letters I receive during the course of the winter warning us that our employees are to park off site of the resort parking area.

Employee parking needs to be addressed for not only the Baja Cantina but all other businesses at the resort and the Park City area. Not everyone can ride the bus

due to time constraints. Adding a million square feet and ONLY replacing the existing 1200 spots doesn't work. I am for this project and I am for public transportation but am realistic

regarding parking. The parking needs to be increased by much more then the proposed 1200 spaces and there needs to be employee parking just like there needs to be affordable housing.

After the last meeting I applaud PEGS design and the designated bus lanes and shuttle bus drop off zones. If you

expect people to get out of their cars and take public transportation it has to

be because it is more efficient timewise for those riders. If there are no designated bus lanes from I80 to the resort, and from other satellite lots, wherever they may be, there will likely be no

reduction in traffic. Our very survival depends on the public being able to park and employees being able to park.

In addition, I fear PEG will charge for parking year around. My customers will not pay for parking in the off season.

Employee parking/paid parking/public parking needs to be addressed if this is to be

a viable addition to the base area.

I appreciate you listening to my comments and I will attend to the best of my ability the April 21st Zoom meeting.

Thank you,

Steve McComb

Baja cantina

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

From: **Joshua Scheetz** <JScheetz@vailresorts.com>

Date: Fri, Mar 26, 2021 at 9:03 AM

Subject: Park City Mountain Parking

To: Reservations@discovernac.org <Reservations@discovernac.org>, John Buchar <jbuchar@parkcityss.org>, Osborn, Amy <Amy.Osborn@vacationclub.com>, Dean Peters <dean@parkcitysport.com>, rob@pclodge.com <rob@pclodge.com>, bajaparkcity@gmail.com <bajaparkcity@gmail.com>, Nick Caravaglia <nick@e7parkcity.com>, PJdinga@aol.com <PJdinga@aol.com>, Greg Ottoson <gregottoson@hotmail.com>, lrschott@hotmail.com <lrschott@hotmail.com>, jackson@jacksonsbasecamp.com <jackson@jacksonsbasecamp.com>, Rhonda Sideris <rhonda@parkcitylodging.com>, rainer@sweetwater-liftlodge.com <rainer@sweetwater-liftlodge.com>, Trent Davis <tdavis@compass-management.com>, Katie Sharp Bavasi <katie@parkcitylodging.com>, smmcomb@gmail.com <smmcomb@gmail.com>, Joseph.Trott@mvwc.com <Joseph.Trott@mvwc.com>, Tanner.Newton@vacationclub.com <Tanner.Newton@vacationclub.com>, Brian Castillo <brianc@discovernac.org>, cornerstorepc@gmail.com <cornerstorepc@gmail.com>, Jasoncole@colesport.com <Jasoncole@colesport.com>, adamcole@colesport.com <adamcole@colesport.com>, lindariches@colesport.com <lindariches@colesport.com>, scottdudevoir@colesport.com <scottdudevoir@colesport.com>, masonosborne@colesort.com <masonosborne@colesort.com>

Cc: Michael Lewis <Mwlewis@vailresorts.com>, Jessica Miller <Jmmiller@vailresorts.com>, John Gerken <John.D.Gerken@vailresorts.com>, Jennifer Mcmonagle-harris <Jennifer.Mcmonagle-harris@vailresorts.com>

Good Morning,

This weekend, Saturday March 27th and Sunday March 28th, peak day parking restrictions will be in effect. During this time, all staff that drives to work, will be required to park offsite. All needed information should be in the message below. Thank you for your continued support and feel free to reach out with any questions.

Kindly,

Josh Scheetz
Parking & Transportation Manager

O: 435.615.3327

parkcitymountain.com



From: Joshua Scheetz

Sent: Saturday, December 5, 2020 1:28 PM

To: Kevin Stickelman <kevins@discovermac.org>; John Buchar <jbuchar@parkcityss.org>; Harney, Mark <Mark.Harney@vacationclub.com>; Osborn, Amy <Amy.Osborn@vacationclub.com>; Dean Peters <dean@parkcitysport.com>; doilney@yahoo.com; rob@pclodge.com; bajaparkcity@gmail.com; Nick Caravaglia <nick@e7parkcity.com>; PJdinga@aol.com; Greg Ottoson <gregottoson@hotmail.com>; lrschott@hotmail.com; jackson@jacksonsbasencamp.com; Rhonda Sideris <rhonda@parkcitylodging.com>; rainer@sweetwater-liftlodge.com; 'Trent Davis' <tdavis@compass-management.com>; Katie Sharp Bavasi <katie@parkcitylodging.com>; mmcomb@gmail.com
Cc: Michael Lewis <Mwlewis@vailresorts.com>; Jessica Miller <Jmmiller@vailresorts.com>; John Gerken <John.D.Gerken@vailresorts.com>; Jennifer Mcmonagle-harris <Jennifer.Mcmonagle-harris@vailresorts.com>

Subject: Employee Parking// Park City Mountain

Good Afternoon,

As we get back into the swing of things, I wanted to send out a friendly note on parking options for our village/ non-Vail employees here at the resort. All people working on property regardless of affiliation are subject to Park City Mountain employee parking restrictions. This includes employees who may be working for a portion of the day and skiing or riding the remainder.

Please keep in mind that employee parking in the Main and First Time Lots is strictly prohibited opening day thru closing day. While we work to educate employees who unknowingly park in either location, they are subject to having their vehicle towed at their own expense. Providing the most convient parking options for our guests is critical in providing a great guest experience here at Park City Mountain.

Thank you everyone for your continued support. We wil be sending out reminders prior to our peak periods. If there is anyone you would like added this distro please feel free to reach out.

Non-Peak Dates (Indicated in **green** on the calendar below.)

- Employees are permitted to park in the Silver King Lot on non-peak dates.



Peak Dates (Indicated in **orange** on the calendar below)

- Employees are not permitted to park onsite on peak dates. This measure allows us to provide additional parking for our guests on the busiest days of the winter season.

Peak VS. Non-Peak Parking Calendar Green= Non-Peak Dates, Orange= Peak Dates

DECEMBER							JANUARY							FEBRUARY							MARCH							APRIL							
M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	M	T	W	T	F	S	S	
	1	2	3	4	5	6					1	2	3	1	2	3	4	5	6	7	1	2	3	4	5	6	7					1	2	3	4
7	8	9	10	11	12	13	4	5	6	7	8	9	10	8	9	10	11	12	13	14	8	9	10	11	12	13	14	5	6	7	8	9	10	11	
14	15	16	17	18	19	20	11	12	13	14	15	16	17	15	16	17	18	19	20	21	15	16	17	18	19	20	21	12	13	14	15	16	17	18	
21	22	23	24	25	26	27	18	19	20	21	22	23	24	22	23	24	25	26	27	28	22	23	24	25	26	27	28	19	20	21	22	23	24	25	
28	29	30	31				25	26	27	28	29	30	31								29	30	31					26	27	28	29	30			

Kindly,

Josh Scheetz

Parking & Transportation Manager

O: 435.615.3327

parkcitymountain.com

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All The Best,
Steve McComb

From: [deb](#)
To: [Alexandra Ananth](#)
Subject: It's late...
Date: Wednesday, March 24, 2021 10:47:51 PM

Alexandra,

It's late and I'm sorry, but I meant to include the signal warrant issue in my comments. Construction Mitigation and Phasing is set on the agenda for 4/21/21 but page 341 of staff report states City Engineer needs the warrants prior to any construction scheduling. In my mind, this means if PEG hasn't done the work, then this subject should be removed from the agenda. Please share your thoughts.

Deb Rentfrow

PS - Great job on the staff report; thank you!

Sarah "Sally" Cousins Elliott
2690 Sidewinder Dr.
Park City, UT 84060
sallycousinselliott@gmail.com
435-640-3759

To: Park City Planning Commission
Date: March 23, 2021
Subject: Park City Mountain Base Area

Thank you for working so hard to make the proposed base area plan an improvement over the 1998 approval. As the result of public input and RRAD, expertise of the Planning Department and willingness of the developer PEG in cooperation with Park City Mountain Management we have a plan that is nearing readiness for approval.

As an observant bystander for many years, I can accept fact that the change will be large and transformative. The most positive elements to emerge recently are:

- 1) stepping height and density back from thoroughfares
- 2) limiting road cuts and driveways for traffic safety
- 3) increased safe pedestrian access
- 4) transit and drop off locations proximate to lift access in Phase I-upfront
- 5) significant affordable housing available upfront in Phase I
- 6) no loss of parking in any phase of construction

I'm OK with increased height. You can't have both the density allowed and have open space and plazas without increasing height. We've spent enough time talking. Comments are becoming redundant. It's time to make a decision.

Sincerely,



Sally Elliott

From: [J Moira Howard](#)
To: [Alexandra Ananth](#); rschmidt@pegcompanies.com; [Trent Davis](#); [Scott Bass](#); [Bob Rieve](#)
Subject: Mar 24 Zoom meeting re PEG Development. Transportation
Date: Thursday, March 25, 2021 5:17:56 PM

Alexandra, please add this to public comments. Thanks.

Hi

I was listening in on the Zoom meeting and as always, grateful for all the work and thought being put into this project.

Was pleased to hear the general consensus is that the main transit hub should remain in its present location. I was pretty disgusted at Laynee Jones' comments. It seemed her attitude and facial expression was that the existing businesses/homes/lodgings at the Resort CENTRE may as well just close their doors as we'd now have a new exciting location at the bottom of the hill. If she can't find her way from the bus stop up a few stairs to the ice rink and surrounding businesses, it's no wonder she finds the rest of the area confusing!

* Ms Jones/AECOM's suggestion of moving the transit hub to Parcel D does not seem to make a great deal of sense. This is much further from the main chairlifts and would also require transit riders to traverse Lowell Ave coming and going.

* Another of AECOM's suggestions: "Explore Shared Parking Scenarios with Current and Proposed Hotels and Businesses" - I'm pretty sure we are all overflowing at peak times.

* To improve the existing transit hub, I concur the footprint of the building on Parcel B should be moved back to accommodate a greater bus turning loop and shuttle drop-off.

* I think driver facilities, public restrooms, bag check/ski lockers should also be included in this building.

* There are illustrations of required turning radii, for example, here:
<https://www.chescoplanning.org/municorner/MultiModal/28-Vehicle.cfm>

<https://www.dimensions.com/element/single-unit-truck-buses-20-foot-wheelbase-turning-path-radius>

http://onlinemanuals.txdot.gov/txdotmanuals/rdw/minimum_designs_truck_bus_turns.htm

* I question the need for bus charging stations at this location.

* I question the need for a shelter at each stop. Perhaps a central shelter on each side of the road would suffice. This could be achieved by a cantilevered floor or overhang on Parcel B side. If people can ski in all conditions, they don't require a bus shelter. Shelters would best serve rainy summer days or evenings when people may wish to go into Town or wherever.

* As others shared, I'm not sure how we are going to accommodate additional road lanes. Road could maybe be widened on "PEG land" but I doubt elsewhere.

* I reiterate my suggestion of Feb. 16 to Ms. Ananth:

i.e. Have *inbound* (to PC) buses come up Lowell Ave to bus bays at current location. They would exit the bus bays, go along Manor Way and down Empire Ave. Have *outbound* buses come up Empire and along Manor to bus bays in front of Parcel B building i.e. opposite and opposed to the inbound bays. Outbound buses would then continue down Lowell.

* This would save buses from having to 'loop around' tho' it would preclude the traffic-free crosswalk.

To maintain the crosswalk, inbound buses could loop around as proposed and exit to Empire either via Shadow Ridge or Lowell. Outbound buses could come up Empire, along Shadow Ridge and around the loop to bays.

This would give a degree of bus travel separation and it would also negate the elimination of bus stops on Empire.

*As someone else mentioned, the proposed 'NAC access road' is currently the road entrance (along with the driveway at the south end) to the Lodge at Mountain Village as well as underground parking and for deliveries. It therefore already experiences a good amount of traffic.

Skier drop-off must be expanded and patrolled. The current upper drop-off is often a bit of a circus.

Thank you.

Moir Howard
(Owner at LMV)

Dear Planning Commission,

Although I've submitted other comments related to the Site Circulation for the PCMR Base Area Project, there are three areas which necessitate further attention as this aspect of the proposal is reviewed.

Inadequate Pedestrian and Cyclist Access and Connectivity

Both Staff and the City's consultant, AECOM express significant concerns with the access and connectivity throughout the resort for pedestrians and cyclist. In fact, the proposed design falls very short in meeting the requirements of the LMC for adequate internal circulation. Specifically,

- The developer is proposing a 12'0" wide multi-use path and 5'0" wide sidewalks; however, their exhibit does not show any buffer between these pathways and the adjacent roadway. Both AECOM and Staff are recommending 15'0" wide as required by the DA and at least 8'0" where currently planned for 5'0". Funneling pedestrians from a 12'0" wide down to a 5'0" wide sidewalk at one of the busiest crossing points (Lowell and Shadow Ridge) is inadequate.
- Staff and AECOM identified inadequate pedestrian access and flow around the newly proposed transit center. The sidewalks are too narrow, do not provide adequate circulation around bus shelters and are shown to be shared with bike racks which further disrupt circulation. In addition, insufficient snow storage is planned for these walkways.
- Individuals and families arriving by foot from nearby neighborhoods as well as the passengers unloading from the 900+ parking stalls on Parcel B will all primarily be funneled either through the transit area or the Lowell and Shadow Ridge intersection. The pathways and access points are insufficient to handle this capacity of the estimated 2,700+ pedestrians.
- The connectivity between the proposed new resort area and the existing base is lacking and Staff and AECOM point out this deficit as well. Building C has become a monstrosity with 13 new condos quietly being added to the 249 room hotel which is already over its square footage limit. There is no clear or easy path around this building or from the north end of the resort to the south end. The applicant's exhibit shows a Pedestrian Plaza Path; however, provides no detail as to the surface of the Plaza Path or width making it impossible to truly assess its adequacy. Regardless, anyone staying in one of the 249 hotel rooms or 89 condos located on Parcels C, D or E and desiring to access Payday or Crescent will have quite a cumbersome uphill journey unless the applicant is required to improve the connectivity.
- The Staff Report recommends a sidewalk on at least one side of 14th connecting Empire to Park Avenue. In fact, the developer's exhibit shows existing sidewalk where in fact there is none. The existing sidewalk on 14th Street does not fully connect to Empire from Woodside. And, there is currently no sidewalk between Woodside and Park Avenue and the applicant does not show one being added. This must be required.
- The HAWK signal location near a loading dock entrance, private car drop-off and crossing 2 bus lanes is also indicated as a concern of the Staff and AECOM. Potential for conflict is very high as well as adding to delays in the arrival process.
- PCMR has become a major access point for mountain biking and this plan does not adequately take cyclist into consideration. No buffer is shown between the multi-use path and roadway as required by the current LMC. No separate bike lanes are indicated on the approach to the resort either.
- Tall/oversized vehicle parking has only been placed in Parcel E garage which has its access point on Silver King west of Lowell; however, bike drop off for access to the mountain is located on Lowell between Parcels C & E. Consequently, anyone with a bike rack or carrier on top of their vehicle will have a

ridiculous amount of time added to the unloading and loading process before ever getting to the mountain. Consider the necessary steps to access the mountain under this proposed design:

1. Arrives at drop off zone on north Lowell
2. Unload bike
3. Lock bike
4. Get back in car
5. Loop around Shadow Ridge, Empire and back to Silver King to access the accommodating garage on Parcel E
6. Walk to bike rack
7. Unlock bike
8. Carry bike upstairs and over plaza
9. Get on bike

And then, when their ride is over, basically do it all again to leave. Can you imagine the impact this will have on our local cycling community? I'd go somewhere else.

Inadequate Transit, Shuttle and Drop-Off Areas

Again, both Staff and AECOM list several concerns with the applicant's submission with regards to Transit, Shuttle and Drop-Off Areas. The applicant has failed to fully incorporate a "transit first" mentality, a major city initiative, in its plan. Specifically,

- Staff and AECOM continue to have concerns about the overall maneuverability throughout the center. Engineering plans clearly identifying any issues and subsequent changes to correct should be required prior to any approval on this aspect of the project.
- Park City has a "transit first" goal and the current proposed design does not allow for any expansion of the transit center whatsoever. As we become a "car free" city, expansion capabilities must exist to accommodate.
- Staff and AECOM recommend the transit center be expanded into Parcel B. While this is certainly a viable option, it should in no way grant permission for additional height exceptions or setback reductions for Parcel B. The applicant cannot justify exceptions due to their failure to adequately plan and design the project to meet the City's requirements for the development.
- Inadequate snow storage is depicted in the applicant's exhibit. Keep in mind, it also snows during the day and snow removal may need to occur during the same hours the buses are accessing the transit center. This issue must be resolved.
- Staff and AECOM identified inadequate pedestrian access and flow around the newly proposed transit center. The sidewalks are too narrow, do not provide adequate circulation around bus shelters and are shown to be shared with bike racks which further disrupt circulation.
- The applicant states increased shuttle usage as a means to reducing the amount of required parking, yet the proposed shuttle drop-off area is half the size of what currently exist. And again, there is no expansion capability to accommodate this increase in number of shuttles.
- The private car drop off zone at the north end of Lowell just south of the Silver King intersection is less than half the size of the current drop off zone. In fact, Staff and AECOM report it can only accommodate eight (8) vehicles at a time.

- The applicant's consultant estimates a dwell time of only 2 – 3.5 minutes for unloading and loading with loading taking longer than unloading based on a model. While Staff & AECOM do not make any comments on this, this is likely unrealistic with ski equipment in winter and bikes in summer.
- Based on the aforementioned issues with the private car drop off zone, it is clear additional traffic delays will ensue as cars back up on Lowell through the Silver King turn waiting for a drop off spot. Today, this is two one way southbound lanes during winter season. Under PEG's design, it is only one lane of general traffic next to bus lanes. There will be no way to bypass any back up.

Other Negative Impacts due to Site Circulation

While there are numerous flaws with this proposed circulation plan, please note these final two which should not be overlooked:

- The developer's plan results in the loss of two heavily used bus stops on Empire Avenue providing service to the multiple condos in the area as well as the Employee Housing facility on Empire. Staff and AECOM suggest a potential outbound (from resort) bus stop on Silver King near the intersection of Lowell. This is an inadequate solution as it will require those on the east side of Empire to cross Empire and walk a considerable distance either down to the intersection of 15th, Empire and Silver King for a cross walk or more likely, jaywalk where possible along Empire between cars then wind around Parcel D building and across a new plaza to access the stop. It's simply not convenient and consequently, discourages transit use.
- In reviewing the applicant's exhibit for vehicular traffic flow, please note the negative impact it will have for the residents and guests of Shadow Ridge Resort. The front doors of Shadow Ridge face Shadow Ridge Drive and this is where their concierge and drop off/pick up is located which also happens to be directly across from one access point to Parcel B parking garage. The Shadow Ridge resort parking facility is beneath their building with access off of Empire just north of Shadow Ridge drive. Based on the applicant's exhibit, anyone arriving to Shadow Ridge to check in, unload, rent a car or otherwise, will have an unpleasant experience. Consider, they pull up to Shadow Ridge (westbound) into the drop off zone, unload their vehicle, check in or whatever, then return to their vehicle to go to the parking for this building. How? Under this design, they cannot turn left or right on Lowell. Do they do a U-turn across both lanes of Shadow Ridge and in front of the Parcel B garage access? Do they drive across the intersection of Lowell and do a U-turn on the Shadow Ridge extension? This is unsafe and needs to be rectified.

In conclusion, the amount of information and analysis provided in the Staff Report, from the City's 3rd party consultant AECOM and the public is substantial. However, it is imperative it all be thoroughly considered and digested in order to assure only a sustainable and beneficial project is approved. Thank you for understanding the importance of this process and continuing to give the appropriate level of review to this project.

Sincerely,
Deb Rentfrow

From: [Snyder, Jack](#)
To: [Alexandra Ananth](#)
Cc: [RRAD Leaders](#); rkienzie@me.com; mneborak@yahoo.com; [John Gerli](#); [John Snyder](#)
Subject: Park City Base Development Plans
Date: Friday, April 16, 2021 8:42:24 AM

Dear Park City Planning Commission – We are writing you to voice our serious concerns regarding the development plans for the Park City parking lot. From our understanding the current proposal dramatically exceeds current height and setback limitations and would reduce the amount of parking spaces. I trust the Commission will adhere to the criteria of LMC or the 1988 DA – as the Town's character is already being challenged by the King's Crown Development. Besides the negative visual impact an oversized project at the Base would create – the reduction in parking is the exact opposite of what the ski area requires given the increased skier traffic the EPIC Pass has generated. Park City Ski Resort desperately needs MORE parking at the Base to reduce the overflow parking at the high school. We should be enhancing the skiing experience at Park City with more local parking and the ability to enjoy the shops and restaurants after a day of skiing – and not be herded into buses like cattle to return to satellite parking locations.

Respectfully – Jack & Harriet Snyder, 15 King Road, Park City

Jack Snyder
Managing Director
Guy Carpenter, Morristown NJ
Work/Cell 973-495-5257
Jack.snyder@guycarp.com

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From: [Trent Rentfrow](#)
To: [Alexandra Ananth](#)
Subject: PCMR Base Development
Date: Friday, April 16, 2021 12:32:57 PM

Planner Ananth -

I am an Old Town Park City resident who has been closely following the PCMR Base Development proposal by PEG. I am writing to express my concern over a number of points in advance of the Planning Commission meeting next week:

- I do not see how the proposed Building Design and Architecture can be approved before the site circulation plan has been approved. There were a number of issues raised during the last meeting around feasibility of the proposed site circulation plan based on the current Building Design. I have walked the space several times and don't see how the circulation plan will work unless there are changes to the building footprint and requested set-backs.
- I do not feel the building design and proposed site circulation plan have adequately taken into consideration the space required to ensure proper pedestrian foot traffic and safety.
- I do not see how the proposed development can be approved as PEG has not met the criteria required by the LMC or the 1998 DA in several areas: Building Height, Setback exceptions, Sq. Footage in Parcel C, Parking - reduction of over 1,100 parking spots including above grade garages.

While, I understand the time required to work through all of these issues is in conflict with the City's desire to move forward on the Arts and Culture Center based on taxes generated by the project, getting this right is critical for Park City and the thousands of people who travel here regularly to enjoy it's charm.

Thank you for your time.

Trent Rentfrow
trent.rentfrow@aol.com

From: [Bruce Reeves](#)
To: [Alexandra Apanth](#)
Subject: PCMR parking lot
Date: Friday, April 16, 2021 11:02:31 AM

Hi Alexandra

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

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

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

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

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

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

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

Given the above reasons, your duty as PCs representative is to deny the applicant until they meet all of the above criteria.

Thank you,
Bruce Reeves
PC resident and taxpayer

From: [deb](#)
To: [planning](#); [Alexandra Ananth](#); [Gretchen Milliken](#); [John Phillips](#); [John Kenworthy](#); [Laura Suesser](#); [Christin VanDine](#); [Sarah Hall](#); [Douglas Thimm](#)
Subject: Public Input - March 24, 2021
Date: Thursday, March 25, 2021 11:57:25 AM

Good morning.

I realize last night was a long and late one for everybody and I truly appreciate your dedication to our community. During the Public Input, I raised some concerns but in the interest of everyone's time and attempt not to belabor certain topics, I didn't cover everything I'd typed up ahead of time or added during the meeting as topics were presented and discussed. I kindly request you share them with AECOM as everyone continues to work together.

A couple of months ago, Commissioner Kenworthy requested AECOM and staff think outside of the box and make a recommendation that would work best for the project. Both AECOM and staff have stated PEG's approach has been to build and then figure out circulation almost as an after-thought to fit their build. As Lisa Paul suggested and Commissioner Kenworthy then echoed again, why not have AECOM assume a blank slate of what is today and make a recommendation? This is all only on paper; the building footprints can be changed as well as other aspects of the project. As it stands, the developer wants to only pursue its design, and consequently, AECOM and staff are now making recommendations they believe will improve the developer's design in spite of disagreeing with some of the applicant's analysis and the inability to verify the applicant's claims. Specifically, on page 325, AECOM states the applicant has not demonstrated current site plan can accommodate significant modal shifts for the future. Some of PEG's analysis comes from the Canyons from 2017-2019; this is outdated but more importantly not a comparable site or destination. Finally, on this subject, it should be noted it appears some requests by staff and AECOM to the applicant on site circulation have yet to be met.

1. <!--[endif]-->Sidewalks are still not wide enough, not everywhere they need to be and exhibits do not accurately reflect what currently exists (14th St @ Empire). Funneling over 2000+ pedestrians across Lowell between Shadow Ridge and Manor Way during peak hours requires more thought. The pedestrian bridge disappeared this month. Unless those pedestrians exiting the garage (904 parking stalls) and cross between shuttle & transit areas, they'll have to cross 2 bus lanes and/or general traffic lanes. The crosswalk on Empire just north of Manor Way is very dangerous as cars exiting the garage on Manor Way do not have a stop sign at Empire (and remember there will also be 7 new driveways); only cars on northbound Empire have a stop (pages 332 and 336 of staff report). Nothing is being done to connect the 13th St staircase to the resort. It's been asked often, but what is the surface for the Pedestrian Plaza path and how wide is it?
2. <!--[endif]-->Connectivity between new & old is sorely inadequate. With 249 hotel rooms and 89 condos located on parcels C, D & E, that's a lot of people you are expecting to access the mountain via the First Time, Three Kings & Eagle antiquated and limited mountain access lifts. Yet, there is no pedestrian path way that is easy or convenient to get uphill to either Payday or Crescent. We can't hope that someday Vail or someone else comes in and builds a slope-side pathway. It needs to be included in this development plan. Someone paying \$10,000 for a vacation on the mountain, isn't going to be happy schlepping their gear up hill against skier traffic to get on a high speed lift. And, the First time and Three Kings lifts only service runs back to those or over to Payday or Crescent to then get up the mountain to another area. To get to McConkeys or Jupiter lifts, one has to take Eagle, ski down to King Con and then ski down to Silverlode (always a long line) at a minimum.
3. <!--[endif]-->The location of the loading dock, HAWK signal and private car drop-off on north end of Lowell is a safety issue for everyone plus will result in delays.
4. <!--[endif]-->Cyclists will decide to go elsewhere – pulling into a drop off, unloading, locking, driving to Parcel E if taller parking required, walking, carrying, etc before ever hitting the trail...forget about it.
5. <!--[endif]-->"Transit First" is the city's goal, yet it's still not adequately improved by the applicant. None of these areas – transit center, shuttle drop off or private car drop off have the **potential for expansion** and the shuttle and private car drop offs are smaller than what we currently have at PCMR. I'm not sure what measurements they are using for shuttles, but the Snow Country busses which actually arrive/depart the current shuttle area with the most frequency based on my observations are very large. I do not believe engineering would support the number of shuttles or the ability to get in/out without waiting for the shuttle ahead to depart. In addition, if the shuttle area

does back up, it will be blocking the garage entrance/exit on Manor Way for Parcel B. Adding private car drop off on the south side of Shadow Ridge adjacent to each side of the garage entrance is also dangerous. How will those exiting the garage and making a right turn see oncoming traffic from the left with people unloading/loading right in their line of sight? Keep in mind, this is a very narrow and short street. Pedestrians will also be in the area.

6. <!--[endif]-->AECOM & staff should review whether a berm or lane divider should be placed between the general traffic lane and the adjacent bus lane on Lowell. People pass each other all of the time in spite of oncoming traffic or otherwise. If the drop off zone, hotel entrance or loading dock is holding up the general lane, people will cut into the bus lane to get around it. I also echo the concern about people blocking intersections out of impatience, including the bus priority signalized intersection resulting in further delays.
7. <!--[endif]-->AECOM & staff suggest the applicant expand the transit & shuttle drop off areas by going into Parcel B. I'll say it now, nowhere in the LMC or any other city regulation would this then allow the developer to build higher to recoup that density lost. Excessive building height and setback reduction exceptions have already been requested which do not meet the requirements of the LMC. Improving the transit or shuttle areas are not grounds for additional exceptions.
8. <!--[endif]-->Inadequate pedestrian flow and access around the proposed transit center must be resolved. The issue of walking around shelters can be eliminated by expanding the entire center into Parcel B and providing expansion opportunity for a Transit First future. Yes, people are in ski clothes during the winter, but the mountain is also used during other seasons when people aren't and may need cover from sun or rain.
9. <!--[endif]-->The location of the private car drop off capacity of 8 cars on north Lowell is going to back up traffic through the Silver King and Lowell intersection and beyond. A dwell time of 2-3.5 minutes is not a reasonable average considering the activities which take place on the mountain and related equipment.
10. <!--[endif]-->Two critical bus stops on Empire will be lost & moving one to Silver King near Lowell is not convenient for Empire residents and therefore, discourages transit use. I liked Commissioner Suesser's idea of having at least some buses go down Shadow Ridge to Empire; however, Shadow Ridge is becoming too dense with too many things going on already and Empire is and will remain a mess. Perhaps the applicant can work with AECOM to figure it out or give up some more density on Parcel B to facilitate this adjustment.
11. <!--[endif]-->Shadow Ridge – take a look at page 332 of the Staff Report. It's a two lane road (now three with the passenger drop offs added) with westbound access to the Shadow Ridge Resort Concierge, Front Desk, Drop-off area. The parking for this building is beneath it and accessible via Empire north of Shadow Ridge Drive. Once finished in the drop off zone, how does one get to the parking garage? A u-turn on Shadow Ridge, a u-turn on Shadow Ridge extension...this needs to be resolved.
12. <!--[endif]-->I want to re-iterate, in the beginning the only option was roundabouts and now they are gone. No holes have been dug, no permits pulled. Now is the time to make the necessary changes and improvements while it's all on paper. We can't afford as a community to cross our fingers and hope we figure it out along the way.

My final comment has to do with the April agenda. It has been announced it will include construction mitigation and phasing. However, on page 341 of the Staff Report it states "The City Engineer has requested warrants for these signals, but these have not been submitted to date. Given the fact that the City does not maintain any traffic signals at this time, it is necessary that the applicant prepare the warrants and justify the placement of the signals before they put their construction schedule together so the City can understand the timing of when they will be required and what operation maintenance will be required." Perhaps this subject should be delayed and we return to Site Circulation while it's fresh and add on parking. As stated many times last night, the site circulation should have been determined before the building footprints. Architecture for C, D & E (and B, though not listed) may need to change as the site circulation changes.

Thank you again for your time; I appreciate your service to our community.

Sincerely,
Deb Rentfrow

April 16, 2021

VIA E-MAIL (planning@parkcity.org)

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

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

I am writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in advance of the April 21, 2021 Planning Commission Meeting.

Building Height Variances Cannot Be Approved.

The maximum building heights allowed in this zone are 35 feet. The developer has requested maximum building heights of 85 feet—more than double what is allowed.

The Planning Commission may only approve the requested height variance if the developer proves that all six criteria under LMC § 15-6-5(F) are met. If any one of these conditions is not met, the variance cannot be granted. The developer has failed to meet its burden of showing that all six of the following criteria are met.

- 1. “The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone-required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, unless the increased square footage or Building volume is from the Transfer of Development Credits;”**

The developer has not provided square footage updates for its current plans. Therefore, it would not be possible for the Planning Commission to find that the request building height variance does not result in increased square footage or building volume.

Regardless, the developer relies on the density it was allowed in the Development Agreement to claim that this requirement is met. But the DA mandated that none of the density could be moved between parcels, and Parcel C includes significantly more than what was allowed in the DA. The increased in building height on that parcel therefore absolutely results in increased square footage and building volume over what was allowed in the DA. The developer cannot rely on the DA for its claimed density without complying with the

conditions upon which the density was granted. The Planning Commission therefore cannot find that this condition has been met.

2. "Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site specific analysis;"

The second condition is not met because the developer has made no showing concerning any of the listed factors and offered no mitigation for the obvious shadow impact that a seven-story building will have on the adjacent homes on Empire Avenue, Lowell Avenue, and Manor Way.

Inadequate Stepping of Buildings. The developer has not adequately stepped down the buildings from roof to street level. The Development Agreement sheds additional light on the conditions that originally were imposed in return for the building height variances that were granted there. It provides that the roof steps shown in the CMP "are a significant design element that cannot be substantively changed without demonstrating that any alternate design has not additional adverse massing and/or significant shadow impacts." Stepping from roof to street level was therefore a critical mitigating factor for the agreed-upon height variances in the original DA, consistent with the current LMC criteria. Such stepping helped to mitigate against the massing and shadowing impacts that would result from increased height.

The buildings in the current design do not step down as required in the original DA. For example:

- Parcel B has little-to-no stepping on the south, west, or north of the block.
- Parcel C has no stepping on the north side or south side of the building at all. This is a winged building, and the center facing east and west do not step at all.
- Parcel D is a five-story building that includes virtually no stepping at all until you reach the top story, which is just a rooftop deck. It is a sheer four-story wall adjacent to the existing Silver King condominiums.
- Parcel E is perhaps the most egregious example of the lack of stepping. It is a six-story building with a peak building height of 85 feet on a small lot with reduced setbacks. The developer complains that it should be granted the height variance despite the lack of stepping because the lot is small. But the reason the lot is small is because the developer unilaterally decided not to reroute Lowell Avenue to enlarge the lot, as contemplated in the DA.

Because the current plans do not comply with the mandatory stepping conditions that were imposed in the DA in exchange for the increase building height, the Planning Commission cannot rely on the building height variances granted in the DA to approve the building height variance requests here.

Inadequate and Inaccurate Shadow Studies. The shadow illustrations finally provided in the latest plans are inadequate. They do not even match the current drawings of the

buildings as shown in the most recent plans. For example, Parcel E as shown in the shadow studies is completely different than how it appears in the latest plans submitted with the studies. It is unclear as to what the final design is for Parcel E due to this inconsistency.

Moreover, as reflected in the shadow studies, it is clear that the residential homes on Empire Avenue, Lowell Avenue, and Manor Way will be in the shadow of the large buildings on Parcel B for an extensive part of the year. During winter months, they will be in shadow nearly the entire day. During the rest of the year, the homes will be in shadow most afternoons. The developer has not proposed any mitigation.

3. "There is adequate Landscaping and buffering from adjacent Properties and Uses;"

To satisfy the third condition, the developer must submit landscaping plans to demonstrate that there is sufficient buffering from adjacent projects. This cannot be delayed until after approval because it is an express requirement for approval of the height variance under the LMC. It would be impossible for the Planning Commission to find that there is adequate landscaping and buffering from adjacent properties without any landscaping plans. Yet, the developer has provided nothing.

4. "Increased Setbacks and separations from adjacent projects are proposed;"

The fourth condition requires *increased* setbacks and separations from adjacent projects to approve building height variances. Yet, the developer is proposing precisely the opposite. It wants to *double* the maximum building height while *reducing* the perimeter setbacks to 20 feet for large swathes of the project. The Planning Commission cannot grant the height limitation variance on that basis as a matter of law.

Height variances vs. setback reductions must be analyzed on a building-by-building basis. It makes no sense to allow a massively tall building without increased setbacks for the building on the basis that an entirely different building on a building elsewhere in the project has increased setbacks. Such an interpretation would completely defeat the purpose of the increased setback requirement, namely, to protect "adjacent properties."

Yet, the developer has only provided actual setback measurements in the current plans for Parcel B. And the setbacks for every building on that very large parcel with are almost without exception just 20-25' from the property line. Although it is impossible to tell from the current plans what the actual setback measurements are for all of the other buildings in the project, it is clear that they are less than 25' in many places and appear to be even less than the bare minimum 20' allowed under the LMC. The project cannot be approved without this information without violating the LMC.

The developer has also attempted to circumvent the LMC requirements for increased setbacks by relying on an inaccurate and irrelevant "average setback" calculation. That number includes upper stories of buildings on facades where other stories of the same façade is only 20-25' feet from the property line. For purposes of calculating setbacks, the only relevant measurement is the part of the façade closest to the property line. And, again, setbacks must be measured façade-by-façade to determine the impact on adjacent properties. So, the "average setback" number is entirely irrelevant.

5. "The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;"

The fifth condition is not met because the developer has not made any showing that the requested building heights would result in more open space or that such open space is publicly available.

The purported open space illustrations shown on latest drawings are not even consistent with the current building plans. For example, they count as open space the center of two roundabouts that are no longer part of the plans. They also count area in the middle of the proposed transit center, despite the fact that it has not been approved as is and grave concerns remain about the current design. Without the site circulation determined, the amount of open space cannot be correctly calculated given that the developer may have to use land it now claims as open space to meet circulation and transit needs.

It is also unclear from the plans how the open space calculations were arrived at and whether they include any space upon which anything is constructed or anything that is not publicly available.

Given that the purported open space plans and calculations presented by the developer are not consistent with the current design plans and are unsupported, the Planning Commission cannot possibly make a finding that this condition has been met.

6. "The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District."

The sixth condition has not been met because the developer has not shown compliance with Chapter 15-5 of the Architectural Guidelines. The exhibits it has provide limit vantage points from every direction making it impossible to make finds that this requirement is met.

Building Height Variances Allowed in DA are Not Binding or Warranted Now.

Despite the fact that all the criteria for granting the requested building height variance have not been met, the Planning Staff recommends approval largely on the basis that increased building heights were allowed under the DA. Again, that is not a legal basis for approving the variance request here.

Furthermore, the original height variances were granted in return for specific conditions and mitigation, which the developer is not offering here and the Planning Staff is not requiring. For example, as noted above, the approved building heights were conditioned on stepping of all buildings to the roofline and no transfer of density between parcels.

It would be legally improper for the Planning Commission to approve the building height variances based solely on the DA given that the conditions for those approved height variances will not be met.

Setback Variances Cannot Be Approved.

The developer's request for reduced setbacks cannot be approved because it has not met its burden under the LMC of showing that its request for a perimeter setback reduction to 20 feet is "necessary to provide desire architectural interest and variation."

In reality, the developer has requested setback reductions in order to maximize the site envelope and squeeze in as much density as possible. That is not a valid excuse for setback reductions under the LMC. If the developer cannot fit all approved density within the existing site envelope without violating the mandatory requirements of the LMC, it must sacrifice that density. Compliance with the LMC is not an excuse for setback reductions.

The developer argues that it should receive setback reductions in return for including some façade variation and stepping in its buildings. But those are requirements under the LMC and the DA. If merely varying the façade or stepping to a building to comply with the LMC were a reason for getting a setback reduction, then every building would be entitled to a setback reduction. Compliance with one requirement of the LMC cannot be a justification for receiving a variance from another provision in the LMC. That fact is made perfectly clear in the first requirement for a height variance discussed above, which states that "requirements for Façade variation and design" must be met within the allowed density and that compliance cannot be a basis for increased building heights. The same is true for setback reductions.

Design Approval is Premature and Legally Unsupportable.

It would be premature for the Planning Commission to approve the current design plans for the many reasons set forth above. The developer has not met its burden of showing that the legal conditions for its requested height and setback variances have been met and the documentation it has provided to-date is inconsistent and insufficient. The requisite findings cannot legitimately be made and approval would be contrary to the legal requirements of the LMC.

It would also be premature to approve the design plans before the transit, parking, traffic, and circulation issues have been resolved. Once these design plans are approved, the developer will use that approval as the basis for shoe-horning the inadequate circulation plans through as well. It will claim that the approved design dictates the circulation proposal and that the City cannot require anything different. The Planning Commission should not step into this trap. It should wait to approve the design until the entire site plan is deemed adequate.

Thank you for your consideration of RRAD's concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Nicole M. Deforge".

Nicole M. Deforge

cc: client; alexandra.ananth@parkcity.org

March 23, 2021

VIA E-MAIL (planning@parkcity.org)

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

Re: Park City Mountain Base Area Development—MPD Modification

Dear Commissioners and Staff:

I am writing on behalf of RRAD Coalition, Inc, a non-profit organization comprised of hundreds of Park City residents, business owners, and homeowners. RRAD submits the following comments in response to the March 22, 2021 Planning Staff Report issued by the City.

On February 19, 2021, RRAD submitted comments in response to issues raised by the Planning Staff Report, dated February 12, 2021. Although the developer cancelled the meeting in response and prepared new submissions, the concerns raised by the Staff in that report, and by RRAD in its comment letter, remain unaddressed and unresolved almost without exception. Therefore, in addition to raising new concerns with the current plans, RRAD also highlights ongoing concerns with and deficiencies in those plans. We also attach a copy of RRAD's February 19 letter again here for your convenience.

As a preliminary global issue, it is imperative that the Planning Commission not lose sight of the fact that the developer's transportation plans are based almost entirely on unfounded and unsupported assumptions and conclusions. Both AECOM and Planning Staff correctly note that the developer has not provided sufficient data or engineering to support most of its claims. Rather than requiring all that critical data and information before attempting to assess the adequacy of the plans, the Planning Staff treats the assumptions as correct when conducting its analysis and makes recommendations accordingly. That process gives the false impression that simply complying with the proposed recommendations contained in the latest report will resolve concerns with the plans, despite the fact that there is no proof that the forecasts and estimates upon which they are based are remotely accurate. The Planning Staff and Commission must require the supporting documentation now before making recommendations and imposing conditions based solely on false assumptions.

II. Developer's Proposed Transportation and Circulation Plan

As noted in the Staff Report, the developer appears set on Scenario 2b. AECOM has identified eight very significant concerns with this circulation plan. Although it and the Planning Staff have made some recommendations in an attempt to address these flaws, the

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recommendations are inadequate. In order to ensure that the specific concerns are not overlooked in considering the recommendations, we restate them here along with RRAD's observations and concerns:

1. "The applicant's transit center is limited by their own design and remains an add on to the site plan rather than integrated into the design from the beginning, as a 'transit first' site plan would."

- RRAD agrees that the flaws in the current transit plan are of the developer's own making. Its entire circulation plan is an after-thought and irreparably inadequate as a result. The traffic issues created by these ill-conceived plans are not inherent to the site but a result of the developer's failure to timely consider these critical issues.
- Given the developer's refusal to redesign the project to incorporate transit as an integral element, the developer cannot be accorded any leeway when faced with deficiencies. It must resolve the problems created by its after-the-fact plans rather than being allowed to plow ahead with the City crossing its fingers that solutions will present themselves at some point in the future after the project is fully built.

2. "The proposed transit center is limited in terms of providing adequate space for bus turning area and pedestrian circulation. Pragmatic turning problems and circulation conflicts are likely scenarios with little to no room for future expansion."

- RRAD fully agrees that the transit center plans are unworkable even for the present and not subject to necessary expansion for future use. The transit center as proposed doesn't even fit into its current footprint and is effectively landlocked forever.
- Staff and AECOM are correct that the question of whether buses can make the required maneuvers in and out of each bus bay and around the site cannot be determined from current plans. But rather than simply acknowledging the uncertainty, the Planning Commission must require the developer to submit engineering demonstrating the sufficiency of the plans.
- The transit center design included in the Staff Report highlights a number of problems with the current design, in addition to those specifically raised by AECOM and staff. For example:
 - The 14th Street Corridor that goes through Parcel B and the huge parking garage located there, although not adequately shown in the drawing, will funnel 2000 pedestrians during peak morning hours to the sidewalks and crosswalks around the transit center.

- The clearly inadequate 5'-wide sidewalks cannot possibly handle such traffic. Yet, the plans show the sidewalks being virtually impassable or significantly narrowed in places due to bus shelters and other obstructions such as bike racks placed on the sidewalks.
- AECOM recommends that 8'-wide sidewalks be required and clear of all shelters, retaining walls, benches, ADA ramps, bike ramps, etc. Although a good start, the DA requires all sidewalks to be 15' wide for good reason. Given the large number of pedestrians that will be funneled to this area, coupled with all of the bus passengers that will be disembarking at the same time, 15'-wide sidewalks are particularly necessary here.
- AECOM also indicates concern over lack of snow storage and its impact on pedestrian flow and bus maneuverability.
- RRAD agrees with AECOM and the Planning Staff that the only way to make this transit center workable in this confined located is to push back at least the first floor of Building B. But it must be pushed back not only to accommodate bus maneuvering and pedestrian capacity in the near term but also to accommodate future expansion of the transit center. The Staff Report does not provide enough information to determine what the needed expansion capacity is.
- The developer will no doubt argue that if it must push back Building B to accommodate a workable transit center, it should be given even greater building height variances as a result. The Planning Commission cannot allow that. The LMC does not give discretion to the Planning Commission to grant height exceptions as a result of problems of the developer's own making. Again, had the developer complied with City requirements by making "transit first," these problems would not exist now.

3. "The general-purpose vehicle drop-off area and shuttle drop-off area are insufficient for current and future volumes."

- As noted in the prior staff report, the proposed drop off areas for shuttles and other vehicles is only one-half the size of the current drop off location. Yet, the current location is already at capacity. It is impossible to conclude that the developer's proposed drop-off areas are sufficient.
- The proposed north vehicle drop-off location for all private cars can accommodate only eight vehicles at a time, less than half the current capacity. Contrast that with the huge number of vehicles arriving during morning peak hours, and the campaign against day-skier parking. It is not enough.

- AECOM and Planning Staff are also correct that the proposed north location that is sandwiched between the Silver King intersection and the loading dock on Parcel C will not work. Because the capacity is inadequate, vehicles will certainly back up into the intersection hampering all incoming traffic at what will already be one of the busiest intersections on the site.
- AECOM and Planning Staff are also correct that the proposed south drop-off location for shuttles is too constrained and inadequate. Yet, the only recommendation for fixing it is to widen and round the curb line. That is unlikely to be sufficient. Regardless, that cannot be done without narrowing the sidewalks, which AECOM and Staff note are already too narrow. To fix this issue, the developer will have to push back Building B—without demanding additional height on the already excessively tall buildings.

4. "Pedestrian and bike infrastructure is inadequate for current and future volumes."

- RRAD agrees with the nine recommendations made by AECOM and staff to address this considerable shortcoming, but they do not go far enough.
- As noted elsewhere in the Staff Report, the only parking area that will accommodate tall vehicles with rooftop bike racks is on Parcel E. But to use that parking lot, bikers will first need to pass by the entrance to the parking garage to the bike drop-off area. There, they will need to park their vehicles long enough to unload their bikes and lock them up at a bike rack. Then they will need to get back into their vehicles and drive through the entire resort to circle back to the parking garage entrance of Parcel E. Then they will need to go get their bikes, carry them up the stairs and walk a considerable distance up a steep grade to get to the trail. Then they will need to do the same thing in reverse when they leave. And they will presumably need to pay a parking fee in the process.
- As for pedestrian access, AECOM recommends 8'-wide sidewalks "where possible." That is no standard at all. And even 8'-wide sidewalks will be insufficient where the 12'-wide multi-purpose trails suddenly narrow to what the developer shows as 5'-wide sidewalks. AECOM also recommends that the trail be 15'-wide, which will then narrow to 8' or 5' at critical junctures when more pedestrians will be merging.
- It is not enough to recommend widening sidewalks on 14th and 15th Streets from Empire to Park Avenue. Currently, the sidewalk does not fully extend to connect Woodside to Empire on 14th Street and there is no sidewalk at all between Woodside and Park Avenue on 14th Street.

5. "Connections to the upper base area and Resort from Lowell Avenue at Building C are lacking."

- Under the current plans, pedestrians must walk around the entire footprint of the very large Building C to access the upper base. The only recommendation that appears to be offered to address this issue is to "consider connections through Building C both to the mountain and upper base area for the general public." This recommendation needs to be fleshed out and made more explicit.

6. "The proposed TDM lacks detail with respect to achieving the necessary 20% vehicle reduction and modified modal-split goals needed to reduce congestion at the base area."

- This concern, although accurate, is a glaring understatement. The data provided to date simply does not support the developer's claims that it can achieve a 20% reduction based on what it has proposed. It has simply provided feel-good numbers designed to get the project pushed through without serious scrutiny.
- For example, the developer claims it will achieve an increase in day skier AVO from a current assumed rate of 2.3 to 2.7, and then to 3.1 based on a "modal shift." But it provides no factual support for these pie-in-the-sky numbers. The sole basis for the marked shift is implementing paid parking for day skiers without any factual basis to determine what the actual AVO increase might be.
- The developer also claims it will reduce traffic by increasing shuttles by 10%. But the shuttles are currently underutilized so merely increasing the number of shuttles will do little to increase ridership.
- Instead of required back-up data, the Planning Staff relies primarily on future fixes if the data turns out to be false. But those possible fixes are illusory.
 - First, Planning Staff recommends that it preserve the ability to restrict ticket sales at the Resort if there is inadequate parking. But that is a parking issue, not a traffic issue. And unless Vail is a party to the DA, which the Planning Commission should require, the City cannot enforce such a restriction. Regardless, the same restriction was included in the DA with Powdr Corp. and has never once been enforced by the City despite parking capacity issues and related problems during the winter. It is not reasonable to think that the City will be willing to suddenly take this drastic measure with this new project.

- Second, once the project is fully constructed, the options for mitigating traffic impacts become slim indeed. The developer is banking on the fact that once built, the City can and will do nothing.
- Third, Staff recommends measures to discourage traffic on residential streets. There are already numerous measures in place to do that but they do not work. Signs prohibiting through traffic on 14th and 15th are consistently ignored, with hotel shuttles from the Marriott, Sheraton, and others using those streets on a daily basis to access the resort and avoid the traffic jams on Empire. Threats of \$250 fines do nothing to stop the practice because the City does not have the manpower to enforce it. Nor has it been able to meaningfully enforce the frequent violations of residential parking restrictions. Merely posting more signs will do nothing.
- Given that the developer will get an unexpected windfall from the very steep parking fees it will have to charge to even put a dent in day-skier parking demand, the Planning Commission should require the developer to remit those fees to the City as a mitigation measure to go towards enforcement and/or to fund remote offsite parking facilities and shuttle services.

7. “The proposed intersection designs raise concerns with weaving and safety.”

- The Staff Reports merely notes this concern without providing any recommendations or mitigation requirements. AECOM expresses concern with free right turns at Silver King and Empire as related to safety of pedestrians and cyclists. The developer’s response is that they are not placing a crosswalk through this turn; however, they do not address cyclist safety. In addition, AECOM notes awkward merging on Silver King with traffic on Empire but makes not recommendations to remedy the situation.
- Although not raised in the Staff Report and not solely an intersection issue, RRAD notes serious discrepancies with the developer’s proposed circulation patterns and the reality on the street. For example, the plans do not accurately reflect the number of lanes on the street. They show Silver King as having four lanes, but it currently has only three with no room for expansion. They show Empire and Shadow Ridge as having three lanes, but they only have two. Even then the existing lanes are often nearly impassable even by two cars during the winter. It is simply not possible to increase the road lanes while maintaining adequate sidewalks and snow storage.

- Although also not strictly an intersection issue, the plans also are not workable for the Shadow Ridge concierge/drop-off area and its parking garage. After loading, it will require tenants and guests to make a U-turn in the middle of Shadow Ridge, opposite the Parcel B garage access point in order to return to the garage access.
- Staff and the city engineer also note that the developer has yet to prepare warrants to justify the placement of the four traffic signals as it proposed. The Staff Report clearly states that this must be done prior to putting together the construction schedule that is slated for review by the Planning Commission on April 21, 2021.

8. "The removal of transit from Empire Avenue necessitates the loss of a well utilized bus stop."

- In reality, the developer's current plans would result in the loss of two critical bus stops on Empire. These are some of busiest stops in the city and serve existing employee housing and multiple condominiums adjacent to those stops. The recent recommendation by the Planning Commission to approve new LMC regulations for Affordable Master Planned Developments allows a reduction in parking only if a bus stop is within 400 feet of the project, and such housing is planned on Empire for the Woodside Phase II project and well as for this project. Removal of these bus stops would run afoul of the obvious principles behind that change by removing assessable stops near affordable housing where it is most needed.
- AECOM and Staff merely note the loss of these critical bus stops without proposing any mitigation.

II. Parking Issues

Perhaps the most egregious example of plans and recommendations based on false or inadequate data and premises is found in the developer's parking proposals:

- The developer initially claimed to have a parking space deficit of only 362 from what was required under the LMC, as noted in the staff report of Sept. 23, 2020. But when Planning Staff asked the developer for the back-up data to support that claim, the developer instead increased its request for a parking space reduction to 502 spaces.
- As a result of the developer's false assumption that the Town Lift will be upgraded to a high-occupancy lift, it has claimed a parking capacity surplus. If you disregard even just that one false assumption and accept all the rest as true, the claimed parking demand goes from a surplus of 126 spaces to a deficit of 70 spaces. If the developer is not able to support a claimed AVO to 2.7, and there is no analysis to support how the developer might achieve this, the deficit could be as large as 203 to 358 spaces.

- The developer claims that its assumptions regarding parking capacity are reasonable based on a comparison with the Canyons Resort. But that is comparing apples to oranges as the two sites have virtually nothing in common except that they are both ski resorts. The Canyons Resort is not located in a community, like PCMR. It is a destination resort with little non-skier visitation. Nobody walks to the Canyons resort. Most arrive by car and park in the lower lot with gondola access or they stay on stie at the Canyons resort base area. The Canyons simply does not have the same type of vehicular and pedestrian traffic or parking issues that Park City does. Furthermore, the Canyons data on which it is relying is based on a study involving just four days between 2017 and 2019.
- RRAD agrees that the PMP and the TDMP are too high-level to provide meaningful detail. The developer responds by asking the City to delay the requirement to provide acceptable plans until it seeks a Certificate of Occupancy. But the conditions of approval in the DA require both a PMP and TDMP prior to commencement of any construction. These requirements are consistent with Section 15-3-7 of the LMC, which requires parking studies at both the MPD and CUP stage in order to determine the adequacy of what is being proposed. Delaying this requirement until the Certificate of Occupancy stage will mean that nothing can realistically be done. After a multimillion construction project has been completed, the City will never refuse to issue a COO because it has parking and traffic concerns. And if it does, it will get sued. The requirement must be met now if the City hopes to have any say on this issue.

Thank you for your consideration of RRAD's concerns.

Sincerely,



Nicole M. Deforge

Encl.

cc: client; alexandra.ananth@parkcity.org

Exhibit G

Master Planned Development Process

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

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

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

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

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

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

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

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

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

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

Exhibit H: Additional Background Information

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

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

Topic	How Reviewed	Relevant Code
Unit Density	1998 DA including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	1998 DA ; 2019 First Amendment to the DA
New Site Plan	Substantive Amendment to Exhibit D of the 1998 DA	15-6-5(G)
Perimeter Setback Reductions	Newly applied for	15-6-5(C) 15-2.16-3(C), (E), and (G)
Building Height Exceptions	Newly applied for	15-6-5(F) 15-2.16-4
Parking	Substantive Amendment to Exhibit K of the 1998 DA; Reduction newly applied for	15-6-5(E) and comparison to mitigation in 1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to Exhibit J of the 1998 DA	Traffic and Transportation Master Plan and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per 2015 COA ; Newly applied for Housing Authority review	Current LMC/ Housing Resolution for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to Exhibit H of the 1998 DA	15-6-4(G)(7) requires a Phasing Plan

Project History

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

On [July 8, 2020](#), the Planning Commission made a formal determination that the applicant's proposed new site plan was a substantive modification to the MPD and therefore will justify review of the entire master plan and Development Agreement by the Planning Commission.

The public hearing process was opened on [August 26, 2020](#), with a focus on the site plan, programming, architecture, landscape design and Open Space, and consideration of the applicant's requested exceptions to perimeter Setbacks and Building Height requirements; a hearing on [September 23, 2020](#), focused on transit and pedestrian connectivity, traffic, parking and circulation. A meeting on [October 28, 2020](#), focused on Sustainability, Utilities, Project Phasing and Construction Mitigation. A public hearing on [November 18, 2020](#), focused on changes to Building B. The [December 16, 2020](#), public hearing focused on Sustainability. A public hearing on [January 20, 2021](#), focused on potential transportation and circulation scenarios being evaluated, as well as the applicant's [Updated Architectural Plans](#).

The [February 17, 2021 Staff Report](#) recommended that transit facilities and amenities could be better integrated into the applicant's site plan, and provided an [example](#) to help illustrate what staff means by this statement. The applicant chose to postpone this public hearing and the application was continued to March 24, 2021.

At the March 24, 2021 public hearing the Commission expressed support for keeping the transit center in the current location if there is sufficient room to accommodate the amenities and pedestrian circulation.

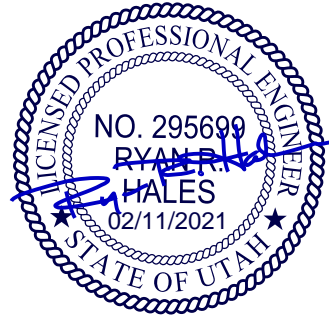
Approval of the proposed amendment to the DA will result in either a new or amended DA, superseding the 1998 DA. Should this project be approved, subdivision and conditional use permit (CUP) approvals will be required for each parcel prior to the issuance of any building permits.

MEMORANDUM

Date: February 11, 2021

To: Park City

From: Hales Engineering



Subject: Park City Mountain Resort Parking Study

UT19-1481

This memorandum discusses the parking study completed for the proposed Park City Mountain Resort development located in Park City, Utah. The study identifies the Park City parking requirements and considers shared parking between land uses. The proposed Park City Mountain Resort development is located on four parcels adjacent to the existing Park City Mountain Resort, as shown in Figure 1.



Figure 1: Site vicinity map of the project in Park City, Utah

Park City Parking Code

The Park City code specifies parking rates for various land use types in Section 15-3-6. The City parking rates for land uses within the proposed area of the resort are summarized in Table 1.

Table 1: Park City Parking Rates

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

Being programmed within the project are 1,200 parking spaces for day skier use, separate from the existing 300 day skier stalls provided by Vail. Based on initial calculations of the parking needed for the proposed land uses, the City would normally require 2,223 parking spaces, including the day skier parking. A detailed table outlining required parking is provided in Appendix A.

Nearby Resort Experience

Recently, Hales Engineering collected data at a nearby ski resort and identified how people arrive to a resort. The following data is an average of 9 separate locations counted within the studied resort area and identifies:

- 57% drove a vehicle to the resort
- 18% rode in a shuttle
- 15% rode in an Uber / Lyft vehicle
- 9.4% rode in a black car or other transport vehicle
- 0.6% rode in transit, an individual location identified that 5% rode transit

Hales Engineering has also collected overnight parking demand data at a nearby ski resort. Based on a total of 34 data points collected over four peak nights between 2017 and 2019, it was found that the overnight demand was an average of 0.68 stalls per occupied unit and an 85th percentile of 0.99 stalls per occupied unit.

Time-of-day Shared Use

Many land uses are able to share parking due to offsetting peaks in parking demand. It is anticipated that this will be the case for Parcels B, C, D and E of the Park City Mountain Resort

project along with the day skier parking needs. Designing for the actual parking demand for a mixed-use project results in efficient use of parking spaces. The Institute of Transportation Engineers (ITE) provides percentages of parking demand throughout the day for many land uses in the *Parking Generation* (5th Edition, 2019) manual.

Hales Engineering made conservative estimates regarding the hourly parking demand of the meeting space land use, as these are not available from ITE. The day skier parking being programmed into the site, 1,200 stalls, will not be included within the share parking calculations to remain conservative, and will remain at a fixed level. Also, as discussed previously, a parking demand of 0.99 stall per occupied unit is anticipated based on 34 data points. Therefore, a parking demand rate of 1.0 stall per occupied unit was assumed for most residential and hotel units. A percent occupied rate of 85% was assumed for residential and hotel units, consistent with the traffic analyses. PEG development does not anticipate any parking demand for employees that live on site. Therefore, it was assumed that no stalls were needed for employee housing.

Hales Engineering identified a mixed use / time of day parking demand for each land use for every hour of the day to determine the actual parking demand for Parcels B, C, D, and E. Internal capture rates were estimated and matched with those presented in the traffic analyses. A summary of these calculations are provided in Appendix B and shown graphically in Figure 2.

As shown in Figure 2, it is anticipated that the peak parking demand when considering shared use and time-of-day needs will be approximately 1,583 parking vehicles at 9:00 pm. This includes fixed day skier parking stalls (reserved) in both Parcel B (760 stalls) and Parcel E (440 stalls) during each hour of the day. It is anticipated that at the peak parking demand hour (9:00 pm), an additional 138 stall surplus will still be available on-site (8%) at all times for the combined parking lot supply of 1,721 parking stalls.

Conclusions / Recommendations

Hales Engineering concludes the following:

- The proposed project is programming 1,200 day-skier parking stalls (current surface stalls on Parcels B, C, D and E) be provided somewhere on the site during and after construction of the project.
- Park City parking rates would require a parking supply of 2,223 stalls (including the programmed 1,200 stalls for the day-skiers).
- Hales Engineering completed a parking study at a near-by resort and has identified that actual parking rates per residential unit are lower than the projected ITE rates.
 - Utilizing mixed use reductions, time of day parking needs, and occupancy values, while fixing the day-skier parking (1,200 stalls) results in a peak shared parking demand of 1,583 vehicles.
 - The parking supply on-site will be 1,721 stalls; therefore, at peak demand (1,583 stalls) there will be an 8% surplus of stalls (138 stalls).

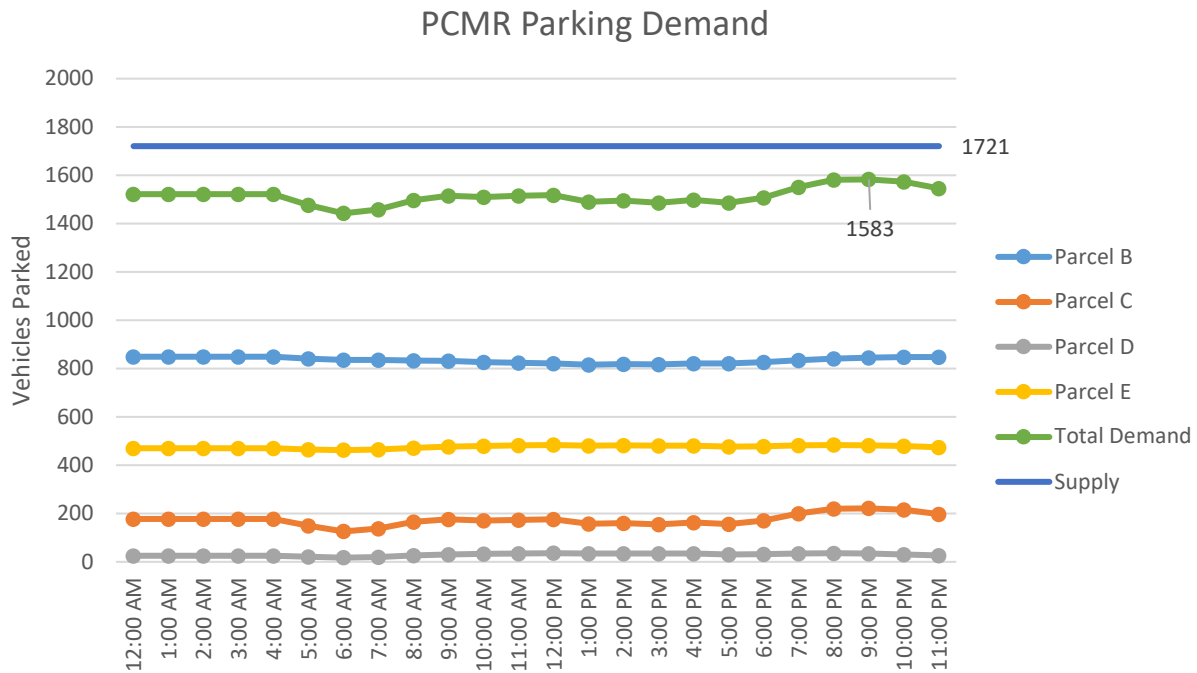


Figure 2: PCMR Parking Demand by Time of Day

- Dynamic parking signs will be placed in strategic locations within the resort and on the parking structures to guide patrons to open parking spaces within Parcels B, C, D and E, creating a more efficient hunt for parking availability.
- Parcels B, C, D, and E, will all have shuttle service provided to move patrons around Park City, if scheduled in advance.
- The Park City Mountain bus pull out area is being expanded with the proposed project from 3 to 7 spaces aligned in a more efficient layout to increase transit opportunities and potentially increase bus frequency, with landowner's cooperation.
 - Paid parking will be instituted into the proposed project, and it is anticipated that transit ridership will increase, and passenger vehicle occupancy will also increase.
- A day skier drop-off / pick-up area is being programmed into the site between Parcels C and E.
- The following potential measures could be implemented to encourage alternative modes of arrival to the resort:
 - Advertise remote day skier parking at Ecker Hill park and ride lot
 - Promote employee remote parking (see Vail's employee parking management plan), promote employee existing retail / base to ride transit from remote areas
 - Promote other remote lots including high school, etc.
 - Parking allocated to condo / hotel will be actively managed and surplus will be made available to general public / day skiers

- Ski lockers for day skiers and season rentals can be added which will promote bus ridership
- Preferred parking for carpoolers
- Encourage residential properties to provide patron discounts for Uber / Lyft / Black Car Service arrivals / departures
- Encourage through the booking process alternatives forms of arrival / departure other than rental vehicles

APPENDIX A

Required Parking (City Code)

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S				MAX AREA	PARKING REQ'S		Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL
					CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL		
Hotel Room	650	1 per room	1						0	249					249				0			0	249	
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22			80		2				2	8			8	18		18	108	
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1.5	32	8	7			71		9				14	34			51	16		24	160	
Apt/Condo>=2000 SQFT	none	2 per DU	2	14	0	3			34		2				4				0			0	38	
Total Residential Required					85	61	39		185	249	20				269				59			42	555	
COMMERCIAL PARKING REQ'S																								
Accessory Resort Use Employees		1 per 400 sqft	2.5						0						0				0			0	0	
Commerical Use		TBD																				0		
Meeting Space		1 per 200 sqft	5						0			20000			100				0			0	100	
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00						0						0				0			0	0	
Retail& Service Commerical, Major		5 per 1000 sqft	5						0					31500	158			22500	113		19300	97	368	
Multi-tenant complex		3.5 per 1000 sqft	3.50						0						0				0			0	0	
Restaurant, Standard and Bar		1 per 100 sqft	10						0						0				0			0	0	
Total Commercial Required									0						258				113			97	468	
DAY SKIER PARKING REQ'S																								
Day Skier Parking		1200						760	760						0			440	440			0	1200	
TOTAL REQUIRED, EXCLUDING COMM									945						269				499			42	1755	
TOTAL REQUIRED									945						527				612			139	2223	
TOTAL PROVIDED									906						185				535			95	1721	

APPENDIX B

Proposed Alternative Parking Calculations

PARKING REQUIREMENTS PER LMC 15-3

RESIDENTIAL PARKING REQ'S				MAX AREA	PARKING REQ'S		Rate	PARCEL B				PARCEL C					PARCEL E				PARCEL D			TOTAL
					CONDOS	AFF Housing	EMP Housing	COMM	SUBTOTAL	GUESTROOMS	CONDOS	MEETING	RETAIL	COMM	SUBTOTAL	CONDO	SKICLUB	COMM	SUBTOTAL	CONDO	COMM	SUBTOTAL		
Hotel Room	650	1 per room	1						0	249					249				0			0	249	
Apt/Condo<=1000 SQFT	1000	1 per DU	1	9	49	22			80		2				2	8			8	18		18	108	
1000 SQFT < Apt/Condo <2000 SQFT	2000	1.5 per DU	1	32	8	7			47		9				9	34			34	16		16	106	
Apt/Condo>=2000 SQFT	none	2 per DU	1	14	0	3			17		2				2				0			0	19	
Total Residential Required					55	57	0		144	249	13				262	42			42	34		34	482	
COMMERCIAL PARKING REQ'S																								
Accessory Resort Use Employees		1 per 400 sqft	2.5						0						0				0			0	0	
Commerical Use		TBD																				0		
Meeting Space		1 per 200 sqft	5						0			20000			100				0			0	100	
Retail& Service Commerical, Minor		3 per 1000 sqft	3.00						0						0				0			0	0	
Retail& Service Commerical, Major		5 per 1000 sqft	5						0					31500	158			22500	113		19300	97	368	
Multi-tenant complex		3.5 per 1000 sqft	3.50						0						0				0			0	0	
Restaurant, Standard and Bar		1 per 100 sqft	10						0						0				0			0	0	
Total Commercial Required									0						258				113			97	468	
DAY SKIER PARKING REQ'S																								
Day Skier Parking		1200						760	760						0			440	440			0	1200	
TOTAL REQUIRED, EXCLUDING COMM									904						262				482			34	1682	
TOTAL REQUIRED									904						520				595			131	2150	
TOTAL PROVIDED									906						185				535			95	1721	

Time	Parcel	Parcel B						Parcel C					Parcel D				Parcel E					All Parcels	
	Land Use	Condos	Afford. Housing	Employee Housing	Day Skier	TOTAL	SUPPLY / DELTA	Hotel Rooms	Meeting Space	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	TOTAL	SUPPLY / DELTA	Condo	Comm.	Day Skier	TOTAL	SUPPLY / DELTA	TOTAL	SUPPLY / DELTA
	Required Parking	55	57	0	760	872	906	249	100	158	507	185	34	97	131	95	42	113	440	595	535	2106	1721
	Internal Capture / Unoccupied	15%	15%	0%	0%			15%	80%	80%			15%	80%			15%	80%	0%				
	ITE Land Use #	330	221	N/A	N/A			330	Meeting	820			330	820			330	820	N/A				
12:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
1:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
2:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
3:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
4:00 AM		40	49	0	760	849	57	178	0	0	178	7	25	0	25	70	30	0	440	470	65	1522	199
5:00 AM		33	48	0	760	841	65	149	0	0	149	36	21	0	21	74	25	0	440	465	70	1476	245
6:00 AM		28	47	0	760	835	71	123	2	2	127	58	17	1	18	77	21	2	440	463	72	1443	278
7:00 AM		28	47	0	760	835	71	123	10	5	138	47	17	3	20	75	21	4	440	465	70	1458	263
8:00 AM		30	43	0	760	833	73	134	20	12	166	19	19	7	26	69	23	8	440	471	64	1496	225
9:00 AM		31	41	0	760	832	74	138	20	18	176	9	19	11	30	65	24	13	440	477	58	1515	206
10:00 AM		29	37	0	760	826	80	127	20	24	171	14	18	15	33	62	22	17	440	479	56	1509	212
11:00 AM		29	35	0	760	824	82	127	20	27	174	11	18	17	35	60	22	20	440	482	53	1515	206
12:00 PM		28	33	0	760	821	85	125	20	31	176	9	18	19	37	58	22	22	440	484	51	1518	203
1:00 PM		24	32	0	760	816	90	106	20	31	157	28	15	20	35	60	18	23	440	481	54	1489	232
2:00 PM		24	34	0	760	818	88	108	20	32	160	25	15	20	35	60	19	23	440	482	53	1495	226
3:00 PM		23	34	0	760	817	89	104	20	31	155	30	15	19	34	61	18	22	440	480	55	1486	235
4:00 PM		26	35	0	760	821	85	115	20	28	163	22	16	18	34	61	20	20	440	480	55	1498	223
5:00 PM		25	36	0	760	821	85	111	20	25	156	29	16	15	31	64	19	18	440	477	58	1485	236
6:00 PM		30	36	0	760	826	80	134	16	21	171	14	19	13	32	63	23	15	440	478	57	1507	214
7:00 PM		38	36	0	760	834	72	170	12	18	200	-15	24	11	35	60	29	13	440	482	53	1551	170
8:00 PM		44	37	0	760	841	65	199	8	13	220	-35	28	8	36	59	34	10	440	484	51	1581	140
9:00 PM		47	38	0	760	845	61	210	4	8	222	-37	29	5	34	61	36	6	440	482	53	1583	138
10:00 PM		47	40	0	760	847	59	212	0	4	216	-31	29	2	31	64	36	3	440	479	56	1573	148
11:00 PM		44	43	0	760	847	59	197	0	0	197	-12	27	0	27	68	34	0	440	474	61	1545	176