



HOGGAN LEE HUTCHINSON

Justin Keys
Justin@hlhparkcity.com

Direct: 435.731.9195

September 18, 2020

VIA EMAIL

Park City Planning Commission
445 Marsac Avenue
Park City, Utah 84060

Re: PEG Development Proposal – Traffic Concerns

Dear Park City Planning Commissioners:

My firm represents the Three Kings Condominium Association. Three Kings is an adjoining property owner to the proposed development at the PCMR base area. Three Kings is concerned with the impacts the proposed development will have on their neighborhood. More particularly, Three Kings is concerned with the negative repercussions the proposed development will have on traffic circulation and safety on Silver King Drive and Three Kings Drive.

At the outset, Three Kings would be remiss if it did not express its appreciation for the efforts PEG has made to meet in person with surrounding property owners. Three Kings' board has met with PEG representatives on several occasions both remotely and onsite to discuss the prospective development and Three Kings' concerns. While Three Kings appreciates this outreach, it does not feel that any substantive change has been made to the proposed development to address Three Kings' traffic-related concerns. Those concerns are summarized below.

ANALYSIS

I. The proposed plan will divert traffic up Silver King Drive in a way that is unsafe and that is incompatible with existing uses.

Park City Code section 15-6-5(G) governs site planning under master planned developments. That provision provides that “[t]he project should be designed to fit the Site, not the Site modified to fit the project.” To ensure this occurs, that section requires that several factors be

considered, including, among others: (1) “[a]dequate internal vehicular and pedestrian/bicycle circulation,” (2) “transportation amenities including drop-off Area for van and shuttle service, and a bus stop, if applicable,” and (3) “[s]ervice and delivery Access and loading/unloading Area must be included in the Site plan . . . [and] should be kept separate from pedestrian areas.” *Id.* G(5), (8) & (9).

Three Kings is most concerned with the proposed traffic pattern as it relates to Silver King Drive, which is the main entrance to Three Kings’ property. Silver King Drive is a narrow two-way street that provides access to Three Kings and a neighboring property, Snowflower Condominiums. Silver King Drive becomes a private drive at Snowflower Condominiums, meaning that it is a public street only for the short stretch from Empire Avenue to Three Kings Drive.

Three Kings’ owners will attest that, even with current loads, Silver King Drive is seriously congested during the winter months. Between local residents, day skier traffic, and the City Bus (which stops on the corner of Three Kings Drive and Silver King Drive), Silver King is seriously congested, creating an untenable and at times unsafe traffic corridor. This is particularly true since there are no sidewalks or cross walks along the majority of Silver King Drive.

PEG is proposing to add to this mix three separate access points off Silver King Drive below Building E for (1) day skier parking, (2) private ski club parking, and (3) a commercial loading dock for Vail’s use. These three added uses will add thousands of vehicular trips up Silver King Drive each day to access the more than 500 parking stalls below Building E, not to mention the unidentified number of commercial vehicles accessing the proposed commercial loading dock. All three of these access points are located in the limited frontage Building E has on the south side of Silver King Drive. These vehicles will all come west up Silver King Drive in the right-hand lane and will be forced to stop traffic while they wait to turn left to enter Building E.

To make matters worse, we believe that the proposed one-way traffic circulation proposed for Empire and Lowell Avenues will increase the amount of local traffic that is diverted up Silver King Drive and, ultimately, Three Kings Drive. Savvy local skiers will quickly deduce that it is easier to come east down Three Kings Drive to Silver King Drive to drop off day skiers; rather than battle the one-way loop wrapping through the base area. Three Kings Drive is a narrow local road with no sidewalks or pullouts within one-half mile of Silver King. This will likely exacerbate an existing issue Three Kings experiences each winter, where day skiers park on Three Kings’ lawn to drop off skiers, or even illegally park in Three Kings’ parking garages while accessing the mountain.

Given the fact that PEG will begin charging for day-skier parking, it is likely that more local day skiers will begin using the public bus system. These skiers will exist the bus at the corner of Silver King Drive and Three Kings Drive because that is the closest stop to the “First Time” lift.

Those pedestrians will then be forced to cross Silver King Drive, which lacks cross walks or sidewalks, to access the mountain. These pedestrians will, of course, be required to navigate the tangle of local residential, day skier, and commercial operations traffic navigating Silver King Drive.

Finally, because Silver King Drive is a private drive immediately after the base area parking lot where Building E will be located, Silver King Drive and Three Kings Drive are likely to become a spillover area for any confused skiers. As proposed, any day skier who accidentally turns up Silver King Drive will be forced to either attempt a U-turn in front of the proposed Building E, or to turn up into Three Kings and seek to turnaround in one of Three Kings' private parking lots. There is no cul-de-sac or similar traffic configuration to allow the traffic to turnaround and find their way down to the base area. Because of the congestion that will likely occur in front of Building E, most drivers will likely opt to turn into Three Kings to escape the press of traffic.

We have raised all of these issues with PEG and proposed several potential solutions, including: a pedestrian overpass (or at minimum a crosswalk with a pedestrian activated crossing light) at the junction of Silver King Drive and Three Kings Drive; a turning lane dedicated to vehicles entering or leaving Building E; and, a second roundabout at the junction of Three Kings Drive and Silver King Drive to funnel traffic around Building E down Silver King Drive. PEG seemed open to these proposed resolutions, but we have yet to see these mitigating efforts included in any proposal.

Before this project is approved, we ask that the Planning Commission require the applicant to come up with proposed conditions to mitigate these concerns.

II. The proposed Vail loading dock is likely to cause interruption to the flow of traffic up Silver King Drive and is incompatible with neighboring uses.

Three Kings is very concerned with the proposed location of the loading dock at the north west corner of Building E. As proposed, the location is directly across Silver King Drive from Three Kings Drive, which is the main access point to Three Kings. It is also in close proximity to several Three Kings' residential buildings.

It is our understanding that the loading dock is intended to serve Vail's mountain operations. It is not clear from the information provided to date the volume of goods that will be transferred through this loading dock. In our conversations with PEG, it was represented that large semi-trucks will not be using the loading dock, but we have not seen that caveat in any of the proposals. And given that the loading dock will be used by Vail, it is unclear to Three Kings how Vail will be restricted from using large trucks for its deliveries.

The use of large delivery trucks in the area of the loading dock is problematic because of the volume of traffic—vehicular and pedestrian—already using that intersection. The proposed

loading dock is directly across the street from Three Kings Drive. That same corner of Three Kings Drive and Silver King Drive is also where the public bus stops. This confluence of different users is likely to result in conflict between vehicular and pedestrian traffic.

Three Kings is also concerned with the location of the loading dock because of its proximity to residential uses. Several Three Kings' buildings along with Snowflower Condominium buildings are adjacent or near the proposed loading dock. These residences will be impacted by ongoing commercial deliveries. This is particularly true depending on the timing and number of deliveries. After-hour deliveries will result in noise, lights, and other impositions on neighboring residential properties that impedes the quiet enjoyment of that property.

Given the limitations of Silver King Drive, Three Kings' requests that PEG consider other locations for the loading dock. The added commercial use on an already overburdened drive will worsen an already, at times, untenable traffic situation. Because of size constraints of Silver Kings Drive, there are no reasonable conditions that could be imposed on the development that would ameliorate these traffic-related concerns. For that reason, we believe the only solution is to consider other alternative locations for the loading dock.

CONCLUSION

Three Kings recognizes and appreciates that PEG has the right to build the density allotted through its existing development agreement. It brings the foregoing concerns in good faith in the hope that a resolution can be sought that will mitigate the impact of the development on local traffic and that provides for the safety and well-being of adjoining owners. But, as submitted, the project does not meet the requirements of Park City Code section 15-6-5 and 15-6-6. Namely, the project does not provide "[a]dequate internal vehicular and pedestrian/bicycle circulation." Nor is it "[c]ompatible in Use, scale, and mass with adjacent Properties" and it cannot be said to "promote neighborhood compatibility." All of which are requirements for approval under Park City Code.

Three Kings is grateful for the opportunity to be heard and thanks the Park City Planning Commission in advance for its time and attention.

Very Truly Yours,
HOGGAN LEE HUTCHINSON



Justin J. Keys

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Thursday, September 17, 2020 12:05 PM
To: Alexandra Ananth
Cc: Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine; Trent Davis
Subject: RE: Base Area Development

Hello Alexandra and Planning Commission,

There is a reason why we have not seen a redevelopment of these parking lots. The Development Agreement was approved 21 years ago and expired with no construction. We get the challenges of construction phasing and building expensive parking structures to retain the 1,200 day skier parking stalls, engineering, underground utilities etc.....

We continue to meet with PEG and they appear to be listening to the concerns of the existing base area. It would be a detriment if a base village is not built after all these years. A new base village will allow the whole town to benefit and finally offer the same guest experience, finally competing with some of the Colorado resorts. This a resort town and we all benefit from a development such as PEG's. There seems to be more attention being paid to the to the handful of residential fronting on Empire Ave than the concerns of the lodging and commercial that has been at the base area for over 40 plus years.

Beyond transforming the surface parking lots into an experience complementary to a premier mountain resort / village offering, the benefits to the community include but are not limited to:

- **Prioritizing replacing the day skier parking and on-site housing in Phase 1.** Some have commented that Park City Mountain, the Lodging and the operating commercial could forego a year of day skier parking once construction gets under way. The base area cannot survive this and would devastate, financially, the lodging and commercial and take years to recover. PEG appears to have put forth a thoughtful, and strategic plan, with experts in the fields of engineering and architecture, to find a path that brings these very expensive project components on line first before the revenue-generating components such as the hotel and condominiums.
- **Transit and traffic fixes:** Vast improvements to the bus Transit Center without removing it from its successful, current location. PEG has proposed traffic flow creativity efficiencies, relief of congestion points, the elimination of multiple crossing points across Lowell by the day skiers, lockers and designated drop-off areas. The entire base area, surrounding residential, lodging and commercial have been asking for these improvements for years.
- **On-site workforce and attainable housing:** The proposed plans meets both obligations of the previous ownership group and current housing requirements. Having employees living on site promotes year-round vitality, will contribute to an enhanced guest experience, and cuts down on vehicular congestion as seasonal and year round employees will be living on site and majority encourage to using public transportation.
- **Sustainable building practices and view corridor protection and open spaces are being proposed.**
- **National Ability Center:** Working with The Lodge, PEG, the mountain operator and the NAC, we have found solutions to help this non-profit to build their new home. This requires The Lodge, mountain operator, NAC and possibly PEG to put a road access easement in place.

The Transit Center:

The existing Transit Center is vital to the continued success of the residential and commercial at the base area and the surrounding complexes like Shadow Ridge and Village Loft. The Transit Center greatly reduces guest and employee vehicle traffic by allowing guests and the hundreds of residential owners to take private or public transportation to and from the airport and then use the Transit Center to travel to other areas of Park City, such as grocery stores, Main Street, Deer Valley, The Canyons and other points of interest. The majority, if not all the residential rental companies, who operate at the base, promote the current Transit Center and its location to their guests; that there is no need to drive a car to Park City. This has helped reduce vehicle traffic and parking. The Transit Center is also a vital link to the day skier who support the commercial, many who have been at the Resort Center for 40 years, and hire hundreds of Park City locals many of who depend on the Transit Center to get to and from work. B along with day skier.

What we like about the Transit Center improvements:

- Ease of use for the commercial employees and patrons
- Ease of use by the majority of day skiers
- Ease of use by the owners, employees and guests of the lodging community
- Helps reduce the number of single vehicles exiting the base area at the 4:00 pm time frame
- A much more efficient one-way circulation, allowing continued right-side access to the bus stops
- An efficient new four-bus, sawtooth stop at the existing base that allows for efficiency of the buses
- Designated drop-off areas eliminating the multiple car conflicts seen today
- The addition of at least one roundabout (maybe two) and or a traffic signal that will improve travel for buses, cars, pedestrians
- Improvements to pedestrian sidewalks
- On-site workforce and attainable housing and their needs for the existing Transit Center

What concerns us about some of the comments we've heard from either staff or the Planning Commission and / or not being considered with the appropriate concerns:

- Eliminating or moving the Transit Center. This will make the lodging of Marsac / Mill, The Lodge and Village Loft less desirable to the guests and their employees.
- Eliminating or moving the Transit Center. This will financially hurt the existing commercial and make less desirable to their employees.
- Helps decrease the long standing lodging guest usage of the Transit Center instead of bringing a vehicle to Park City
- The Ice Rink will no longer be a easy access amenity to all of Park City. This feature helps satisfy the many guests to the area whom do not ski but want to be part of their family skiing experience.
- Parcel D is too far from the existing base area offerings and the workforce and guests who would use the bus system. This does not appear to make sense. If parking is moved from Parcel B to D, in addition to moving the Transit Center, the open space and view corridors will be negatively impacted along with the lodging and commercial. You will also have created additional crossing points on Lowell Avenue.
- North side of Parcel B: There appears to be significant grade challenges as well as an added pedestrian crossing that again creates another hazard to the day skier and guests.

Parking

- We commend the developer for replacing the 1,200 day-skier parking stalls in weather-proof, structured parking structures. Centering 700 plus vehicles parking on Lot B allows for this development to satisfy the parking requirements of the city and ski hill operator during the phased construction.
- The design allows for pedestrians to exit the garage without the current impact on Lowell as it will be controlled exit points. Currently there are not controls of day skiers walking across Lowell Ave from lot B.
- PEG design allows for loading the B structure off of Shadow Ridge Drive thus greatly reducing the vehicle traffic on Lowell traveling in front of the Transit Center in the morning hours.

- Paid parking: This is a parking management tool encouraging employers to provide bus passes or shuttle services from satellite lots, freeing up the day-skier parking for paying guests, improving their experience from the start. This will also encourage local day skiers and employees who work at the base to use public transportation thus opening up parking for the guest. We encourage the city to work with PEG and the ski hill to help establish offsite parking areas.

We appreciate you taking these comments under serious consideration.

Sincerely
Trent Davis
President Village Venture / Resort Center Limited
Manager- Lodge at the Mountain Village and Village Loft

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Alexandra Ananth

From: Jennifer Adler <js_adler@yahoo.com.au>
Sent: Tuesday, September 15, 2020 10:43 AM
To: Alexandra Ananth
Subject: Clarification re 9/23 meeting - PCMR base proposal & traffic

Hi Alex,

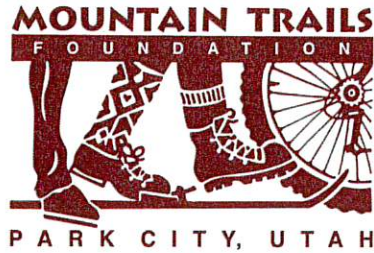
It looks like the upcoming 9/23 meeting is an opportunity for residents to raise traffic concerns about the proposed PCMR project.

I live in Thaynes Canyon and I am thinking about neighbors who are concerned about the proposed location of a parking lot at the head of Three Kings Drive and the associated traffic being diverted through an otherwise quiet residential neighborhood, instead of along the main highway/thoroughfare. It raises real quality of life and safety concerns.

Is this 9/23 meeting the best opportunity to raise those concerns? Also, what will be the most effective way to do that if I want to let my neighbors know?

Thank you,

Jennifer Adler



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[Charlie@MountainTrails.org]
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[Lora@MountainTrails.org]
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[Rick@MountainTrails.org]
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[Clay@MountainTrails.org]

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www.MountainTrails.org
PO Box 754
Park City, UT 84060

August 19, 2020

To: Park City Council, Mayor Beerman, Matt Dias

From: Board of Directors, Mountain Trails Foundation

Greetings Council Members, Mayor and Managers:

We come together as engaged, responsible citizens and as members of the Board of Directors for the Mountain Trails Foundation, to speak as a voice for protecting Park City's trails and trail culture. The mission of the Mountain Trails Foundation is to build, maintain and protect trails for non-motorized recreation in the greater Park City area. As a nonprofit organization we believe it is our duty to advise elected officials on sensible solutions to pressing problems facing the trails community. Our concerns and potential solutions are outlined below. We welcome thoughtful consideration and discussion on these topics.

At a time when trail systems around the nation are experiencing greater-than-ever use, there are large projects in the Park City area that threaten trail access. Projects such as the PEG development at PCMR and the Arts and Cultural District will soon be coming before the city council. In considering the impacts of these projects, we would like council members to keep in mind the value of Summit County's trail system. Trails are, arguably, one of the largest drivers of the local summer economy. Informed estimates are that summer trail tourism produces upward of \$130M in annual economic value for Park City/Summit County. Protecting this resource needs to be front and center, not only for its economic benefit to local businesses, tax revenue and future desirability as a tourist destination, but also for the benefit of local community health and well-being.

These projects will have substantial, and in some instances, presently-unconsidered impacts on trail use, access, and infrastructure. The PEG development will eliminate Park City's largest trailhead (First Time Lot), thereby pushing hundreds of daily trail users out into other areas of the community not currently equipped to handle the impact. The parking lots of local businesses such as those near Fresh Market, Snow Creek Village, Prospector Business District, Park City Library, Silver Star, etc., will all be negatively affected if we do not create a solution prior to the loss of the trailhead at PCMR.

Further, the disappearance of trailheads is a profound loss to Park City's local culture as they each provide a 'place' for community connectedness. Especially in the COVID-19 environment, spacious trailheads provide a safe space for community members to connect in a responsibly distanced manner.



Our position is not to hinder the PEG project, but rather to have the value of the trailhead considered as plans move forward. Trailhead access at PCMR is economically and culturally vital to the resort and to the community.

As the City and County contemplate solutions for transportation logistics, ever-increasing crowds at smaller trailheads and impact on the quality of trail experience, we urge council members and managers to be mindful of their constituents. The Arts and Cultural District, which has been presented as a path to economic diversification, will divert TRT and taxpayer money to create a district which is still dependent, in large part, on tourism. We propose that a portion of the TRT money could be used to preserve trail user experience (for tourists and locals), create solutions to unsafe, crowded trailheads (Bloods Lake, Mid Mountain, Silver Summit Pkwy., Rob's, Summit Park, North Round Valley, etc.), and provide a trail-user-friendly transportation system from satellite parking areas. It is our position that the use of TRT money to promote further growth and tourism, at the expense of preserving a positive Park City experience, is not the best course of action. Nor is it consistent with sustainability, community or economic goals valued by the City and/or County.

Providing infrastructure, including adequate trailheads and busses equipped with bike racks sufficient for demand, to balance the impacts of growth needs to be taken seriously and action needs to be taken now. Responsible development that enhances Park City's local vibe should be a target that all council members, managers and advocates are aiming for. We also encourage the City and County to earnestly solicit public input on these matters. This is a time for our community and leaders to be proactive in shaping Park City's future.

In closing, we would like to collectively express our pride in Park City. Mountain Trails and local government have a long, positive history of collaboration. We hope this message will stimulate open and productive dialogue between us. We welcome the opportunity to meet.

Sincerely,

Steve Perkins
Board Chair
435-640-1730
sperkins@resortswest.com

Adam Strachan
Attorney
435-729-0155
astrachan@strachanlaw.com

Charlie Butler
Secretary
435-659-0483
cbutler616@gmail.com

Cory McNeely
Treasurer
435-649-2327
cvm@whitestarconsultancy.com

Carol Agle
435-640-0379
carol@agle.com

Katie Wilking
435-640-4964
katiwilking@gmail.com

Roanne Mayer
970-390-4190
Roannemayer1@gmail.com

Todd Henneman
435-645-9204
todd@stormcycles.net

Tom Peek
465-645-5811
tpeek@bhhsutah.com

Will Hodgman
206-399-9951
will.hodgman@gmail.com

Alexandra Ananth

From: Sherie C Harding <sherieharding@gmail.com>
Sent: Friday, August 28, 2020 4:13 PM
To: Alexandra Ananth
Subject: Upon your return, PCM Base

Welcome home Alexandra,

Do let me know if I should use another avenue for my comments on the proposed PCM Base development. The following further elaborates on my e.comment during the Aug 26, 2020 marathon Planning meeting: As you probably observed in your detailed comparison, it appears that PEG came back with their same (Feb.2020) plan. My comments relate to the site plan which is inherently tied to parking and traffic.

PARCEL'S AND IMPACT

First observation: There was the conclusion among planners that PARCEL B comprises 80% of the concern or impact or vociferous objection. As a consequence, it seems the other PARCELS are getting less attention (a mere combined 20%). It is PARCEL E that directly impacts my home and all the Silver King/Three Kings/Silver Star/PayDay/Thaynes neighborhoods. The impacts (especially traffic in neighborhoods) are huge! I ask the Planning Commission to please devote equal attention to the north end of the PEG proposed development.

NEIGHBORS AGAINST NEIGHBORS

It is becoming apparent that neighborhoods are working against each other. This may not be a conscious effort, but it is what is happening. Note, one commenter (Aug 26 meeting) promoted that more parking stalls be moved from PARCEL B to PARCELS C, D, & E. By my calculation, 45% of proposed parking already is accessed through PARCEL E Silver King Drive. It seems PARCEL C parking is accessed through E. All 543 parking stalls are accessed from Silver King Drive. Historically NO parking is accessed from Silver King Drive. The impacts on neighbors to the north are equal (maybe worse) than impacts on neighbors to the south and east. Is it a strategy of the developer to pit surrounding neighbors against each other? Rather than divide neighborhoods into fragments let us work together for the good of all.

HISTORICAL PRECEDENT

Please follow historical precedent regarding parking stalls and access to parking. For 50 plus years, a certain percentage of parking exists/existed at each parcel location. The proposed underground parking and access to parking should reflect that historical precedent. Thus, objections to parking stalls, number, location, and access could reasonably be explained and alleviated by saying, "There is no change in number and location of parking spots."

SITE PLAN MASSING AND TOPOGRAPHY

PEG's plan, "*Taller mass concentrated where grade is highest.*" "*Condo building along Lowell steps with the topography.*" "*Massing steps with the topography, with the tallest element at the southern corner*" In contrast to their stated plan, PEG proposes the tallest building at PARCEL E, the lowest elevation. PARCEL E is the only blue color on their site plan, which means PARCEL E building height exceeds the 35 ft limit by the most. Massing of the site plan, as is, is not stepping down with the topography.

PARK CITY MUNICIPAL CODE (PURPOSE)

Our municipal code specifies *1) complement the natural features...* This includes respecting topography. *2) & 9) ensure neighborhood compatibility & protect residential uses ...* Thus, support and protect residents who oppose increased commercial traffic in their neighborhood. *10) encourage walkable and sustainable development ... innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community. ...* Ultimately, fewer automobiles is a necessity in 21st century Park City. Plan innovative alternatives now.

SILVER KING DRIVE to THREE KINGS DRIVE

The PEG Site Plan PARCEL E perspective view from the northeast shows two cars. Imagine more than 1000 cars in and out in a single day or hour! Will they travel west, as shown here, where the only option is through Three Kings Drive

neighborhoods? Configuration of the PARCEL's C & E parking, garage entrances, exits, and traffic direction is critical. It seems PEG could utilize input from the Planning Commission. Please adhere to historical use where no parking was accessed from Silver King Drive, historically no parking access, no loading docks, & no dumpsters. Resort medical facility was the only historical access from Silver King Drive.

VIEW CORRIDOR & COMPROMISE

The PEG site plan reveals complete blockage of the mountain view for many Three Kings residents and others on the north side. That is a major impact. In a compromise, may we rework the site plan so Silver King Drive is not the back-alley garage, traffic, and dumpster location for the resort base.

Sherie C. Harding
1420 Three Kings Drive
435-901-9443

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

Alexandra Ananth

From: Sherie C Harding <sherieharding@gmail.com>
Sent: Wednesday, August 26, 2020 3:21 PM
To: Alexandra Ananth
Subject: Comment PEG base developmt

Dear Alexandra,

Please read my comment during this evening's meeting, re. PEG site plan.

My thoughts are extensive. Here are the highlights.

- 1) Re. massing revisions, "Massing steps with the topography, with the tallest element at the southern corner," per PEG. Check this. It appears tallest buildings are proposed to the north at the topographic low.
- 2) The overall site plan inherently affects traffic and parking.
- 3) Site plan shows PARCEL E housing 45% of all parking, which enters/exits on Silver King Drive. Never in > 50 years was this a parking access.
- 4) See PARCEL E perspective view. A car weaves from underground parking onto Silver King Drive, then WEST where the only option is through the Three Kings Drive neighborhoods.
- 5) Deliveries and dumpsters are proposed on Silver King Drive, thus the impact of 5am beep beep (that exceeds Park City decibel limit).
- 6) Neighborhoods to the north will experience extraordinary negative impact. Rather than divide the neighborhoods into fragments, propose a larger neighborhood meeting.

Sherie C. Harding

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

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, August 26, 2020 11:26 AM
To: Alexandra Ananth
Cc: Trent Davis
Subject: Base Area Development

Hello Alexandra,

Please enter these comments into the Planning Commission packages for tonights (8/26/202) and for the record meeting regarding the Park city Mountain Base Area Development.

A bridge over Lowell Avenue to the upper base area.

Currently the pedestrian traffic from lot B to the upper plaza's of the resort base area have no controls, thus it causes congestion for vehicles and pedestrians alike. Pedestrians cross Lowell Ave towards the existing Transit Center at multiple points, thus stopping traffic. A pedestrian bridge is not the answer. PEG Development has a plan with defined crosswalks that will allow a safe crossing of pedestrians and keep the auto traffic flowing.

PEG has stated that if a bridge can be built, it would have to go in the Fire Lane entry to the upper plaza, essentially in front of Baja Cantina. If the planning commission allows this to occur, it will cause economic damage to the Lodge at The Mountain Village, village Loft and the retail, as the majority of traffic would be re-routed directly to the upper ski hill plaza, majority of which is owned by Vail. We oppose this potential bridge.

Planning Commission Package -Page 92- First Paragraph

The Planning Department is recommending dayskier parking be shifted away from Parcel B.

The parking on Parcel B is of the utmost importance to the entire upper base area. Any significant reduction of day skier parking would redirect traffic away from the existing base area especially the Lodge at The Mountain Village, The Loft and its retail / commercial that depends on the day skier traffic. We do not believe the impact of reducing day skier parking in parcel B has been fully evaluated nor the long term impacts to the existing base area. Please inform us how many parking spaces will be lost and how this will impact the upper plazas of the resort.

Planning Commission Package- Page 92 – Last Paragraph

"The Planning Department finds there is ample opportunity to add a transit facility on Parcel D".

The Lodge, Loft and its commercial relies on the bus transit traffic to the property, not only for commercial but lodging. For years the Lodge and Loft has been proactive in asking all guests to use the Transit Center and not bring a vehicle to Park City. By adding a Transit Center especially to the Shadow Ridge Drive side of Parcel B will have a negative impact on the existing upper plaza areas. We ask that the negative impacts on the existing Transit Center be investigated further. We oppose any new Transit Center that will negatively impact the current traffic to the existing Transit Center and ask that the Planning Commission not approve a new Transit Center until all impacts can be reviewed and input given by The Lodge, Loft and retail.

Alignment of Shadow Ridge Drive with the entry to the underground parking garage.

Although PEG development has committed to the Lodge to realign the intersection of Lowell, Shadow Ridge Drive and the entry roads to the underground parking and The Lodge this continues to be absent from any plans.

Easements

The new easement to the NAC building needs to have the participation of Vail, The Lodge, NAC and PEG.

A rough draft easement that can be reviewed by The Lodge has yet to be produced that incorporates the moving of utilities, the care, maintenance and expansion of sidewalks and a Lodge drop off area for shuttle vans.

Easements

The existing Transit Center needs to be upgraded. We would like to understand how the existing easement reads, who is responsible for what (maintenance and Snow removal) and what the city involvement is and will be, going forward.

The Lodge and the Village Loft has been at the base area for almost 40 years. These properties should be at the top of the list to being protected from any isolation and reduction in access from guests and day skiers.

Sincerely

Trent Davis

The Lodge at The Mountain Village, Village Loft, Village Venture, Resort Center Limited.

435-731-0115

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Alexandra Ananth

From: Glidefar <glidefar16@yahoo.com>
Sent: Wednesday, August 26, 2020 9:55 AM
To: Jessica Nelson; Alexandra Ananth
Cc: nhlazenby@hotmail.com; ruskadjerki@gmail.com; der0813@aol.com
Subject: PC. Base Area Development

Hello Planners;

I have previously commented on the Base Area Development project and remain committed to following your process in reviewing and approval of this very special project.

I have briefly read the enormous file on the Project since your last public meeting and happy to see your input. Here are a few of my greatest concerns:

- 1) Building heights, set backs and density. The Project dwarfs the entire neighborhood. I am a resident at the Silver King Condominiums. The new construction should not be allowed to soar past our present heights built in 1983. Empire Ave the same.
- 2) Traffic flow up Lowell will be a nightmare. This must be redesigned.
- 3) The drawings shown don't depict from which vantage point... difficult to imagine what is being shown. But everything looks MASSIVE! . So out of character with the charm of our town.
- 4) I do not agree with providing employee housing and affordable housing on prime mountainside real estate. Let the developer purchase a parcel out of this area to satisfy your requirements. If anything, this space should be for Public Access to enjoy, not for a select few.
- 5) The parking stalls do not accommodate the needs... every weekend locals are turned away and shuttled in by bus or drop offs. Why are you not making an improvement to this situation?
- 6) Please demonstrate the new 2020 PC Vision with the project and tell us where they align.

Thank you for your diligence

Regards

Deborah Hickey
1485 Empire Ave.

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Wednesday, August 26, 2020 6:42 AM
To: Alexandra Ananth
Subject: Public input for tonight's meeting

Alexandra,

I hope to be on the zoom meeting today at 5:30 but I'll be traveling and not certain about my internet service.

I just want to go on record that the Snow Flower Homeowner's Association is adamantly apposed to the design and lay out of the single entrance to parcel E as well as the "delivery" entrance design. This will cause a tremendous strain and congestion on the traffic on Silver King Dr. We hope that a 2nd entrance can be designed as well as moving the delivery entrance to another section of the development. Currently it is my understanding that all deliveries are made at the upper south end of the project and we think it should remain there.

Thank you in advance,
Teri

Teri Whitney
General Manager



Snow Flower Property Management Co., LLC
PO Box 957 | 401 Silver King Drive
Park City | UT 84060

Toll Free: 800-852-3101
Local: 435-649-6400
Email: teri@snowflowerparkcity.com
Web: <http://www.snowflowerparkcity.com/>

Some people FEEL the rain, others just get wet. Bob Marley

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Alexandra Ananth

From: Jessica Nelson
Sent: Tuesday, August 25, 2020 9:05 AM
To: Alexandra Ananth
Subject: FW: New eComment for Planning Commission

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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From: noreply@granicusideas.com [<mailto:noreply@granicusideas.com>]
Sent: Monday, August 24, 2020 3:10 PM
To: Jessica Nelson; marymay1@msn.com
Subject: New eComment for Planning Commission

□

New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 6.B) Park City Mountain Resort Base Parking Lots - MPD Modification - Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. This Hearing Will Focus on the Site Plan, Programming, Architecture, Landscape Design and Open Space, and Consider the Applicant's Requested Exceptions to Perimeter Setback and Building Height Requirements. PL-

20-04475. *Public Input will be taken via e-comments* (A) Public Hearing, No Action Will Be Taken

eComment: In the proposed calendar for this project it looks like traffic will be addressed at a future Planning Commissioners meeting, tentatively September 23rd. At that meeting a 3rd party analysis of PEG's proposed one-way traffic plan will be presented. I am assuming that this 3rd party is not only reviewing the one-way proposed traffic plan but is also considering alternatives such as two-way traffic or other solutions. I am also assuming during their review they are considering not only the ski resort traffic but the additional local traffic, utility vehicles, work trucks, dump trucks, trash pick up trucks, and emergency vehicles such as fire trucks, ambulances, and police vehicles needed in the local old town streets that would be channeled thru the resort with PEG's proposed plan. If those assumptions are not correct can you please let me know? Also, will the 3rd party's report be making any recommendations or will they simply give their analysis of the proposed plan without recommendations? Thank you.

[View and Analyze eComments](#)

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Meeting: [Planning Commission](#)

Meeting Time: August 26, 2020 at 5:30pm MDT

5 Comments Comments Open

Agenda Item

6.B) Park City Mountain Resort Base Parking Lots - MPD Modification - Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, With a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. This Hearing Will Focus on the Site Plan, Programming, Architecture, Landscape Design and Open Space, and Consider the Applicant's Requested Exceptions to Perimeter Setback and Building Height Requirements. PL-20-04475. *Public Input will be taken via e-comments* (A) Public Hearing, No Action Will Be Taken

[PCM Base Staff Report](#) [Exhibit A: Revised Architecturals](#) [Exhibit B: Base Area Zoning Map](#) [Exhibit C: Parking Above Grade](#) [Exhibit D: Open Space Plan \(Revised\)](#) [Exhibit E: Building Heights](#) [Exhibit F: Public Comments Received To Date](#) [Exhibit G: Responses to Public Comments Received](#)

2000 of 2000 characters remaining

5 Public Comments

[Sherie Harding](#) 22 days ago

My thoughts are extensive. Here are the highlights.

- 1) Re. massing revisions, "Massing steps with the topography, with the tallest element at the southern corner," per PEG. Check this. It appears tallest buildings are proposed to the north at the topographic low.
 - 2) The overall site plan inherently affects traffic and parking.
 - 3) Site plan shows PARCEL E housing 45% of all parking, which enters/exits on Silver King Drive. Never in > 50 years was this a parking access.
 - 4) See PARCEL E perspective view. A car weaves from underground parking onto Silver King Drive, then WEST where the only option is through the Three Kings Drive neighborhoods.
 - 5) Deliveries and dumpsters are proposed on Silver King Drive, thus the impact of 5am beep beep (that exceeds Park City decibel limit).
 - 6) Neighborhoods to the north will experience extraordinary negative impact. Rather than divide the neighborhoods into fragments, propose a larger neighborhood meeting.
- Sherie C. Harding, 1420 Three Kings Dr.

[Justin Keys](#) 22 days ago

Dear Planning Commission Members,

Thank you in advance for your efforts reviewing PEG's application. My name is Justin Keys and I represent Three Kings Condominium Association. I attended tonight's hearing and appreciate the efforts that have been put in by all parties, including PEG and City. As an adjoining neighbor, Three Kings is very interested in the development of the PCMR base area. Three Kings understands that this is an entitled development and supports PEG's right to develop. But it does have concerns regarding the current proposal. In particular, we're concerned that there have been several different numbers proposed as to the height of Building E. If the height is truly 87 feet, this will practically obscure the Mountain View from our property. Before providing a final public opinion on this issue, we would like to know the actual height and setback of the building.

Most of Three Kings' concerns relate directly to the proposed parking and traffic circulation. We're very concerned that the parking under Building E and the proposed dock and loading area will impede reasonable access to the Three Kings development. Of course, those are an issue for another day. We will provide a more formal comment in advance of the Planning Commission meeting on traffic related issues.

We would like to let the Planning Commission know that PEG has made itself available to meet with us onsite to discuss our concerns. We very much appreciate their efforts. Hopefully our traffic-related concerns can be addressed.

Thanks in advance for your time,

Justin Keys

[Deborah Rentfrow](#) 22 days ago

PEG states they'll have over 1500 parking stalls after starting B in 2021-22 ready for ski season but yet state they only need 1200. Is it possible to build parking on D & E first to in 21-22 and still meet that number?

Why does the hotel on Parcel C have to go 2nd? I believe your slide doesn't include those stalls in 22-23 but does in 23-24 after hotel opens.

Majority of slides/photos are deceiving and not actually from ground level looking at the structure. The view corridor originates inside the home at the corner of 14th & Empire not from the street – this is based on your slide.

Have you been to a Farmer's Market? It will not fit on the open space on Parcel D and will tear up your soft landscaping.

How is Parcel B being labeled a village? There's no pedestrian walkway.

Parcel E shows 543 underground stalls built in one March – December; but it can't be done on Parcel B in the same timeframe?

Are sidewalks still only 6-10 feet instead of recommended 15 feet? You mention stairs as an issue yet your "hardscaped" plaza is full of them. Why is it a problem elsewhere?

You mention the community has habits and won't use transit/off site parking, yet you are willing to change habits to walk around Parcel B. Do only some habits need to be changed? You actually reference people will "j-walk" in your response to a question

submitted in the agenda packet.
Is there any Open Space on Parcel B?

[Ruska Djerki](#) 23 days ago

In reviewing the packet for Wednesday's meeting there seems to be a tremendous amount of information and topics to be discussed. I have quite a few questions and comments but am hoping they will be addressed during the meeting. If at the end of the meeting the community or commissioners still have additional questions or comments please confirm that these topics will be rolled over to future meetings to continue the discussions.
Thanks.

[Nancy Lazenby](#) 24 days ago

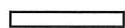
In the proposed calendar for this project it looks like traffic will be addressed at a future Planning Commissioners meeting, tentatively September 23rd. At that meeting a 3rd party analysis of PEG's proposed one-way traffic plan will be presented. I am assuming that this 3rd party is not only reviewing the one-way proposed traffic plan but is also considering alternatives such as two-way traffic or other solutions. I am also assuming during their review they are considering not only the ski resort traffic but the additional local traffic, utility vehicles, work trucks, dump trucks, trash pick up trucks, and emergency vehicles such as fire trucks, ambulances, and police vehicles needed in the local old town streets that would be channeled thru the resort with PEG's proposed plan. If those assumptions are not correct can you please let me know? Also, will the 3rd party's report be making any recommendations or will they simply give their analysis of the proposed plan without recommendations? Thank you.

Alexandra Ananth

From: Matt Dias
Sent: Monday, July 6, 2020 7:58 AM
To: Alexandra Ananth
Cc: Bruce Erickson; Mark Harrington; David Everitt
Subject: FW: New eComment for Planning Commission

FYI

From: noreply@granicusideas.com [<mailto:noreply@granicusideas.com>]
Sent: Sunday, July 5, 2020 3:02 PM
To: Council_Mail; Michelle Kellogg; Matt Dias
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 6.E) Park City Mountain Resort Base Parking Lots - Determination of Significant Modification - Determination on whether or not the applicant's submittal meets the definition of a substantive modification as defined under LMC Section 15-6-4(l), MPD Modifications, which states that "Changes in a Master Planned Development, which constitute a change in concept, Density, unit type or configuration of any portion or phase of the MPD will justify review of the entire master plan and DA by the Planning Commission, unless otherwise specified in the DA." PL-20-04475. *Public Input will be taken via e-comments* A) Hearing B) Determination

eComment: The proposed new development plan from PEG is so significantly different from the plan in the 90's I don't see how they could possible think its a simple amendment rather than a new project. In this new proposal PEG is now proposing some of the buildings heights to be as tall as 80', they have eliminated the elevated walkways for pedestrian safely from the old plan, they have eliminated underground parking and are now proposing an above ground parking garage, and they are proposing one-way traffic on Lowell Ave and Empire Ave! These are just a few of the significant changes they are proposing from the original 1998 plan. These proposed changes, along with all the other changes in our community since 1998, makes it seem impossible and irresponsible to me to simple modify a plan

that is that old.

[View and Analyze eComments](#)

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Alexandra Ananth

From: Richard Schwartz <rsfromca@gmail.com>
Sent: Tuesday, July 7, 2020 12:39 PM
To: Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhmeyer; Heather Wasden; Jessica Nelson
Subject: PCMR Base Area Development Planning

To the Park City Planning Commissioners:

As a long-time owner of two units at the Silver King Condominium Hotel, I have been monitoring with great interest the proposed plan to develop 10 acres of the Park City Mountain Resort parking lot by PEG Industries. On June 11, I attended my first Zoom presentation by PEG, at which time representatives shared slides of the proposed development, and my first impressions were not good - I didn't like what I saw or what was being proposed.

1. I saw a huge, dense development, which was totally out of keeping with the surrounding buildings, Park City Mountain, and Park City, itself.
2. The proposed structures were ugly, appeared like bland apartment buildings from a large city, lacking any charm or architectural appeal
3. PEG is requesting variances for height limitations and density; the development will dwarf the existing structures and will block the views from existing structures.



4. I am learning that the reconfiguration of the surrounding roads will lead to major congestion, create dangerous conditions, and raise major safety concerns.
5. The 1997 Master Plan was designed to be charming, enhance the appeal of PCMR, and be in keeping with Park City's rich history and charm.
6. The proposed new development plan doesn't accomplish any of these goals; it is the antithesis of these objectives.
7. It is difficult to understand why PEG believes it can simply amend the 1997 Master Plan, given the very significant departures and variances from the original plan.
8. Although the concept of creating workforce housing at the base of PCMR is admirable, it isn't necessarily the best use of this valuable and precious land, which would be better served as open space, for all to enjoy. Rather, it might make more sense to create workforce housing in a nearby area or community, with planned transportation for workers to the resort.

If accepted, PEG's plan for PCMR will change the Resort and Park City, itself, forever. Growth for the sake of growth isn't necessarily good or in the best interest of the Park City. For example, I have noted that whereas a few years ago, it would take only a few minutes to travel on Highway 224 from Canyons to Kimball Junction,

now, it takes 30 minutes, in gridlock traffic. Same for parking on Main Street, etc. We all love Park City; will we love it to death, with overcrowding, overbuilt, is more better?

The members of the Planning Commission have a huge responsibility to shoulder; their decisions will change both PCMR and Park City, forever, for all future generations to come. It is exactly this reason that a careful analysis of the project is essential, not a simple amendment to the 1997 Master Plan, and all of the concerns and issues being raised need to be recognized and addressed. I, for one, cannot support the proposed project, which is totally out of keeping with the surroundings and Park City, too dense, too tall, too ugly, and will result in so many deleterious impacts. I urge the members of the Planning Commission to consider all of the facts and the impacts of this poorly planned project on the future of PCMR and on Park City for generations to come. Time for a pause.

Regards,

Richard Schwartz, MD

Alexandra Ananth

From: Jim Doilney <jdoilney@gmail.com>
Sent: Wednesday, July 8, 2020 5:51 PM
To: Alexandra Ananth; Bruce Erickson
Cc: Rob Slettom; Belinda Simile
Subject: PEG pedestrian bridge

Alexandra and Bruce,

Please enter this comment into Planning Commissioners' communications or direct me how to do so.

Thank you,

Jim

Comment – PEG Schematic logic
Pedestrian Overpass Over Lowell Avenue
Jim Doilney -

The 1998 approved development agreement included a Lowell pedestrian bridge. PEG has not adequately studied bridge feasibility. PEG's President Robert Schmidt said during today's site tour an overpass was not practical due to a required 13'5" vehicle clearance and that skiers would have to climb up to reach such a bridge, then have to then go down steps.

Any serious planning effort would reveal: 1) Public codes require a 14'1" vehicle clearance; and 2) Skiers must go up well over 14'1" to reach PCMR ski lifts via the shortest path, the existing fire lane.

PEG's Pad B design should attractively direct skiers up 14'1" within its requested 55' building. It could also direct van drop skiers over such a bridge without making them walk an extra step.

--

Jim Doilney
jdoilney@gmail.com
435-901-8660
PO BOX 4557
Park City UT 84060

Alexandra Ananth

From: Ruska <ruskadjerki@gmail.com>
Sent: Thursday, July 9, 2020 9:51 PM
To: Alexandra Ananth; Bruce Erickson; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson
Cc: Nancy Lazenby; Deborah
Subject: Kudos to Alexandra

Hi Alexandra,

I wanted to congratulate you on a very well prepared and delivered presentation yesterday! It was clear and precise and I really believe that was the key to the positive meeting outcome. Thank you!

What was surprising is that developers seem to be still not clear with what needs too be done, i.e. what would be different with the new proposal in comparison to the presented one. Quite interesting.

I would like to know what are the next steps with the time lines for this project. Would that be made public? It seems that during the meeting actual process was not clear for everyone, certainly not for me.

Thank you again for all your work. This really made the difference.

Warm regards

Ruska

Sent from my iPad

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Monday, July 6, 2020 1:32 PM
To: Bruce Erickson; Alexandra Ananth
Subject: PCMR Development

Hello Bruce and Alex;

I just read the PCM Base Staff Report you submitted to the Planning Commission for the July 8th meeting.

This project has been a source of unrest and concern for me. How it gets developed and what is going to happen will have tremendous impact to me and the community for years/decades to come.

Your report was very well thought out, in-depth, thorough, and concise.

Thank you for all your hard work on this. I know you take every project seriously, but it is comforting to know our PC Planning Department is working so diligently to make it sure it is done right.

Thank you,
Nancy Lazenby

Alexandra Ananth

From: Deborah <glidefar16@yahoo.com>
Sent: Sunday, July 12, 2020 9:10 AM
To: Alexandra Ananth
Cc: Bruce Erickson; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson; Nancy Lazenby; Tim Henney; ruzica djerki; Schwartz Richard; Jennifer Gunnell
Subject: Base Area Development

Dear PC Planning Commissioners:

Thank you for your due diligence in reviewing the PEG proposals and requiring a new Master Plan for the development of the Base Area. Our town deserves the very best architecture and planning for the last lot of mountainside property as it will have a significant impact on all locals and tourism.

Can you please inform us about the process for the future of the development of the Base Area? How will the local public input influence the future development? The 2020 Vision Report?

Thank you

Regards,
Deborah & Patrick Hickey

Alexandra Ananth

From: Sid Embree <sid@atmosclear.org>
Sent: Saturday, July 18, 2020 4:38 PM
To: Alexandra Ananth
Subject: RE: PCM Base Area Plan Continued to 8/26/2020

Thanks, Alex...
It's quite the project!

I joined the recent tour of the site and I would revise the diagram I sent to you a while back so that the main entrance and exit for traffic and parking are at the north end (off Silver King, where it would be coming in anyway) and that MOST resort-related traffic and parking should be underground. PEG says they haven't studied putting traffic underground.

Traffic could be routed straight through from south to north with a U at the south end (south end of Lot B) to direct departure traffic north (with some exiting onto Lowell, and Shadow Ridge, elsewhere). There could be some through traffic, of course, for locals, busses, shuttles, deliveries or the like. This would keep existing roads to local traffic only. Above ground could remain civil, local... below ground could be more like an airport terminal or train station!

I have no doubt that some people would say this can't be done because of expense and utilities under roads, but if it's possible to tunnel under rivers, there's no reason why PEG couldn't tunnel under Shadow Ridge Road. From the underground parking, there could be sub-terranean access(es) to the base. There are no shortage of examples of underground parking garages where one can see pipes etc in the ceilings (better access for utility maintenance). It think this would keep most parking below ground (and building heights lower especially for lot B).

I think they're ignoring that powderhounds will not start the day at first time. They'll be there early walking across empire and Lowell and up shadow ridge (and any way they can) over and around Lot B to get to crescent and pay day or maybe eagle.

Please let me know if you'd like an updated diagram...
Thanks for your attention!
C (Sid) Embree BES (Urb& Regl Planning), MES, MBA

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

Dear All,

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

Best,
Alex Ananth
Sr. Planner
Park City Planning Department



Virus-free. www.avast.com

Alexandra Ananth

From: planning
Sent: Tuesday, August 4, 2020 9:21 AM
To: Alexandra Ananth
Subject: FW: Vail parking lots

This was in the Planning mail box, AA.

Liz Jackson
Planner

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

Please note I will be primarily working from home due to COVID-19 protocols and am likely to not be answering or responding to calls except for the days I am in the office. Please email me instead in order to ensure a timely response.



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From: Tim Henney
Sent: Monday, August 3, 2020 5:04 PM
To: Steve Shapard
Cc: Council_Mail; planning; Bruce Erickson; Matt Dias; David Everitt; Margaret Plane
Subject: Re: Vail parking lots

Steve and Terry,

I'm sending this reply as a courtesy so you know your email was received. I respond on behalf of Council as one of my assigned roles (sorry for the late response). You may or may not hear directly from individual members.

Thank you for sharing your input and comments. We value each of the perspectives shared by members of the Park City community.

Also, I'm taking the liberty of forwarding your comments to the Planning Commission and department as the application is currently before them.

Best,
Tim Henney
On Behalf of Council

Sent from my iPad

On Jul 30, 2020, at 3:26 PM, Steve Shapard <steveshapard@gmail.com> wrote:

We attended the “Walkaround” with PEG in the PCMR parking lots last Wednesday, and were terribly disappointed in the lack of creativity of their project. It certainly did not give the feel of a first class resort such as Vail, Beavercreek, Aspen, Whistler, or even our own Canyons Base gathering area.

At station One, was described two large buildings (with retail) with a maximum height of 87 feet, and paid parking below. Instead of underground access to the main resort, skiers go upstairs to cross the one-way busy street that is conveying all of the cars. Why not underground access to prevent the inevitable traffic jams? Maybe even something creative like moving sidewalks.

Station two: A giant hotel (had not chosen hotel brand) with underground parking for hotel guests only. Next to the hotel, another building (with retail) at height of 87 feet.

Station three: A large building (with retail) and underground parking where skiers would once again have to cross traffic to get to the First Time lift. When asked about a common area for guests, a small triangle was pointed out where you might be able to set up a stage.

Two roundabouts were referred to, that would be on top of the Municipal Golf course by the 16th green.

As embellishments, some landscaping and sidewalks were mentioned.

Perhaps this should all be rethought using a company that has actually created world class resorts, rather than only building Wendy’s, Buffalo Wild Wings, and stand-alone hotel/motels.

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, July 1, 2020 12:29 PM
To: Alexandra Ananth
Cc: Trent Davis
Subject: PEG Development

Hello Alexandra:

We believe PEG should not be required to go through a new MPD process but be able to amend the existing MPD.

It appears discussions now include mountain upgrades and Vail employee housing. PEG has no ownership of the ski hill and should not be required to address on- mountain issues and other issues related to Vail. We believe PEG should be required to address base area development issues such as density, height restrictions, view corridors, architectural guidelines, parking, vehicle and pedestrian traffic patterns, signage, access etc.....

Let's not veer off into mountain upgrades that PEG does not control, assuring they focus on what will make the entire base area the best it can be. Naturally there is going to be some overlap of the parties, forcing them to work together. The City should help "direct traffic" on these "overlap" areas. In addition, a year's delay in starting construction is a detriment to the entire base area, especially in traffic and parking.

I encourage the City to approve an amendment. Please pass this on to the Planning Commission and all other appropriate parties .

Sincerely
Trent Davis
Village Venture / Resort Center Ltd
O- 435-649-1842
C-435-731-0115
Tdavis@compass-management.com

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Alexandra Ananth

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

For PCMR.

From: Arnie Rusten [<mailto:arnie.rusten@gmail.com>]
Sent: Tuesday, June 23, 2020 7:10 PM
To: planning
Subject: Park City Planning Commission.

Park City Planning Commission.

Subject: PEG Development Park City Mountain Base
Date: 23 June 2020

Dear Commissioners:

My name is Arnie Rusten, and my wife and I reside full time at 1058 Lowell Avenue in Old Town Park City. I am writing to voice my concerns regarding the proposed development at the Park City Mountain Base. By way of background I am a retired civil and structural engineer having practiced for over 40 years and I have significant experience with development and traffic.

The project as proposed will impact the neighborhood significantly in many ways. There will be disruptions to traffic and severe congestion during construction, and the project as completed will cause extensive interaction between pedestrians and vehicle traffic and in my opinion create unacceptable dangerous situations.

I will focus my comments at this time on the traffic as I consider that to be very critical.

As proposed, the new traffic pattern will do nothing but create traffic problems for the Ski Area Workers, residents, renters, visitors and guests who need access to either Empire Avenue or Lowell Avenue. To now funnel all southbound traffic to these streets onto Lowell Avenue in front of Park City Mountain base area to interact with the thousands of daily visitors, many of them crossing Lowell Avenue at grade level is totally unacceptable. There is a reason why I never use that access path going south now, especially in the winter as it is a constant stop and go and a dangerous interaction with skiers and boarders crossing or walking along the street with their ski gear and often with young children. It is a dangerous situation now, but it will be a much more dangerous as proposed with the increased traffic forced onto Lowell Avenue. In my opinion, without a grade separation via either a bridge (or bridges) or a tunnel is an absolute non starter. This is a serious risk and liability issue that I don't believe Park City can allow to happen. I heard a response in one of the planning commission meetings to a question about a tunnel that it could not be done due to the vast number of utilities in the street. In a project of a scale such as this, there will be multiple interactions with existing utilities requiring relocation. So dealing with street utilities is no different and can obviously be done. Increased cost is an issue,

but it is a cost that the developer will have to bear to do their share to make the community safe and to provide improvements to the traffic flow for those impacted by this project.

I urge that the planning commission request the developer revisit their plans for traffic and develop different options that will improve the traffic flow and reduce the risk to pedestrians.

Thank you for your time.

Regards,

Arnie Rusten
1058 Lowell Avenue
Park City, UT 84060

206/419-4361

Arnie Rusten
+12064194361

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Thursday, June 25, 2020 11:26 AM
To: Alexandra Ananth
Subject: RE: PEG property walk

I listened in yesterday so no need to have a reminder on the walk about. I'll be there on the 8th with the council. I know SF HOA owners are VERY concerned about the access to Parcel E; the fact it only has one point of access as well as a delivery bay right off Silver King where Silver King and Three Kings intersect. There could be a CRAZY congestion there especially due to the fact that some of the deliveries will be with a HUGE 18 wheeler truck. 🤔

Boy, listening to some of the concerns and questions – you really do herd cats! READ YOUR PACKETS folks. You are a very patient person, I'm not so sure I could do your job or if I did, I might not be so cordial.



Teri Whitney
General Manager



Snow Flower Property Management Co., LLC
PO Box 957 | 401 Silver King Drive
Park City | UT 84060

Toll Free: 800-852-3101
Local: 435-649-6400
Email: teri@snowflowerparkcity.com
Web: <http://www.snowflowerparkcity.com/>

Some people FEEL the rain, others just get wet. Bob Marley

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From: Alexandra Ananth <alexandra.ananth@parkcity.org>
Sent: Wednesday, June 17, 2020 10:19 AM
To: Teri Whitney <teri@snowflowerparkcity.com>
Subject: RE: PEG property walk

I won't know for sure until 6/24 but I expect it to be from 3-5pm. Not sure about a meeting place yet. If you email me 6/25 I will be able to confirm all details.

From: Teri Whitney [<mailto:teri@snowflowerparkcity.com>]
Sent: Wednesday, June 17, 2020 9:42 AM
To: Alexandra Ananth
Subject: RE: PEG property walk

Excellent – is there a set time and meeting place scheduled yet?

Teri

Teri Whitney
General Manager



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From: Alexandra Ananth <alexandra.ananth@parkcity.org>
Sent: Wednesday, June 17, 2020 9:41 AM
To: Teri Whitney <teri@snowflowerparkcity.com>
Subject: RE: PEG property walk

Yes!

From: Teri Whitney [<mailto:teri@snowflowerparkcity.com>]
Sent: Tuesday, June 16, 2020 1:54 PM
To: Alexandra Ananth
Subject: PEG property walk

Will public be able to walk with you guys on July 8th for the PCMR parking lot development walk about?

Teri

Teri Whitney
General Manager



Snow Flower Property Management Co., LLC
PO Box 957 | 401 Silver King Drive
Park City | UT 84060

Toll Free: 800-852-3101
Local: 435-649-6400
Email: teri@snowflowerparkcity.com

Alexandra Ananth

From: jennifer <jengunnell@sbcglobal.net>
Sent: Wednesday, June 24, 2020 9:41 PM
To: Alexandra Ananth
Subject: PCR development

Park City

City Council

Dear Alex:

I have recently reviewed the plans for the development of the base of Park City. This project has many shortcomings, in particular the marked increased size of buildings in the space allotted, and significant increase in motorized vehicles and pedestrians that is not adequately planned.

Ideally we prevent the travesty we have witnessed with the development of other resorts of over-powering structures that gouge the mountain landscape and detract from the mountain community. I understand that after buying Park City at a bargain price, the vail corporation now want to capitalize on their investment, but it ideally would carry the same characteristics of Park City that provide the small town, community feel.

Park City has become a place where money is the primary objective. The mountain tops and beautiful mountain slopes are now littered with enormous homes. It seems we will sell our most precious commodity, the reason for which we all live here, to the highest bidder.

The Park City resort currently has 1200 parking places, for not only skiers but guests of the multiple condominiums and hotels, shops and employees. The current parking does not accommodate what currently exists. With the planned additional commercial and hotel space with additional tourists, employees and guests, the parking plan is woefully inadequate..

From review of the current plan, access and readily affordable parking is not going to be an option for residents. To date, the resort has been easily accessible making getting to the mountain after work or school in both the summer and winter. The building planned for construction not only obtrusive with the oversized scale of the buildings, they will bring far more people than the plan has allowed for with traffic and parking plans.

The idea of creating a small city as planned with employee housing in the new development within a community of employee housing is a big mistake and makes for more development and high density housing in an already congested area.

When the contractors, financiers and corporate interests leave and the project is complete, it must be something that enhances our community. We need to have something we can live with, including easy access to the mountain, traffic control and a non-obstructed mountain view that carries the community architecture and small town feel..

There are some developments that have come as a natural progression of the community, but each development needs to be carefully considered within the context of the community. The major reason we all live here is the majestic mountain valley and the mountains that surround us. There has been over the last several years, a slow gouging of the once pristine mountain sides, and development of imposing structures, enormous houses all to go to the highest bidder. I do not want to see PCR become another casualty expense of our natural landscape and community that has been sold out from under the local community

The proposed needs to be amended to make this a plan that the community can live with, not another over-developed, project that sacrifices what we value most, our mountains for the economic benefit of a few.

The planned development essentially walls off the mountain from the community with a significant increase development, housing density, pedestrian traffic and motorized traffic. The current 1200 parking spaces for the more than 10,000 skiers is already severely inadequate. I anticipate there will be more paid parking for residents to ski at park city. The current proposal is woefully inadequate for the current standards and access to park city.

Whatever final plan is passed by the city council will be the legacy of this city council. It is important that it is not swayed by the influence of power and economics at the expense of the people that will have to live with the plan indefinitely.

Jen G

Alexandra Ananth

From: Elizabeth Jackson
Sent: Wednesday, June 24, 2020 2:54 PM
To: Alexandra Ananth
Subject: FW: New eComment for Planning Commission

Another one came in. Not sure if Jess forwards these to the Planners, since they are on the e-comments part of the PC Listen Live website, but here you go!

Liz Jackson
Planner

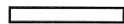
Park City Planning Department
435-615-5065
PO Box 1480
Park City, UT 84060

Please note I will be primarily working from home due to COVID-19 protocols and am likely to not be answering or responding to calls except for the days I am in the office. Please email me instead in order to ensure a timely response.



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

From: noreply@granicusideas.com [<mailto:noreply@granicusideas.com>]
Sent: Wednesday, June 24, 2020 2:53 PM
To: Jessica Nelson; Elizabeth Jackson; Laura Kuhrmeyer
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Deborah Rentfrow submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base
Parking Lots - Work Session - Project Update

and Confirmation of Site Walk on July 8, 2020.
Public Input will be taken via e-comments PL-20-04475.

eComment: On the July 8th site walk, will PEG have visual designations for parking garage entry points, pedestrian crossings, commercial unloading and public transit parking and drop off? In addition, it appears the plazas are multi-level. Will they be able to indicate access points to the mountain without the use of stairs near or around such plazas? Think bikes in the summer. Thank you.

[View and Analyze eComments](#)

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Alexandra Ananth

From: Elizabeth Jackson
Sent: Wednesday, June 24, 2020 8:39 AM
To: Alexandra Ananth
Subject: FW: New eComment for Planning Commission

FYI, Alex. Comment for you below.

Liz Jackson
Planner

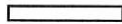
Park City Planning Department
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From: noreply@granicusideas.com [<mailto:noreply@granicusideas.com>]
Sent: Tuesday, June 23, 2020 9:45 PM
To: Jessica Nelson; Elizabeth Jackson; Laura Kuhrmeyer
Subject: New eComment for Planning Commission



New eComment for Planning Commission

Nancy Lazenby submitted a new eComment.

Meeting: Planning Commission

Item: 5.A) Park City Mountain Resort Base
Parking Lots - Work Session - Project Update
and Confirmation of Site Walk on July 8, 2020.

Public Input will be taken via e-comments PL-20-04475.

eComment: On the July 8th Site Walk will the developer have markers and balloons installed to show the Commissioners and the Public both the dimensions and heights of their proposed new buildings and parking garage?

[View and Analyze eComments](#)

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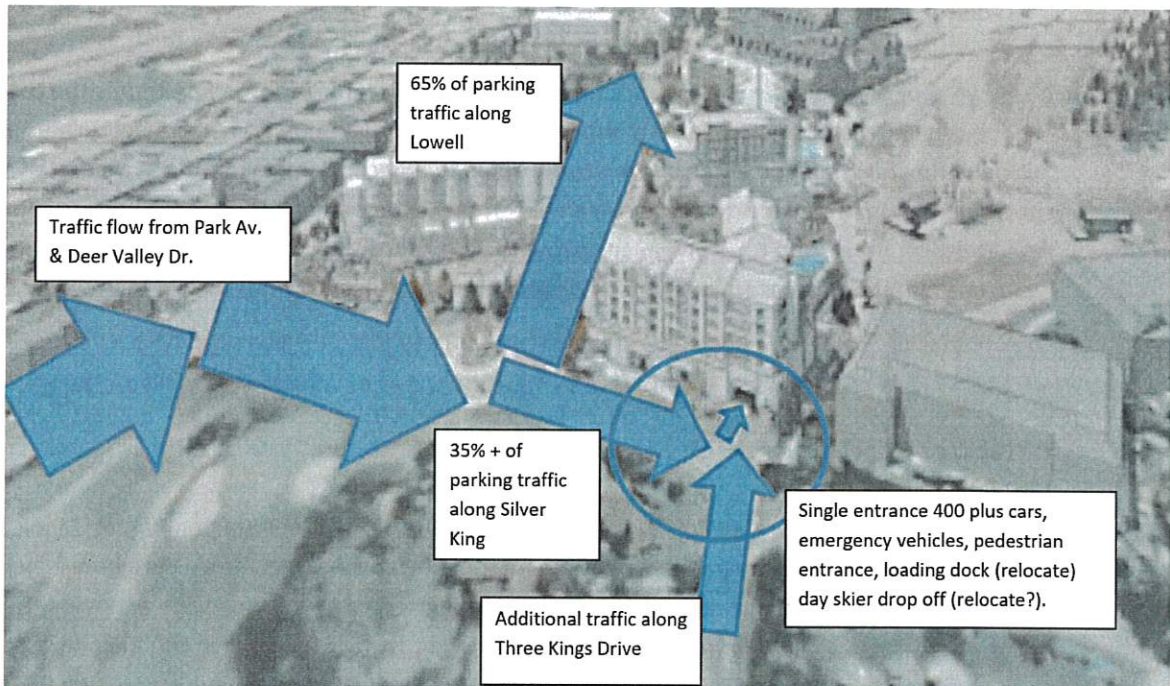
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June 23, 2020

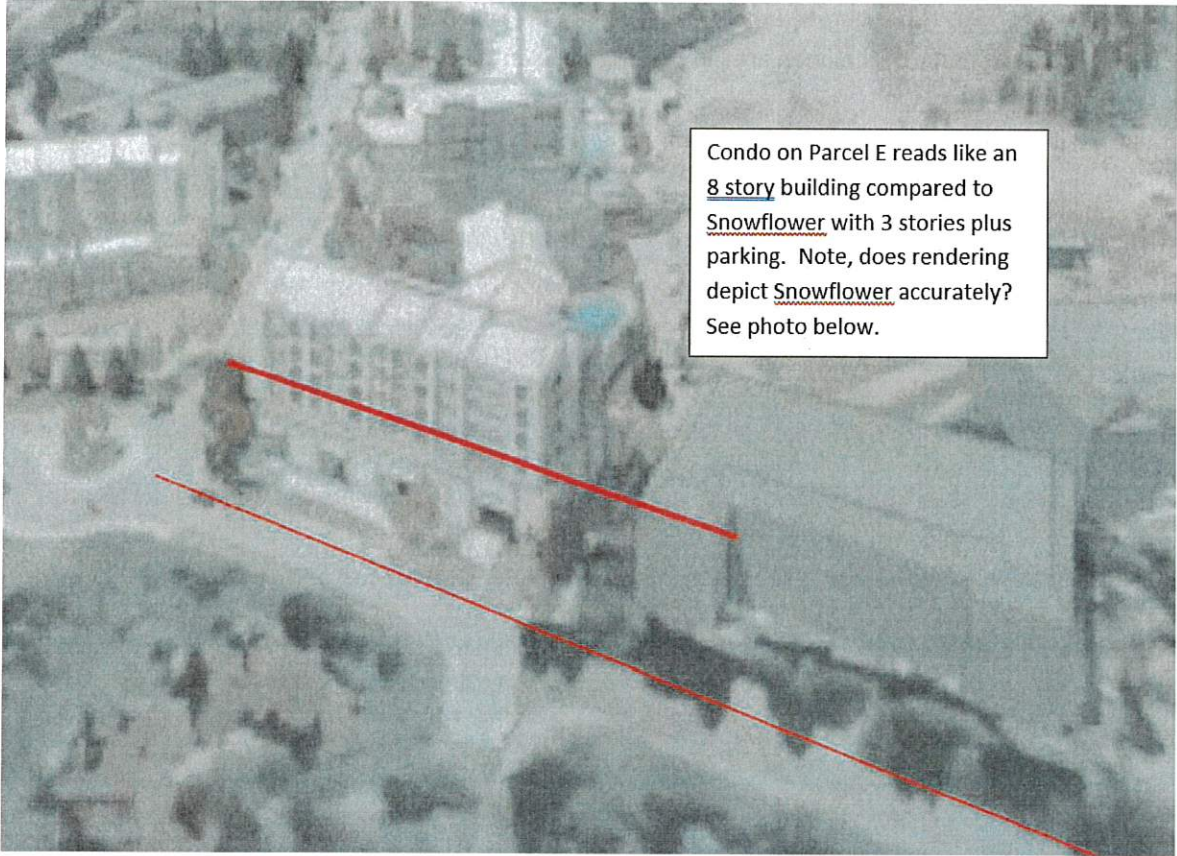
We are Pam and Jim Laukkanen, owners at Three Kings Condominiums since 2005. The following are our comments on the proposed development of the Park City Mountain Base Area Development.

1. Forcing ski traffic into the residential neighborhood along Silver King to its intersection with Three Kings Drive, we believe is a significant flaw in the proposed plan. A single, presumably gated, entrance/exit for more than 400 cars (or 35% plus of the day skier parking) will create unacceptable congestion at this point together with emergency vehicle access, pedestrian access, possibly a loading dock and possibly a day skier drop off. Hopefully the latter two uses along with parking access will be modified.
2. The presenter from PEG referred to the original plan's intersection of Silver King, Empire and a relocated Lowell as "dysfunction junction." It is submitted that by bringing more than 35% of the day skier vehicles to a single entrance at Silver King and Three Kings, along with the other proposed uses, PEG will create a "dysfunction junction" or "chaos corner" of its own.



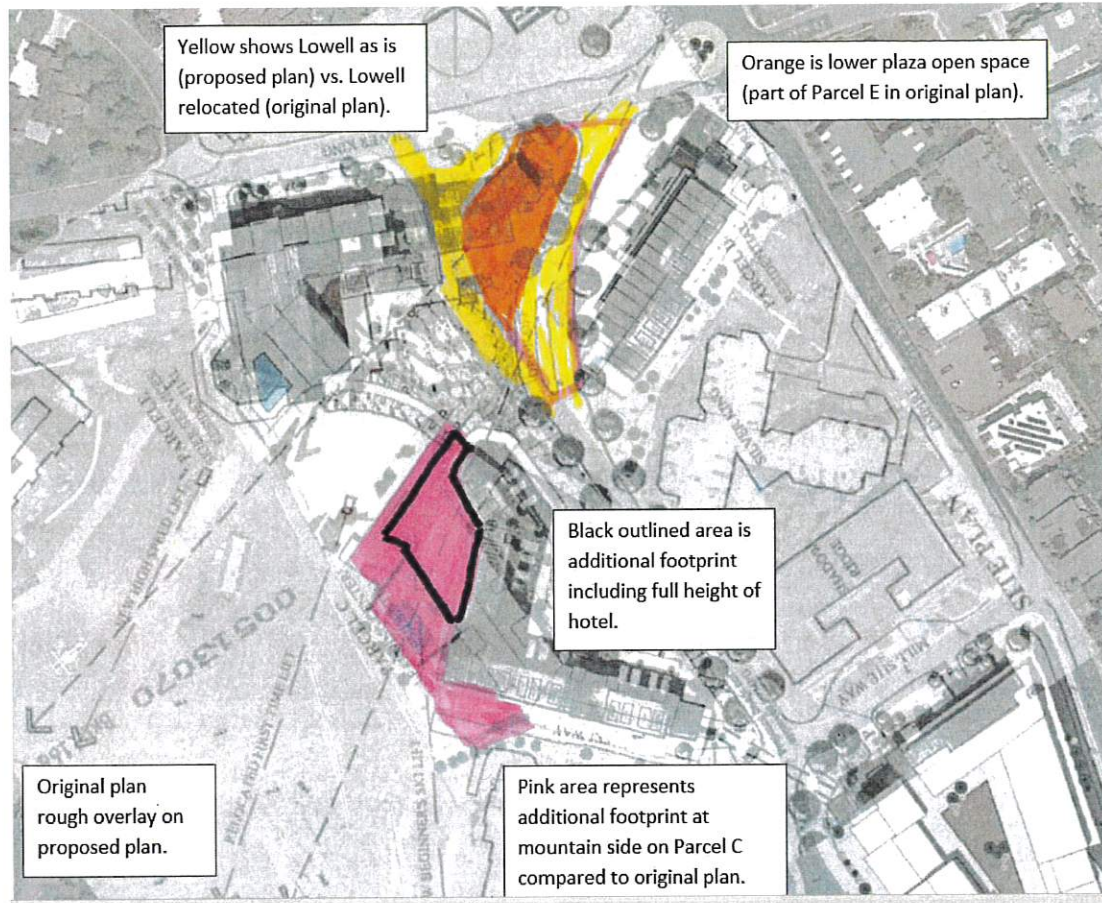
3. The location of the parking entrance will likely increase traffic on Three Kings Drive (passing Silver Star, Payday, and Three Kings) with many drivers seeking to avoid or minimize what will undoubtedly be long waits in line to get into the garage(s).

4. While garage entrances will not be popular among anyone living nearby, it seems that some version of traffic incrementally (multiple entrances) flowing off Lowell, as it has for decades, may be the best approach.
5. Either (or both) the traffic study and/or the PEG presenter noted a day skier drop off on Silver King in front of the condo/ski club on Parcel E. This does not appear to be in the documentation. It would only add to the projected chaos at this intersection.
6. That same intersection will likely be the focal point for emergency vehicles just as it has been for many years. It is difficult to discern how traffic to/from the ski patrol/medical clinic will be handled. This should be made clear.
7. The original plan contained a note that the loading dock on Parcel E would be moved from the intersection of Silver King and Three Kings. This plan has not relocated the loading dock.
8. The presenter from PEG noted that pedestrian access at Silver King and Three Kings was not in the documentation but would be included. This should be added to the plan and made a requirement.
9. Beware of perspective renderings; they can be very misleading (not saying that is the case here). The original plan contained a very informative series of elevation and cross section studies. Elevations/cross sections can show relationships to adjacent properties more accurately. It would be of particular interest to see an elevation of the parking/condo/ski club/etc. along Silver King in relation to the adjacent Snowflower property. It would also probably be revealing to see a section across Silver King showing the 75 foot (plus) building in relation to the Three Kings 2 story townhouses.
10. The original plan also contained shadow studies. Note the setbacks between Snowflower and the condo on Parcel E.
11. The elevations (6887 feet to 6992 feet) of the facade along Silver King on Parcel E indicate a building height 75 feet plus the height of any roof structure. With the ski club floor being 18 feet high, with a roof structure the Parcel E building seems to effectively be an 8 story building. At a setback of slightly more than 20 feet, this height is stark contrast to the height of structures on adjacent properties. The original plan appears to have had the building stepping up more gradually from the setback. It seems that the “edges” of the large scale development ought be more compatible with its surroundings. It is suggested that the height of the adjacent Snowflower structure would be more in keeping with the area.



12. While the PEG presenter noted the expansive view corridor created by the lower plaza and the mountain side plaza, it appears that the view corridor was significantly more expansive in the

original plan. It is suggested that overlaying the proposed and the original plan (seen below) will show that much of the open area in the original plan is now covered by the footprint of the hotel on Parcel C.



13. That same overlay of the two plans will show that some of the mountain side open space has been, in effect, relocated to the lower plaza on Parcel D. It seems that having the open space adjacent to the mountain may be preferable to creating lower plaza, the uses of which are not very clear.
14. Another point of note is that structure footprints at the plaza in the proposed plan include a significant area of “elevated private plazas” (for lack of a better term) for various hotel functions and for the Parcel E condo pool area, etc. These in effect remove square footage from public use while maintaining a large footprint ay mountain side. **Significantly, this may ultimately be related to the need to build other parts of the development higher with smaller setbacks.**
15. The traffic study does not seem to be very user friendly for the non-engineer reader. It is full of charts, acronyms, and jargon which may not be easily understood.

16. It is assumed that the one way traffic flow will only be in place for the ski rush hours (if that's a term). Is that correct?

17. Bear in mind that this proposal is also the result of terms negotiated between a \$7.5 billion public corporation and the developer. Such terms are certainly subject to adjustment.

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Friday, June 5, 2020 9:37 AM
To: planning; Jessica Nelson
Cc: Alexandra Ananth
Subject: Comment for June 10th Planning Commission Meeting

Good Morning;

I'd like to add to the comments for the next Planning Commission Meeting on June 10th.

During the last Planning Commission meeting on May 27th, Alexandra Ananth did a great job of outlining and listing the reasons the Planning Department felt PEG should do a new MPD rather than amend the existing 1998 Development Plan's MPD.

Alex listed several significant changes that PEG was proposing and felt those changes were so significant that they warranted a new plan rather than amending the existing one. I would like to add an additional change to the comprehensive list that Alex put together.

If I missed it I apologize, but I did not see on Alex's list PEG's new proposed one-way traffic on Silver King Dr., Manor Way, Lowell Ave, or Empire Ave.

Having one-way traffic around the resort and through the streets of Old Town is a significant change to the plan that will have a tremendous effect of the community and the local citizens. I'm asking that the Commission consider this also when deciding on whether an amended or new MPD is required.

Thank you.

Meeting Agenda Item Name Comment Submitted At

05-20-2020 08:35 am

Planning Commission 3) PUBLIC COMMUNICATIONS Michael Kaplan

How will the project interact with the existing or future ski lifts?

05-27-2020 07:21 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Sid Embree

Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Sid Embree

Will comments submitted to the developer via 'baseareaproject@gmail.com' at the request of PEG during the open house in March at the Hyatt be shared with the public or should community members submit their comments directly to the Planning Department?

05-27-2020 06:27 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master

Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. William Titler

The pedestrian flow is critical for this project, right now people can walk anywhere with buildings in place the sidewalks and pedestrian walkways should be wider than normal because of the number of people and equipment that needs to flow through the area. The setbacks in place originally would allow for this but it does not seem the tighter setbacks proposed will in the current proposal.

05-27-2020 05:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Steven Nielson

5.b. Parking lots - how will lower mountain access be protected for people walking from Three Kings Drive and Silver King Drive?

05-27-2020 05:45 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Ried Schott

The Planning Commission Staff Report mentions the PEG Development Proposal has several major modifications compared to the 1998 PCMR Concept Master Plan. The PEG proposal has narrower setbacks, taller and more dense buildings (up to 7 stories), less pedestrian and trail connectivity, 600 fewer underground parking stalls, fewer view corridors and traffic / transportation issues. Therefore, in my view, PEG should not amend the Development Agreement, but submit a new MPD, as recommended by staff.

05-27-2020 05:15 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Randall Kirsch

We own several condos in The Lodge at Mountain Village. We just spent over \$1million (collectively) on the plaza by the Ice Rink. It appears that PEG would like all of the parking foot traffic on "B" to access the ski mountain by going over the Ice Rink Plaza. There needs to be a cost sharing agreement for future improvements and maintenance on the Plaza – I do not see that in the plan. I oppose the plan without some type of Agreement in place.

05-27-2020 05:13 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Randall Kirsch

We own several condos in The Lodge - none of the drawings show how our views will be affected from the additional height and reduced setbacks requested. Until we can see the impact on our views, we oppose such variance request. If the effect is minimal, we will not oppose it.

05-27-2020 04:40 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475.

Deborah Rentfrow

The plans do not reflect the personality of Old Town; tall metropolitan structures built for a city do not belong. Just as residents are held to standards to keep the history of the area alive, so should PEG. Locals and tourists alike love this town because of its small town feel/charm and views from most anywhere in the community. The existing plans will take away from both. In addition, the traffic suggestions without any dedicated pedestrian crossings (bridges or otherwise) is unreasonable.

05-27-2020 04:26 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Sherie Harding

Three Kings Condominiums (#11, 12, 13, 14) on Silver King Drive face the tallest buildings of the PEG proposed development. We oppose this. Building heights should follow the slope of the parking lot, down to the north. The current plan shows taller (tallest) buildings to the north. A giant wall along Silver King Drive is undesirable, it blocks views, and blocks sun.

05-27-2020 02:18 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Ruska Djerki

I sent my comments/ questions via email to Alexandra Ananth

05-27-2020 12:46 pm

Planning Commission 5.B) Park City Mountain Resort Base Parking Lots - Work Session - Project Orientation and Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475. Nancy Lazenby

Is the original 1998 Plan still valid? There were several requirements spelled out in that plan that needed to be completed prior to 2003. Were they done?

05-23-2020 12:05 pm

Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 25, 2020 Sean Kelleher

Given the cost of moving these trails and keeping them available to all users, the trails reconfiguration should be done now. The trails in question are the only direct access from Rossie Hill to various uphill locations, and as a Rossie Hill, full-time resident, we use these trails all the time. \$25k is inconsequential to the developer, do the trails now!

05-27-2020 09:13 pm

Planning Commission 6.C) 5000 Royal Street - Subdivision - Consideration of a 15-Lot Subdivision Located in the Deer Valley Master Planned Development. PL-19-04374. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on June 25, 2020 Lisa Paul

I am the HOA President for Powder Pointe. This is too dense for the area. Less units and less retail. Need to fix traffic problem before development. Need to have a height restriction. Not higher than silver king. Developer to pay for pedestrian crossing light, like on park avenue. They should help pay for police to monitor the streets like was done during Sundance, because of the parking issues this will create. There needs to be more open space .

Alexandra Ananth

From: LSchmida <lschmida@gmail.com>
Sent: Sunday, May 31, 2020 11:43 AM
To: Alexandra Ananth
Cc: lschmida@gmail.com
Subject: PEG Project Concerns

We were able to attend the one project presentation back in March.

My Major concerns are:

The Proposed Buildings are way to tall for the site, limit them to 3 or 4 stories
The Building density is too great, Please require more green space
The Architecture of the Buildings does not blend with Park Cities or our mountain heritage
Traffic and Parking will of course be a problem but hopefully P C can regulate it

Thank you,

Patti & Larry Schmida

Sent from [Mail](#) for Windows 10

Alexandra Ananth

From: Nancy Lazenby <nhlazenby@hotmail.com>
Sent: Thursday, May 28, 2020 1:55 PM
To: Alexandra Ananth; Jessica Nelson
Cc: ruzica djerki; Deborah Hickey; der0813@aol.com; Bruce Erickson
Subject: Questions/comments from last nights Planning Commission Meeting

Hello Alex;

Thank you for leading the agenda for the PCMR Parking Lot last night. You did a great job of highlighting many important points hopefully the Planning Commission and PEG Developers heard you.

I had some difficulties during the meeting last night with a few things and wanted to bring them to your attention. If I should be forwarding some or all of this questions on to someone else for their response please let me know.

My hope is to have clarity on them soon so they don't happen again at the next meeting.

During the meeting last night I tried to post comments/questions on the eComments site. It does not allow a person to make more than one comment for the meeting and since I had already asked a question earlier in the week I could not post any other comments. This could clearly be a problem going forward. In an effort to get around this and post a comment I logged in under my husbands name and his email address during the meeting but unfortunately I still could not make a comment during the meeting. Are you hearing this from anyone else?

In an effort to get my questions into the meeting, I copied my questions/comments and emailed them directly to you during the meeting but unfortunately at the end of the meeting they weren't read during the community comments section of the meeting. Only a handful of comments were read during this time. I know one of my neighbors had emailed you several comments/questions for the meeting and they weren't read either. It was my understanding if we emailed you our questions and comments they would be included in the meeting. What do you suggest going forward so communication can happen during the meeting?

Please help me understand the process so going forward we can get our comments heard.

In the email below are the questions I sent you during the meeting but here they are again in a more legible format:

1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend?
2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving.
3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others.
4. How many total parking stalls will be available in this plan?
5. FYI, it was very difficult/impossible to read any of the copy on the slides presented.

6. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan.
7. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now?

Thank you for addressing these comments and questions.

Finally, the comments were read at the end of the meeting but no one on the Planning Commission or the Planning Dept. addressed or commented on them. What is the procedure for this? When will they be addressed? Will we have an opportunity to have a discussion about them?

Thank you again for all you are doing for the community to make sure this project is a success for everyone including Vail, the Developer, and the community.

Sincerely,
Nancy Lazenby

From: Nancy Lazenby
Sent: Wednesday, May 27, 2020 6:27 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Subject: questions for today meeting.

I have several comments/questions. 1. PEG has said they have been having Zoom meetings with the community over the past few weeks. Who was invited or how was it advertised for those who would have liked to attend? 2. The visual for Building B is an aerial view so it appears that the open space in the middle of the building looks like its ground level. That is not the case, it is actually on top of the four story parking structure. It is not ground level. These pictures are very deceiving. 3. Creating one-way traffic solves some of the resort traffic problems but it creates other issues and problems for the locals and community. That's not a solution if it solves their problem but creates problems for others. 4. How many total parking stalls will be available in this plan? 6. FYI, it was very difficult/impossible to read any of the copy on the slides presented. 7. PEG has not addressed the height issues of these buildings. In the 1998 Plan all the parking was underground so the height of the buildings were significantly lower than the current proposed plan. 8. In the 1998 Plan there were overhead walkways for pedestrians and underground parking. PEG is saying it's difficult to do or impossible to do both of those items now yet it was doable in 1998. How is it not possible now? Thank you for addressing these comments and questions.

Alexandra Ananth

From: Matt Dias
Sent: Thursday, May 28, 2020 9:17 AM
To: Bruce Erickson; Alexandra Ananth
Cc: David Everitt; Mark Harrington; Michelle Kellogg
Subject: FW: Park City Mountain Resort Base Parking Lots

BE/AA - FYI

From: Michelle Kellogg
Sent: Thursday, May 28, 2020 8:29 AM
To: Matt Dias
Subject: FW: Park City Mountain Resort Base Parking Lots

Please see below

Michelle Kellogg, MMC
Park City Recorder
445 Marsac Avenue
Park City, UT 84060
(435)615-5007

From: Bill Titler [<mailto:minnetonka@gmail.com>]
Sent: Wednesday, May 27, 2020 7:26 PM
To: Michelle Kellogg
Subject: Park City Mountain Resort Base Parking Lots

There does not seem to be any accounting for the very large number of shuttles that use a section of the parking today for a very busy drop off zone. The plan seems to have less drop off than is currently in play today but they say people will need to shuttle or uber more.

Bill Titler

- What type of “way finding”, lodging, parking and commercial signage, starting intersection of Silver King and Empire is being required? It is important that the upper plaza lodging and commercial be included.
- Is there a separate area being designed for delivery trucks to short term park and not obstruct traffic flow. As you are aware, they typically park at the Transit Center Island and unload.
- A bridge or underground tunnel be constructed to allow pedestrian access from the parking structure in Lot B, across Lowell Avenue to the Transit Center area. This will help prevent traffic build up on Lowell and provide a higher level of safety for the skier and guests. Peg showed me the sidewalks they plan to install coming out of the new Lot B garage. I feel this will accomplish the goal of free flow of pedestrian traffic to all plazas. Any type of bridge would have to be located where my commercial would be negatively impacted.
- Need to ensure that sidewalks exists throughout the project, allowing pedestrians to walk from Silver King Drive, to the upper plazas. This will allow for more of a village atmosphere and cut down on pedestrian / vehicle interaction.
- There needs to be a sidewalk from the intersection of Lowell Ave and Shadow Ride Drive, to The Lodge, North side, metal stairs and to and from the Vail parking structure. This easement road will now be in the shadows 24-7. Where is snow removal going to be stacked, especially if a road is expanded to accommodate the NAC. Is PEG going to be providing snow removal off this road?
- All sidewalks should be heated to reduce salting and maintenance in addition to adding a higher level of safety. This will also reduce the need for snow storage.
- Need to retain the oversized vehicle parking on the right side of the access road, on the North side of The Lodge, as this where vehicles that cannot fit in the underground Lodge parking, oversized transportation vans and any construction dumpsters park.
- The area lacks restaurants more than any other need. I would hope that a larger portion of the commercial is being designed for food services. Food and beverage services will help keep the day skier, at the base area and off the roads during peak times. The area already has to many skier related commercial tenants.

I am concerned about the one-way being considered on Lowell. This will cause multiple issues with the commercial, lodging and transportation companies, who come and go throughout the day. We all need to be able to make a left turn onto Lowell from the Shadow Ridge Drive intersection, even if it is only during certain designated times such as after 4 p.m. and during the Spring, Summer and Fall. PEG is proposing aligning Shadow Ridge Drive with the current entrance to the underground parking and The Lodge parking. In addition they will make Shadow Ridge Drive a two way street to allow for Lodge and skiers to exit in more efficient manner.

- How is access to the potential new NAC building going to impact the Lodge? The Lodge has concerns about the access road, view corridors being blocked and access to our ski locker room and other access points. The building will block the sun light to the Lodge West side and creates more issues with ice and snow. We would expect that the NAC be responsible for the care and maintenance of these Lodge areas.

FYI, I had a call with Reid Schott of Marsac Mill Manor and I would like the Commission to know that I am opposed to any reduction in skier parking in the new Lot B garage. Maybe there is a offsite location that employees of the base area can park. I think we both agreed that a village sidewalk system that connects from the North end to the South end is very important.

Please confirm that you are in receipt of this email and feel free to contact me with any questions.

Sincerely
Trent Davis
Cell: 435-731-0115

Alexandra Ananth

From: Trent Davis <tdavis@compass-management.com>
Sent: Tuesday, May 26, 2020 2:53 PM
To: Trent Davis; Alexandra Ananth
Subject: RE: PEG Development

Hi Alexandra;

Sorry for the late revisions. After my meeting on Friday with PEG, they have satisfied some of the concerns I had. For areas that are no longer of concern if they end up as explained to me, I highlighted in yellow. My additional comments are in blue.

Thank you
Trent Davis

From: Trent Davis <tdavis@compass-management.com>
Sent: Wednesday, May 20, 2020 2:16 PM
To: Alexandra.ananth@parkcity.org
Cc: Trent Davis <tdavis@compass-management.com>
Subject: PEG Development

Hi Alexandra;

I am the President of the two partnership that own about 46K square feet of commercial at the base area. I am also the HOA manager of the Lodge and Loft. We appreciate your help in addressing the following at the meeting on the 27th with PEG Development and the Planning Commission.

A couple of topics I would like addressed with the Planning Commission:

- A handicapped ramp should be built to the ice rink plaza. Currently handicapped access is minimal to the entire base area. The Lodge *may* be willing to donate the land at the Transit Center for this to happen.
- The Transit Center Island needs to be reconfigured to allow for parallel parking, like the airport, and eliminate the stair if possible. PEG already has plans on making parallel parking for about three to four vehicles. Who maintains this in the future as I would assume the City will maintain in the future? This should have snow melt put in.

I was told the city is opposed to snow melt systems. Certainly snow melt products, snow removal damage and noise pollution, create more damage to the environment than snow melt systems.

- The Transit Center sidewalk should have snow melt put in. Additional waiting areas with enclosures need to be installed. Who maintains in the future? Will the city help maintain and provide snow removal?

O- 435-649-1842

tdavis@compass-management.com

Admin@compass-management.com

Compass-Management.Com

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Alexandra Ananth

From: ruzica djerki <ruskadjerki@gmail.com>
Sent: Monday, May 25, 2020 1:34 PM
To: Jessica Nelson; mishelle.kellogg@parkcity.org; Alexandra Ananth; baseareaproject@gmail.com
Cc: Glidefar; Nancy Lazenby; ruzica djerki
Subject: Fwd: Input / Comments

Dear all,

I apologize for sending this email to all of you but I wanted to be sure my comments end up in the right hands. You can see that I sent my comments/questions to the baseareaproject email but unfortunately never received confirmation that it was received. I hope between the Planning Commission and the City Council this ends up in the right place.

I couldn't register for Meeting on 27th - parkcity.granicusideas link was giving me an option to submit my ideas but not to register for this meeting. I hope you can help me with this and send me a Zoom meeting invitation.

Concerning my comments below: I am not expecting to hear many answers on this coming meeting but I certainly hope they will be considered somewhere in the process.

Thank you very much!
Warm regards
Ruska Djerki
1382 Empire Ave.
650-303-7741

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

From: ruzica djerki <ruskadjerki@gmail.com>
Date: Wed, Mar 11, 2020 at 1:49 PM
Subject: Re: Input / Comments
To: <baseareaproject@gmail.com>
Cc: Nancy Lazenby <nhlazenby@hotmail.com>, Glidefar <glidefar16@yahoo.com>

I forgot in my previous email to mention two very important points:

- Pedestrian crossing and traffic: Your proposal is to stay with the crossing on the same level as it is now. This seems to be a problem more than a solution. I just watched a young family with two small kids crossing the road and I can not imagine how will this work with the expected increased traffic.

- Long term vision: Your project is huge and will have a significant impact not only on our close-by community but on the Park City Old Town and Park City area in general. Is your vision in the alignment with the long-term town planning?

Thank you again for the opportunity to discuss this important project for all of us.

Warm regards

Ruska

On Tue, Mar 10, 2020 at 6:51 PM ruzica djerki <ruskadjerki@gmail.com> wrote:

Dear Baseareaproject team,

It was great meeting some of you yesterday. Having the opportunity to discuss this project with you in more details is highly appreciated.

Before I continue to my questions and suggestions, I would like to let you know where I am coming from. I have visited and lived in number of different ski resorts throughout US and Europe. Uniqueness of Park City with its history and inviting old town is the most charming and I am hoping it will keep that feel in the future. My hope is that further development of our resort continues to have that feeling of inviting village and not of densely packed condo units with primary goal to have the maximum number of overnights.

Below are some questions and suggestions that I have.

The general appeal of your proposal

-Area B is the big and high block structure in the middle of the resort with no "interaction" to the rest of the resort or the old town. Also, it doesn't look right to have 7 stories high building in the middle of the resort with lower buildings around it - It just sticks out.

- The old section of the resort with ticket boots and access to the main lifts will have no extended village or open space (plaza) that is interesting and inviting

General questions:

-Are the rules about building heights and allowed unit "density" the newest ones? Which are these?

- Is the green area between area D and golf course still open for discussion? Open view corridor is really nice but is this view that will be admired for a few seconds from the car really higher value for this project and our community than some other assets?

- What is officially required for affordable housing? How is that calculated?

- Is employee housing required to be on a walking distance from the workplace?
- Was an option to have employees housing further away considered? Having if further built will allow easy expansions and significantly lower traffic as these people can be provided with direct and frequent busses. As far as I have seen some other resorts do have such solutions.

Further questions / suggestions:

- Could a small section of lot B area be connected to the old resort making more open village-like space that nicely transitions to the old town?
- The lowest area of the resort, area D and the green one next to it, is a great spot for the parking garage because 1) higher number of levels will not stick out like in the middle of the resort and 2) traffic will automatically be less congested in the rest of the resort
- Which area is considered a better location: B (closer to the ticket offices and the main lifts, being in the "heart" of the resort) or C (better view but access to only baby lifts)? My choice is certainly area B, but I wonder how decisions are made when it comes to the location of hotels, condos, affordable housing, and employee housing. Any clarification for that?
- Could areas be rearranged? For example Most of condos and retail services around the plaza in area B; Affordable housing and free parking in area D (and maybe green area); employee housing further away
- Traffic: In the one-way- circular "solution" entering houses on Empire Ave will be possible with extreme hardship.

Is traffic analysis for number of vehicles and flow of traffic available for different options like:

- 1) existing traffic
- 2) your proposal (circular one way)
- 3) Two-way Empire Avenue and the rest of the circle one way
- 4) case if free parking lot spaces are located on the lower corner of the resort (area D and/or green area)
- 5) seasonal and year-round traffic

I would like to know how you plan to answer and address the things I mentioned here. Unfortunately. I will not be able to join you for the next F2F discussion, but I know that my neighbor Nancy will be there and hopefully, she can get the answers for us all, the closest community to the resort.

Please do not hesitate to contact me if any of my questions/suggestions are not clear.

Thank you very much for giving me the opportunity to ask these questions.

Looking forward to the productive discussion in the future.

Warm regards

Ruska

Alexandra Ananth

From: Teri Whitney <teri@snowflowerparkcity.com>
Sent: Tuesday, May 19, 2020 11:37 AM
To: Alexandra Ananth
Subject: PEG application for May 27th Council meeting

Alexandra,

I realize there may be many meetings with public hearing regarding this development in the future. Just to get some of the concerns on the table as the Council reviews it:

1. PEG – the development group has been extremely open and has communicated with adjacent homeowner's/associations over the past year or so. We've given quite a bit of input to them directly and so far it's been a very good relationship.
2. TRAFFIC flow seems to be the biggest concern. We are not 100% convinced the proposal as planned will work. More studies will be necessary to ensure there are little to no bottle neck areas. The Uber/Lyft drop off is a great idea however, we feel it's MUCH to small for the amount of cars it could potentially encounter. If you look at Deer Valley's drop off, there are nearly 4 long lanes and on a given holiday, they are ALL packed.
3. We have some significant concerns about the egress into Parcel E. Most feel that this parcel will need at least 2 entrance/exits as the current area will not be adequate for the amount of traffic it will have.
4. PEG has also proposed a "delivery" entrance in the same location. The owner's of Snow Flower are extremely concerned about noise, hours of traffic as well as the location. All feel it should be moved to the South or East side of the Parcel if possible.
5. As of this writing, the location of the much needed Helipad was not designated yet. All are interested to know where that will go.

Thank you in advance Alexandra, I am sure we'll be attending as many of the public hearings as possible.

Teri

Teri Whitney
General Manager

Snow Flower Homeowner's Association
PO Box 448|401 Silver King Dr
Park City, UT 84060

Phone: 435-649-6400
Email: teri@snowflowerparkcity.com

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Planning Commission

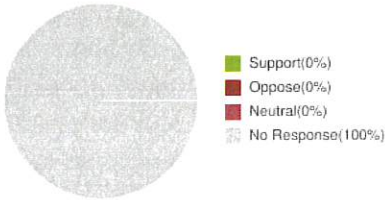
06-10-20 17:30

Agenda Name	Comments	Support	Oppose	Neutral
5.C) Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-04475.	5	0	0	0
6.G) 802 Empire Ave – Subdivision– The Applicant is Requesting to Combine Multiple Parcels into a New Two (2) Lot Subdivision. PL-18-03949. (A) Public Hearing (B) Possible Recommendation for City Council's Consideration on July 9, 2020.	1	0	0	0

Sentiments for All Agenda Items

The following graphs display sentiments for comments that have location data. Only locations of users who have commented will be shown.

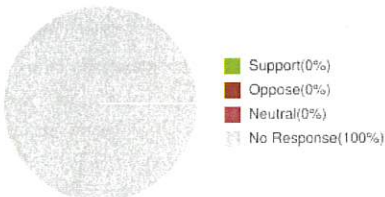
Overall Sentiment



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

Public Input will be taken via e-comments
PL-20-04475.

Overall Sentiment



Sherie Harding

Location:

Submitted At: 7:30pm 06-10-20

I submitted two important comments via email. Please read my concise comments during the meeting.
Sherie Harding

Deborah Hickey

Location:

Submitted At: 5:49pm 06-10-20

Please read my email submitted to Planner Alex yesterday and comment.

Thank you

Deborah Hickey

Deborah Rentfrow

Location:

Submitted At: 5:37pm 06-10-20

I own a home on Empire Avenue and the pedestrian and traffic patterns put forth by PEG are not an improvement for the immediate community nor those driving in. Safety for pedestrians is already compromised and the plan does nothing to improve the safety. In addition, the one way traffic pattern will be very difficult for those living on Lowell or Empire and will require every vehicle to pass the resort regardless of whether they are going to the resort.

Belinda Simile

Location:

Submitted At: 1:32pm 06-10-20

I own condos In the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association.

I sent an email to Ms. Ananth this afternoon with comments related to the PEG development at the PCMR base as am having trouble getting the submit button to work on this website. Hoping the email can be read at the meeting and copy provided to the Commissions and applicant in the event I am still not able to get my comments through on the system.

Thank you.

Clayton Stuard

Location:

Submitted At: 10:03pm 06-09-20

I concur with the Planning Department's recommendation that "the Planning Commission determine that the submitted application is substantively different than the 1997 Large Scale Master Plan (MPD) and requires a new MPD, not an amendment to the existing MPD" for all of the reasons stated in Exhibit A - Zoning Review Memorandum dated May 27, 2020 and as re-stated and attached to the Final Staff Report dated June 10, 2020.

Specifically:

- the requested building heights are absurd at 75-85 feet above grade in a RC zone that allows 35 feet.
- a reduction in setbacks is not justified since the proposed building forms are far less articulated than the building forms specified in the DA.
- the DA does not permit the transfer of density from one parcel to another.
- significant variation from the DA approved volumetrics are being requested (not a single cubic foot of additional mass/volume should be permitted on any building on any parcel of the revised plan, for any reason whatsoever including above grade parking).
- I can't understand WHY a tentative public hearing schedule has been outlined for an INCOMPLETE APPLICATION.

Alexandra Ananth

From: ruzica djerki <ruskadjerki@gmail.com>
Sent: Wednesday, June 17, 2020 8:02 PM
To: Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson
Subject: Base Area Development Planning

To the Park City Planning Commissioners:

For your records, I wanted to share my comment in the Park Record that I just posted:

I can not agree more with all comments till now, especially detailed and to the point comments from Deborah Hickey and Nancy Lazenby. There are so many open issues that were not thoroughly discussed with the community and resolved with the Park City 2020 Vision in mind. We all have the same goal / result in mind- wonderfully unique Park City with the old charm and innovative solutions for the future.

Thank you for giving us, the community, this opportunity to voice our concerns.

Warm regards

Ruska Djerki

I am also concerned with the last point that Deborah made about project viability. It would be really bad if projects gets initiated and can't be completed without appropriate funds.

Thank you for listening to our concerns.

Warm regards

Ruska Djerki

Alexandra Ananth

From: Deb <glidefar16@yahoo.com>
Sent: Tuesday, June 16, 2020 12:02 PM
To: Bruce Erickson; Alexandra Ananth; Hannah Tyler; Caitlyn Barhorst; Rebecca Ward; Elizabeth Jackson; Laura Kuhrmeyer; Heather Wasden; Jessica Nelson
Subject: Base Area Development Planning

To the Park City Planning Commissioners:

As a reply to the recent article in the Park Record regarding your key procedural decision regarding the development rights of the Base Area, I firmly agree that a new Master Plan is required to suit the project to today's Park City 2020 Vision. I added these comments to the Park Record conversation panel:

The development of the Base Area should be planned with today's Park City standards and follow the Park City 2020 Vision Plan which is the recent survey completed asking what the locals would like to see for the development of the entire town and issues to be resolved. i.e.. traffic, development density, parking access, excessive pollution, buildings character, transportation improvements, location of affordable and employee housing, etc. PEG's plan mostly follows the 1997 plan but does not address the needs of the town and has omitted some very important mountain access issues, i.e. number of parking spots for locals, safe crossings for the existing neighborhood and the impact of 7 stories of obstruction for the mountainside, redesigning Lowell and Empire Ave as one way streets and pricing locals out of access with year round parking fees. Locals should have free access.

In consideration of the recent pandemic and global economic challenges, the Park City Planning Commission should verify each construction site is economically viable by PEG. If the projects start and PEG can not complete, our town is left with a Base Area disaster. Perhaps the approval of any plans should have an economic viability review and secured funding. Lets enhance our community with a thoughtful well designed new plan.

Thank you for including my comments in your review of this important project that will effect the entire town.

Regards,

Deborah Hickey



REPLY 0

00 12:00 AM

Alexandra Ananth

From: Sherie C Harding <sherieharding@gmail.com>
Sent: Wednesday, June 10, 2020 1:55 PM
To: Alexandra Ananth
Subject: Re: FW: ecomment

Dear Alexandra,

I have a comment on the proposed timeline for PCMR base lot discussions as follows:

The PCMR base redevelopment tentative timeline: Transit, traffic, and parking (August 26 on the timeline) should be addressed much earlier in the process. Once design is locked in, it will be hard to revisit a traffic pattern that is implicit in the design. The number of parking stalls dictates the number of vehicles and influences transit, which in turn influences traffic. The number of parking stalls and levels of underground parking influences building height and design. The routing of traffic, position of loading docks, and garage entrance/exits influences the overall development layout. Careful routing of traffic maintains the quality of life in surrounding neighborhoods. Currently, minimal truck traffic and skier traffic come through our neighborhoods. Fewer cars and strategic mass transit contribute to Park City's sustainability goals. Thus, the July 22 meeting (architectural detail, overall design, and building heights) hinges upon transit, traffic and parking which is scheduled a month later. May we discuss traffic first or traffic and overall design as one?

Thank you,
Sincerely,
Sherie Harding

On Tue, Jun 9, 2020 at 9:26 AM Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:

Thank you for your thoughtful comments. They will be considered by both the Planning Commission and Planning Department during the review process.

Best,

Alexandra Ananth

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

Jessica R. Nelson

Planning Analyst

(435) 615-5061

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

From: Sherie C Harding [mailto:sherieharding@gmail.com]
Sent: Monday, June 8, 2020 10:15 PM
To: planning
Subject: ecomment

Dear Sir/Madame,

My comment is regarding Park City Mountain Resort Base Area Parking Lot Redevelopment, Work Session June 10th.

Parcel E parking entry and exit should be from Lowell Avenue as it is currently and has been historically. The only resort use of Silver King Drive is for emergency vehicles to and from the medical facility. The plan to move all Parcel E vehicle access to Silver King Drive is a dramatic shift from historical precedent and a huge encroachment on the residential neighborhoods.

- 1) Use of Lowell Ave will deter resort traffic from the residential neighborhoods along Three Kings and Silver King Drive.
- 2) The pedestrian crosswalks on Silver King Drive will be safer.
- 3) The medical facility access will be less congested.
- 4) The 543 parking stalls proposed for Parcel E are too many!

Thank you,

Sherie C. Harding

--

Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102

--

Sherie C. Harding

PhD, Paleontology-Ichnology

Department of Geology and Geophysics

University of Utah

Salt Lake City, UT 84112-0102

Alexandra Ananth

From: Jessica Nelson
Sent: Wednesday, June 10, 2020 1:53 PM
To: Alexandra Ananth
Subject: FW: New eComment for Planning Commission

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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

From: noreply@granicusideas.com [<mailto:noreply@granicusideas.com>]
Sent: Wednesday, June 10, 2020 1:33 PM
To: Jessica Nelson
Subject: New eComment for Planning Commission

New eComment for Planning Commission

Belinda Simile submitted a new eComment.

Meeting: Planning Commission

Item: 5.C) Park City Mountain Resort Base Parking Lots - Work Session - Discussion of Request to Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA) to Replace Expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a New Master Plan, Known as the Park City Base Area Lot Redevelopment Master Plan Study. *Public Input will be taken via e-comments* PL-20-

04475.

eComment: I own condos In the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association. I sent an email to Ms. Ananth this afternoon with comments related to the PEG development at the PCMR base as am having trouble getting the submit button to work on this website. Hoping the email can be read at the meeting and copy provided to the Commissions and applicant in the event I am still not able to get my comments through on the system. Thank you.

[View and Analyze eComments](#)

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Alexandra Ananth

From: Belinda Simile <bhsatty@gmail.com>
Sent: Wednesday, June 10, 2020 1:17 PM
To: Michelle Kellogg; Alexandra Ananth
Subject: Comments for tonight's Planning Commission Meeting

(Note: I tried to submit this on the website comments but the 'submit' button would not work so I am emailing it to you both in hopes it will be read at the meeting tonight.)

I own condos In the Silver Mill House building at Resort Plaza and am the President of the Marsac Mill Manor and Silver Mill House Condominium Association.

After reviewing the proposed development plan, listening to a pre-application developer-led presentation to some members of our HOA (thank you for that), and listening to last month's Planning Commission meeting, our concerns are as follows:

-Pedestrian Crossing at Lowell: Given the increase in number of pedestrians and vehicles brought by the project, pedestrian interface with traffic on Lowell will only get more problematic. An elevated pedestrian bridge from the parking garage which was provided for in the original plan should again be included in this plan. Besides functionally offering relief from potential traffic/pedestrian conflict, it could be should be designed to be an attractive, signature/iconic piece of the development and gateway to the existing base areas. Think brochure worthy photo, even.

-Selling Prices: What are the anticipated selling price points for each type and size of condo in the various buildings? Anticipated price points are one indicator of the quality of the planned product.

-Views: Our owners (and I imagine others) would like to see representations of how buildings will appear from various locations and elevations outside of and from within various floors of our buildings.

-Vail Relationship: More information/transparency is needed about how the relationship and commitments between Vail and PEG will be structured and memorialized (easements, deeds, etc.) with regard to the parking garage, sidewalks and accesses, including any ski lift or surface lift configurations or re-configurations.

-Walkability between two bases: Much care needs to be taken so as not to end up with two somewhat disconnected and independent bases. We see some connectivity of sidewalks on the east (Lowell Ave) side of the project in the plan but more needs to be done to incorporate a paved walkway (not just snow access) along the west (mountain) side between the two bases so pedestrians not on skis can easily access the upper (existing) and lower (new) base development areas. This will also spread out the pedestrian traffic and will provide easier access for all visitors and guests staying on the mountain to access all retail and restaurant venues.

-Parking: Parking for oversized vehicles that will not fit in the existing parking garages at The Lowell and The Lodge is currently provided by the surface lots and this loss of parking needs to be addressed in the plan as well as sufficient parking for the employees of the various retail and restaurants, particularly because additional retail/restaurant uses are planned. Replacement of the existing 1200 parking spaces does nothing to address the additional uses' needs.

-Architecture: Exterior designs approved in the 1998 plan illustrated very attractive 'ski mountain' elevations with clusters of smaller buildings broken up with various architectural features. There is a striking change in the

appearance and mass of the structures proposed. They are big blocky, non-descript designs which appear more like the 'architecture of no-where' - meaning they look like they could be found anywhere from an urban center to a freeway interchange. PEG says it is 'our intent to provide a pleasing architecture that is harmonious with the surrounding mountain environment' (from their Feb 13th, 2020 application letter to the City) but these current designs miss the mark. When first shown the project, I was under the impression that the buildings shown were just place-markers drawn by a computer to show the height, size, scale, location, etc. I did not understand that these were the actual designs proposed. I am now very concerned. Park City deserves better. This is a highly visible project and it is paramount that the City holds developers to a high standard. These plans do not appear to be at all consistent with Park City's historic mining past and ski town heritage. They also do not fit the character of the surrounding developments.

-New MPD vs. Amended DA: This plan has many significant substantive changes from the 1998 plan. I also agree with the Planning Dept. that this application is most appropriate as a new MPD and should not be handled as an amendment to the DA. With changes this substantial on a project this complex, a thorough MPD evaluation process for what is essentially a completely new development would best serve the interests of the community.

Park City only has one chance to get this right.

We appreciate the City and Commissions' diligence and the developer's willingness to work with the community. With good faith effort on all parts to include and incorporate valuable input from the community, many of us believe a quality development that meets the needs of the community can be developed on this site.

Thank you.

Belinda Simile
740-972-7063

Alexandra Ananth

From: planning
Sent: Wednesday, June 10, 2020 1:10 PM
To: Alexandra Ananth
Subject: FW: Park City Base Development

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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From: Tom Jacobson [<mailto:tom@tomjacobsonlaw.com>]
Sent: Wednesday, June 10, 2020 12:47 PM
To: planning
Cc: Andy Beerman
Subject: Park City Base Development

Thank you for reviewing this matter and getting back to me if I can be of any assistance.

By way of background, I have been a lawyer for over 45 years and concentrate on real estate matters, including entitlements to develop. I have lived in Park City for many years and have skied and participated in summer activities at PCMR since its year two (yes I rode the mine train). I have been witness to the many good decisions mad and many of the short sighted decisions.

First and foremost, many of us have forgotten the traffic of early March and earlier this year in Summit County. In the short term the automobile must be part of any equation or the project will be doomed from the beginning. Ecker Hill Parking Lot is unknown to out of towners and not accessible from the freeway. There is no major parking area at Kimball Junction and no coordinated transit. It is a fact we must work with in the initial planning for this development. Parking and access features can be converted at a later date but initially it is imperative to allow for parking for as many, if not more, vehicles than used the facilities last year This does not preclude us from continuing to concentrate on better ways to access the site from the airport and Salt Lake.

The developer must be compelled to pay for the parking and access improvements. A prior approved project of \$50 million did not address any access or parking issues. In fact, Park City has lessened the number of available spaces at both its base facilities since its last big project was approved. There isn't a single jurisdiction I have worked in that has not had the developer pay for access improvements. As for converting to public transportation, this is relevant part of this development and when the City has a practical and viable plan funds collected from the developer can go to this plan.

The suggestion of employee housing is admirable, but maybe this can be funded by the developer for a complex in a designated area of town that is transit accessible and can serve other employers.

Revenue is the essential ingredient for this project. Maximization of revenue producing opportunities will make available more funds to address the local access issues. To that extent it is best to listen to the developer and not substitute the second guessing of the citizens and City. Keep in mind that for every dollar you ask the developer to contribute is space or money it needs to be made up by the developer in income.

If you would like me to address other issues I am always pleased to help our City.

Thomas N. Jacobson
Attorney at Law
3079 Fairway Hills Court
Park City, Utah 84060
(435) 615-9911
Cell—(951) 314-4258
Fax—(951) 682-7884
tom@tomjacobsonlaw.com



Alexandra Ananth

From: Sid Embree <sid@atmosclear.org>
Sent: Wednesday, June 10, 2020 11:11 AM
To: Alexandra Ananth
Cc: queenofthejordanelle@gmail.com
Subject: FW: Park City base area - comments (Embree)
Attachments: Park City PEG project south parking lot.docx

Hi Alex, thanks for your voice message (Monday), and also for confirming your email address a few minutes ago...

My main comments focus primarily on the south parking lot development, and there are also a few more general comments. After thinking about PEG's proposal from the open house in early March, my main concerns were traffic, parking and "fit" with Park City.

The attached rudimentary diagram suggests an alternative for the south lot that could relieve traffic flow/pressure and avoid cluster(messes). I'm not an artist so please let me know if you have questions. It occurred to me that the parking lot and pick-up/drop off arrangement at Terminal B at Boston Logan, which I used frequently for many years, could solve a lot of problems. The model works superbly for traffic flow and keeping parking issues away from the terminals >> in this case, base area and old town. Of course, the application would be at a smaller scale if applied at the PCMR base area.

I've updated the comments below slightly to clarify what I sent to PEG or take into account PEG's presentation on May 27.

Thank you,
Sid Embree
(435) 631-9089

From: Sid Embree <sid@atmosclear.org>
Sent: April 2, 2020 9:23 PM
To: 'baseareaproject@gmail.com' <baseareaproject@gmail.com>
Cc: 'queenofthejordanelle@gmail.com' <queenofthejordanelle@gmail.com>
Subject: Park City base area - comments (Embree)

Hi... thanks for hosting the open house about 1 month ago. It was very informative! It's crazy how much has happened (and not happened) since then!

It became clear soon after the open house that there's no need to rush with comments. My comments are based on having lived on Woodside Ave (around the corner, between 14 and 15) and visiting often a friend's home on the 1300 block of Empire. I have a degree (Honours Bachelor) in Urban and Regional Planning and have given some thought to the renderings presented during the open house. The following are my comments and suggestions for your consideration:

- This is an exciting development, and can make the PCMR base area more attractive to locals and visitors alike!
- It would be useful to see a [current] sunrise/sun-travel/sun-set simulation to understand the impacts of the proposed development on sunlight and shade in the neighborhood, especially homes on Empire.
- I think you can keep the current bus routes, at least around the current "upper lot" on Lowell, Manor Way and Empire...
- I would suggest turning Empire into a 2-way road from 14th (or 15th?) going south into Old Town. This will allow LOCAL traffic only to drive south on Empire. It's possible for the local southward traffic be limited to the

EASTERN (townside) LANE, while buses and north direction traffic are kept in the western (mountain) side lane. This only makes sense if you read on!!! Why? Because....

- I would suggest creating a south to north one-way road for your development's through-traffic THROUGH the current upper parking lot BETWEEN the building that will front/face Empire and the other building that front/face Lowell. This will take most of the resort's and your development's traffic THROUGH the current upper parking lot (under the green space triangle in the middle of the current lot). Before you think that this idea would "waste" a bunch of your property to accommodate this (middle of the lot) road, consider a partial subterranean through-street that provides ingress and egress to the parking lots under the proposed buildings in the upper lot. This will ease "parking lot traffic" on Lowell as well as on Empire (where there should only be egress from the underground parking lots). The entrance could be around/near/under the proposed parking garage entrance on Manor Way and the exit would be into Shadow Ridge Rd. An exit could also allow egress onto Empire. No buses would pass through this internal road, so the traffic would be oriented to the resort and residences only.
- A partially subterranean through-street will allow for walkways across this road at ground level, and for underground parking to be almost completely submerged throughout this upper lot. This would also allow for an under-road pedestrian travel from the parking areas to the base easing pedestrian travel across Lowell. With this configuration, lockers can be located underground closer to the base rather than as proposed close to Empire (the latter just doesn't make sense).
- The soviet style building blocks portrayed in the open house should not be such big solid blocks (foreign to the style of Old Town proper). Yes, Shadow Ridge is large, but this is not representative of Old Town, so the soviet style building block should not be replicated throughout PEG's proposed development, ESPECIALLY ALONG EMPIRE!!! .
- The buildings that are currently on Empire (in your plan) should be built to "look like" the homes on Empire and throughout Old Town. There are a few examples of recent affordable and other developments throughout Old Town that could be replicated or mimicked. This would provide a nice transition to PEG's development, not only for neighbors but also for visitors.
- As I understand, with this development, parking must be paid for. Is that the case at any time of year? If so, Park City Mountain will lose mountain biking business. I would suggest keeping some parking for mountain biking and dog walking/hiking in the summer (for people who are not using the resort's alpine slide, and other base activities. If this parking cannot be provided, then the park city buses that travel to the resort base area will need to accommodate more bicycles as well as dogs.

Please let me know if you have any questions or need clarification. I look forward to participating in future open houses and Park City consultations...

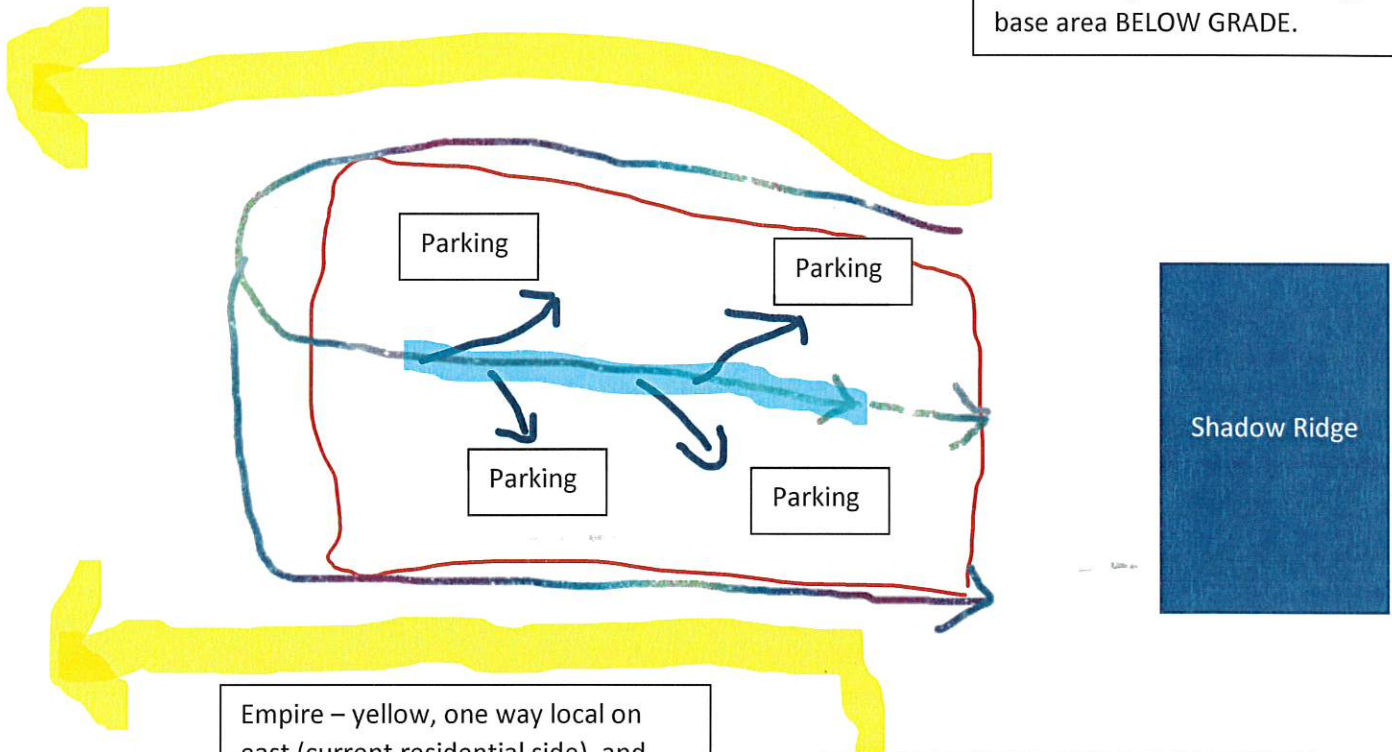
Best wishes and regards,
Sid Embree, BES, MES, MBA
(435) 631-9089



Virus-free. www.avast.com

Lowell Residents head to homes via base area road on Lowell

The light blue highlighted THRU-ROAD goes BELOW GRADE for road way and also allows creation of pedestrian crossing to access base area BELOW GRADE.



Empire – yellow, one way local on east (current residential side), and base area users on west (mountain) side. Drivers cannot cross over middle of Empire to change directions.

14th allows access south only for local residents (heading to Empire) and north to base area or back to Park ave

Alexandra Ananth

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

Hi Alex:

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

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

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

- 1) I would like to understand exactly what areas of the old plan do not meet the standards of the current 2020 Park City's Planning Guides.
e . . e . . . g 742
- 2) I would like to see the new PC Vision plan and how the desires of the residents impacts this large development project. Clearly, traffic issues have not been resolved yet and should be before a new large resort is built.
Density and it's effects to the resort area should be addressed in regard to pollution, noise, fumes, light, night sky, etc.
- 3) The addition of more traffic to the area is undesirable. The width of Empire Ave and Lowell is not ready to accommodate the masses, even with one way directional. Sadly, we had a fatal pedestrian accident on Empire Ave this past winter. The sidewalks can not accommodate families carrying ski equipment to the slopes.
- 4) The Locals have had a problem finding parking to ski with their season passes on weekends and holidays. I dont think anyone has addressed making more access with this project, there will be less.
- 5) Many families enjoy the off season access to the trails and base area. Parking should be free for our PC residents. Pass out bumper stickers for local access.
- 6) 1997 Master Development Plan mentioned 1800 underground parking spots for exclusive resort usage and a limit on issuing ski passes based on available parking. Does this still pertain to the future development?
- 7) PEG is requesting an exception of building heights up to 7 stories. This will dwarf the surrounding residents. The original plan on page 113, 1.3 General Image and Character states : These guidelines wish to encourage architecture that is compatible in character with the existing PCMR facilities and the PC community. The architecture should look like it belongs to Park City , UT and no place else.
If you allow 7 stories of height, you will certainly change the feel of Old Town and the Base Area neighborhood. Please do not exceed the surrounding condos and homes.
- 8) The original plan on page 114, 2.4 discusses sidewalks should be no less than 15 feet wide to accommodate pedestrian traffic for safety and comfort.
- 9) I disagree with placing employee housing at the base area. Although this has been written into many land planning development agreements, this land and its value that all residents have paid premium dollars to access should not be

given to employees. PEG can purchase another parcel in a less expensive area code to build employee housing and they can take public transit to work.

10) The 'Bus Drop off' area is not written into PEG's plans as it was discussed in the 1997 plan. How will you have more public transit available to deal with new resort residents and daily visitors? Please make all buses

ELECTRIC. The fumes will kill us on Empire and Lowell. Can another route be shared in Old Town?

11) The 1997 Plan called for a condition of approval based on a "pedestrian bridge over Lowell" If foot traffic is going to stop uphill vehicle traffic at every crossing, there will be cars and buses backed up to Hwy 80!

The new parking structure must provide a safe access for families to cross to the ski plaza. And Shadow Ridge and Silver King need safe access too. Please consider all of the local neighbors when a structure is built.

12) With the new pandemic challenges and the present USA and World economies uncertain of a rebound, I suggest that our Park City Planning Commission delays such a massive new undertaking for fear that the project

can not be fully funded to completion in the 5 year timeline and it leaves our neighborhood in a shambles. There must be economic certainty for PEG to build any structures.

Thank you for responding to all of my concerns.

Best regards,

Deborah Hickey

Alexandra Ananth

From: Angelica R Palank <palanka@bellsouth.net>
Sent: Tuesday, June 9, 2020 11:36 AM
To: Alexandra Ananth
Subject: PEG development plans

Dear Alexandra Ananth,

I am a unit owner in the Snowflower subdivision, 401 Silver King Drive, unit #30, and want to better understand the proposed new development by PEG. Living in Florida, it is more difficult for me to understand what the likely impacts are to my property. Our unit is on the corner of building #1 closest to the existing clinic, with our guest bedroom windows facing the parking lot beyond the trees.

Although our management company is doing their best to keep us informed, I must confess that I cannot understand the information I am getting on line. The developer's page is quite lovely, but I cannot understand from their three pictures, what this will be like—if approved—for our property. I am not the most competent person with web sites, but I have tried to go through the city and the planning department's sites to see better visuals of the plan as it relates to our interests.

In these complicated, work remote situations, I was not sure that the voice mail message I left was adequate. After reading several of the documents, I realized that I need some help steering me to what I need. If you are able to do that, I would greatly appreciate it. I can be reached at this email address, or by phone at (954) 849-2628.

Thank you, in advance, for your attention to this matter.

Angelica Palank-Sharlet for Las Olas Property Managers, LLC

Alexandra Ananth

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

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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From: Sherie C Harding [<mailto:sherieharding@gmail.com>]
Sent: Monday, June 8, 2020 10:15 PM
To: planning
Subject: ecomment

Dear Sir/Madame,

My comment is regarding Park City Mountain Resort Base Area Parking Lot Redevelopment, Work Session June 10th.

Parcel E parking entry and exit should be from Lowell Avenue as it is currently and has been historically. The only resort use of Silver King Drive is for emergency vehicles to and from the medical facility. The plan to move all Parcel E vehicle access to Silver King Drive is a dramatic shift from historical precedent and a huge encroachment on the residential neighborhoods.

- 1) Use of Lowell Ave will deter resort traffic from the residential neighborhoods along Three Kings and Silver King Drive.
- 2) The pedestrian crosswalks on Silver King Drive will be safer.
- 3) The medical facility access will be less congested.
- 4) The 543 parking stalls proposed for Parcel E are too many!

Thank you,
Sherie C. Harding

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

Alexandra Ananth

From: planning
Sent: Tuesday, June 9, 2020 8:57 AM
To: Alexandra Ananth
Subject: FW: Comment - Park City Mountain Resort Base Area Redevelopment

Jessica R. Nelson
Planning Analyst
(435) 615-5061

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From: Jamie W [<mailto:jamieswaters@gmail.com>]
Sent: Monday, June 8, 2020 4:51 PM
To: planning
Subject: Comment - Park City Mountain Resort Base Area Redevelopment

Dear Planning Commissioners,

In regards to the redevelopment of Park City Mountain Resort's Base Area, please take into consideration local youth. Currently there is a drop off area for the youngest kids lessons in the parking lot adjacent to First Time chair lift. This makes it easy to meet instructors and carry gear for the little kids, but more importantly it's much safer for the small kids to avoid walking across the parking lot. If possible, please have an entrance near First Time chair lift where parents can temporarily park for lesson drop off/pick up of our youngest skiers.

I realize this is a small population, but would appreciate any efforts that allow for continued easy access.

Thank you for your efforts to keep Park City a wonderful place to live.

Best regards,
Jamie Waters

From: Rich Wyman [richwyman@live.com]

Sent: Monday, June 08, 2020 6:53 PM

To: Council_Mail; Andy Beerman; Becca Gerber; Tim Henney; Steve Joyce; Nann Worel; Max Doilney; Sarah Hall; John Kenworthy; John Phillips; Mark Sletten; Laura Suesser; Douglas Thimm; Christin VanDine; planning

Subject: PEG Companies PCMR Base area project

Dear Mayor, City Council and Planning Commission,

These are tough times and we are all navigating our way through them with strength and hope. Thank you for serving our community.

I am writing regarding PEG Companies plan to develop the base of the Park City Mountain Resort. I have looked at the PEG website and it is immediately apparent that the designs are seriously flawed. This project does not fit anywhere within Park City, especially not in old town or at the base of the resort. The buildings are massive, bulky, unattractive, and these designs are very uncreative.

Community Plazas: PEG's website offers a few paragraphs vaguely describing "large group events" "and "retail and restaurant space". Any community plazas should be expansive and welcoming with natural features such as trees and provide free public access to truly wide open community spaces that are not just places created to funnel people into money making corrals.

Traffic Improvements: PEG says they are coming up with "traffic Improvements". I think it's ironic when developers of projects of this size say *they* are coming up with traffic improvements while they are going to create large traffic problems. They try to create the illusion that they are coming in to save the day. PEG's project will create many traffic impacts.

Affordable and Employee Housing: I am encouraged to see that this is proposed in phase one of construction. The PEG website does not include many details. Affordable housing is not easy, as the city well knows. Just because PEG says they will build it does not mean that it will be attainable or affordable or satisfy the needs of the community. The location of parking is not mentioned on PEG's website.

In conclusion, the drawings on PEG's website are just plain unattractive, massive, and do not fit in with Park City especially at the base of the ski resort and especially in old town. This project is far from compatible or beneficial to Park City in its' current proposal.

That's my opinion.

Thank you very much,

Rich Wyman

Rich Wyman

+1 435-714-9885

www.richwyman.com

www.park88music.com

