

PARKING GARAGES

Park City Council, Planning Commission & Community are not bound by the developer's contract with Vail

Vail contract with the developer requires the developer to maintain a minimum of 1,200 Day-Skier parking spaces

- Developer doesn't want to go underground due to time & money
- Developer has stated if required to go underground, they will request additional density and same or higher building heights to develop additional market rate residences

PARKING GARAGES

1998 DA – “[i]f, in practice the parking mitigation plan fails to adequately mitigate peak day parking requirements, the City shall have the authority to require the Resort to limit ticket sales until the parking mitigation plan is revised to address the issues.” DA 2.1.13.

1998 CMP & 1997 MPP – parking is spread out equally between parcels and below grade – underground structures

New Master Plan – Predominantly above ground parking and over 400 spaces less of day-skier and approximately 1,000 less of other spaces as outlined in the 1998 CMP.

- **THE DEVELOPER HAS NOT SUBMITTED A PARKING MANAGEMENT PLAN**
- **DAY-SKIER PARKING IS NOT SPREAD THROUGHOUT THE RESORT**

PARCEL B GARAGE

Existing: 388 stalls; 33% of all Day-skier & Resort parking

New Master Plan: 815 stalls; 65% all Day-skier and 50% all Resort

- Four story predominantly above ground parking structure plus additional 3-5 stories of residential living above garage.
- Limited access due to one way loop through resort for visitors and residential neighborhoods
- Entrance/exit to garage directly across from single family homes
- No Employee Parking
- No short term parking for management or service vehicles for 56 condos eligible for nightly rentals or the other housing (Affordable/Employee) on site

PARCEL B

IMPACT OF GARAGE ON PEDESTRIAN TRAFFIC

PARKING	# OF STALLS	# OF PEDESTRIANS FROM VEHICLES AVO = 2.7	# OF PEDESTRIANS FROM VEHICLES AVO = 3.7
CURRENTLY	388	1,048	1,436
PROPOSED	<u>815</u>	<u>2,201</u>	<u>3,016</u>
	INCREASE 427	1,153	1,580

Increase is over **2 TIMES** current VEHICLE UNLOADING on Parcel B and does **not include** these **additional** pedestrians:

- Locals walking to the resort
- Shuttle drop-offs on east side of Lowell Avenue
- Affordable Housing and/or Employees living on site
- Owner and/or Guests living/staying in market rate condos on site

PARCELS C & E GARAGES

EXISTING # OF STALLS C & E: 584

NEW MASTER PLAN # OF STALLS: 720

PARCEL C

1998 CMP – Skier Services & Parking

NEW MASTER PLAN – 249 Key Hotel

- Provides 0% of Day-skier parking
- 183 **VALET ONLY** parking stalls for hotel guests
- No general public parking for retail or other resort attractions and/or amenities

PARCEL E

- Only other resort location for Day-skier parking with 414 stalls
- Provides 35% of total Day-skier parking and 32% of all Resort parking
- Garage entrance/exit is located on Silver King Drive and **1998 CMP** requires no left turn out of garage along with signage to prevent traffic from using Three Kings Drive as access to/from resort

TRAFFIC CIRCULATION

1998 CMP – Further review may indicate Lowell Ave conversion to one-way

NEW MASTER PLAN – New roundabout at intersection of Silver King, Empire & 15th to one way loop beginning at north end of Lowell and continuing south to Shadow Ridge or Manor Way then back north on Empire Avenue

- Multiple opportunities for conflict and delays:
 - Uber, Lyft, Black Car, shuttle and skier drop off points, multiple ground level pedestrian crossings, garage access points, hotel/condo vehicle access points, loading dock access point, NAC access point, Transit center stop and more
- Residents on Lowell, Kings Crown, Northstar and Empire must travel through resort center regardless of time of day or time of year which will **add to congestion**
- **Emergency vehicle** delays responding to Lowell, Kings Crown, Northstar and Empire neighborhoods with extremely limited alternative access available. Potential for deadly consequences exist under this plan.

TRAFFIC CIRCULATION

- Current traffic issues at the intersection of Park, Empire & Deer Valley Drive not addressed in proposal.
- Justification for the creation and effectiveness of a roundabout at Empire, Silver King and 15th Street has not been provided.
- Traffic jam potential at new light at Silver King & Lowell with vehicles entering garage on left and oncoming Three Kings Drive vehicle and pedestrian traffic.
- Diversion of traffic away from Payday, Thaynes Canyon and Three Kings has not been adequately addressed.
- Resort guests are not hostages; increase in traffic density
- People use Waze & other apps to find shortest path whether by car, bike or foot

DEVELOPER HAS NOT PROVIDED A TDM ANALYSIS

PEDESTRIAN CIRCULATION

1998 CMP PARCEL B “[o]ne semipublic pathway of at least 30’00” in width.”

Let’s consider the dangerous journey for pedestrians using 14th street:

- Pedestrians from 14th must cross Empire with **NO CROSSWALK** and
- There is no 14th Street pedestrian access through Parcel B; therefore,
- Pedestrians must cross garage entrances/exits and townhome driveways around Parcel B before,
- Crossing Lowell via one of only two crosswalks to the existing resort center

1998 CMP PARCEL E “[a] covered arcade on the building’s western edge creates a passage way from Three Kings to the resort’s new base operations.”

Let’s consider the long journey for pedestrians using Three Kings Drive:

- Pedestrians from Three Kings Drive must cross Three Kings with **NO CROSSWALK**
- Proceed along the north side of Silver King
- Cross over Silver King at a traffic light and finally,
- Head south along Lowell to access plaza and new or existing resort operations

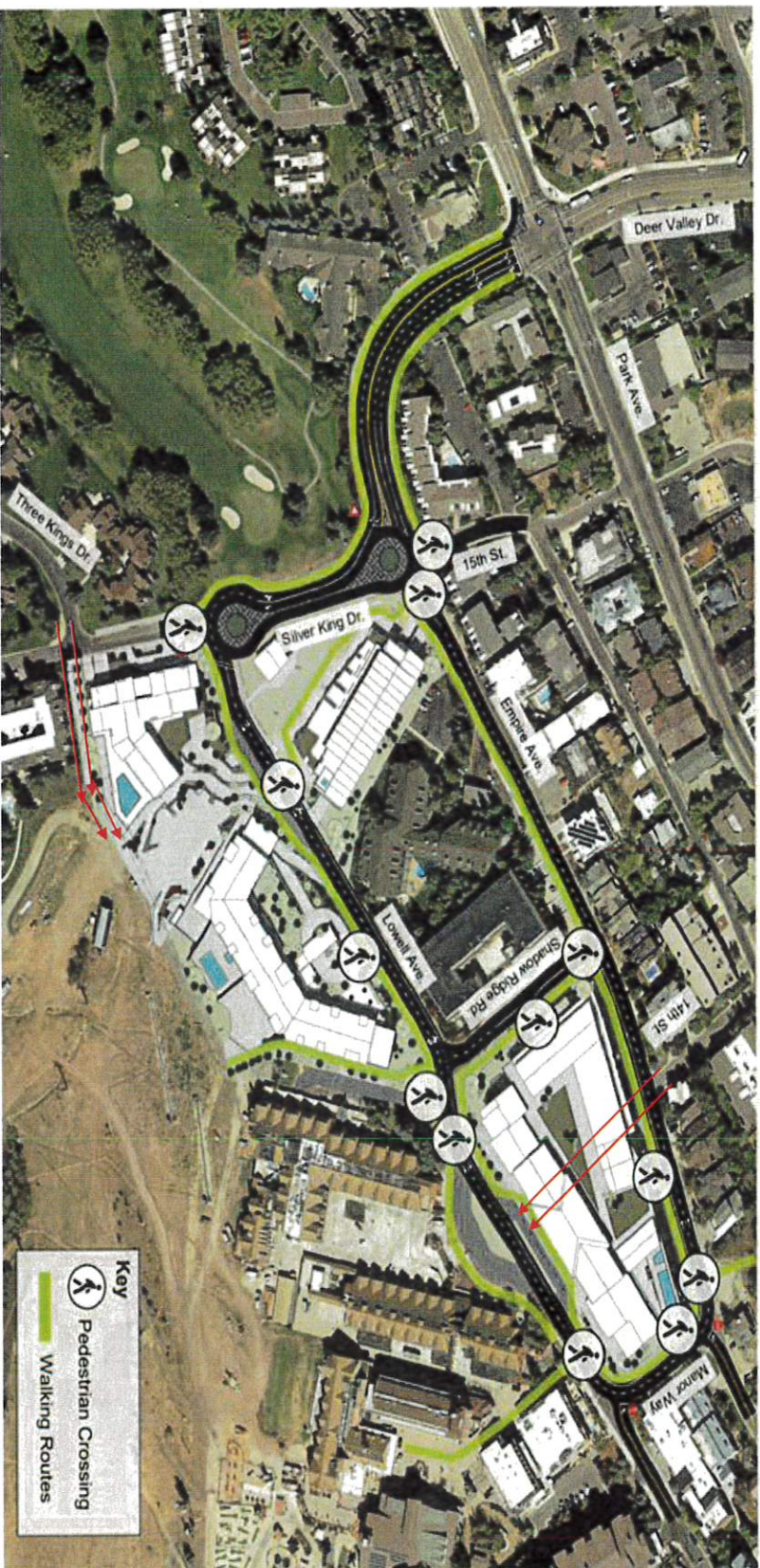
SIDEWALKS

1998 CMP REQUIRES “[s]idewalks indicated as major access routes between principal base area nodes shall be a minimum of 15’0” wide, on average, or where existing buildings and/or setbacks do not permit, they shall be as wide as possible.”

NEW MASTER PLAN developer proposes sidewalks that are only 8’-10’ wide and generally located on only one side of street.

With the exception of Parcel D with Silver King Condos & Shadow Ridge adjacent, **there are NO existing buildings that would preclude the developer from creating 15’ wide sidewalks for pedestrian safety and easier access to all points of the resort area including the two new plazas.**

PEDESTRIAN CIRCULATION



OPEN SPACE

Under Section 15-15 of the LMC, Open Space must be public

1998 CMP Parcel B “[P]rovide at least two significant pockets of open space, each of which is visible and accessible (free and clear without occupied overhead encumbrances)”

New Master Plan Parcel B does not have a single pocket of open space.

- Based on the developer’s application, the multi-parcel site is technically 75.7% open space; however, this is largely in part due to the 11 acres on the mountain reserved for open space which the developer “inherits” as part of the agreement.
- Without the 11 acres “set aside” by the agreement, the contribution to open space by the parcels being developed is only 49%.
- It is unclear from the New Master Plan what the developer calculated as open space. Hotel, Ski Club and plaza areas dedicated to private guests do not qualify as open space.

The lack of open space throughout the parcels creates a sense of too big and too dense of a development for the site.

EMPLOYEE HOUSING

1998 DA requires “off-site housing for 80 PCMR employees on or before October 1, 2003.” (DA 2.2)

New Master Plan proposes on-site employee housing.

1998 DA mandates that “[i]n no case shall small scale MPDS which represent approvals for a total of 60% of small scale MPDS within the PCMR Concept Master Plan, be issued until the [employee] housing requirement is available for occupancy. (DA 2.2) The only exception is if “there is a downturn in the market.” (DA 2.2 n.1.) Therefore, the exception does not apply and the 1998 DA requirement of housing for 80 employees must be met PRIOR to any approval of the remaining small scale MPDs. Each parcel is technically a small scale MPD.

New Master Plan proposes on-site employee housing which will not be complete and available for occupancy until Fall/Winter 2023.

The developer fails to meet both of the 1998 DA requirements listed above.

DELIVERY

1998 DA requires that the “final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.” (DA 2.1.1.3.)

New Master Plan calls for the following:

- Loading dock off of Silver King between Snowflower Condominiums and Parcel E near the intersection of Three Kings
 - This is an extremely residential area with high pedestrian volume as well
 - Traffic for delivery should not be funneled towards Three Kings Drive
- Loading dock off of Lowell Avenue at Parcel C for hotel delivery and service
 - Near UBER/Lyft/Black Car/skier drop-off
 - Adjacent to path way for pedestrian traffic from the plaza and east of Lowell
- Trash and mechanical facility servicing Parcel B on Empire
 - Directly across from single family homes just south of 14th street

MASS TRANSIT

1998 DA Section 2.1.4 mandates that the “Bus Drop Off Area must be improved.”

New Master Plan provides for only **four** bus spaces.

AECOM is the City’s traffic consultant and one of their many conclusions which differ from the applicant’s is at least **eight** bus spaces are needed.

Planning Department has concluded the bus stop and mass transit plans are **woefully inadequate** – no shelter, no restrooms, no information kiosk, etc.

In addition, the proposed one-way traffic circulation pattern will result in a **loss of existing bus stops**.



RRAD

Presentation to the Park City Planning Commission
Regarding

Base Area Redevelopment

On Behalf of the

The Responsible Resort Area Development Coalition (RRAD)

Introduction to RRAD

- RRAD is not opposed to development; we seek to promote thoughtful development that benefits the broader Park City community
- We think that development of the Base Area represents a unique and historic opportunity to reshape the future, not just of the Resort Center, but of the ENTIRE City
- We feel strongly that the Base Area can be developed in a way that satisfies all of the functional concerns of the developer and the long term objectives of the City, while being highly sensitive to the quality of life and life safety concerns of the neighbors and community as a whole
- We have serious concerns about numerous aspects of the project currently being proposed by PEG, especially the impact of building height, reduced setbacks, density and traffic generation
- The proposed project is non-compliant with the 1998 Development Agreement (the “DA”) and the Park City Land Management Code (the “LMC”) in many respects

Agenda

Over the next few minutes, Deb Rentfrow and I will discuss areas where the PEG proposal does not comply with the DA and the LMC. I will address the following key issues:

- **Exceeds maximum allowable square footage**
- **Violates prohibition on reallocation of density across different parcels**
- **Height variance is not justified**
- **Doesn't meet standard for reduced setbacks**
- **Architectural detail not consistent with 1998 DA**
- **Disrespects mandatory view corridors**

Following my remarks, Deb will address some additional important topics

Exceeds Maximum Square Footage

- The PEG plan is 16,000 square feet **OVER** the maximum allowable square footage
- While the DA allows 805,977 square feet (the “vested rights”), it is important to put this massive amount of square footage in context
- This is approximately 2-3x **MORE** than what is currently permitted in the Resort Commercial (“RC”) zone

PEG Square Footage Calculations

Parcel	Site Area (SF)	By-Right RC Zoning FAR (1)	Maximum Permitted (SF)	PEG Proposal				
				Proposed Building Area (SF)	Implied FAR (1)	Above Grd. Parking (SF)	Total (SF)	Adjusted FAR (1)
A	B	C	D	E	F	G	H	I
B	137,492	1.0	323,519	243,995	1.8	137,536	381,531	2.8
C	134,863	1.0	192,963	207,857	1.5	3,208	211,065	1.6
D	89,124	1.0	102,338	94,168	1.1	15,265	109,433	1.2
E	92,380	1.0	187,157	119,956	1.3	-	119,956	1.3
TOTALS	453,859	1.0	805,977	665,976	1.5	156,009	821,985	1.8

(1) FAR stands for Floor Area Ratio, a measure of the total building area divided by the square footage of the site.

Violates Prohibition on Reallocation of Density by Parcel

- Square footages agreed in the 1998 DA are the **MAXIMUMS** for each Parcel
- Further, the DA expressly **PROHIBITS** the transfer of “unused” density from one parcel to another
- The PEG plan materially exceeds the permitted square footage on three of the four parcels

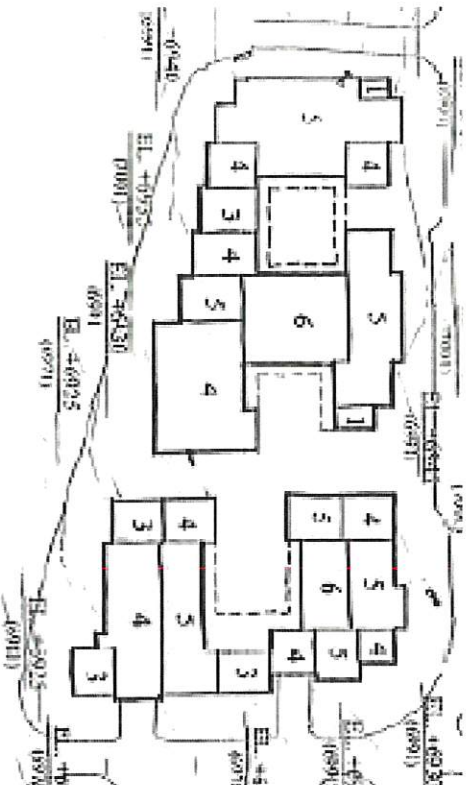
PEG Reallocation of Density

<u>A</u>	<u>B</u>	<u>C</u>	<u>D</u>	<u>E</u>	<u>F</u>	PEG Proposal			Amount Over Maximum
						Maximum Allowed (SF)	Proposed Building Area (SF)	Above Grade Parking (SF)	
B	323,519	243,995	137,536	381,531	58,012				
C	192,963	207,857	3,208	211,065	18,102				
D	102,338	94,168	15,265	109,433	7,095				
E	<u>187,157</u>	<u>119,956</u>	-	<u>119,956</u>	<u>(67,201)</u>				
TOTALS	805,977	665,976	156,009	821,985	16,008				

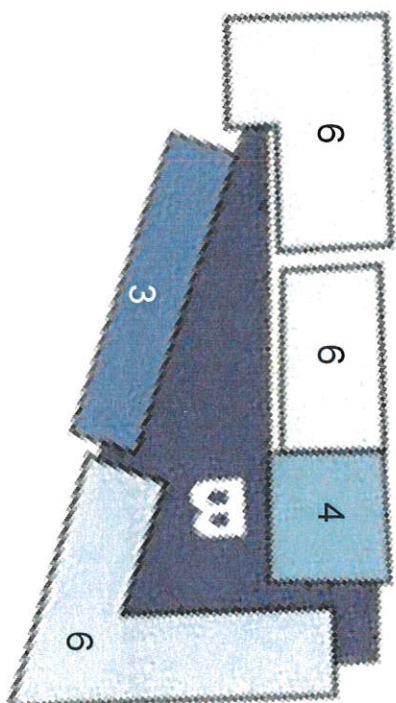
Height Variance Is Not Justified – Building B Case Study

- Height limit in the RC zone is 35’
- PEG proposal averages over 80’ and exceeds 100’ in some areas (on average, more than one story taller than the 1998 Plan)
- As noted in the DA, height variances can only be granted based on a SITE SPECIFIC analysis and **ONLY** apply to the specific plans that were reviewed and approved at that time
- The 1998 Plan featured a **SIGNIFICANT** amount of architectural variation in height and massing and the **MAJORITY** of the height and mass was placed **TOWARDS** the hill and **AWAY** from existing residential uses

1998 Plan

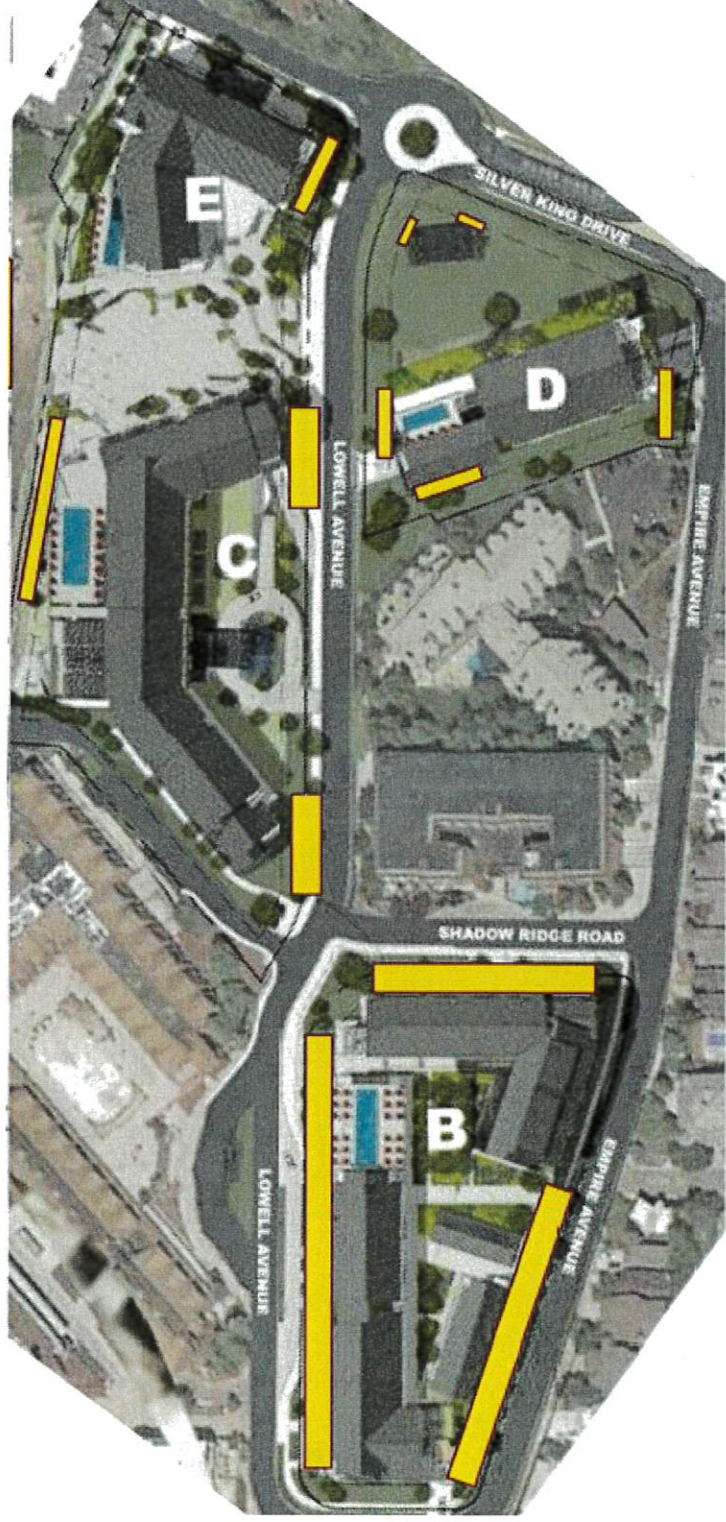


PEG Plan



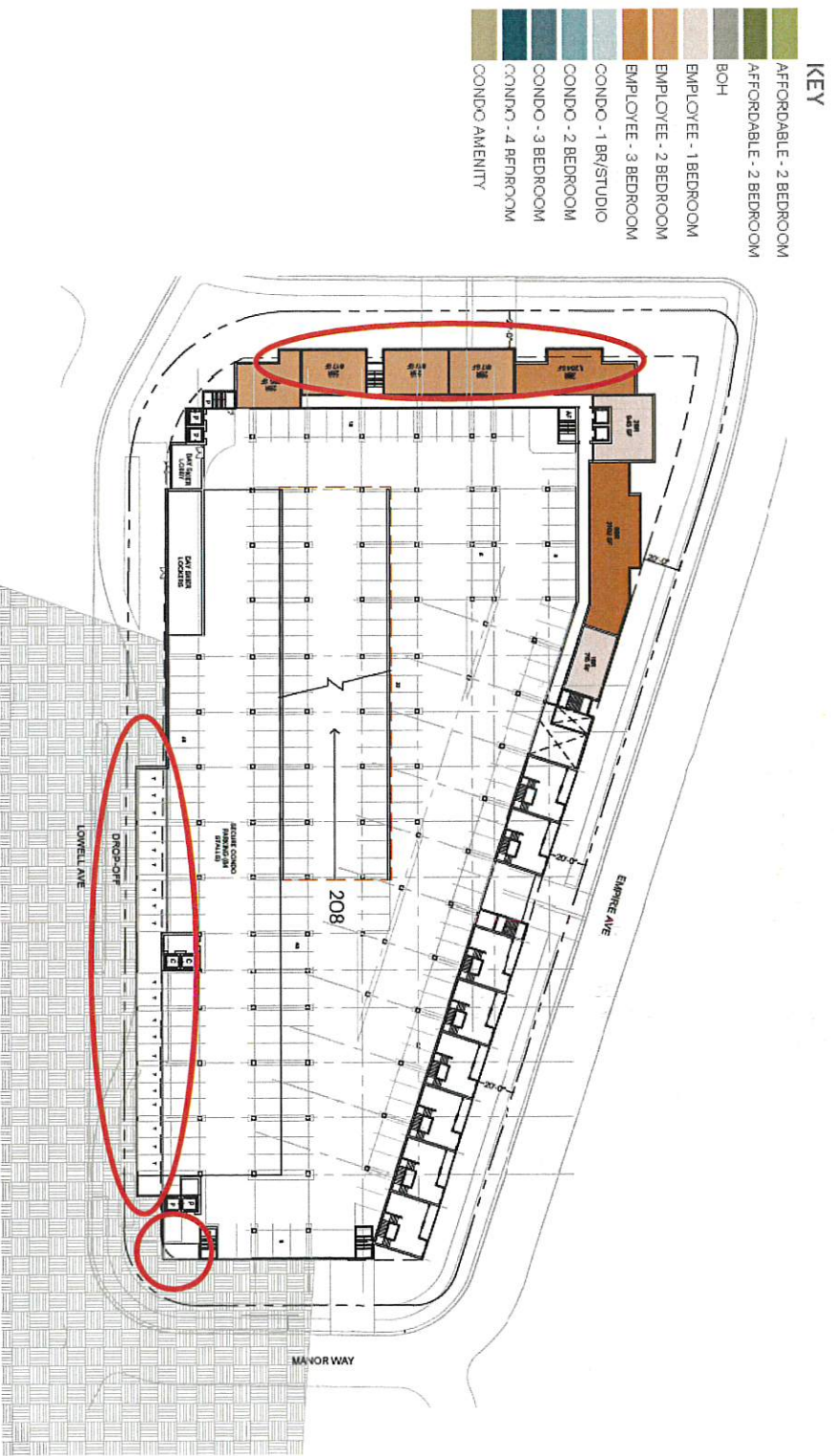
Doesn't Meet Standard for Setback Reductions

- In master planned developments, the code requires that all buildings be setback 25' from the property line; exceptions, if granted, must be no less than 20'
- PEG is requesting significant REDUCTIONS to the setbacks as seen in yellow in the illustration below
- In a project that is already unbearably dense (2-3x current zoning) and out of character for the neighborhood, this would be a crushing blow to the surrounding 2,3 and 4 story buildings
- The legal standard for setback reductions is very high – they must be NECESSARY for architectural interest and variation - and this project does not meet that standard!



Doesn't Meet Standard for Setback Reductions - Parcel B Case Study

- Nearly the entire perimeter of Building B is set back 20' vs. the zone requirement 25'
- In addition, the areas in red below are set back even less than the minimum 20'

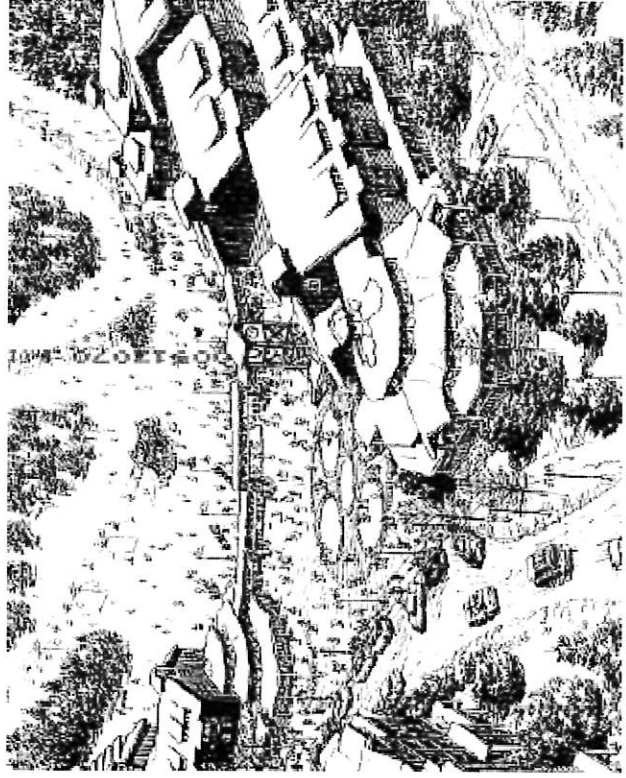


Architectural Detail Not Consistent with the 1998 DA

Conformance with the 1998 Plan's 11 page "Architectural Design Guidelines" was a condition of the DA

- Project a cohesive image that responds to the history and charm of the Park City area as a rustic mining town
- Architecture should look like it belongs in Park City and no place else
- Proposed entrance to PCMR major gateway feature
- Large monolithic structures are atypical in Park City
- Building heights shall step up from major roadways, public plazas and neighboring projects with higher buildings placed closest to the mountain backdrop
- The overall building volumes shall be broken up and stepped both in plan and elevation

1998 Plan



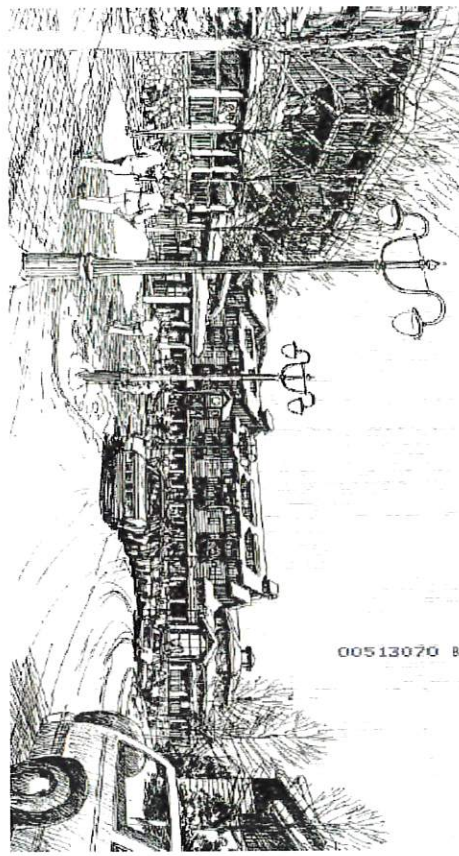
PEG Plan



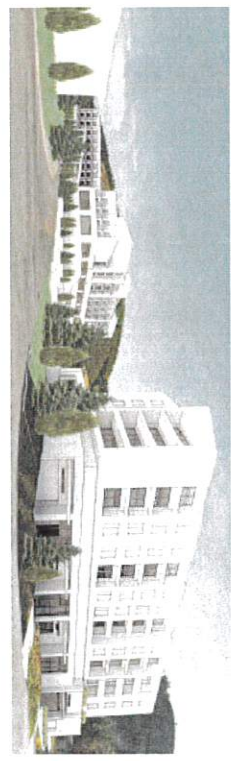
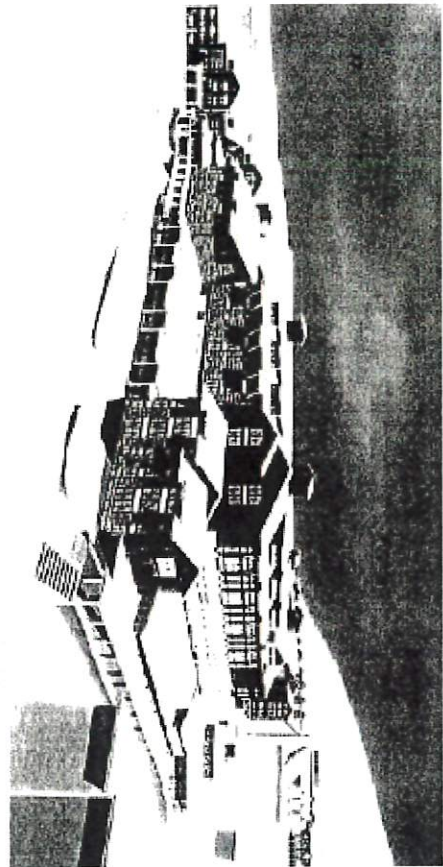
Architectural Detail Not Consistent with the 1998 DA

Key Comparisons of 1998 Plan to PEG Proposal

1998 Plan



PEG Plan

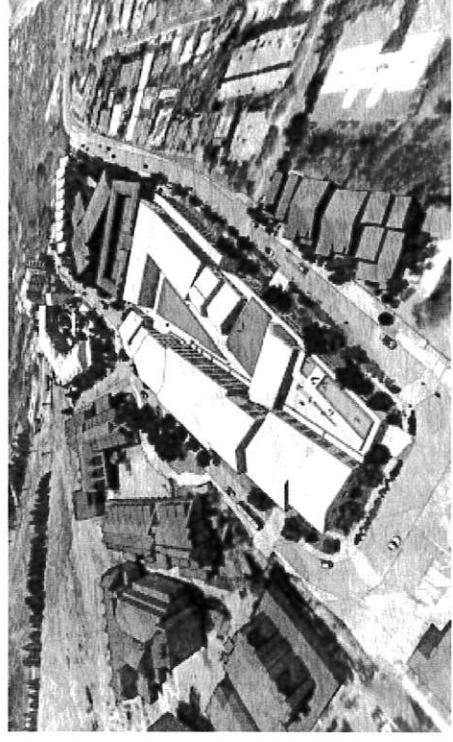
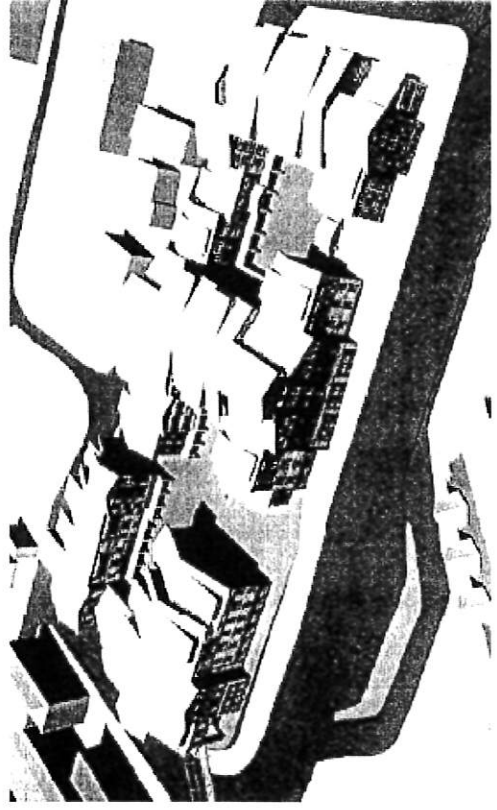


Architectural Detail Not Consistent with the 1998 DA – Parcel B Case Study

The Architectural Design Guidelines for Parcel B (below) illustrate a dramatic disconnect between the 1998 Plan and PEG’s proposal

Similar “disconnects” are also prevalent in PEG’s designs for the other three Parcels

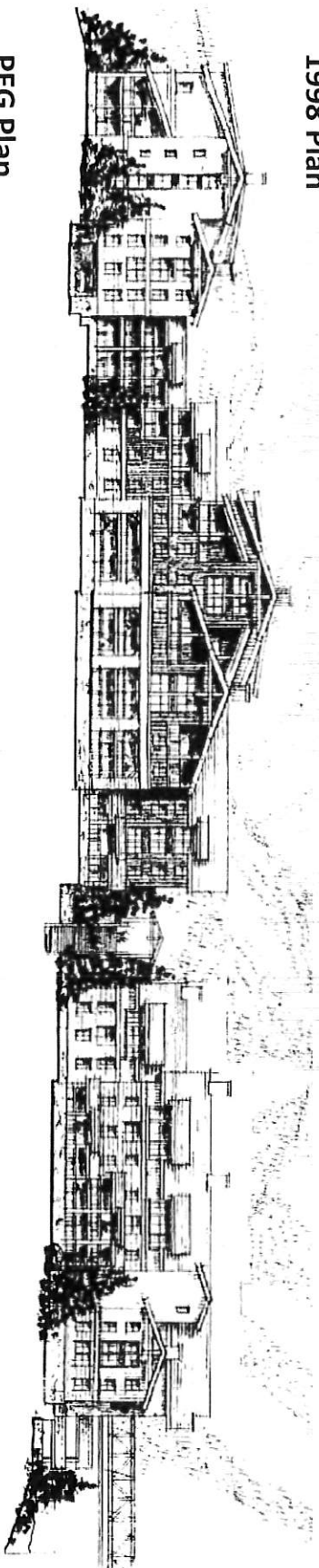
- Parcel B is conceived as at least four separate buildings which surround semiprivate quadrangles enclosed by low-scale arcades
- Their scale is modulated by numerous steps in massing both vertically as well as horizontally from the property lines
- The parcel's bulk steps down with the contours from Lowell toward the corners of the site
- In order to minimize height and shadow impacts, the streetwall along Empire has a saw tooth plan with large setbacks: one, two and three story elements vary height and further reduce the building's scale and apparent mass
- The tallest portions of the building are located at the site's center and closest to Lowell Avenue where bulk and shadow impacts on adjacent properties will be minimized
- The concept design establishes a pedestrian and view corridor to the resort center from 14th Street



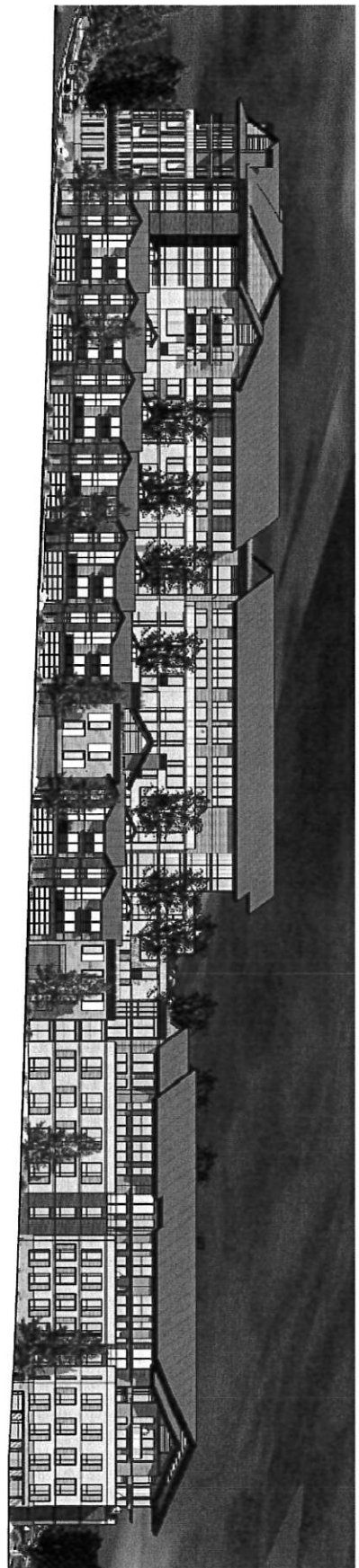
Architectural Detail Not Consistent with the 1998 DA – Parcel B Case Study

Comparison – Empire Avenue looking West towards Resort Center

1998 Plan



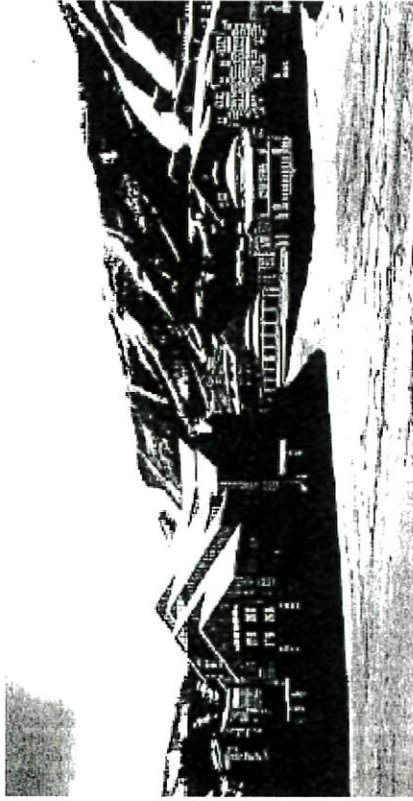
PEG Plan



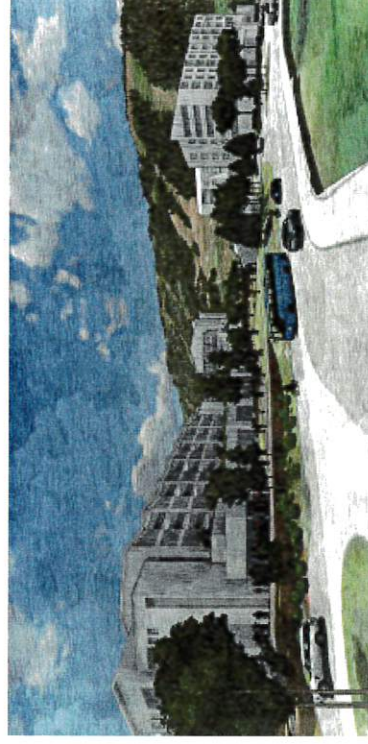
Disrespects Mandatory View Corridors

- The DA identified two critical view corridors that had to be maintained in any development – the Empire/Silver King view corridor and the 14th Street view corridor
- The Empire/Silver King view corridor has been “moderately impacted” by the PEG project’s higher overall building height, lack of modulation of building heights and minimal vertical and horizontal articulation and lack of human scale and detail

1998 Plan

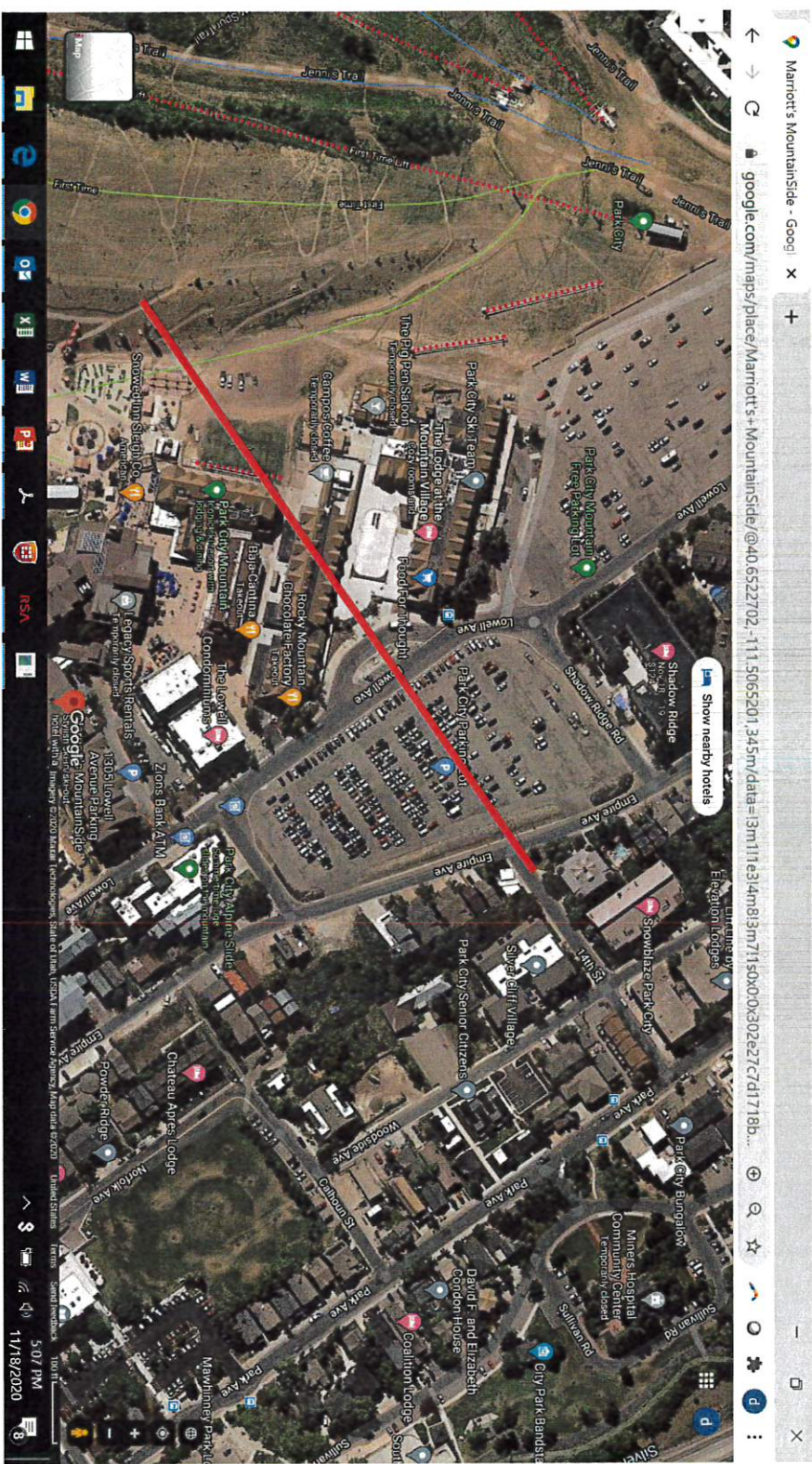


PEG Plan



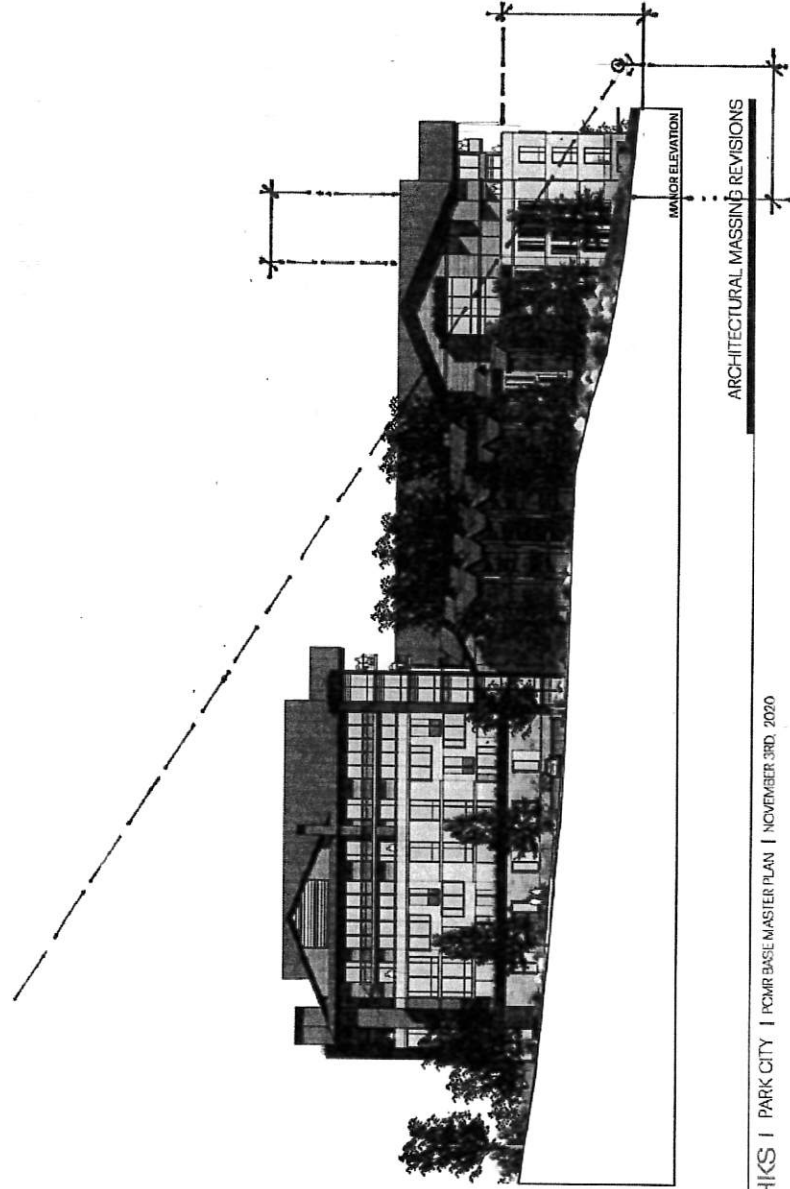
Disrespects Mandatory View Corridors

- PEG's treatment of the 14th Street view corridor is particularly troubling
- The 14th Street "corridor" is one of the most iconic pathways in the Base Area



Disrespects Mandatory View Corridors

- Contrary to PEG's public remarks about "maintaining some views through Building B", there is absolutely no view corridor nor maintenance of the historic pedestrian connection



HKS | PARK CITY | PCMR BASE MASTER PLAN | NOVEMBER 3RD, 2020

ARCHITECTURAL MASSING REVISIONS

MAJOR ELEVATION

Thank you for your time and attention!