

Park City Base Area Master Plan - Summary Plans
November 8, 2021





MEMORANDUM

To: Park City Planning Commission
From: Robert Schmidt, President, PEG Companies
Subject: Most current plan renderings, programming

Date: November 8, 2021

PEG Development has proposed to amend the Development Agreement (DA) by replacing the 1997 Master Plan (Exhibit D of the 1998 DA) with a new Master Plan. The proposed plan seeks to redevelop the existing surface parking lots at the base of Park City Mountain and construct a mixed-use resort development that prioritizes enhanced city-wide transit options and consisting of for-sale condominiums; onsite attainable and workforce housing; full day-skier parking replacement in structures; a hotel; a substantially enhanced transit center; retail and restaurants; a ski club; public ski lockers (day, seasonal and year-round rental); skier and bicycle services; wayfinding and sidewalks; and lively public plazas.

At our last hearing before the Planning Commission, Chair Phillips and other Commissioners requested a package of the most current plan renderings and programming. Please see the attached exhibits.

LMC and General Plan Compliance

We have included the Robert McConnell, counsel to PEG, presentation outlining LMC and General Plan compliance.

Site Plan

The Park City Mountain Resort Base Area Site Plan consists of 4 parcels (B-E), with Parcel A having been completed previously. Each parcel will be constructed by phase with Parcel B starting first, followed by Parcel C, E and finally D. The density proposed is approximately 153,000 square feet less than the total allowable square footage identified in the Development Agreement, representing an about 19% reduction in overall square footage, or just 144 condo units and 249 hotel keys.

The 1998 PCMR Concept Master Plan originally pertained to 24.92 acres located within the Recreation Commercial zoning district, a portion of which was also subject to the Sensitive Land Overlay Zone, which the City determined pursuant to a Site Suitability Analysis permitted a maximum density of 491.78 Unit Equivalents. In 2015, the “upper terrain” was annexed into the DA and the Master Plan Development.

Recognizing the critical nature of the infrastructure improvements planned as part of this redevelopment, PEG has committed to construct Parcel B which includes the majority of the replacement skier parking and the attainable and workforce housing. In addition, PEG is including in the first phase much of the public benefit, for the entire project including a new, substantially increased and enhanced transit center, public lockers, pedestrian crossings, sidewalks, traffic signals, lane reconfiguration and utility upgrades.

Parcel B consists of:

- Condo units - 70
- Workforce and attainable housing - 78,137 sq ft
- Transit center and shuttle drop-off
- Sidewalks and pedestrian crossings
- Small retail space
- Public parking
- Day-skier drop-off for youth ski programs
- Condo parking
- Publicly accessible paseo through the parcel (a significant architectural change due to neighbor and Planning Commission feedback)
- Public lockers (day, seasonal, year-round)

Later phases will bring the remaining development online. It is currently estimated that full build out will be completed by 2030-2031.

Parcel C consists of:

- A four-star hotel with 249 keys and associated amenities including meeting space, restaurant, spa and fitness, pool, outdoor ski deck
- Condo Units - 13
- Restaurant and retail space fronting onto the plaza
- Skier services facilities (ticket booth, ski school, etc.)
- Public lockers
- Sidewalks
- Dock servicing hotel, restaurants and PCMR mountain food operations
- Publicly accessible plaza and ski beach between Parcel C and E

Parcel E consists of:

- Condo units - 44
- Publicly-accessibly plaza and ski beach between Parcel C and E
- Restaurant and retail space fronting onto the plaza
- Ski Club
- Sidewalks
- Public parking
- Condo parking
- Medical Clinic

Parcel D consists of:

- Condo units - 39
- Publicly accessible open space, sidewalks and connections
- Retail space
- Condo and retail parking

Overall building square footage and Unit Equivalents are significantly below the 1998 allowed SF and UE's, as mentioned above.

Building Height

Building heights are generally in conformance with the 1998 approved building heights when compared on an “apples to apples” basis using existing ground elevations. Through the review process and based on Planning Commission and community feedback, PEG has made substantial changes to the plan to mitigate height in sensitive areas of the site plan in response to community and Commissioner concerns. On Parcel B, townhomes were placed along Empire Avenue; massing along Empire Avenue was broken and a pedestrian paseo from Empire Avenue to Lowell Avenue was added; and an entire floor from the affordable housing along Shadow Ridge was removed with the volume added to the building along Lowell Avenue. On Parcel D, an entire floor was moved to Parcel C away from adjacent residential neighborhoods and up against the mountain and the east façade of Parcel D was re-designed to soften and provide more architectural interest. On Parcel E the building was re-designed entirely in order to move volume away from the Snow Flower condominiums and step the massing down along Silver King Drive.

Building Setback

Building setback exception requests have been reduced to minor requests along Shadow Ridge Drive and Empire Avenue. The requests are for the portico at the entrance to each town home along Empire Avenue, and for a horizontal architectural massing feature along Silver King Drive, which is attainable and workforce housing.

Open Space

Open Space calculations demonstrate that the project complies and substantially exceeds with the open space minimum requirement of 60% by calculating open spaces as defined by the LMC. Calculations are provided, along with CAD files to city personnel for verification, accompanied by a letter from Robert McConnell further explaining compliance with the 2015 amendment to the Development Agreement and current open space calculations therein.

Traffic and Transit

Traffic and Transit plans have changed dramatically from the first iteration of this project based on significant staff direction to meet Transit First goals, and Planning Commission and community feedback. The current proposed plans consist of Transit First planning, including dedicated bus-only lanes, a first-class transit center accommodating more buses than today as well as e-charging capability, dedicated shuttle and ski program drop-off areas, areas for ride-share drop-off, safe pedestrian walkways, state-of-the-art wayfinding. The traffic and transit plans include a thorough and compelling Transportation Demand Management Plan and Parking Management Plan with tools for encouraging car-pooling, bus ridership, and alternative modes of transit such as walking or biking.

Significant improvements to walkability and bike-ability are made around and through each parcel with each parcel having new sidewalks and multi-use pathways, and publicly accessible plazas, sidewalks and paseos. Access to the mountain and bike stations for summer users will be improved over today with 52 bike stalls year-round and 100 stalls in the summertime. Extending access through the relocated National Ability Center is a huge benefit because no stairs are involved.

Youth ski program drop-off areas, a greatly enhanced number and multiple locations from what exists today – about 12 drive-through spots in one location – have been established to facilitate smooth, efficient drop-off of these local ski programs to their coaches. Included in the attached drop-off programming slides is updated drive-through analysis reflective of the participant data and an assumption that there will also be a contribution to the 20% mode split goals by these local participants and their families.

Parking

After significant industry expert analysis of skier demand, and considerable dialogue with the City to prioritize Transit First, the full replacement of 1,200 day-skier parking spots into structured parking is proposed. One important reminder about the proposed parking program: both the City and members of the greater community encouraged PEG to implement a day-skier parking fee as a critical component to parking management and encouraging more locals and guests to use transit. Today, there is no parking fee; implementing a parking fee, as well as state-of-the-art, real-time communication and other transit and parking management measures, will be transformative in how the base area is parked, as well as employee and guest transit decision-making.

Parking for the new uses at the base has been designed under the City's shared parking use design standards. The parking analysis indicates an efficient use of parking amongst the different uses.

Base area and Resort employees will park off-site and will be shuttled (shuttle service funded by Resort-area businesses) to the resort.

Overall, the project is requesting a 23% parking reduction, based upon the City's Transit First goals and a comprehensive shared parking analysis compiled by a transportation professional and validated by the City's transportation consultant.

Workforce and Attainable Housing

As part of this proposed amendment to the DA, PEG has proposed a new housing plan that includes satisfying the outstanding obligation of 23 beds from the 1998 DA as well as meeting the requirements of the current Housing Resolution that is in place at the time of application. The plan received unanimous approval from the Housing Authority (aka Park City Council.)

By proposing to adhere to the current Housing Resolution that was in place at the time of the PEG application, we are nearly doubling the number of beds than what was required in the 1998 DA.

Sustainability

The project complies with the City's Sustainability goals by providing Energy Efficiency, Electrification, 100% Renewable Electricity, and Regeneration.

Resort Center Presentation

PEG Properties

Finding Compatibility

- Staff Proposed Finding 136: The 2021 Concept Master Plan is Compatible in Use, scale, and mass with adjacent Properties within the Resort Center Neighborhood, promotes neighborhood Compatibility and protects surrounding residential neighborhoods and Uses. The 2021 Concept Master Plan is compatible with the density allowed by the development agreement and is keeping with the Building Height approved on Parcel A, Marriott's MountainSide Hotel.

Compatibility--LMC Definitions

- Compatibility: “Characteristics of different Uses or designs that integrate with and relate to one another to maintain and/or enhance the context of a surrounding Area or neighborhood. Elements affecting Compatibility include, but are not limited to, Height, scale, mass and bulk of Building, pedestrian and vehicular circulation, parking, landscaping and architecture, topography, environmentally sensitive Areas, and Building patterns.” (LMC at 15-15-1)
- Area: “A specific geographic division of Park City where the location maintains Historical, cultural or archeological value regardless of the value of any existing Structure.” (LMC at 15-15-1)

General Plan Guidance—Compatibility

- The proposed project is located within the “**Resort Core**” of the “**Resort Center**” planning area identified in the 2014 Park City General Plan (the “**General Plan**”) an advisory or guiding document that expressly contemplates the redevelopment of the subject property.
- The General Plan states the following with respect to the “Resort Center”:
while “similar in context to the neighboring multifamily neighborhood between Empire Avenue and Park Avenue to the east, future development within the Resort Center will create a more dense village core.” (General Plan at 190)

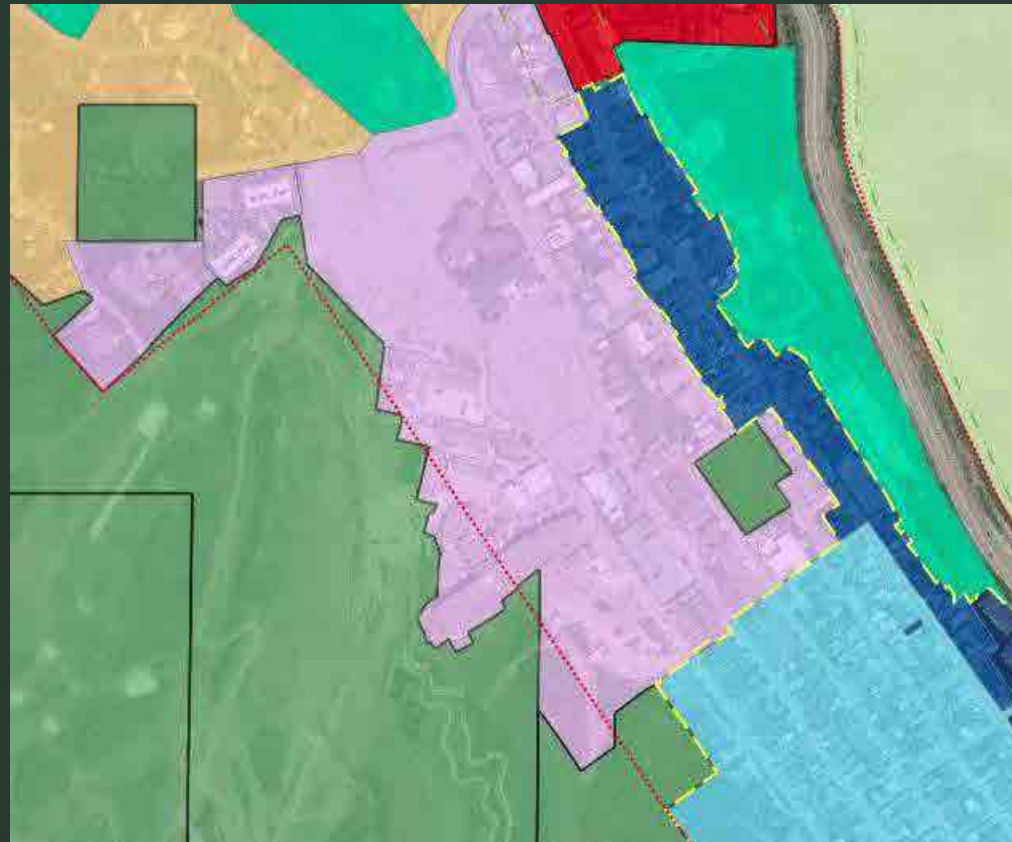
General Plan Guidance--Compatibility

- The General Plan contemplates development/redevelopment of the Resort Core to “combine the ski experience with the lodging experience,” and anticipates that such development/redevelopment would “redefine the character of the base area and influence the entire Resort Center neighborhood.” (General Plan at 190)
- The General Plan specifically recommends flexibility in “the execution of the existing PCMR MPD approval in order to facilitate: 1) public/private partnership opportunities for public transit visitors and locals, parking and affordable housing; 2) potential relocation/transfer of density; and 3) new uses including emerging recreation and resort visitor experiences.” (General Plan at 191).

General Plan Guidance--Compatibility

- While the General Plan recognizes that “a few single family homes exist at the northern edge of the neighborhood,” it specifically identifies the Resort Center Neighborhood “[a]s one of the most dense resort-oriented neighborhoods” in the City and accordingly indicates that “the typical lot configuration accommodates multi-family condominiums, hotels, and time share units.”

LMC Guidance—Recreation
Commercial District-Zone Boundary





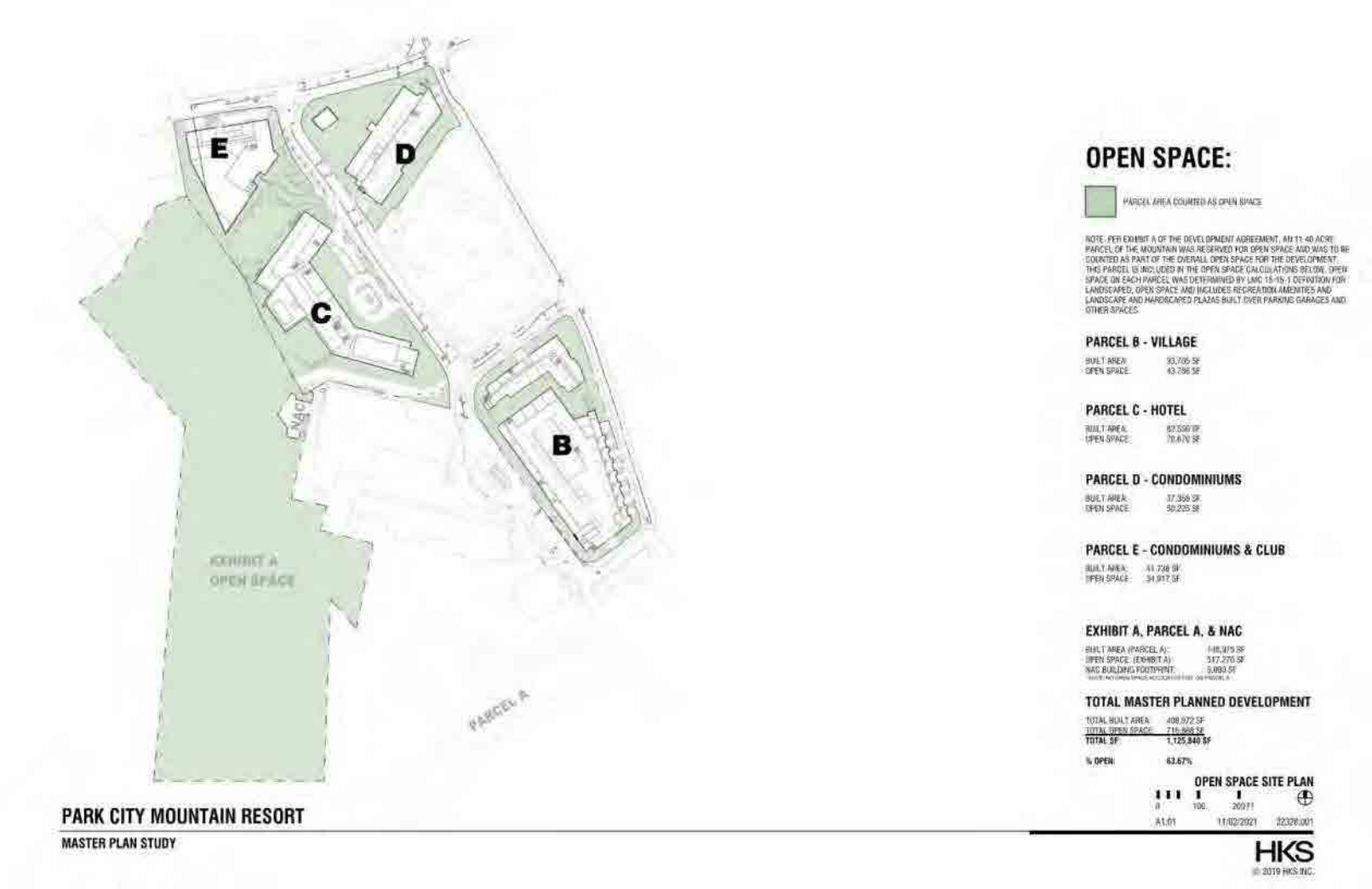
LMC Guidance—Recreation Commercial District--Purposes

A. allow for the Development of hotel and convention accommodations in close proximity to major recreation facilities,

B. allow for resort-related transient housing with appropriate supporting commercial and service activities,

C. encourage the clustering of Development to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services,

Site Plan—Open Space



Open Space Depiction



Open Space Depiction



Open Space Depiction





LMC Guidance—Recreation Commercial District--Purposes

D. limit new Development on visible hillsides and sensitive view Areas,

E. provide opportunities for variation in architectural design and housing types,

F. promote pedestrian connections within Developments and to adjacent Areas,

G. minimize architectural impacts of the automobile,





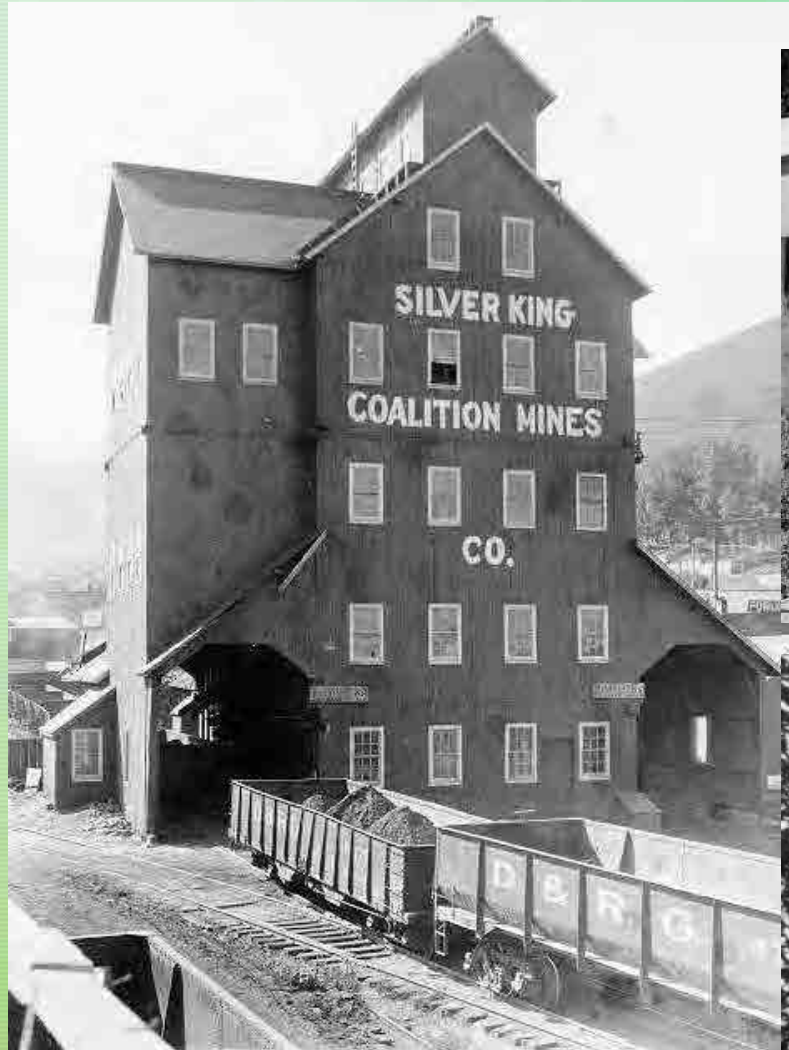
LMC Guidance—Recreation Commercial District--Purposes

H. promote the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs,

I. promote Park City's mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City, and

J. promote the preservation and rehabilitation of Historic Buildings.







Park City Main Street





Echo Spur



One Empire Pass



Stein Ericksen Residences



The Lodge at the Mountain Village



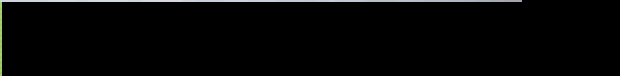
The Lowell



The Resort Center



Marriott Mountainside

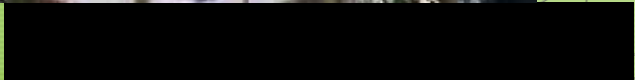




Three Kings



Silver King Condominiums






ARCH'L DESIGN GUIDELINES

- Mining Architecture Influence
 - Simple Forms
 - Repetitive/Stepped Gable Roofs
 - Accentuated Framed Openings
- Contemporary Design
 - Material Selection
 - Detailing & Execution
- Historic Architecture Influence
 - Use of Balconies/Overhangs
 - Human Scale
- Architectural Articulation
 - Building base, middle and top
 - Stepping with existing grade
 - Vertical modulation in accordance with Park City LMC




LMC Guidance—Recreation Commercial District—Allowed Uses

- All of PEG's proposed uses are allowed Uses in the Recreation Commercial District, including parking structures, Multi-Unit Dwelling, major hotel and related amenities.

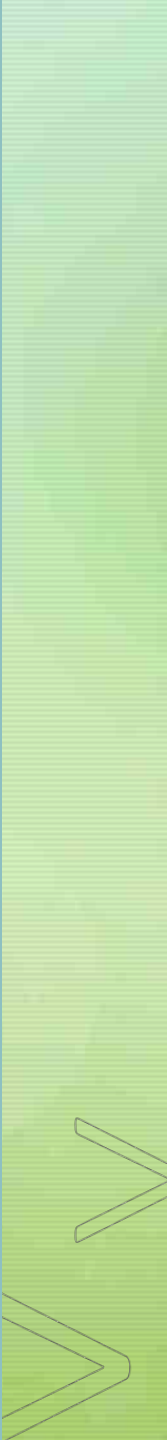


LMC Guidance--MPD: Section 15-6-1 Purpose--Goals

- A. complement the natural features of the Site;
 - B. ensure neighborhood Compatibility;
 - C. strengthen the resort character of Park City;
 - D. result in a net positive contribution of amenities to the community;
 - E. provide a variety of housing types and configurations;
 - F. provide the highest value of Open Space for any given Site;
 - G. efficiently and cost effectively extend and provide infrastructure;
 - H. provide opportunities for the appropriate redevelopment and reuse of existing Structures/Sites and maintain Compatibility with the surrounding neighborhood;
- 



LMC Guidance--MPD: Section 15-6-1 Purpose--Goals

- I. protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses using best practice methods and diligent code enforcement;
 - J. encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community; and
 - K. encourage opportunities for economic diversification and economic development within the community.
- 

Development Agreement Guidance

- The Development Agreement provides for certain vested rights with respect to the subject parcels, which vesting the City has previously acknowledged.
- Section 4 of the Development Agreement permits the Development Agreement to be amended with the mutual consent of the parties.

Integrate with, Relate to . . . Maintain and/or Enhance the Context

- Compatibility: “Characteristics of different Uses or designs that integrate with and relate to one another to maintain and/or enhance the context of a surrounding Area or neighborhood. Elements affecting Compatibility include, but are not limited to, Height, scale, mass and bulk of Building, pedestrian and vehicular circulation, parking, landscaping and architecture, topography, environmentally sensitive Areas, and Building patterns.” (LMC at 15-15-1)
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Integrate with, Relate to . . . Maintain and/or Enhance the Context



Integrate with, Relate to . . . Maintain and/or Enhance the Context

- PEG's Application responds to and satisfies each of the identified Goals consistent with the development of the Resort Center identified in the General Plan, the Permitted Uses in the Recreation Commercial zoning district and the Goals of the MPD.
- The Resort Center has always contemplated the clustering of density so as to provide the highest value of open space and preserve the natural beauty of the mountain, strengthen the resort character of the City, provide additional amenities, a variety of housing types and encourage a mixed use, efficiently designed and walkable community that promotes economic opportunity, development and diversification.

Integrate with, Relate to . . . Maintain and/or Enhance the Context



Review Standards—MLUDMA and Case Law

- Utah law expressly requires the City's ordinances be strictly construed in favor of allowing a property owner's desired use, since such ordinances are in derogation of an owner's common law right to the unrestricted use of land. *Carrier v. Salt Lake County*, 104 P.3d 1208, 1216-17 (Utah 2004).
- Section 10-9a-707(4)(b) of MLUDMA sets forth a standard of review pursuant to which an appeal authority, and therefore a land use authority, is required to "interpret and apply a land use regulation to favor a land use application unless the land use regulation plainly restricts the land use application."

Conclusion

- This is a complex application implicating a wide variety of interests, objectives and standards, some of which are at cross-purposes with others.
- The Planning Commission has diligently reviewed PEG's submissions, the recommendations of the City staff, and the comments and concerns raised by the public in multiple public hearings.
- PEG has listened to and responded to concerns raised and, where possible to do so without affecting project viability, significantly modified its proposals to address those concerns.

Conclusion

- A master plan application is a step forward in the planning process, but that process involves a variety of additional land use applications and other permitting approvals as the Resort Core develops.
- Preserving flexibility to respond to substantive needs as those additional applications move forward is important; but resolving every concern at the master plan level is neither practical nor possible--and it is not required by the LMC.

Conclusion

- The Planning Commission is charged with evaluating this Master Plan application in accordance with the objectives of the City's General Plan, the requirements of the Code and the rights and obligations arising pursuant to the Development Agreement, as the same may be amended in connection with this process.
- PEG's application advances a project that is consistent with the City's objectives stated in the City's General Plan and LMC.
- PEG respectfully requests that its proposal be evaluated in accordance with the requirements of Utah law discussed in this presentation and that it be scheduled for final decision.

Site Plan



PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

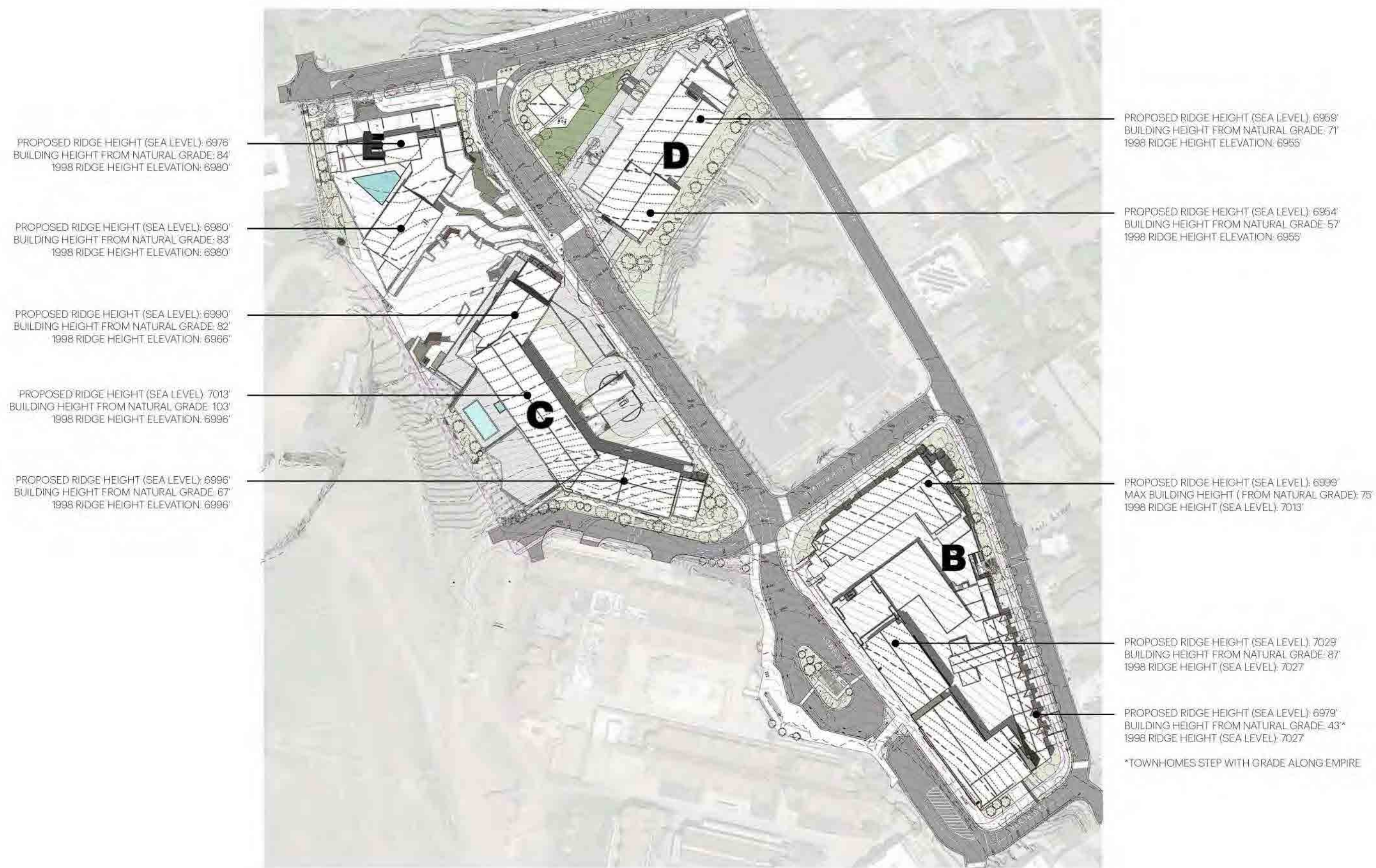
LANDSCAPE SITE PLAN

0 80 160 FT
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Building Heights

2.12 - BUILDING HEIGHT DIAGRAM



PARCEL B - PROPOSED BUILDING HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

PARCEL B VOLUMETRIC OVERLAY

PARCEL B - PROPOSED BUILDING HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT




PARCEL B VOLUMETRIC OVERLAY

PARCEL C - PROPOSED BUILDING HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT




PARCEL C VOLUMETRIC OVERLAY

PARCEL C - PROPOSED BUILDING HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT




PARCEL C VOLUMETRIC OVERLAY

PARCEL D - PROPOSED BUILDING MASSING & HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT




PARCEL D VOLUMETRIC OVERLAY

PARCEL D - 1998 BUILDING MASSING & HEIGHT

Volumetric Overlay Comparison to 1998



1998 Volumetrics

-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

*Note: See slide 14 and 49 for current renderings of Parcel D elevation.

2.9 - BUILDING SITING/MASSING- PARCEL E Volumetric Overlay Comparison to 1998

Despite significantly smaller parcel footprint, compared to the 1998 master plan, Parcel E generally follows the 1998 approved volumetric and mitigates the impact on adjacent structures as following:

- The building area has been reduced by 35% compared to the approved 1998 master plan.
- The proposed building massing allows Lowell Avenue to remain in its current location avoiding utility relocation.
- The building height along Silver King has been kept low in scale to minimize impact on the street and residential context across the street.
- The building steps in height as it approaches the mountain away from the adjacent streets and residential context.



1998 Volumetrics

- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT




SILVER KING PERSPECTIVE

2.10 - BUILDING SITING/MASSING- PARCEL E

Volumetric Overlay Comparison to 1998



1998 Volumetrics

-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

MOUNTAIN PERSPECTIVE



LONGITUDE: -111.507
LATITUDE: 40.6569
ELEVATION: 7091.68 FEET
FIELD OF VIEW: 78.8 DEGREES
CAMERA EQUIVALENT: 35MM



LONGITUDE:	-111.5037
LATITUDE:	40.6513
ELEVATION:	7137.85 FEET
FIELD OF VIEW:	78.8 DEGREES
CAMERA EQUIVALENT:	35MM

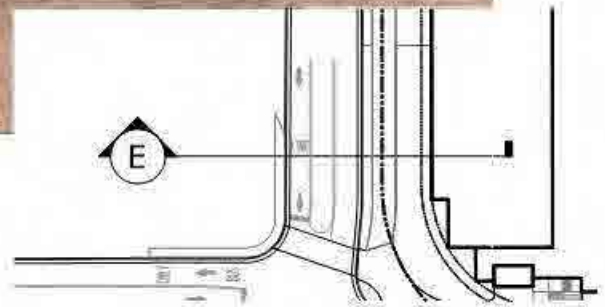
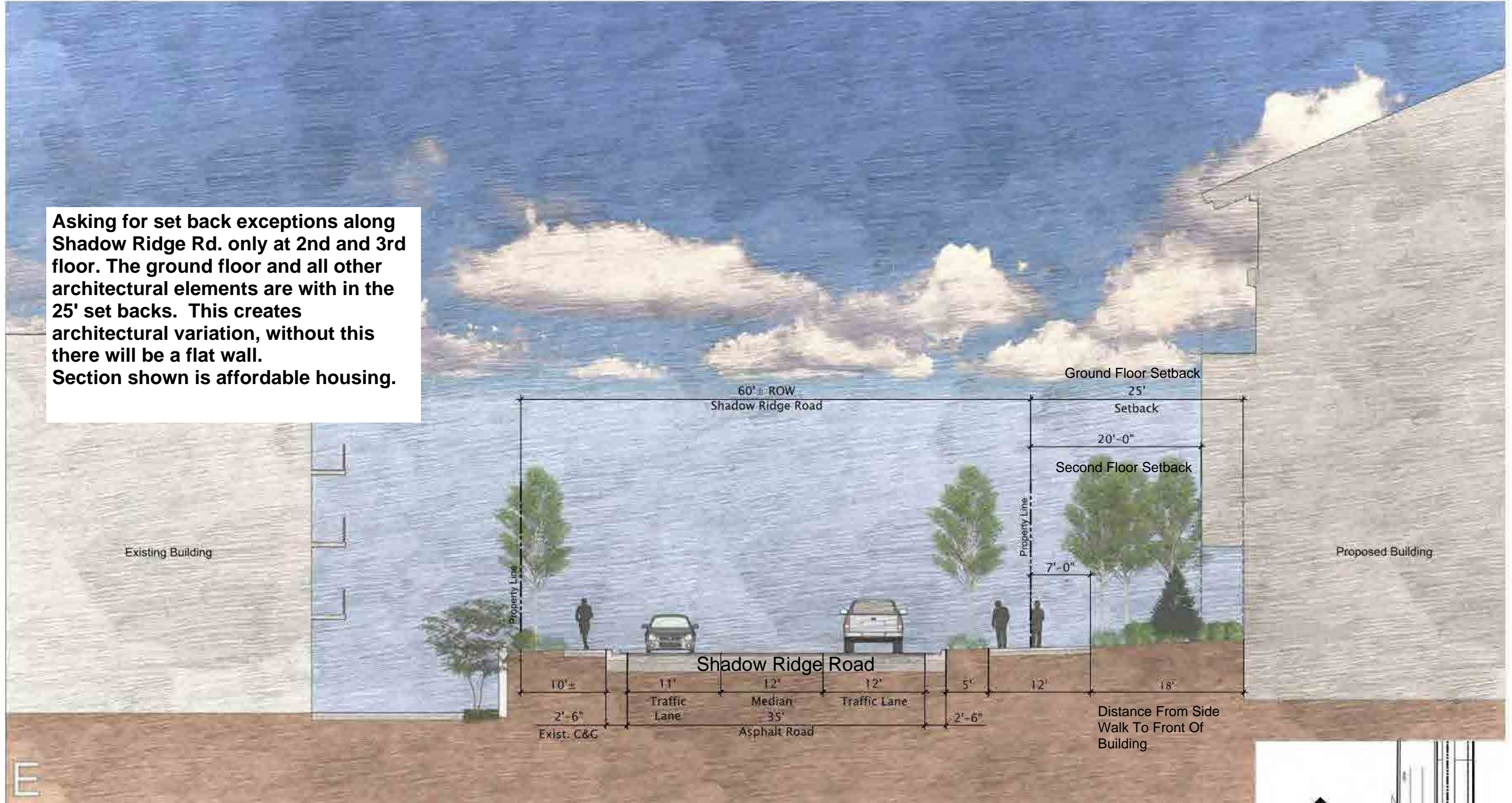


FIELD OF VIEW:
ELEVATION:

24 MM LENS
EYE LEVEL (5'-0" FT)

Setbacks

Asking for set back exceptions along Shadow Ridge Rd. only at 2nd and 3rd floor. The ground floor and all other architectural elements are with in the 25' set backs. This creates architectural variation, without this there will be a flat wall. Section shown is affordable housing.



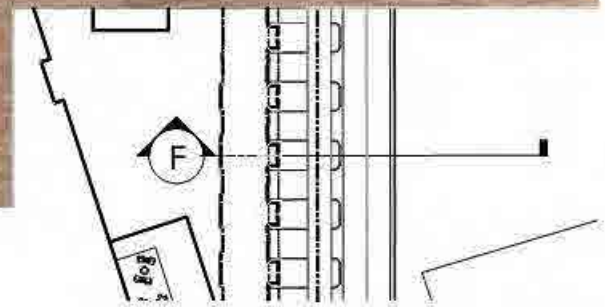
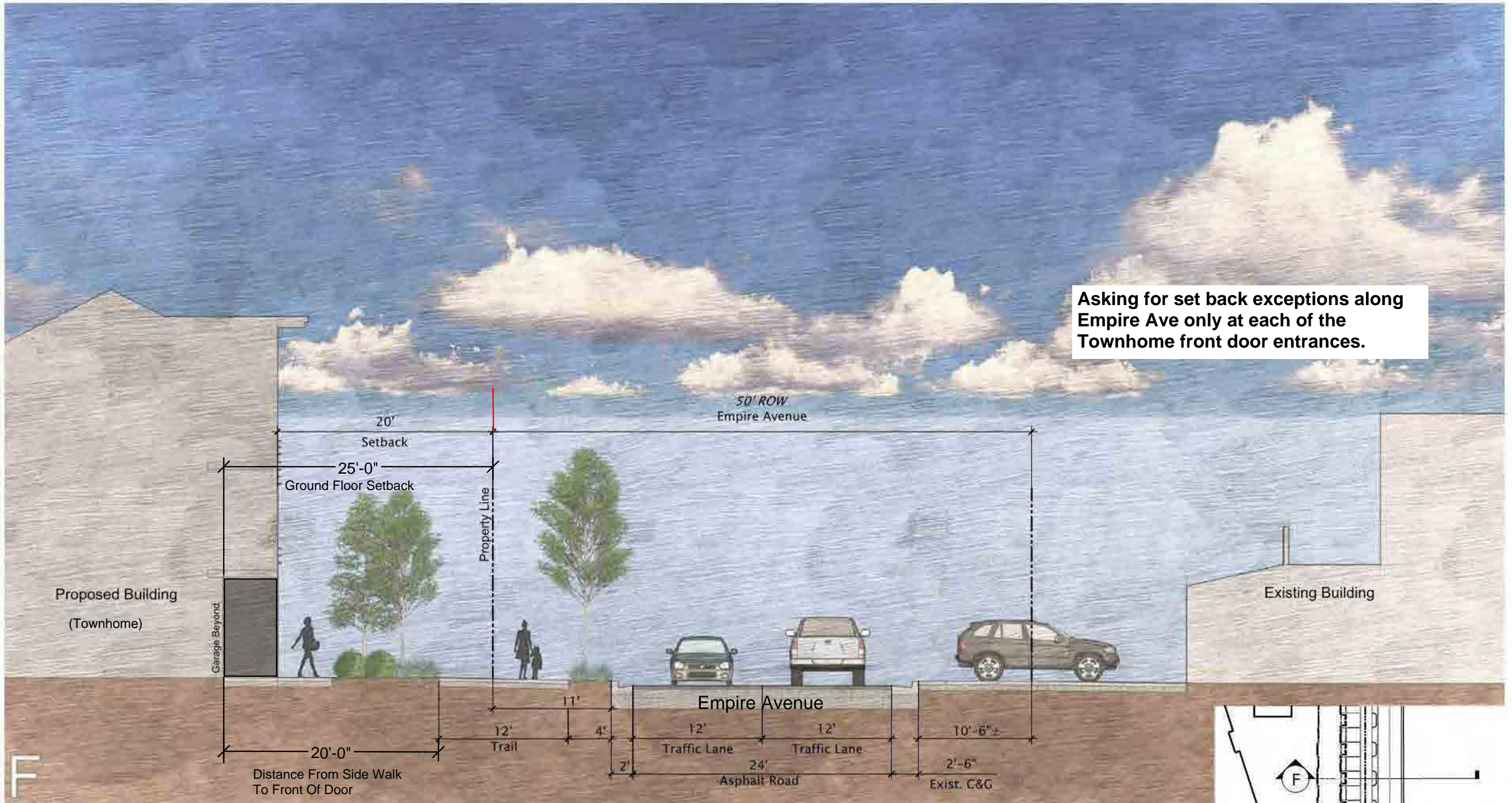
SECTION E - SHADOW RIDGE

NTS

PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

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SECTION F - EMPIRE AVENUE

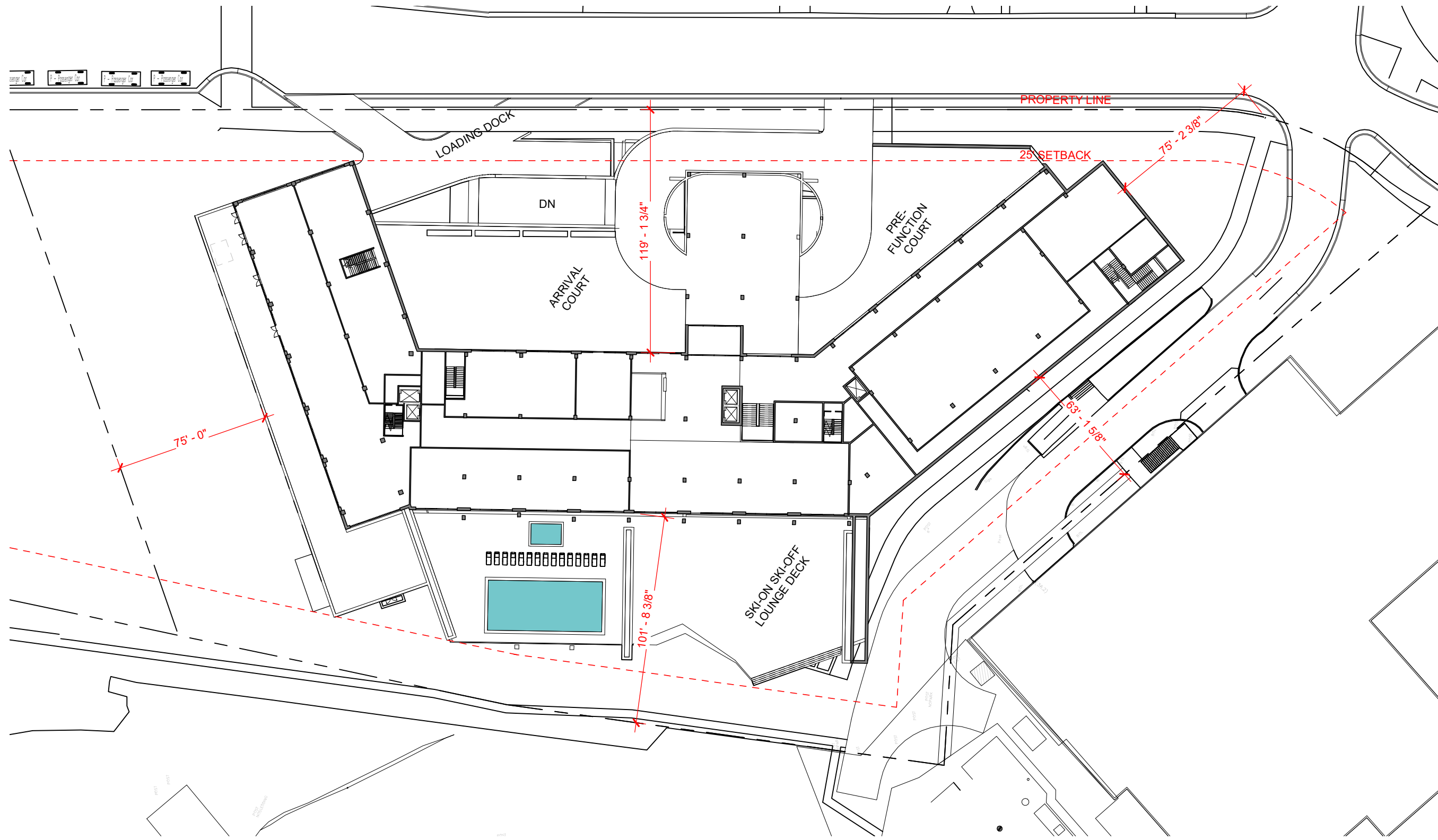
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PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

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Parcel C: No Setback Exception Requested



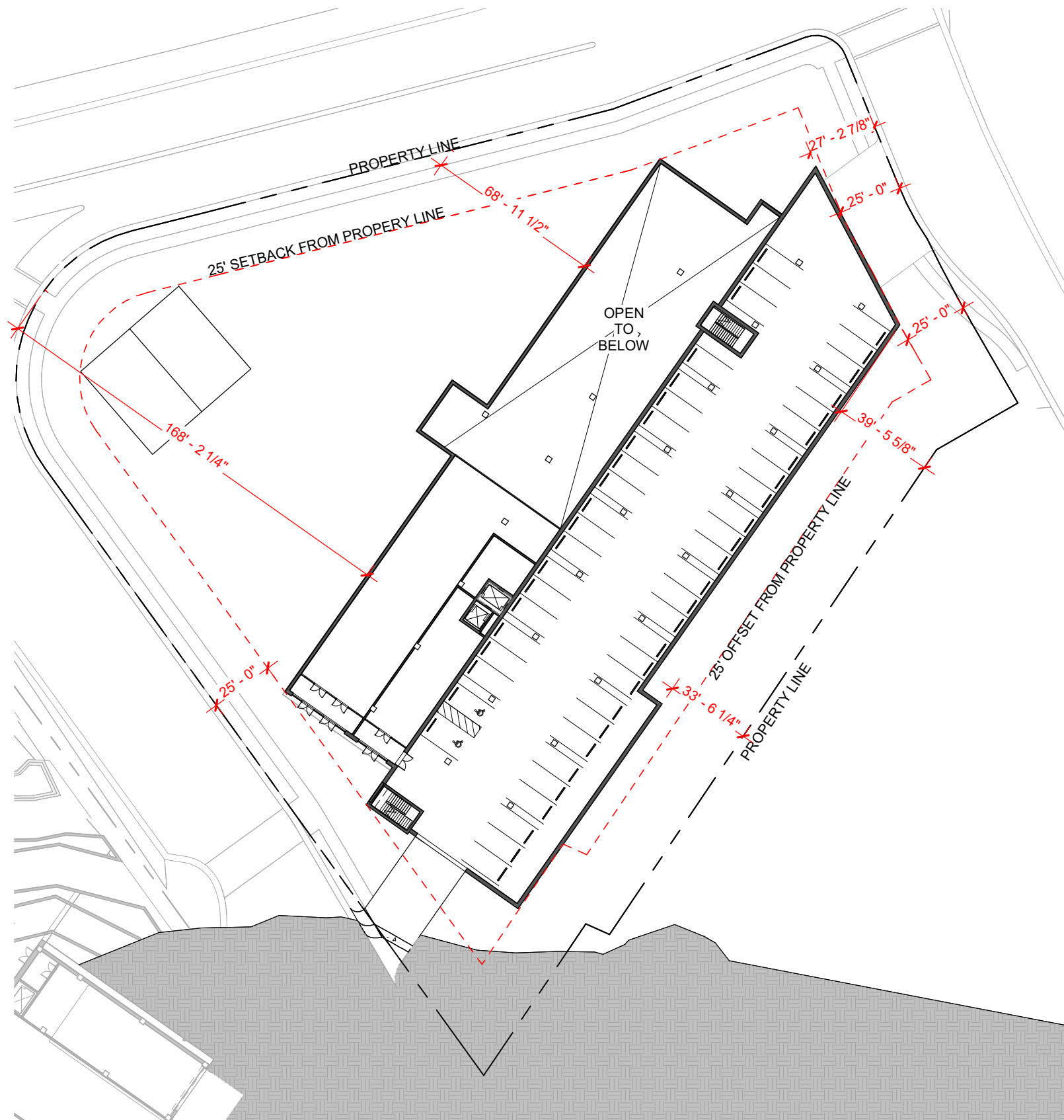
Parcel E: No Setback Exception Requested



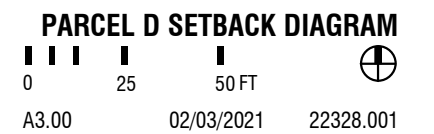
PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN

PARCEL E SETBACK DIAGRAM
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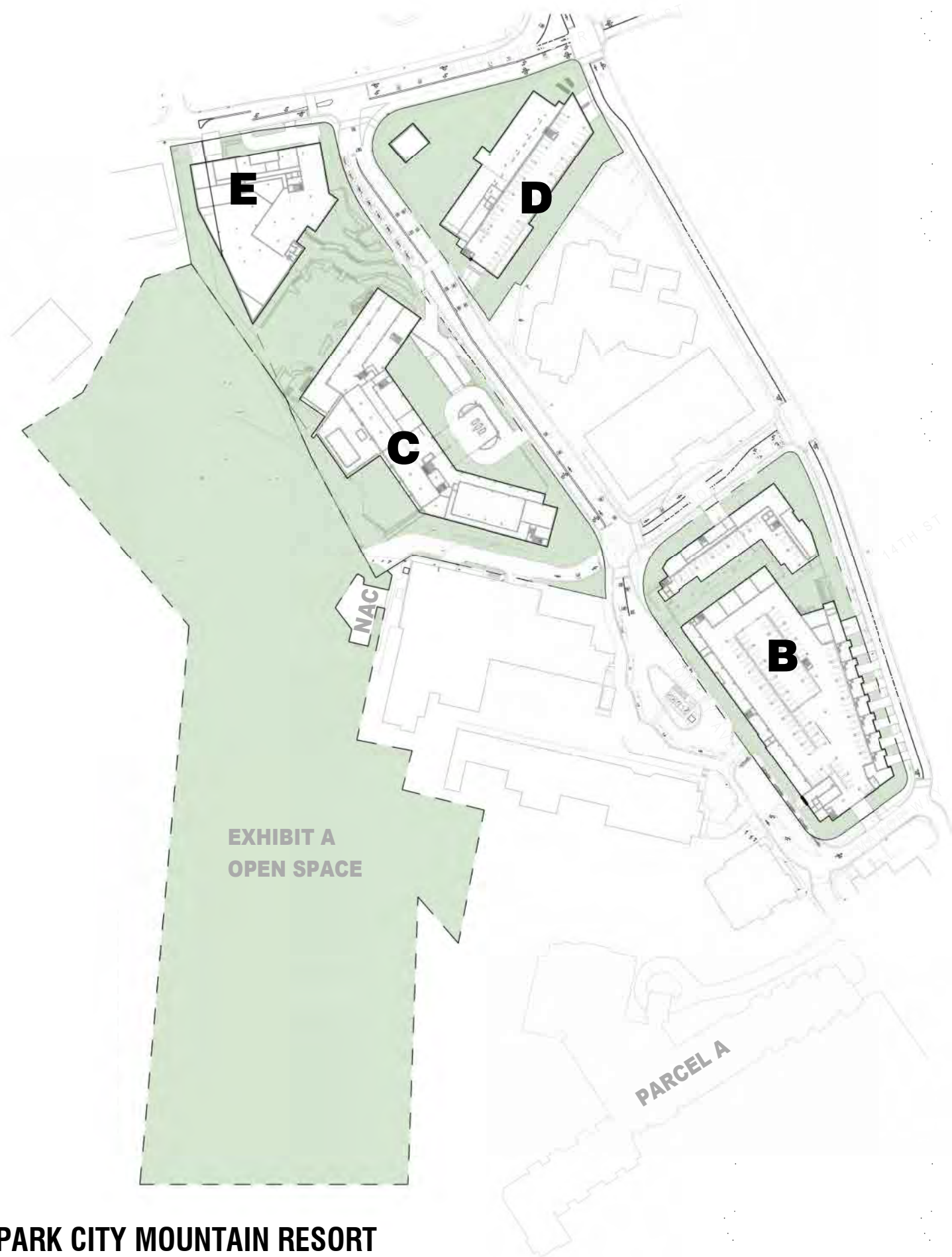
Parcel D: No Setback Exception Requested



PARK CITY MOUNTAIN RESORT
BASE AREA MASTER PLAN



Open Space



OPEN SPACE:

 PARCEL AREA COUNTED AS OPEN SPACE

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

PARCEL B - VILLAGE

BUILT AREA: 93,705 SF
OPEN SPACE: 43,786 SF

PARCEL C - HOTEL

BUILT AREA: 82,556 SF
OPEN SPACE: 70,670 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 37,358 SF
OPEN SPACE: 50,225 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 41,738 SF
OPEN SPACE: 34,917 SF

EXHIBIT A, PARCEL A, & NAC

BUILT AREA (PARCEL A): 148,975 SF
OPEN SPACE (EXHIBIT A): 517,270 SF
NAC BUILDING FOOTPRINT: 5,000 SF
* NOTE: NO OPEN SPACE ACCOUNTED FOR ON PARCEL A

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 408,972 SF
TOTAL OPEN SPACE: 716,868 SF
TOTAL SF: 1,125,840 SF

% OPEN: 63.67%

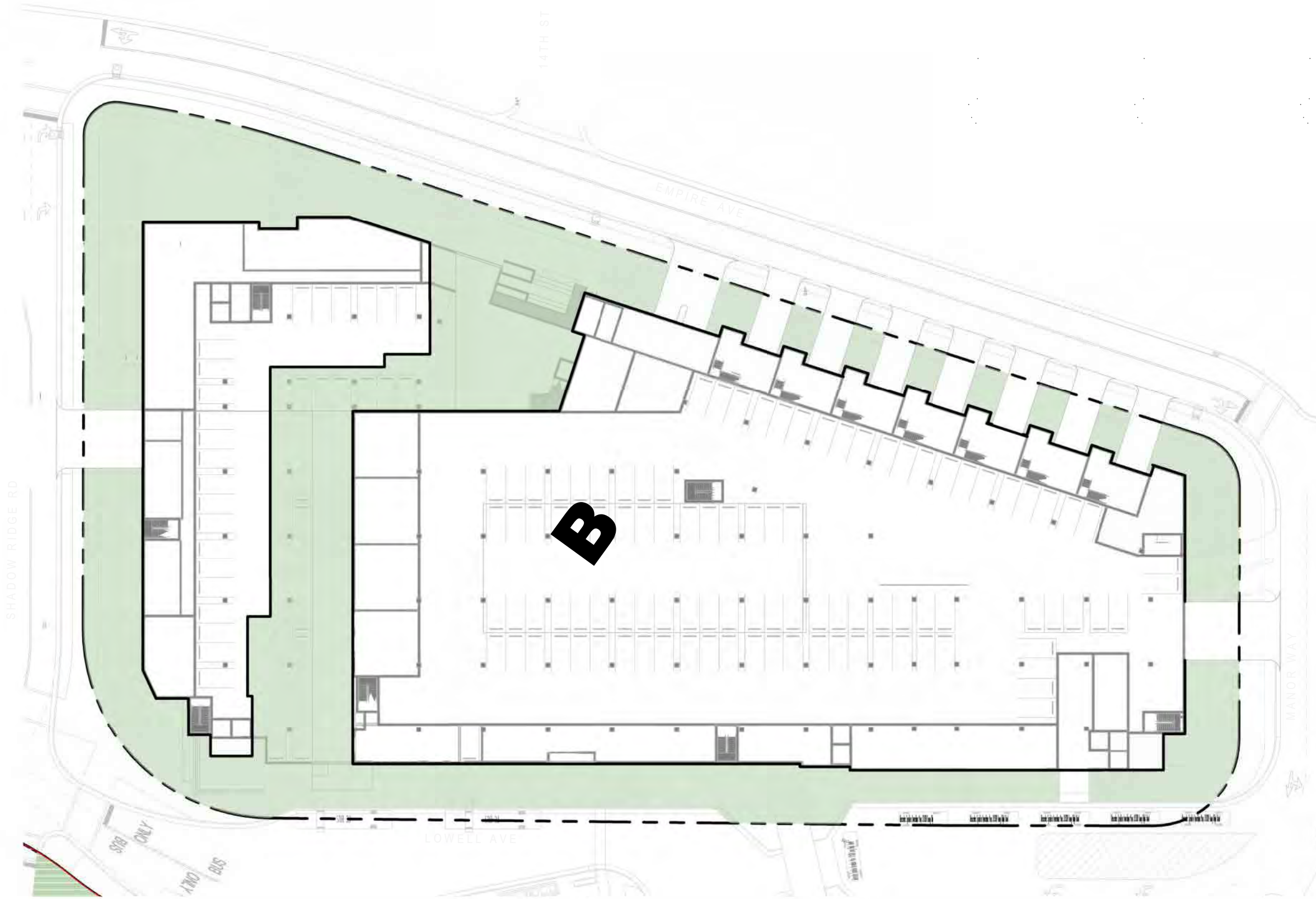
OPEN SPACE SITE PLAN




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PARK CITY MOUNTAIN RESORT

MASTER PLAN STUDY



OPEN SPACE:

 PARCEL AREA COUNTED AS OPEN SPACE

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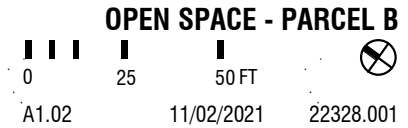
EXHIBIT A, PARCEL A, & NAC

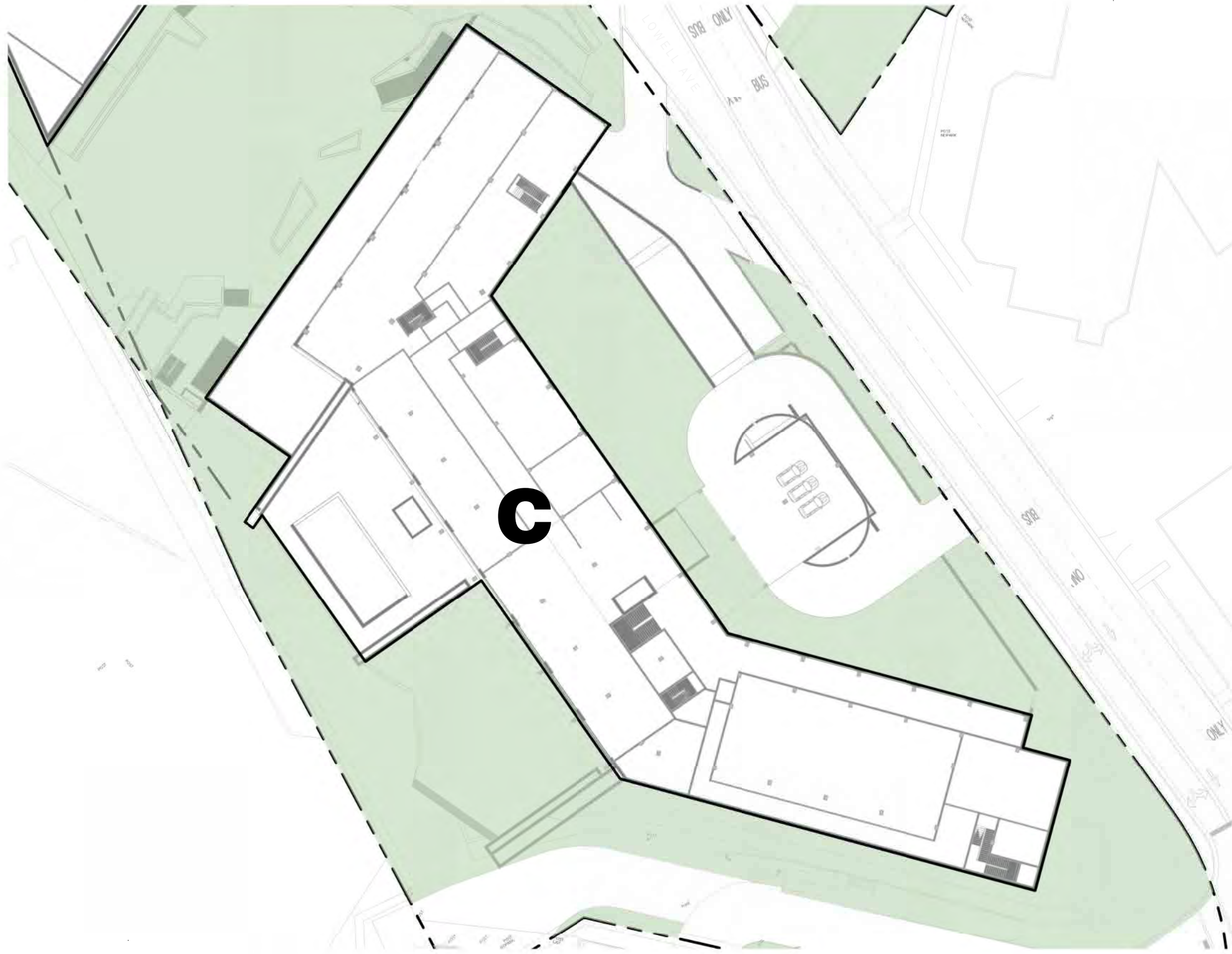
BUILT AREA (PARCEL A): 148,975 SF
OPEN SPACE (EXHIBIT A): 496,584 SF
NAC BUILDING FOOTPRINT: 5,000 SF

TOTAL MASTER PLANNED DEVELOPMENT

TOTAL BUILT AREA: 408,972 SF
TOTAL OPEN SPACE: 696,182 SF
TOTAL SF: 1,105,154 SF

% OPEN: 62.99%





OPEN SPACE:

 PARCEL AREA COUNTED AS OPEN SPACE

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

PARCEL B - VILLAGE

BUILT AREA: 93,705 SF
OPEN SPACE: 43,786 SF

PARCEL C - HOTEL

BUILT AREA: 82,556 SF
OPEN SPACE: 70,670 SF

PARCEL D - CONDOMINIUMS

BUILT AREA: 37,358 SF
OPEN SPACE: 50,225 SF

PARCEL E - CONDOMINIUMS & CLUB

BUILT AREA: 41,738 SF
OPEN SPACE: 34,917 SF

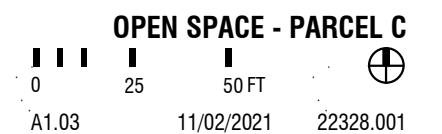
EXHIBIT A, PARCEL A, & NAC

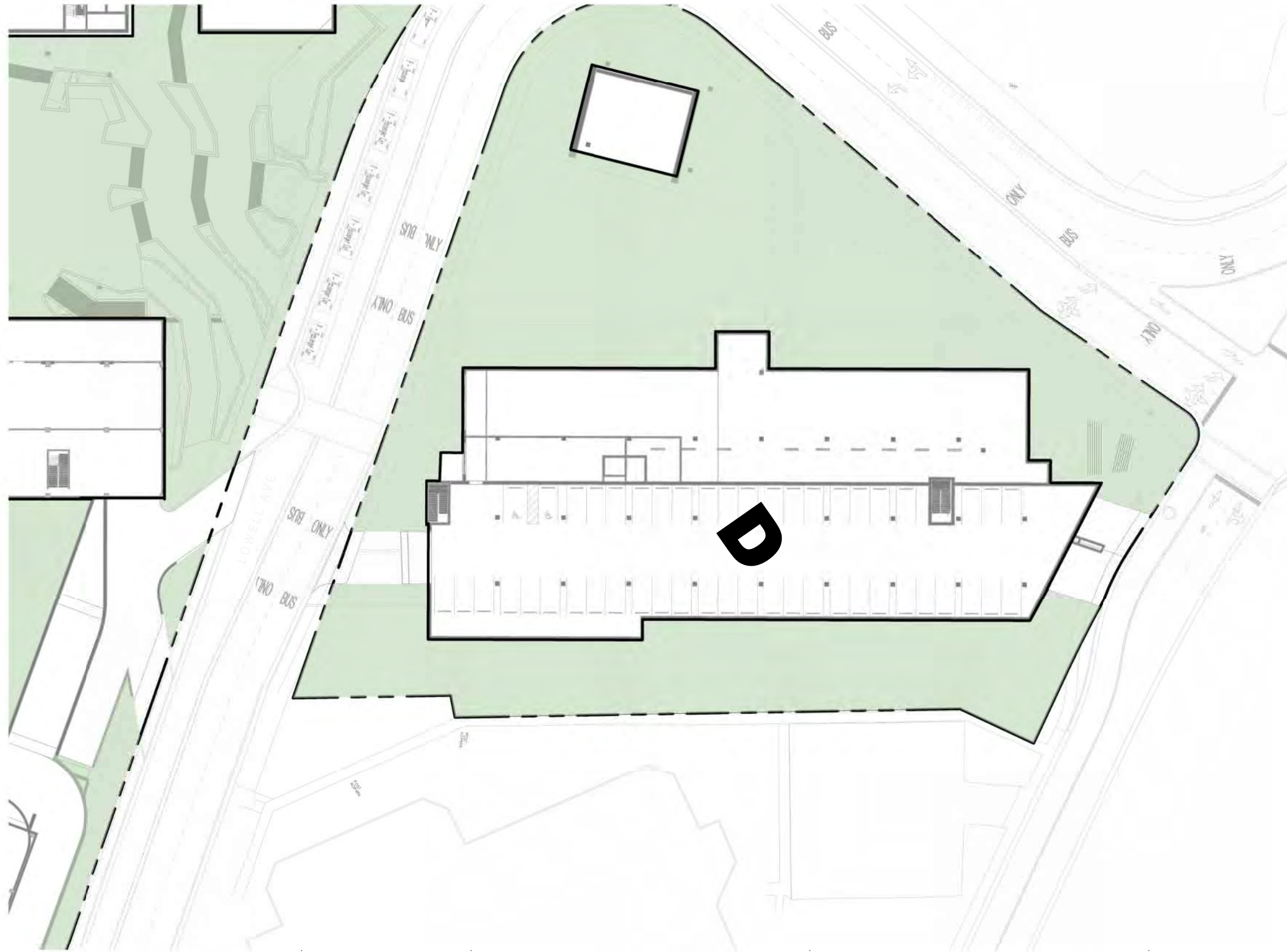
BUILT AREA (PARCEL A): 148,975 SF
OPEN SPACE (EXHIBIT A): 496,584 SF
NAC BUILDING FOOTPRINT: 5,000 SF

TOTAL MASTER PLANNED DEVELOPMENT


TOTAL BUILT AREA: 408,972 SF
TOTAL OPEN SPACE: 696,182 SF
TOTAL SF: 1,105,154 SF

% OPEN: 62.99%





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 PARCEL AREA COUNTED AS OPEN SPACE

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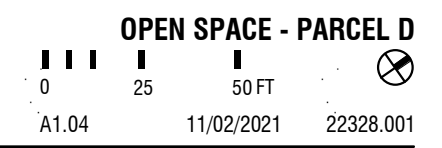
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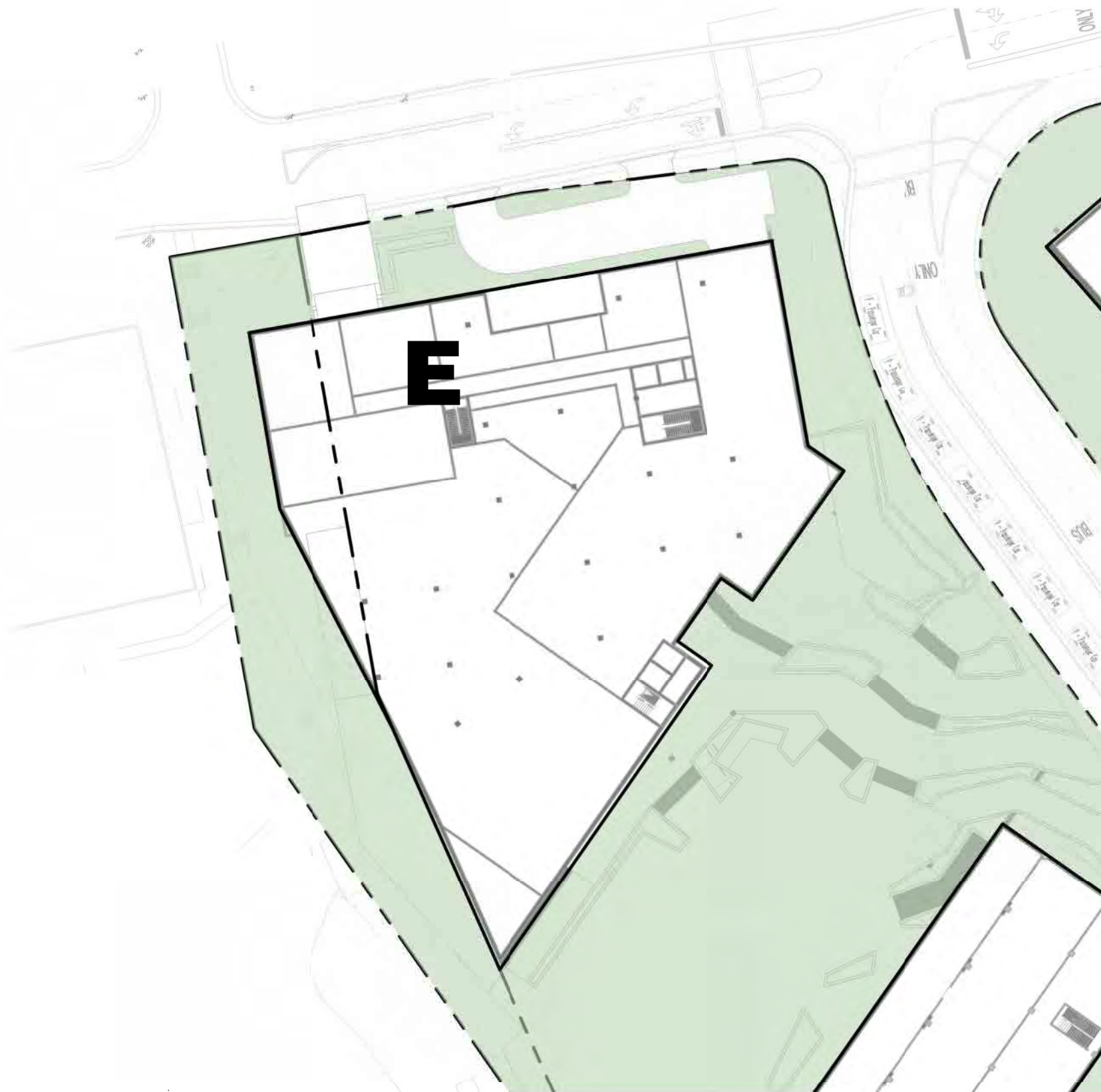
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OPEN SPACE - PARCEL E



Traffic and Transit



Key

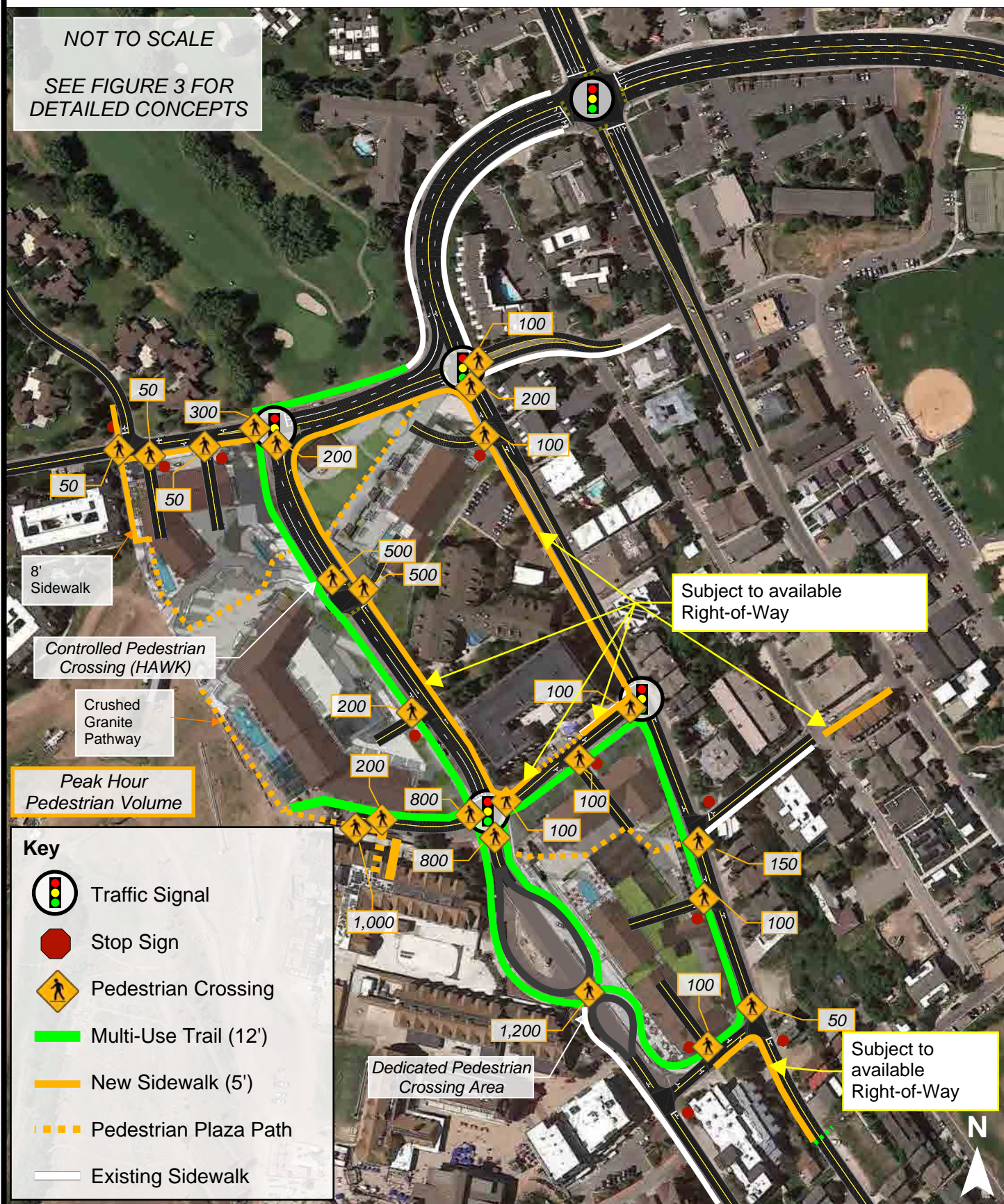
-  Traffic Signal
-  Stop Sign
-  Bus Stop / Station
-  Transit Only Lane
-  General Purpose Drop-off

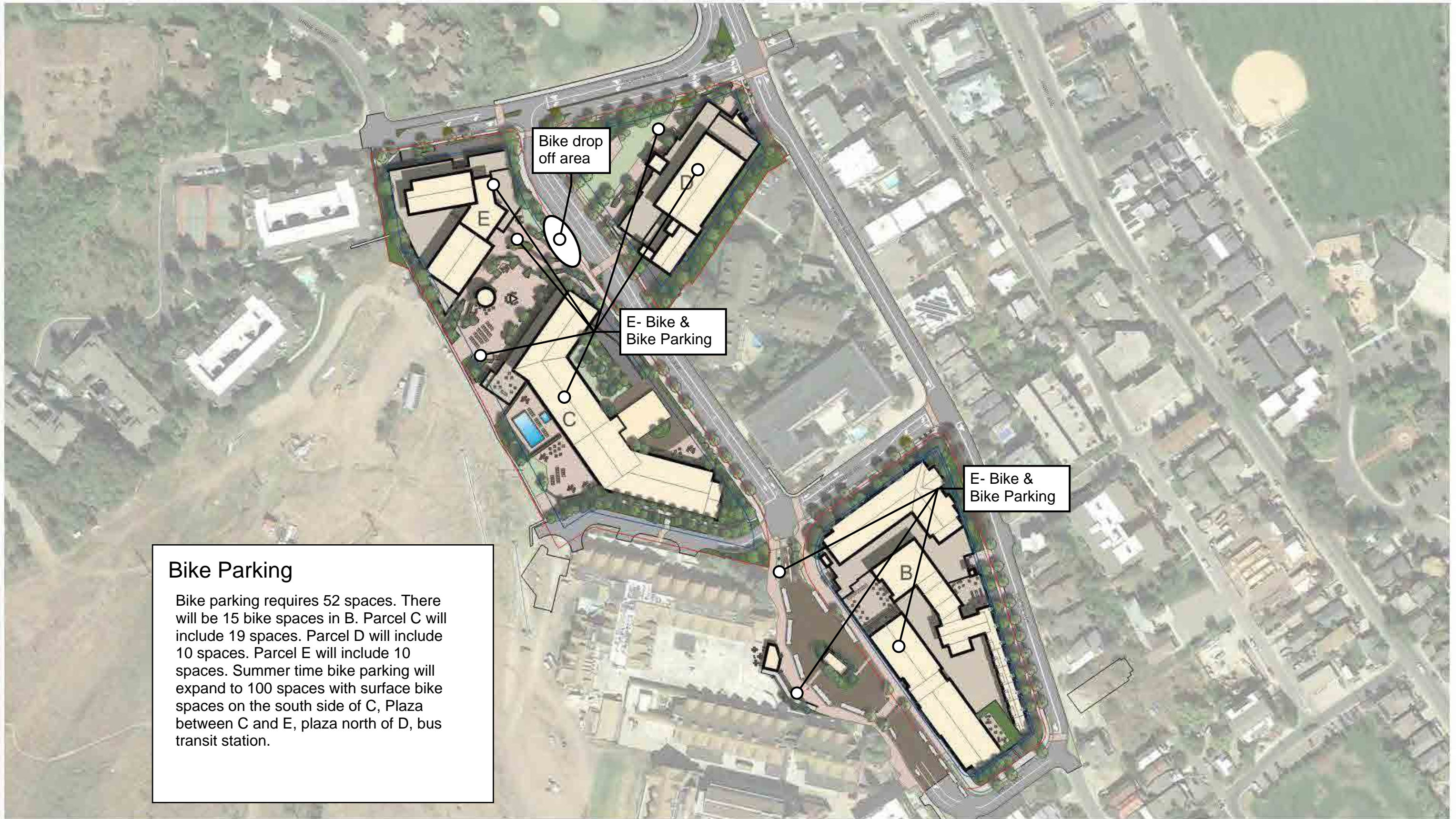
Shuttle
Drop off
and Condo
Arrival

Scenario 2b

Pedestrian and Bike Paths

NOT TO SCALE
SEE FIGURE 3 FOR DETAILED CONCEPTS





Bike Parking

Bike parking requires 52 spaces. There will be 15 bike spaces in B. Parcel C will include 19 spaces. Parcel D will include 10 spaces. Parcel E will include 10 spaces. Summer time bike parking will expand to 100 spaces with surface bike spaces on the south side of C, Plaza between C and E, plaza north of D, bus transit station.

PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN

LANDSCAPE SITE PLAN
 0 80 160FT
 LS.01 05/12/2021 22328.001

Ski Club Program

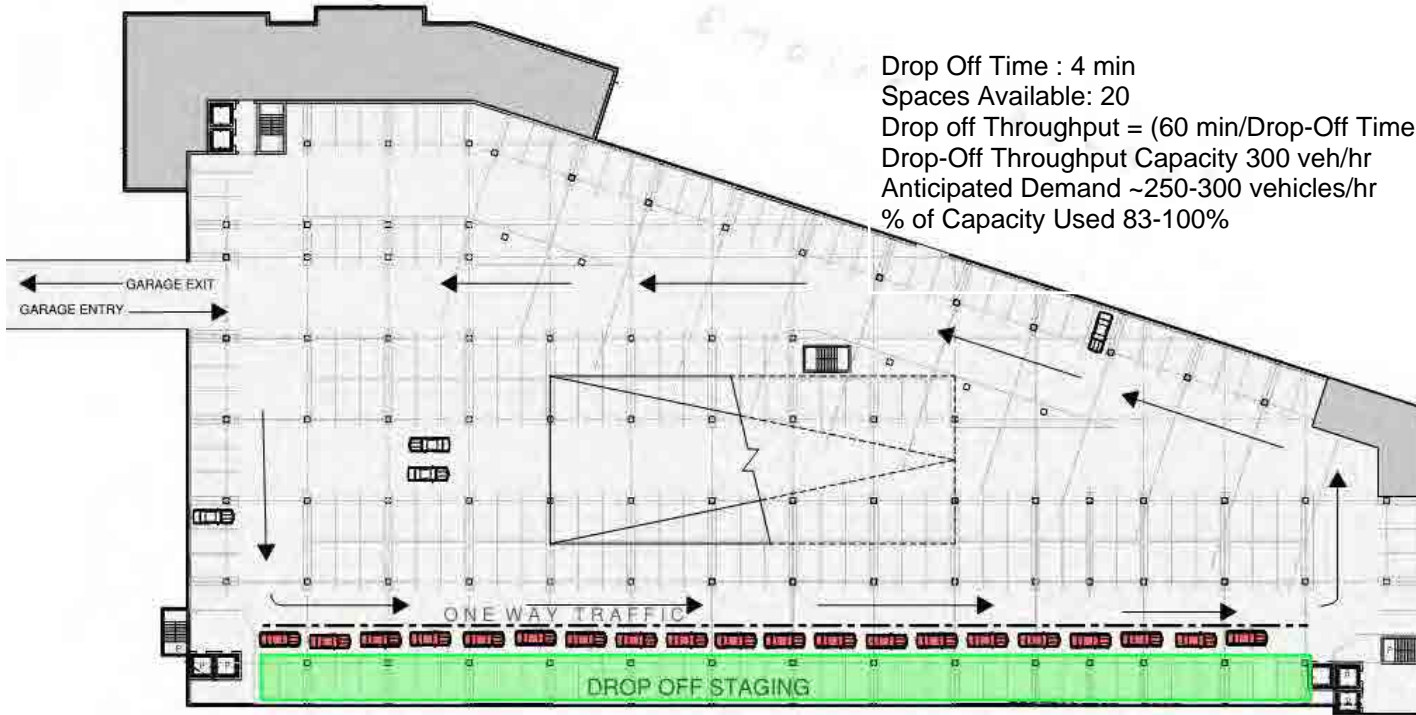
Drop – off & Pick –up



- **Following are depictions of our drop-off programming reviewed in September for the redeveloped base area, a significantly improved program than the onsite queuing and traffic congestion that occurs today.**
- **The garage drop-off programming in the B and E garages requires change-behavior and one that will a) allow for program coaches to stage and meet their participants with efficient access to all base lifts; b) encourage local families who are day skiing to take transit; c) older youth to take transit; and d) allow flexibility to expand the drop-off areas in both garages as necessary in future years.**
- **FREE parking for ALL day-skier parking in the B and E garages was extended to 30 minutes to accommodate a) overflow drop-off needs; ski school drop-off; errand-runners; and b) pick-up in the afternoon. Between 2-3 p.m., many day-skier parking spots will become vacant. Again, important to remember that in achieving a 20% modal split, we do want transit ridership by locals returning home, as well, mirroring how they can arrive at the resort.**
- **All program participants receive a placard for their vehicle so that the drop-off areas are ONLY for ski club program families**

PARCEL B SKI CLUB/PROGRAM DROP OFF

Drop Off Time : 4 min
Spaces Available: 20
Drop off Throughput = (60 min/Drop-Off Time)* Spaces
Drop-Off Throughput Capacity 300 veh/hr
Anticipated Demand ~250-300 vehicles/hr
% of Capacity Used 83-100%



- Vehicles enter from Shadow Ridge Road and circulate one-way through garage
- Drop-Off Staging (area in green) – parking temporarily blocked from 8 – 9:30 a.m. (time and day can flex with demand) with coaches and parking management staff meeting participants
- Queued Drop-Off – can accommodate 20 cars in queue, with time to exit car, pop box tops or trunks in 9'-6" ceiling to remove equipment and safely hand off kids and equipment to coaches;
- Elevators on east and west sides conveniently move groups to street level and to the slopes.

PARCEL E SKI CLUB/PROGRAM DROP OFF



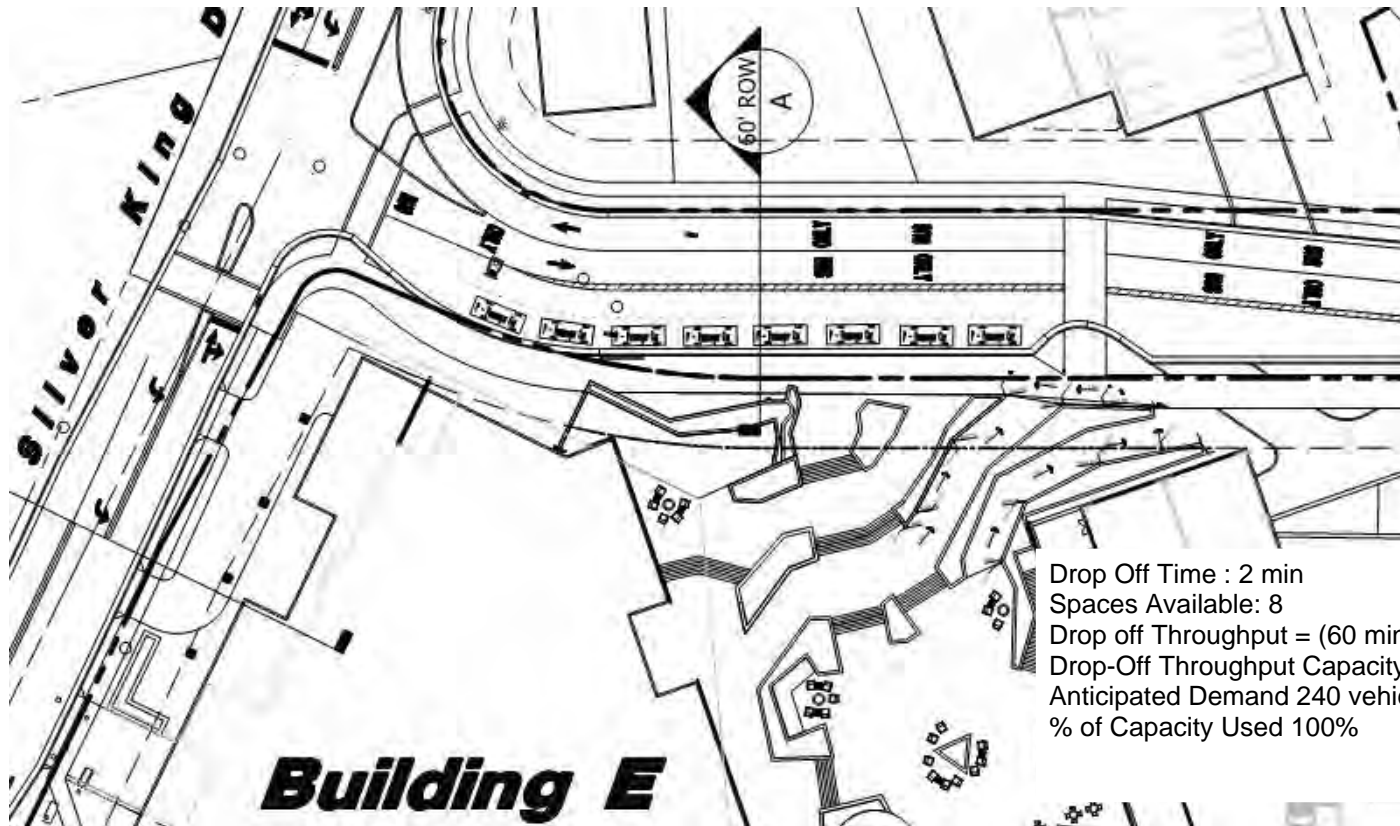
Silver King Dr.



Drop Off Time : 4 min
Spaces Available: 13
Drop off Throughput = (60 min/Drop-Off Time)* Spaces
Drop-Off Throughput Capacity 195 veh/hr
Anticipated Demand 152-195 vehicles/hr
% of Capacity Used 78-100%

- Vehicles enter from Silver King Drive and circulate one-way through garage
- Drop-Off Staging (area in green) – parking temporarily blocked from 8 – 9:30 a.m. (time and day can flex with demand) with coaches and parking management staff meeting participants.
- Queued Drop-Off – can accommodate 20 cars in queue, with time to exit car, pop box tops or trunks in 9'-6" ceiling to remove equipment and safely hand off kids and equipment to coaches
- Elevators on east and west sides conveniently move groups to street level and to the slopes.

On Grade drop-off & Pick up

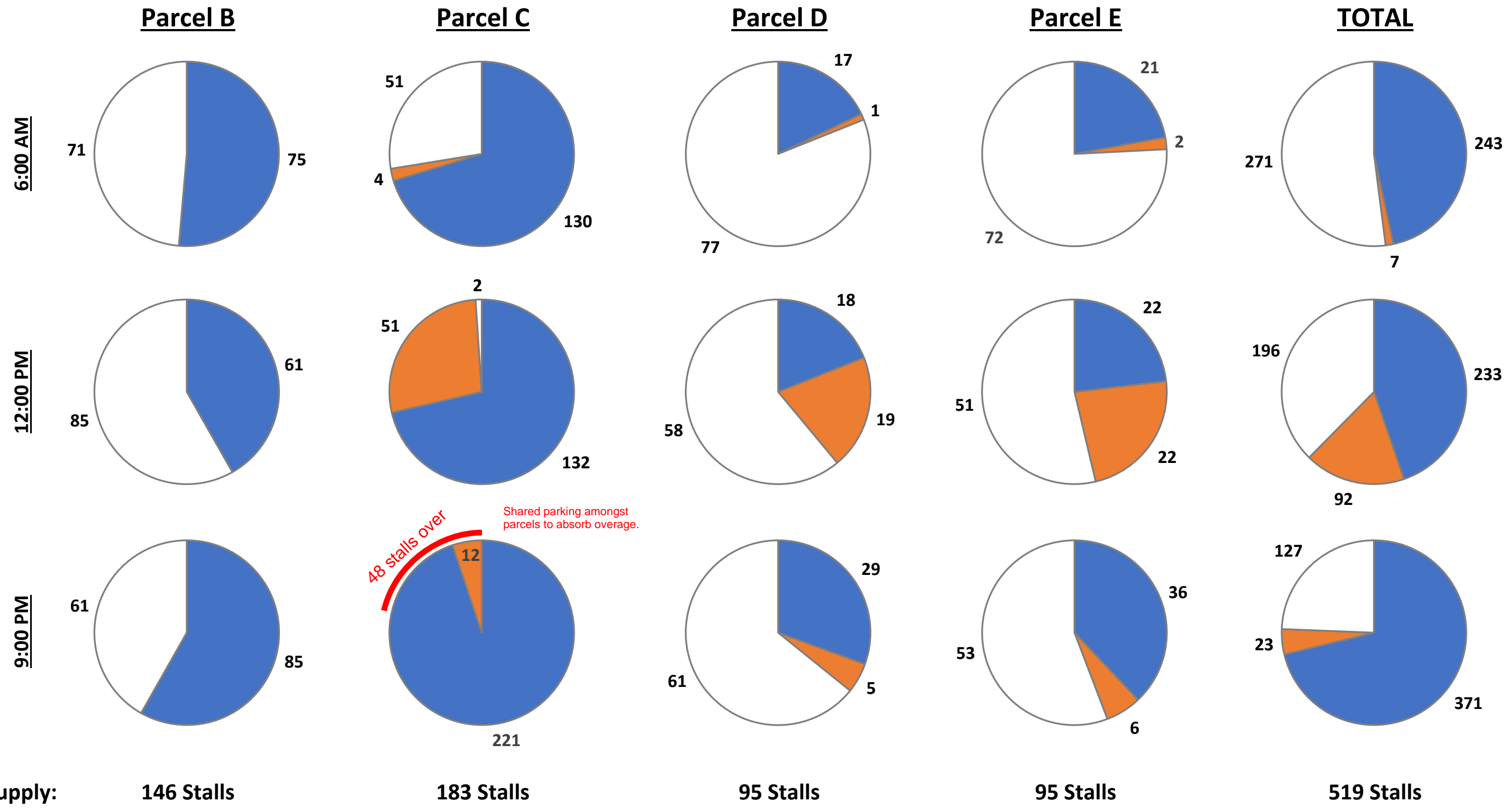


Drop Off Time : 2 min
Spaces Available: 8
Drop off Throughput = (60 min/Drop-Off Time)* Spaces
Drop-Off Throughput Capacity 240 veh/hr
Anticipated Demand 240 vehicles/hr
% of Capacity Used 100%

- We have 8 grade-level spots
- We have fully-explored adding more grade-level spots near the D plaza area and outside E but they would take away open space and create congestion and traffic backup.

Parking

PCMR Parking Demand



■ Residential
 ■ Commercial
 ■ Available

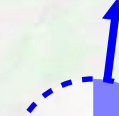
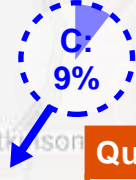
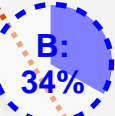
Jeremy Ranch	
Capacity	80
Reserved	0
Available	80

Ecker Hill	
Capacity	450
Reserved	350
Available	100

North - 3 Lots	
Capacity	570
Reserved	350
Available	220
~69% would naturally travel here first	
New Demand	
Natural:	290 vehicles
Re-routed:	140 vehicles

Quinn's Junction	
Capacity	465
Reserved	0
Available	465
~31% would naturally travel here first	
New Demand	
Natural:	132 vehicles
Re-routed:	272 vehicles

Kimball Junction	
Capacity	40
Reserved	0
Available	40



Key

- Park and Ride Lots
- Trip Origins to Resort Area
- Other Locations of Interest

Trip Origins to Resort Area (Streetlight)		
	Origin	AM Peak Hour
A	Wasatch Front	42% (35% N, 7% S)
B	Kimball-Jeremy	34%
C	North Summit	9%
D	Kamas-Richardson	8%
E	Midway-Heber	6%
F	PC Old Town	1%

All Park and Ride Lots	
Capacity	1,035
Reserved	350
Available	685
New Demand	422

Canyons

PC High School

PCMR

Richardson Flat Lot



Affordable Housing

DEVELOPMENT EMPLOYEE (COMMERCIAL) AND AFFORDABLE (RESIDENTIAL) HOUSING CALCULATION

Commercial/Retail					
Use	Workers	SF/Rooms	Total Workers	20% AUE	
				Mitigation Rate	Workers per Household
Restaurant/Bar	6.5	13814	89.8	18.0	12.0
Education	2.3	0	0.0	0.0	0.0
Finance/Banking	3.3	0	0.0	0.0	0.0
Medical Profession	2.9	2300	6.7	1.3	0.9
Other Professional services	3.7	3977	14.7	2.9	2.0
Personal Services	1.3	11830	15.4	3.1	2.1
Real Estate/Property Management	5.9	0	0.0	0.0	0.0
Commercial/Retail Use	3.3	45557	157.4	31.5	21.0
Recreation/Amusement	5.3	0	0.0	0.0	0.0
Utilities	2.9	0	0.0	0.0	0.0
Lodging/Hotel (per room)	0.6	250	150.0	30	20.0
Condominium Hotel (per unit)	0.6	139	83.4	16.7	Less than Residential
Overall/General	4.4	0	0.0	0.0	0.0
Independent Calculation/Ballroom	4.86	7413	36.0	7.2	4.8
Independent Calculation/Ski Club	1.74	14242	24.8	5.0	3.3
Totals				115.6	66.0

Residential	
Condos	
	15%
Units	Mitigation Rate
139	20.85

Commercial Totals	65.97
Residential Totals	20.85

Resultant number of Units

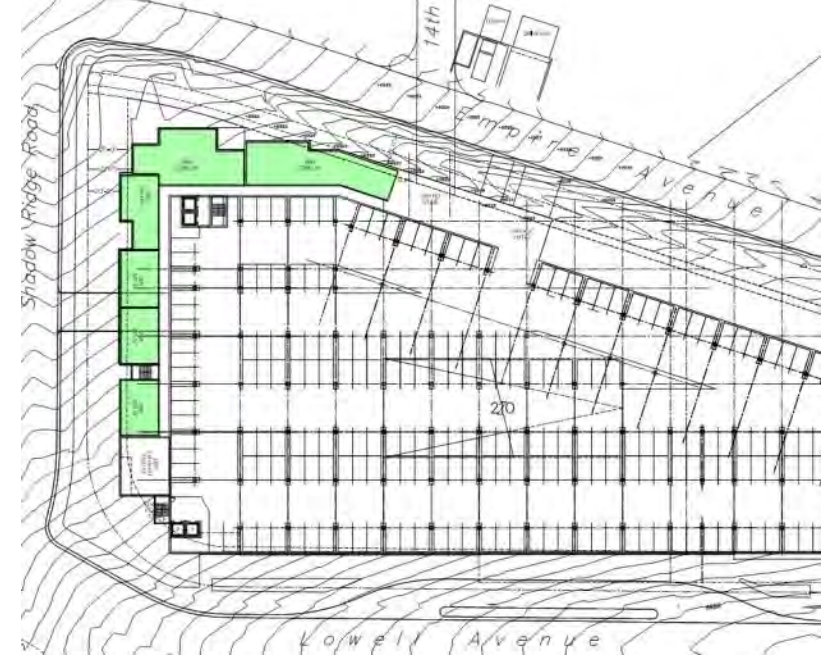
Resultant number of Units

Total Employee SF	59,372 SF
Total Affordable SF	18,765 SF
Total SF	78,137 SF

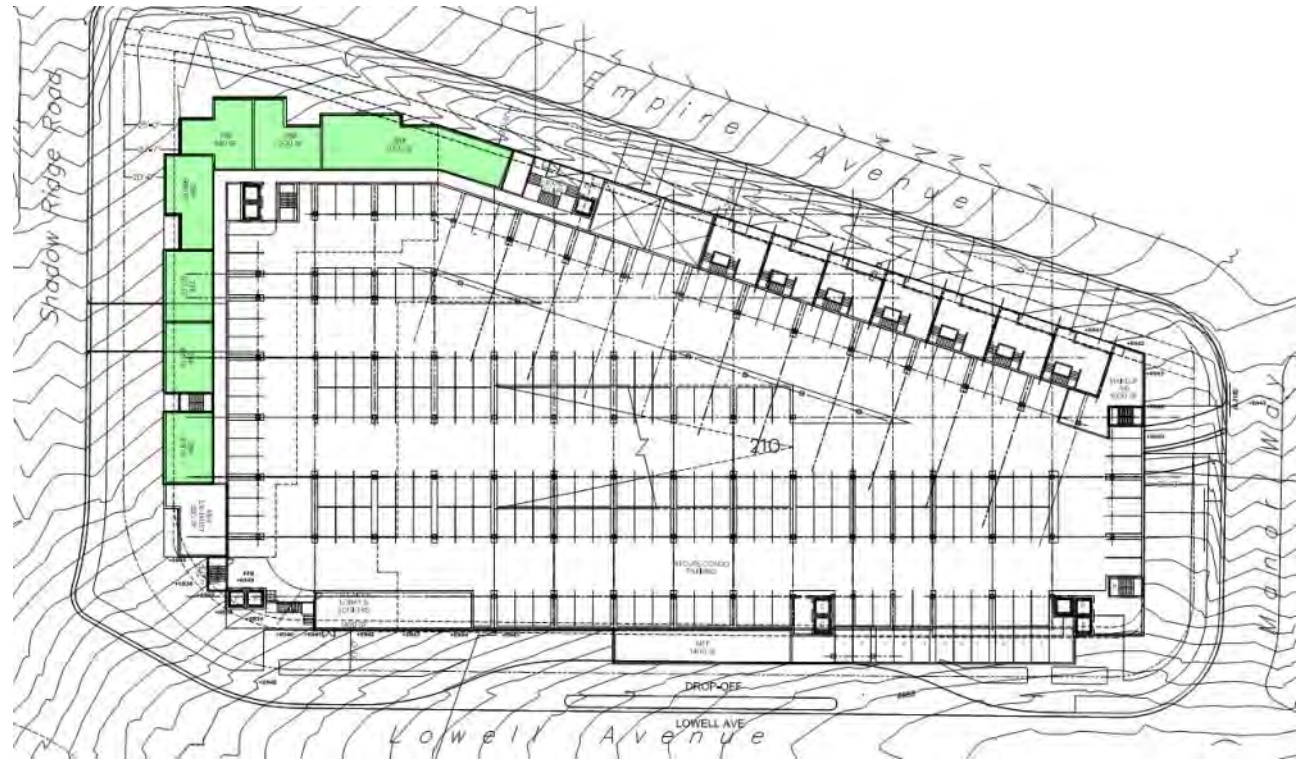
(65.97 Units * 900 sf)

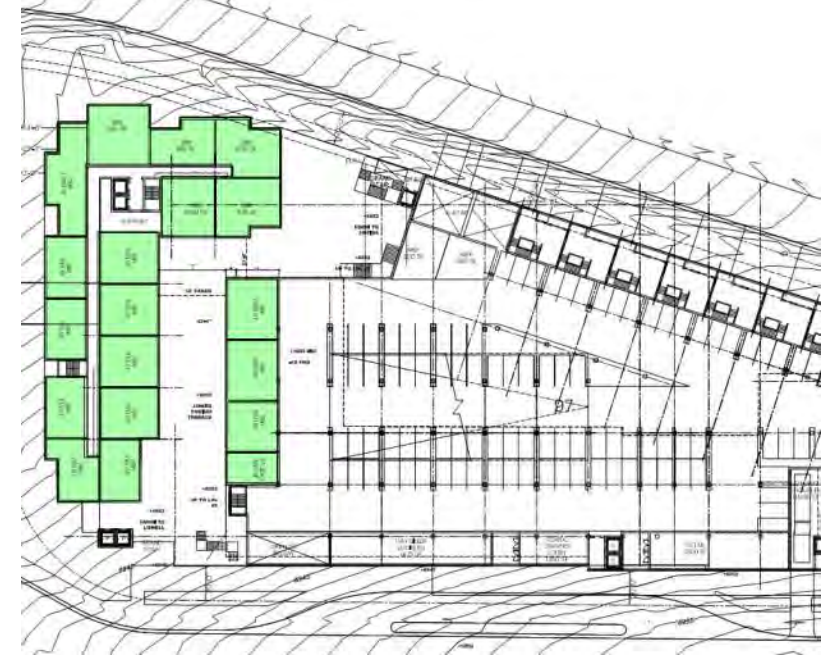
(20.85 Units * 900 sf)

Parcel A Requirement	23 Beds
Total Parcel A Beds	24.0

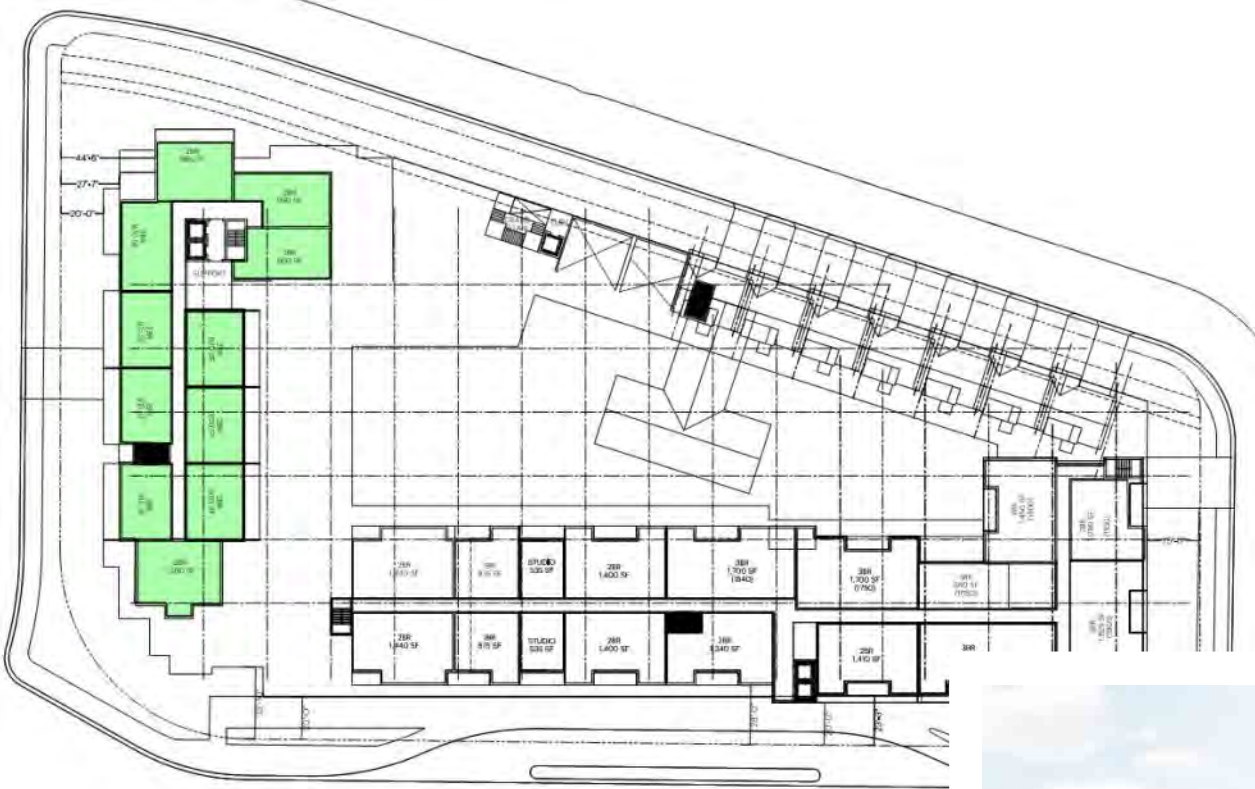


MARK CITY MOUNTAIN RESORT AREA BASE MASTER PLAN









Sustainability

Executive Summary and Sustainability Commitments

PEG Development has been selected by Vail Resorts as the Developer/Owner of the Park City Base Master Plan.

The property consists of 4 parcels described as Parcel B, C, D, and E in the Park City Base Area Master Plan. Currently the parcels are used for surface parking. Development of the Project is subject to and generally governed by two Development Agreements (1998 and 2008) and the Park City Base Area Master Plan. We recognize the importance of Park City's ambitious and achievable climate goals to be net-zero carbon and run on 100% renewable electricity for the whole community by 2030 through Resolutions 28-2017 and 32-2018.

The **Sustainability Guidelines for the Park City Base Master Plan (PC BMP)** respond to local energy and environmental issues as it relates to the built environment. We recognize the critical priorities and high-level strategies that lead to the success of the Resolution, such as Energy Efficiency, Electrification, 100% Renewable Electricity and Regeneration all of which are addressed herein. The guidelines found herein in this document are meant to include sustainability commitments and suggestions on achievable performance indicators that are measurable. The guidelines are meant to be flexible to accommodate any proposals for change as design progresses and inform decision on best practice.



The PC BMP is committed to:

- Integrating energy modeling and commissioning throughout the design process and in operation to create feedback loops to inform decisions that will improve energy efficiency over time.
- Utilizing management tools to track and verify building performance including:
 - manage energy consumption of each building by logging electricity consumption and demand.
 - recording Renewable Energy Certificates purchases.
 - whole property water use including both indoor and outdoor use.
 - materials and waste activities.
- Targeting a 20% energy savings compared to the State of Utah’s currently adopted energy code as of December 1, 2020 (i.e. IECC 2018) with a stretch goal of 30% by integrating a high-performance envelope, and appropriately designed mechanical and lighting systems.
- Further evaluating the feasibility of integrating modular micro-anaerobic digester that positions itself as a local environmental impact asset and catalyst that generates on-site renewable energy (biogas) and liquid fertilizer amendment from organic food waste material while minimizing emissions associated with landfill and transport.
- Installing 10 electric vehicle charging stations within each parking garage including 65 stalls to be EV ready by routing conduit (ready to be wired).
- Developing a comprehensive waste management plan to reduce landfill waste that is generated by building occupants including accommodations for dedicated areas for recycling and sorting.
- Diversion of 100% of demolished asphalt, and diversion of 50% of construction waste into not less than four material streams.
- Commission several on-site rooftop photovoltaic areas (phased based on Parcel completion) that would in aggregate (all parcels) support the 100% of the energy demand for the project’s structured parking facilities.
- Allocating roof areas not utilized for photovoltaic panels at initial construction to be PV ready so that additional panels can be installed in the future.
- Purchase Renewable Energy Certificates for the remainder of delivered energy to the site not supported by the on-site renewable energy systems.

Resolution 28-2017/32-2018

Part City, a municipality leading sustainability, has made North America's most ambitious climate goals: to be net-zero carbon and run on 100% renewable electricity for city operations by 2022, and for the whole community by 2030 where annual electricity demands are supplied from 100% renewable sources. The framework of Resolution 28-2017/32-2018 outlines verification pathways (see Figure 1) that new buildings and facilities constructed using municipal funds can follow to minimize environmental impacts.

The PC BMP will respond to the Resolution requirements with the following:

- Integrate performance evaluations beginning in design process.
 - **PEG** is committed to an integrated design process as a method for delivering high performance building that contribute to sustainable communities.
- Measure for one-year post-occupancy to ensure building performance alignment to green building standard.
 - **PEG** is committed to continually measure and manage the energy, water use and waste generation of all parcel buildings for a minimum of 5-years.
- Requires renewable energy to be produced on site to cover the facility's annual need (no off-site credits).
 - The site is not large enough to accommodate all the on-site renewable energy required. Therefore, **PEG** is committed to 8% of the site's energy demands be supported by on-site renewable energy systems with the remainder of the site's energy demands supported by RECs.
- By engaging Energy Modelers and Commissioning Agents can lead to significant financial savings over the lifetime of the facility.
 - **PEG** is committed to integrating energy modeling and commissioning throughout the design process and in operation to create feedback loops to inform decisions that will improve energy efficiency over time.
- Verification pathways include International Living Future Institute's Energy Petal certification; a score of zero on the Zero Energy Performance Index; and Passive House certification.

- **PEG** will benchmark the performance of all parcel buildings by collecting energy, water use and waste generation and entering the data into ENERGY STAR Portfolio Manager. Additionally, to meet the REC-ZEB definition, Renewable Energy Certificates (REC) purchases and energy generated by on-site renewable energy system will be recorded and tracked against parcel building energy use to ensure a Zero energy accounting method (e.g. RECs + on-site renewables equal or exceed annual parcel building energy demands).



Figure 1 - Net-Zero Energy Performance Process (Park City)