



February 13, 2020

Bruce Erickson, Planning Director  
Alexandra Ananth, Senior Planner  
Park City Municipal Corp.  
445 Marsac Ave.,  
Park City, UT 84060

Re: Request to Amend Development Agreement/Replace Base Area Master Plan Study

Dear Bruce and Alex,

On behalf of PEG Development, the contract purchaser and developer, we are very excited to be submitting the enclosed application materials to amend the Development Agreement by replacing Exhibit D thereof, which is the expired Park City Mountain Resort Base Area Master Plan Study (the "Master Plan Study"). PEG believes this new plan is significantly more responsive to current and future community goals than the 1997 Concept Master Plan.

The submittal includes:

- Completed and signed application.
- Application fee
- Stamped and addressed envelopes for properties within three hundred feet of the proposed Master Plan property
- A current Title report
- A Master Plan proposal which includes:
  - Executive Summary
  - Development Context
  - Architectural Design Guidelines
  - Program and Planning
  - Landscape and Site Design
  - Traffic Improvements
  - Utility Design & Proposed Grading
  - Sustainability Guidelines
  - Fire Protection Design
  - Construction Phasing and Mitigation
  - Appendix A: Topographic Survey
  - Appendix B: Traffic Impact Study
- Housing Mitigation Plan

PEG is under contract to purchase the underlying land and will be responsible for moving the proposed amendment through the City's entitlement process as well as construction of the proposed mixed-use resort development.

The project is proposed to consist of for-sale condominiums, affordable housing, employee housing, day-skier parking garages, a hotel, retail and restaurant offerings, a ski club, public ski lockers, skier services, state-of-the-art wayfinding, current green building opportunities, and open space plazas. PEG is honored to be a part of this project and feels that the end result will be a fantastic addition to Park City because the guest experience will be enhanced, and we will be a meaningful part of helping to address the City's most pressing issues.

**RECEIVED**

In an effort to address many community concerns with the redevelopment of the parking lot parcels, the project has been designed with less overall density and square footage than are allowed under the Development Agreement. Current allowable densities are 353-unit equivalents. The newly proposed plan proposes 301-unit equivalents which includes affordable housing, a 15 percent reduction from that presently allowed. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. Our proposal provides for 663,389 square feet of development, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

## **ONGOING COMMUNITY OUTREACH**

Over the past year, PEG has prioritized community meetings in our project planning and development phase. To date, we have met with more than 100 individuals, including; residential neighbors; various business owners, from local ski shops to the hospital; community groups such as the National Ability Center; multiple HOAs; and local residents from throughout Park City. We have received feedback and observations that have been helpful to us, much of which we have specifically incorporated into our proposal. PEG will conduct ongoing, additional community-wide public meetings to discuss our proposed redevelopment in greater detail, including how our plan has evolved based on community and City staff input, and ensure we receive community feedback throughout the public review process.

To date, the most consistent feedback we are receiving is that affordable/workforce housing should be substantively addressed in our proposal, as well as the traffic, transit and parking systems we are proposing. Any new development at the base must provide solutions that will relieve congestion, reduce travel time through the resort area, provide improved access and facilities for public transit, and provide a balanced approach to on-site parking in order to support the businesses and services at the base without over-parking. We also understand that a construction traffic mitigation plan is equally important, which we have included in our application. The following are significant improvements the project brings that will benefit the public:

- Affordable and workforce housing
- One-way circulation loop created to improve transit flow
- Structured parking that is not affected by the elements
- Bike lane added on Lowell Ave and Empire Ave connecting back to the trail on lower Empire Ave
- Dedicated crossings established across Lowell Ave
- Sidewalks added on Empire Ave, Manor Way, Shadow Ridge Rd, Silver King Dr, and Lowell Ave
- View corridor from Empire Ave and Silver King Dr toward the mountain preserved
- Outdoor plazas, upper and lower, created for winter and summer activities
- Restaurant and retail options that will complement - not compete with existing commercial activity
- Improvements to bus transit center on Lowell Ave to improve efficiency
- Ski lockers for residents to rent on a daily and seasonal basis

## **CREATIVE HOUSING SOLUTIONS**

To address feedback received and to align the application with the requirements set forth in the 2015 Development Agreement Amendment, the proposed plan responsibly addresses affordable and employee housing by going above and beyond the requirements of the Development Agreement. The Development Agreement requires 80 beds to be provided. When Marriott Mountainside was approved and built, the obligated share of beds within the 80 total bed requirement were never constructed. Given that this requirement was not fulfilled when the Marriott Mountainside was constructed, the outstanding beds still need to be delivered. The 2015 Development Agreement Amendment clarifies that 23 of those beds are

allocated to the Marriott Mountainside project. PEG has agreed to provide them as part of our proposed plans for the base area. PEG is further proposing to update the remaining base area 57-bed obligation under the Development Agreement to be consistent with the current 2017 Affordable Housing Guideline for the base area. This step-up to the current guidelines will provide 73,604 net square feet of affordable housing, which can be configured in different ways. Our current proposal has a mix of 1-, 2-, and 3-bedroom units. This is a substantial improvement over the original 80-bed requirement in the Development Agreement and a considerable statement in helping to bring incremental locals' housing to the community on site at the base of the ski mountain and in an early phase of development. A separate housing mitigation plan will be submitted to the Housing Authority with the Master Plan.

## **CREATIVE PARKING SOLUTIONS**

As you are aware, the parcels proposed for redevelopment are currently surface parking lots serving the needs of guests and skiers of Park City Mountain Resort and existing commercial activity. A significant portion of the project will consist of replacement parking for the day skier parking. Currently, 1,186 stalls exist on the surface lots. After significant analysis, the plan amendment proposes to replace those 1,186 stalls with 1,200 structured stalls on Parcels B and E. In addition to the day skier stalls, parking will be provided for each new use on the project. Our proposal details strategies to provide adequate parking, by:

- Providing shared parking between certain uses.
- Dynamic changes in the market with the advent of Uber, Lyft, and ride sharing have positively reduced parking needs for transient lodging facilities like hotels. Ride sharing is also delivering skiers to the resort.
- Parking allocated to condo and hotel uses would be actively managed and excess stalls would be made available to day skiers/public.
- Input from both City officials and community stakeholders has overwhelmingly requested that paid day-skier parking occur. Charging for parking was also an element of the expired Base Area Master Plan. Charging for parking will encourage people to use the free bus system, discourage mountain and other local business employees from arriving in cars (no parking passes will be provided to employees for the 1,200 replacement day-skier spaces), incentivize carpooling and will be beneficial for traffic flow.
- State-of-the-art parking management systems will be deployed to count the stalls used in each structure and reflect the available stalls on signs placed at the resort entrance, and in conjunction with City and State systems, on signs further out from the resort on State Routes 224, 248 and I-80 (as allowed). It would be a logical extension of the technology to make available stall counts on a website or an app, further informing motorists of parking availability. When stalls are full, drivers will have real-time information to choose alternate transportation options such as the bus – This will also eliminate dead-end trips that further create traffic challenges.
- During construction 1,200 day-skier parking stalls will be available for the peak winter ski season.
- Both day skier lockers and season rental lockers will be built into the project. Having lockers on-site allows people to store their gear and reduces the hassle of using the bus, thus encouraging more bus ridership and less parking.

## **CREATIVE TRANSIT SOLUTIONS**

The new proposal includes a Traffic Impact Assessment performed by Hales Engineering. As part of the assessment it was determined that current traffic conditions can be improved, both in and around the base area with the redevelopment. As detailed in our application, we are proposing that traffic at the base area be converted to an all one-way program. Circulation would be counter clock wise from the intersection of Empire and Silver King Drive with a round-about at the intersection, west on Silver King to a round-about at Silver King and Lowell where one-way circulation begins, dual southbound lanes on Lowell, with dual eastbound lanes on Shadow Ridge Road and Manor Way, with dual northbound lanes on

Empire Avenue back to the roundabout at Silver King and Empire. These modifications are projected to significantly improve flow in and around the resort, including shortened travel times for neighboring properties. In addition to one-way flow, new parallel drop off areas have been provided for day skiers, shuttles, and ride-share users. These improvements are intended to reduce conflict between pedestrians, cars, and buses providing safer arrival and smoother traffic flow. New sidewalks and landscape will be built within the building setbacks around all of the project area frontages, which will provide pedestrian and bicycle connectivity that does not currently exist. These additions will dramatically improve the pedestrian experience and safety.

Our proposed improvements to the existing bus stop are designed to provide safe arrival and smooth traffic flow, as well as drastically reduce or eliminate conflicts between buses, cars and pedestrians. Improvements to the existing bus stop will allow for greater bus capacity at the stop, thus allowing greater service if Park City Transit desires to increase service. The improvements should also provide for greater convenience to the transit users, making the bus a compelling and attractive means of reaching the resort. Final planning and construction of the existing bus stop is subject to agreement with the current owner under the easement agreement with Park City.

### **REFLECTIVE ARCHITECTURE OF THE MOUNTAIN RESORT ENVIRONMENT**

Heights, massings, and architectural design guidelines for the project have been developed. It is our intent to provide a pleasing architecture that is harmonious with the surrounding mountain environment. Building heights and massings are included in the proposal and generally comply with the approvals of the Development Agreement.

The expired Master Plan Study contemplated re-aligning Lowell Avenue. Our new proposal does not propose any re-alignment, but as discussed above contemplates using roundabouts and one-way circulation to more effectively handle traffic. As such, there are some changes from the previously approved plan that are specifically discussed in the proposal, such as a minor re-allocation of square footage between Parcels E and C. We trust that such modifications are welcomed and supported.

PEG has extensively studied these large and challenging base area parking lots in order to bring forward a proposed base area plan that accommodates the needs of multiple parties, including the City and its citizens, directly adjacent neighbors and resort guests. In further consideration of a multi-year phased construction and our goal to provide at least 1,200 stalls during all operational ski seasons, we have proposed a master phasing plan that is a key component to making this project viable and successful. It is proposed that the project be phased over five years, with the earliest start date in March of 2021, subject to City approvals.

In addition to the above-mentioned items, our proposal addresses utility design, grading, provides sustainability guidelines in accordance with the Park City Sustainability Goals, provides solutions for fire protection, and lastly, provides a comprehensive construction phasing and mitigation plan.

This is a large, complex and highly visible project. PEG is committed to continued and ongoing dialogue with the City, neighbors, and members of the community to refine the plan in productive and proactive sessions over the next weeks and months. We look forward to working with you.

Sincerely,



Robert Schmidt P.E.  
President

**RECEIVED**

**FEB 13 2020**

**PARK CITY  
PLANNING DEPT.**



February 13, 2020

Bruce Erickson, Planning Director  
Alexandra Ananth, Senior Planner  
Park City Municipal Corp.  
445 Marsac Ave.,  
Park City, UT 84060

Re: Section 15-6-5 MPD Requirements – Park City Base Area Master Plan Amendment (the “MPA”)

Dear Bruce and Alexandra,

In order to demonstrate the proposed MPA’s compliance with Section 15-6-5 of the Park City Municipal Code, I have prepared this line item analysis of the requirements of Section 15-6-5. I have not copied the text of the code in this letter, just the referenced section, and a statement as to the relevance of the code requirement and how the MPA complies with each of the applicable standards.

**Section 15-6-5**

**15-6-5.A – Density**

In an effort to address various community concerns with the redevelopment of the parking lot parcels proposed by the MPA (the “Project”), the Project has been designed with less unit equivalent density and square footage than are presently allowed under the Development Agreement. Current allowable density is 353 unit equivalents. The proposed Project contemplates 301 unit equivalents, representing a 15 percent reduction. Also, the Development Agreement allows for 805,000 square feet of development, allocated among various uses. The Project contemplates 663,389 square feet, also allocated by use as prescribed in the Development Agreement. This represents a significant 19 percent reduction from the allowable square footage.

**15-6-5.B - MAXIMUM ALLOWED BUILDING FOOTPRINT FOR MASTER PLANNED DEVELOPMENTS WITHIN THE HR-1 AND HR-2 DISTRICTS**

Not Applicable to this application.

**15-6-5.C -SETBACKS.**

The MPA and proposed Project comply with the setbacks contemplated in the Development Agreement. Setbacks are maintained at a minimum of 20-feet as required by Sections 15-6-5 and 15-2.16-3.C, and in many cases are much greater than 20-feet. The setbacks provide visually appealing landscape buffers and allow variation in building facades.

RECEIVED

FEB 13 2020

PARK CITY  
PLANNING DEPT.

#### **15-6-5.D -OPEN SPACE**

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

The MPA does not alter any development restrictions agreed to in the Development Agreement, nor does it alter the approved building heights agreed to in the Development Agreement.

#### **15-6-5.E -OFF-STREET PARKING**

Off street parking demands for the Project are created by both day skiers and the additional proposed uses with the Project. A parking analysis complying with the requirements of sub-sections a-f of Section 15-6-5.E is included in the MPA, which analysis addresses the parking demands created by both day skier and the other proposed uses in the Project in a shared parking arrangement. As demonstrated by the parking study, the proposed parking meets the requirements of Section 15-6-5.E. In addition, as discusses below, the MPA includes a robust plan to improve traffic flow, transit access and capacity, and provides lockers to help incentivize local residents to use the City’s transit system.

#### **15-6-5.F -BUILDING HEIGHT**

Recital E of the Development Agreement states “City granted development rights and height variations contained in the PCMR Concept Master Plan in exchange for, inter alia, development restrictions on both the Open Space designations within the 1997 Master Planned Area and within the Park City Alpine Terrain”

- Exhibit E, Findings for Recommending the Requested Height Variation to the City Council states: “The applicant has requested a height variation as provided for in the Section 10.9 of the Land Management Code.”
- Bullet point 1 of the Findings states: “The Planning Commission carefully considered the extent of the RC zone, and has determined that clustering the density around the new skier plaza at the base of the ski runs is preferable to spreading the density up the hill to the extent of the RC zone. The clustering preserves open space, allows for the separation of buildings, and provides opportunities for view corridors.”
- Bullet point 7 of the Findings states: “Because of the clustering of density, over 70% of the site will remain in open space.”
- The Conclusions of Law Paragraph 3 states: “The Planning Commission has considered the criteria for a height variation as specified in Section 10.9(f) and recommends the variation be approved by the City Council.”
- The header of Exhibit F says “Findings of Fact and Conclusion of Law Granting PCMR Height Variation”.
- Exhibit F Findings of Fact #2, #3, #5, #8 and #9 all specifically discuss the requested height variations.

**RECEIVED**

**FEB 13 2020**

**PARK CITY  
PLANNING DEPT.**

The foregoing citations from the existing approvals demonstrates that the intent was to cluster the density at the base in exchange for preserving 70% of the over-all site as open space by granting a height variation. The height variation was also clearly contemplated by Exhibit F of the Master Plan, which was approved by the City Council.

While the term “variation” is used loosely throughout the Findings of Fact and Conclusions of Law, it is apparent that the height “variation” is in fact a development right given in exchange for development restrictions on not only the 1997 Master Planned Area but also the Park City Alpine Terrain.

Consistent with this demonstrated intent and the development restrictions imposed on the over-all area, the MPA utilizes, but does not alter the approved building heights approved pursuant to the Development Agreement.

#### **15-6-5.G -SITE PLANNING**

Special care has been taken to configure the Project in a way that minimizes excavation and retaining walls. Clustering the improvements at the base is central to the terms of the Development Agreement. Traffic circulation has been proposed to optimize traffic flow, reduce travel times, and increase safety for pedestrian, cyclists, and motorists. Minimal disruption to current rights-of-way and existing utilities is proposed. New sidewalks around all the parcels, together with proposed bike lanes provide pedestrian connectivity and improved alternate modes of transportation connecting the existing base facilities to the existing paved trail. Snow removal and snow storage are contemplated and provided. Trash collection and delivery have been contemplated and provided. Improved bus stops, drop-off areas for parents, shuttles, and Uber/Lyft have also been provided.

#### **15-6-5.H -LANDSCAPE AND STREET SCAPE**

A landscape plan is included in the MPA that complies with this section. The MPA will provide for a greatly improved aesthetic in the area.

#### **15-6-5.I – SENSITIVE LANDS COMPLIANCE**

The site is an existing parking lot and is not within the Sensitive Areas Overlay Zone.

#### **15-6-5.J – EMPLOYEE/AFFORDABLE HOUSING**

A housing mitigation plan, prepared in accordance with the 2017 Affordable Housing Resolution, is included in the MPA. The housing mitigation plan complies with the 2017 Affordable Housing Resolution by proposing the appropriate amount of housing (calculated by square footage) per the prescribed calculations described in the Resolution.

#### **15-6-5.K – CHILD CARE**

It does not appear that there is a codified way to calculate the requirements for a child-care. This Project does not propose any child-care.

#### **15-6-5.L – MINE HAZARDS**

**RECEIVED**

**FEB 13 2020**

**PARK CITY  
PLANNING DEPT.**

There are no know Physical Mine Hazards on the property.

**15-6-5.M – HISTORIC MINE WASTE MITIGATION**

A Phase I ESA and a Geotechnical Investigation indicate that there are no hazardous soils on the site.

**15-6-5.N – GENERAL PLAN REVIEW**

The MPA meets the objectives of the Development Agreement and the General Plan.

**15-6-5.O – HISTORIC SITES**

The existing property is a parking lot and no Historic Structures exist on the Property.

Sincerely,

A handwritten signature in blue ink that reads "Robert Schmidt". The signature is written in a cursive style.

Robert Schmidt P.E.  
President

**RECEIVED**

**FEB 13 2020**

**PARK CITY  
PLANNING DEPT.**