

From: [L.R. Schott](#)
To: [Alexandra Ananth](#)
Subject: PEG's Development Plans at the Park City Mt. Resort
Date: Tuesday, October 13, 2020 2:59:44 PM
Attachments: [PEG Development Parking Issues Attn Final Edits2.pdf](#)
[PEG Development Pedestrian - Traffic Issues Final Edited2.pdf](#)

Hi Alex,

Thanks for your phone call this morning advising me of the next Planning Commission meeting.

From my observation and those of others concerning PEG's development plans, there still seems to be a multitude of factors that have not been adequately considered. After speaking to others at the Resort, I've summarized a list of concerns on behalf of my firm in two letters, attached. They address:

- The need for additional parking spaces and the need to consider parking operations.
- The lack of pedestrian connectivity, traffic problems and the devastating impact a March 1st construction date would have upon Resort businesses.

After you have a chance to review these letters, I hope we can have an opportunity talk about their content. In your previous phone message, you mentioned it's important to make any needed changes to PEG's plans before they are approved and any development begins. Even though you were speaking about moving the Transportation Center, which would be problematic, I couldn't agree with you more concerning other matters.

In the last Planning Commission Meeting on September 23rd the meeting last quite long. Public comments were limited and important details addressed in the attached letters were mostly excluded from consideration. Since the Planning Commissioners were unable to fully consider all relevant issues related to the topic at the last meeting, they should have one or more meetings to adequately address those outstanding issues, and other relevant concerns.

Best regards,

Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

SILVER MILL LLC

October 12, 2020

Dear Park City Planning Commissioners
and the Park City Planning Department,

As some Commissioners are aware, there are many interests troubled with Park City Planning Department's (PCPD) desire to move the current Transportation Center from the center of the Park City Mountain Resort (PCMR / Resort) towards the new development by PEG. Moving the Transportation Center to one side of the Resort would be much less convenient for visitors and disastrous to all associated with the current Resort Center. Rather than creating new problems with PEG's development plans, the Planning Department would be better served by solving other issues and problems, including those mentioned in this letter.

In the Planning Commission Meeting on September 23, 2020, there were many issues that were not addressed concerning the topic of *Transit and Pedestrian Connectivity, Traffic, Parking and Circulation*, because the meeting was long and ended late. This letter raises numerous concerns that have not been fully considered, relating primarily to the need for additional parking and the operations of the garages. In addition, there are other unaddressed issues pertaining to pedestrian connectivity and traffic that my firm plans to address in another letter. In order to properly evaluate PEG's plans and consider issues not adequately discussed, it would be most beneficial if the Commissioners would consider further discussions on the multifaceted topic from the last meeting.

THE NEED FOR MORE PARKING SPACES: The prior plans for the Resort agreed to provide for 600 day visitor parking spaces, with 100 of those reserved for employees, in addition to 1,200 existing surface parking spaces. Yet neither the developer (PEG) nor the Planning Department apparently believes such additional spaces are needed. It would, however, be an enormous mistake not to require most (if not all) of these 600 additional previously agreed upon spaces. The reasons for this are explained below.

- 1) **Daily parking is already inadequate.** In just the last few years, there has been a significant increase in the number of days the Resort parking lots have been full. These lots are now full for about 30 days or a quarter of the winter season. It should be starkly clear from this observation alone that additional parking is needed.
- 2) **The impact from COVID-19, Work At Home and Epic Pass.** These factors have largely been overlooked in the planning for parking - but they are expected to increase the need for additional parking. Along with Utah's expected population growth, these new dynamics will likely cause more locals to have flexible work days, allowing them to drive to the Resort by themselves or with just one other to ski for a portion of a day. Together, these trends will likely reduce the Average Vehicle Occupants in the years to come while increasing the need for parking. Because more skiers may stay only half a

day, they may also increase the total number of daily car visits and parking fees, but decrease the demand for support services and dining, especially at the current Resort Center. As a result, parking should be increased by up to 100 or more parking spaces.

- 3) **Onsite employee parking is not considered, but is needed.** It has been assumed that all employees at the Resort will be able to park at a remote lot and take a shuttle. However, the necessary arrangements have not been made to secure such a remote lot and shuttle service. Additionally, there has been no attempt to identify the different types of employees at the Resort and their corresponding parking needs. In doing so, it would become apparent that some of the approximately 200 non-Vail employees working at businesses at the Resort and the hundreds of Vail employees will need at least some onsite parking. This explains why 100 employee parking spaces were allotted in the previous plans. If these spaces are excluded, it will be impossible to provide a sufficient level of quality service at the Resort for visitors, and businesses will be unable to operate successfully. In short, there is a critical need for onsite employee parking that must be addressed.
- 4) **Short-Term rental and maintenance parking.** The impact of VRBO, Airbnb and other online rental services operating condominiums at the Resort has not yet been considered. This phenomenon has caused small management and maintenance firms to proliferate, and the number of such firms will likely double as PEG doubles the number of beds at the Resort. These firms need personnel to visit the Resort daily during the winter season for cleaning, repairs, maintenance, and work supervision, often just for an hour or two. Yet, the parking provided in PEG's plans ignores these frequent in-and-out visits. Perhaps 50 onsite parking spaces need to be allocated for this need.
- 5) **Inadequate parking for new commercial & support space.** PEG plans to double commercial and support space at the Resort and exceed the total in the previous plan. The parking requirements indicate that several hundred more parking spaces are required for these locations. However, the Planning Department and PEG contend that far fewer parking spaces will be needed by assuming as many as 95% of the patrons will be comprised of people already at the resort. These percentages may be much too high. At least 100 additional parking spaces should be allocated for this new commercial and skier support space. The commercial space PEG plans to add could also be reduced to ward off this parking issue.
- 6) **Some visitors staying near the resort will drive.** PEG's consultant found that over 600 properties were listed on VRBO within a quarter mile from the Resort. They assumed that everyone in these properties would walk to the resort, or perhaps take public transportation. But if only 10 to 20% of the guests in these properties drive for various reasons, the need for parking spaces would increase by 60 to 120 spaces.
- 7) **Lift capacities at the Resort will increase.** Contrary to assumptions made by PEG's consultants that lift capacity increases will not occur for an indefinite period, it is obvious that at some point the skier capacity at the Resort will be increased. This may occur sooner than expected as changes are

made to accommodate fewer skiers on each chair due to the pandemic. When these restrictions are relaxed as COVID-19 is more under control, lift capacities will be greater. Over the past two decades, lift capacities have already increased far more than expected. The failure to consider allocating 100 additional parking spaces or more for inevitable greater lift capacities would be a mistake.

- 8) **Onsite oversized vehicle parking may be needed.** Currently, it appears all tour buses, RVs and other oversized vehicles will need to park offsite, even though no arrangements for this have been made. In addition, it appears all such vehicles will drop off skiers in the middle of Parcel B, which could create traffic problems. One way to alleviate this congestion is to instruct the tour buses to unload and load on a garage level of Parcel B off of Empire Avenue or Manor Way, and this area could also include some limited parking for such vehicles. Redirecting these vehicles from the west side of Parcel B would likely prevent them from causing traffic congestion on Lowell Avenue, especially as the tour buses load and unload. Possibly 50 to 75 regular parking spaces would be lost, which would need to be supplied elsewhere. In addition, this arrangement would require the garage to have a higher entrance and ceiling height on one level to accommodate such vehicles.

Based on the eight factors mentioned above, each of which increase the need for additional parking from at least 50 to 100 spaces, there is a need for a total of roughly 600 more spaces above the 1,200 existing spaces that PEG currently plans to provide. This is essentially the same number of additional spaces that were required and approved over 20 years ago. The need for these extra spaces has not disappeared, as PEG's experts contend. Please note that, of these additional 600 spaces, at least 150 onsite spaces should be allocated for employees and maintenance personnel, some 50 spaces more than formerly required.

PARKING OPERATIONS: Other than the possibility of providing additional parking spaces,, little attention has been given to the methods of paying for parking at the Resort and of the management involving such parking operations. By and large, paid parking in Park City has previously been operated by the city. But paid parking for the public on private property requires different considerations, as discussed below.

- 1) **Should parking fees be regulated?** Rather than provide a private entity with complete control over parking fees, it seems the Park City Planning Department and the Commissioners should require PEG to present a plan listing daily and seasonal parking rates, albeit with some variances. Such a plan could be periodically reviewed and approved by a Park City or public entity. It should include periods when fees are not required (e.g. off-season and evenings), to help preserve the economic health of businesses at the Resort and to prevent PEG from abusing their parking rights. After all, businesses at the Resort have relied upon free and open parking for decades on lots that PEG has acquired. In addition, the use of these lots for parking may have been, and still may be, a conditional requirement granted by Park City for the operation of such businesses. Further,

the previous owner of these lots may have granted such parking rights to these lots, directly or indirectly.

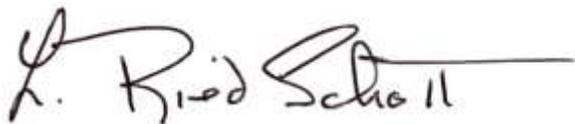
- 2) **A parking agreement is needed for Resort businesses.** Possibly in lieu of, or in addition to parking regulations over PEG's garages, it is essential that acceptable parking terms are provided to Resort business. Such terms should consider validations, monthly employee rates, certain dedicated areas during non-prime time, periods without fees, etc. Especially if the garages are not regulated, such an agreement should occur before PEG obtains approval for their development.
- 3) **The method for paid parking could cause traffic congestion.** If parking tickets need to be taken upon entering the garage, or if parking fees must be paid at pay stations inside the garage, paid parking could create a backup of cars entering and/or leaving the garage, complicating traffic. Such problems could be resolved by installing parking meters for most spaces and/or by accommodating for advance parking payments to be made digitally. Parking passes for the season or shorter periods of time could also be obtained, and these could be restricted to certain levels or areas for easy inspection. The processes PEG intends to utilize for fees simply needs to be disclosed, and it should not be detrimental to traffic flow.
- 4) **The City needs some control over parking fees.** In addition to PEG submitting an initial plan for fees, it would be beneficial for the city to have some control over the timing and amount of fees to be charged periodically. To offset the costs to the city above and beyond the taxes that will be paid by the proposed development, it may be desirable for PEG to pay a percentage of parking fees to Park City. Such fees could be made part of an agreement that would allow the PC Police to ticket violators and provide greater supervision in these garages, rather than the owner of the garages relying on independent security services.
- 5) **Parking for electric vehicles needs consideration.** There will likely be a proliferation of eco-friendly electric vehicles as people attempt to reduce global warming in the years to come. However, the garage structures proposed by PEG have no provisions to encourage their use or to provide charging areas. In addition to creating designated spaces in all garage structures for charging, there should be a supercharge station and a valet/concierge service for Tesla and other electric vehicles. More parking spaces should be provided for this purpose on the hotel site (Parcel C) and on Parcel B. A concierge charging service should be available not just for those staying at PEG properties, but also for day visitors.
- 6) **Parking for bicycles/motorcycles & different sized vehicles is needed.** There are garage areas that need to accommodate oversized trucks, sub-compact cars and motorcycles that take up different spaces than typical automobiles. There should also be parts of the garage and areas near sidewalks that are designated for bicycles, and rental bikes, particularly in the summer months.
- 7) **How will parking be enforced?** Certain procedures will be required for parking violations and problems: someone leaves their vehicles overnight, a vehicle takes up an additional space, a parking fee is not paid, a vehicle is mechanically disabled, someone locks themselves out, etc. It would be important to know what these enforcement procedures will be in advance.

- 8) **How will vehicles be self-parked in the garages?** During the peak morning periods, it could be advantageous to have assistants direct drivers to parking spaces, especially for oversized or compact vehicles. After all, when vehicles take up more than one parking space, which will occur, it reduces the number of parking spaces. It may also be desirable for attendants to control parking on a bottom-up or top-down basis. Even though signs are proposed to indicate the number of spaces remaining outside of the garages, such signs indicating spaces available on each level would also be helpful.
- 9) **Will each garage entrance accommodate one car at all times?** If parking gates and tickets are required, it would be desirable for some entrances to accommodate two cars at a time. If meters are provided for at all spaces, it will be possible for two cars to enter one entrance before approaching different levels.

As mentioned above, numerous issues involving parking operations need to be resolved. Failure to do so could create traffic problems, negatively impact long standing establishments at the Resort and reduce parking spaces in the garages. Further, provisions need to be made to support the use of electric vehicles year round as well as bicycles and trail use in the non-winter months.

The above issues concern key questions about the need for more parking spaces and definitive disclosures of parking operations at the Resort. They will affect owners, employees, visitors, and Park City residents alike. Your consideration on these matters would be appreciated. Should you have any questions or require additional information, please let me know.

Sincerely,

A handwritten signature in black ink that reads "L. Ried Schott". The signature is fluid and cursive, with a long horizontal line extending to the right from the end of the name.

L. Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

SILVER MILL LLC

October 12, 2020

Dear Park City Planning Commissioners
and the Park City Planning Department,

In the Planning Commission Meeting held on September 23, 2020, many issues were not addressed concerning the topic of *Transit and Pedestrian Connectivity, Traffic, Parking and Circulation*, because the meeting was long and ended late. This broad “topic” actually involves several rather complicated issues, not just one topic. This letter focuses on Pedestrian Connectivity and Traffic as well as another concern that has not yet been properly considered: the start date for PEG’s development. Another letter from our firm pertains to concerns involving additional parking and the operations of the garages, which have also not been examined in enough depth. It would be most beneficial for the Commissioners to consider holding another meeting in order to more fully address the multiple topics from the last meeting, and to evaluate the issues raised in our letters and the additional concerns raised by others.

IMPACT UPON EXISTING BUSINESSES DURING CONSTRUCTION, STARTING MARCH 1ST, 2021: There needs to be some consideration for the business interruption and damages that will occur to existing establishments at the Park City Mountain Resort (PCMR or Resort) from PEG’s construction on Parcel B. The pandemic has already caused businesses around the country to suffer financial damages, and the Resort has felt these effects. The early closing to the past winter season that occurred in March was particularly painful to Resort businesses. Should PEG close parking on Parcel B beginning on March 1st through December 1st, perhaps within only a few months from now, it would be disastrous for the owners and employees of businesses at the Resort. These restrictions would compound the already poor financial expectations for the coming winter season, due to pandemic restrictions leading to a reduction in lift capacities, a limited sale of lift tickets, an ultimately an unmanageable strain upon Resort businesses. Unless there is a delay in the development of the Resort by a year or two, or some business interruption compensation is provided by PEG or Park City, construction that begins this year will likely cause business failures and the loss of scores of jobs. The Resort’s commercial and support services have thrived because of the service of many longtime residents of Park City. The well-being of these individuals and their businesses should not be ignored by PEG and city authorities, but needs to be directly addressed.

PEDESTRIAN CONNECTIVITY: Unfortunately, pedestrian connectivity between the existing Resort Center and PEG’s new development is lacking. As proposed, the current Resort Center will become rather isolated from the new development, for the reasons discussed below.

- 1) **The main sidewalk will be much too narrow.** The sidewalk between the current Resort Center and Parcels C and E will be too narrow as planned, and there is insufficient right-of-way to widen it. As stated in the last staff report from the Planning Department, the width of the sidewalk on the west side of Lowell

Avenue between Manor Avenue and Parcel C is only about 8 feet. This is far too narrow for the main pedestrian walkway between the existing Resort Center and the new development. A more reasonable width would be 12 to 15 feet, according to the Planning Department. But this proposed width would exclude a buffer of a few feet between the sidewalk and curb - a buffer that is necessary to distance pedestrians from traffic and to allow for snow storage. Such a buffer is provided along other busy streets in Park City (e.g. Park Avenue), and is desirable on this sidewalk. To provide adequate space for this sidewalk, the street will probably need to take a slight jog and encroach on a portion of the right-of-way and setback along Parcel B. Perhaps the setbacks in Parcel B could be reduced to provide for the additional sidewalk width that is needed across from it.

Regardless, the noted section of sidewalk simply needs to be wider.

- 2) **Heated sidewalks.** It needs to be determined which of the new sidewalks installed by PEG will be heated. It would clearly be beneficial to have all new sidewalks heated, as this would eliminate the need to shovel and store snow and make walkways safer for use by pedestrians. Even with heated sidewalks, it may be desirable to create a buffer with plantings and possibly some decorative split rail wood fencing to prevent pedestrians from crossing Lowell Avenue at random.
- 3) **Snow storage if sidewalks are unheated.** If sidewalks will not be heated, the expected processes for snow clearing, storage, and drainage needs to be fully considered. As mentioned, a buffer between the sidewalk is already provided along other streets in Park City, and can be used effectively for snow storage. Such a buffer would also provide a natural physical barrier in the form of snowbanks, helping to prevent pedestrians from impulsively crossing Lowell Avenue. However, adding a buffer would increase the total width available from 8 feet to about 15 to 18 feet.
- 4) **Slopeside access is needed.** Instead of funneling all pedestrian traffic between the new and current Resort Centers along Lowell Avenue, slopeside access should be established to increase pedestrian connectivity. This could be accomplished through a pathway along the adjacent ski slopes from the three plaza levels at the Resort Center to PEG's new slopeside development. In summer, this pathway could be expanded to form part of Park City's trail system, connecting easily to a nearby trailhead. In both summer and winter such a pathway could effectively offer better pedestrian connectivity between the current and new Resort Centers, along with much clearer views of the mountains and an ambience that is not provided by the sidewalks along Lowell Avenue.
- 5) **The National Ability Center (NAC) is not being considered.** This facility has been neglected entirely in the plans that PEG has submitted, even though the specific location and of this future NAC facility is apparently known. It should be incorporated into PEG's plans, and its design should be considered in order to provide (not block) a slopeside pathway. The design of this facility requires proper evaluation as it relates to pedestrian connectivity.
- 6) **A bridge across Lowell Avenue is needed.** A bridge from Parcel B to the current Resort Center should be provided to improve pedestrian connectivity – and prevent traffic congestion. About 400 cars currently park on this parcel and people cross anywhere along Lowell Avenue. Plans for this parcel will more than

double the parking spaces and also provide lodging for hundreds of people. In addition, there will be hundreds of people getting on and off shuttles in the middle of Parcel B on Lowell Avenue. All of this could more than triple the peak pedestrian traffic across Lowell, but no specific calculations have been provided thus far. For example, the new arrangement could increase crossings within morning and afternoon peak times from approximately 1,000 to over 3,000 people daily in winter. PEG plans to limit pedestrian access across Lowell with crosswalks at the corner of Parcel B that are several hundred feet apart. But this is simply too great of a distance for easy access and it is likely that people will continue to haphazardly cross Lowell Avenue. As mentioned, a buffer could be used for snow storage and could help prevent random access across this street, but it wouldn't be completely effective. Another alternative to prevent pedestrian crossing, could be to add wood or another type of fencing, even with heated sidewalks. However, if a bridge is placed in the middle of Parcel B - conveniently connecting with the Resort Center - its direct route would help alleviate traffic issues caused by frequent pedestrian crossings on Lowell Avenue, and would create much better pedestrian connectivity. To make it easier for people to use the bridge, covered escalators could be placed on each level, as used in many large garages in urban centers, and possibly a ramp on the top level as well. Such a bridge would also add an attractive architectural feature and provide a much-enhanced pedestrian experience.

- 7) **Directories for resort businesses are needed throughout the resort.** In order to assist guests and enhance pedestrian connectivity, directories identifying all businesses at the Resort should be placed in all garages, the Transportation Center and at various places in the new development, as well as in the current Resort Center. In particular, directories should be posted at all garage elevators and at possible escalators.

As proposed, PEG's plans would essentially develop separate parcels that would be isolated from one another and the current Resort Center due to inadequate pedestrian connectivity. As planned, all pedestrians are essentially funneled between the current and new Resort Centers along an 8-foot-wide sidewalk - an arrangement that is frankly dangerous and unacceptable. Such a setup would likely cause pedestrians to frequently walk into the street, where they are more susceptible to being hit by a vehicle. It is imperative that pedestrian connectivity between the current and new resort centers be improved with the following; 1) a wider sidewalk on Lowell Avenue, preferably both heated and with a buffer, 2) a sloped alternative, which should also be an extension of the Park City trail system in summer, and 3) and a bridge across Lowell Avenue between Parcel B and the current Resort Center. These solutions are safer, more efficient and more aesthetically appealing.

TRAFFIC AND TRANSIT CONNECTIVITY: As previously mentioned, it is believed important to maintain the current location of the Transportation Center in the center of both the existing Resort Center and PEG's new development. In addition, there have been inadequate allowances and provisions for several issues, as explained below.

- 1) **The Consequences from paid and insufficient Parking.** Paid parking is viewed as a tool with fees that can be adjusted to force people to take mass transit. However, in order to avoid paid parking, or if the Resort garages are full, it is likely that visitors will search for places to park on or adjacent to private property. The consequences of this have not been completely considered. What will undoubtedly occur due to both of these issues is that more visitors will park in nearby residential areas, condominium complexes (Three Kings, Snow Flower, Park Avenue and Pay Day...), and the shopping center parking lots along Park Avenue and Kearns Boulevard. This improper parking will damage those businesses and cause a great deal of inconvenience and additional expenses for residents, condominium owners, and guests alike.
- 2) **Tour buses may create traffic problems.** Such buses require more space and take much longer to load and unload, which may back up traffic along Lowell Avenue. Evidently, these buses are expected to use the west side of Parcel B, along with hotel, airport and other shuttle busses. However, this will likely cause more traffic congestion, and it may be better to have tour busses use a portion of the garage on Parcel B off Empire Avenue.
- 3) **Mass transit ridership may decline.** It is assumed that paid parking will force people to take mass transit. However, with an aging population and COVID-19 likely around for years, many skiers will want to avoid piling on buses with other people. People staying near the Resort will also be more inclined to take ride sharing services, like Uber or Lyft, or park at the Resort.
- 4) **Skiing alternatives are not considered.** It is assumed that if there is inadequate parking, skiers will take mass transit or ride share services to the PCMR. What seems to be missed is that guests at Park City (or from Salt Lake City) are not captive. They have the option of parking and skiing in other places, like Deer Valley or the five other resorts within a 30-40 minute drive, nearly all of which do not have paid parking. Further, Vail's revenues from visitors without Epic passes, who pay the most, may actually decrease without adequate parking.
- 5) **Parking needs to be convenient after dropping off skiers.** It is unclear if this can be accomplished without causing additional traffic congestion.
- 6) **A parking concierge service is needed.** Like Deer Valley, it would be desirable to have a concierge service that can store skis or boards before someone parks their vehicle if they are by themselves or with others.

New norms due to COVID-19 and future public health issues have not been adequately considered as they relate to traffic and transit connectivity at the PCMR. Properly accommodating younger age groups from tour buses, and buses from Salt Lake City and Orem/Provo, has not been considered as well.

Our firm welcomes the construction of a well-designed and planned development at the Park City Mountain Resort. However, there remain many unresolved issues in the planning process. It is hoped that both the Park City Planning Department and Planning Commissioners will not make a rush to judgement in approving PEG's plans. The issues raised in this letter, and additional concerns raised by others, need to be carefully considered before any approvals are made.

Sincerely,

A handwritten signature in black ink that reads "L. Ried Schott". The signature is written in a cursive style with a long horizontal line extending to the right.

L. Ried Schott
Managing Principal, Silver Mill LLC
310-375-5750

From: [kent greenwald](#)
To: [Alexandra Ananth](#)
Subject: Commend. PCMR LOT
Date: Wednesday, September 23, 2020 12:51:50 PM

Good afternoon Alexandra, I attempted to submit comments through the website for the meeting this afternoon about the parking garage but I am not sure that they were received. can you tell me if they were.
thank you very much.

Kent Greenwald
1700 Three Kings Drive
602-432-5519

From: [Doug Schillinger](#)
To: [Alexandra Ananth](#)
Subject: Comment on Park City Mountain Base Development
Date: Tuesday, September 22, 2020 8:43:16 PM
Attachments: [Park City NTMPPolicy\[1\].pdf](#)
[Extracted pages from Park City 2011TransportationMasterPl\[5\].pdf](#)

Dear Alex –

I am writing in order to express concern regarding the traffic impact associated with the Park City Mountain Base Development Project. More specifically, it is my understanding that the project currently contemplates 440 day skier parking spots near the intersection of Silver King Drive and Three Kings Drive (Lot E in the PEG Companies proposal). Moreover, the plan proposes to have those 440 cars directed not towards the multi-lane thoroughfare of Park Avenue but instead into the relatively narrow Three Kings Drive and the surrounding residential neighborhoods, a scheme that is at odds with essentially every “Goal and Objective of Park City’s Neighborhood Traffic Management Program”. (Attached for your convenience)

Precisely how will this traffic will exit the larger Thaynes Canyon neighborhood we do not know. Will traffic turn right on Thaynes Canyon Drive and wait to enter Rt 224 at the light adjacent to the Hotel Park City? Will it instead turn left on Thaynes Canyon Drive and continue to PayDay Drive? In either case, the plan proposes to have day parkers (many of whom may or may not be familiar with the neighborhood; many of whom may or may not have enjoyed après ski activities at the base) driving through small residential streets where children ride bicycles and elderly couples walk their dogs to stroll by the nearby municipal golf course. The developers may claim that Three Kings Drive represents “extremely favorable progression” but as a resident I assure you the narrow and winding back street that is Three Kings Drive is as frequented by bikers and pedestrians as it is by vehicles.

Neither the road nor the surrounding neighborhood was designed as an access point to and from a major ski resort. It is simply disingenuous to suggest that it can service that need now. In point of fact, it is a bad idea that already was a bad idea... This ill-conceived plan was first floated to the public in 2011. (Again, I’ve attached extracted pages of the 2011 Master Plan for quick reference). You will note the unanimously negative response from Park City residents. I quite certain the developers have seen it and taken note.

The resulting step function increase in traffic resulting from PEG’s plan would have material adverse effect on the neighborhood and it’s resident’s quality of life to say nothing of the new dangers such traffic would pose for those who live there. I am no attorney and therefore can’t comment on liability. However, it seems intuitive that parties involved in deliberately channeling that much traffic into such a context could be potentially be taking on some measure of risk.

Thank you for your attention and for sharing my comments with the Commission.

Warm regards,

Doug Schillinger

Managing Director

DW Healthcare Partners

Email: doug@dwhp.com

Mobile : 435.513.0001

From: [Andy Germanow](#)
To: [Alexandra Ananth](#)
Subject: comment re: PC Mtn base area devel project - concern Re: possible traffic flow through Three kings Dr. and Thaynes Canyon Dr.
Date: Wednesday, September 23, 2020 2:16:04 PM

Hello Alexandra,

I own a home in Park City at 2088 Three Kings Ct and understand you are accepting comments this evening on the PC Mtn Base Development project.

I am writing to express concern about the possibility that Three Kings Dr. and Thaynes Canyon Dr. may be considered as a primary thoroughfare for ski traffic to and from a vastly expanded resort base complex.

My concerns and observations:

- These are relatively narrow secondary residential roads and not designed for heavy use from resort traffic.
- Safety concerns are obvious as there is currently safe neighborhood foot traffic –running, walking, biking, dog walking and other than the Blue and Green buses primarily only local traffic.
- The road is designed and landscaped accordingly in terms of speed limit, grade changes, curve and drainage considerations and I'd expect road construction standards reflect neighborhood use rather than standards for more frequent and heavier use.
- There are no sidewalks
- In the current development of the new water treatment plant and golf course maintenance building great care has been taken by the Park City Municipality and planners to respect and maintain the neighborhood "feel" in the planning and construction of those projects –
- Any proposal to use the road for resort traffic would require expensive changes and construction which would ruin a significant neighborhood amenity, including the golf course, and make the careful planning of the water treatment project for naught

There are already heavier duty roads to the resort that would be better suited to improvements necessary to deal with anticipated traffic increases resulting from construction of this huge development project at the baser of PCMR.

Respectfully,

Andy Germanow

CEO
Germanow-Simon Cos.

G-S PLASTIC OPTICS www.gsoptics.com
Tel-Tru Manufacturing Co. www.teltru.com
408 St. Paul St. - Rochester, NY - 14605
585-295-0254 Phone - office

From: jimlauk@aol.com
To: [Alexandra Ananth](#)
Subject: Further Comments on Proposed Base Development
Date: Monday, September 21, 2020 3:55:20 PM
Attachments: [Laukkanen Comments on Park City Mountain Base Development Plan \(1\).pdf](#)

Ms. Ananth,

We are Pam and Jim Laukkanen, owners at Three Kings since 2005. We have previously commented on the proposed base development at Park City Mountain (copy attached).

We urge the members of the commission to carefully review the proposal's impact and workability at the intersection of Three Kings and Silver King.

The saying goes that a picture is worth a thousand words. We've attached a picture for the commission's consideration.

Please let us know if the quality of the photo is acceptable. The file size has been reduced to facilitate emailing. Thank you.

Pam and Jim Laukkanen

From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: PEG & transit suggestions, etc.
Date: Monday, September 28, 2020 10:47:51 AM

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: J Moira Howard [mailto:moira_howard@yahoo.com]
Sent: Sunday, September 27, 2020 11:25 PM
To: planning
Cc: John Phillips
Subject: PEG & transit suggestions, etc.

Hello Planning Commissioners

Thank you all for the time and effort you put in.

Re PEG development:

I was listening in on Wednesday's (9/23) PEG discussion meeting re transit flow and would like to share a few ideas which may hopefully help solve some of the problems.

Suggestion:-

Reverse the traffic flow which PEG proposes i.e. -

Make Empire Ave flow one way, north to south, between Silver King Dr and Manor Way.

Make Lowell Ave flow one way, south to north, between Manor Way and Silver King Dr.

Make Shadow Ridge Rd and Manor Way flow one way, east to west.

Effect:-

The above would make access to parking on parcels C, D and E *accessible only* from Lowell Ave. (This would mean a revised entrance to parking garage on E.)

Cars could come up Empire Ave and turn into Shadow Ridge Rd or Manor Way to access parking in any of the parking spots.

Benefits:-

* If Lowell Ave is one way south to north, i.e. 'No Entry' from Silver King Dr, it may discourage people from driving through the Three Kings neighbourhood as they would have the inconvenience of having to continue along Silver King Dr, turn up Empire Ave, etc. to get to parking.

At ski closing, the same problem would be lessened if the Lowell Ave/Silver King Dr intersection is posted "No Left Turn between 3pm to 5pm" or similar. Residents may prefer a little inconvenience to themselves if it saves many others coming through their neighbourhood. (Access to Three Kings would still be available via Silver King Dr from Empire Ave.)

* Changing the currently proposed one-way flow may also help alleviate the problem with emergency vehicle access (apart from congestion at certain times). -

If emergency vehicles had to respond to an incident on the Lowell Ave side of things, it wouldn't take any longer to access that via either of the east-west links from Empire Ave than it would to access it from Silver King Dr/Lowell (as currently proposed).

If emergency vehicles had to respond to an incident on the Empire Ave side, they would have direct access as opposed to having to go 'round the block'.

Above assumes emergency vehicles follow the road rules.

* It would allow affected Empire Ave, Silver King and Shadow Ridge residents easier, more direct access to their driveways/garages with the slight inconvenience of having to "go 'round the block" to head north or they could continue up Empire or down 14th St. depending on their desired direction of travel. Those residing above the Resort on Lowell Ave *i.e. south of Manor Way* could proceed up or down Lowell depending on their destination.

Suggestion:-

Make parking drive in, pay on the way out.

If there is to be an hourly charge, must grab a ticket on the way in. If daily charge, no need.

Benefit:-

Increases inflow speed, reduces outflow speed which may help alleviate intersection congestion.

Suggestion:-

The City would like a "proper" transit centre with toilets, etc.. Could this be integrated into the parcel B building where PEG intends to have shuttle, etc. drop off/pick up, opposite the bus stops?

Bus stop/bay could be added at parcel E if warranted.

Remarks:-

* I think, for safety, a pedestrian bridge must be constructed between Lot B and the upper ski plaza.

* PEG mentioned something about putting 'curves' in the road at Manor/Empire/Lowell. I may be wrong but am envisioning some sort of traffic

'calmers' which I imagine would inhibit snowplows.

* Where is the helipad being positioned with so many (tall) buildings around?

* The proposed parcel C hotel, like other buildings, is too tall. It is going to cut out light and air from the Lodge B building.

* I do not know how PEG is going to be able to provide suitably wide sidewalks!

Asides:-

* Traffic signals might be more safe than roundabouts, if required.

* There will not be extra capacity for cars so is there any real need to change the traffic flow from as currently exists?

My tuppence worth on affordable and employee housing:

I do not think affordable housing should be included in prime real estate surrounded by probably mostly 1M plus properties. Would the occupants be able to afford HOA dues or would these be subsidised - by whom? I expect renting the house or rooms would be prohibited but who would police this?

Employee housing could also be built offsite with the employer(s) providing employee shuttles. After all, how many folk have a two minute commute! If onsite, studio/dormitory style would be more appropriate than what PEG showed on the plans.

If affordable and employee housing were built offsite, there'd probably be more bang for the buck.

Re Lower Rossi Hill nightly rental discussion:

I do not live close but have sympathy with those objecting to allowing nightly rentals. Owners, unless they suffer property damage, sit back and take the money. It is the neighbours who have to deal with disrespect and the disregard for rules - noise, parking, litter, etc..

Thank you for your consideration.

Moir Howard

From: [planning](#)
To: [Alexandra Ananth](#)
Subject: FW: PEG Building E Park City Base
Date: Wednesday, September 23, 2020 7:57:59 PM

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: Angelica R Palank [mailto:palanka@bellsouth.net]
Sent: Wednesday, September 23, 2020 1:21 PM
To: [planning](#)
Subject: PEG Building E Park City Base

Planning Commissioners

We own a unit in the Snowflower that is facing the proposed Building E of the PEG development request. As such, we ask that their request be denied, or tabled until resolution of important issues occurs.

It is appropriate, in my opinion, to appreciate that many of us bought our units when the Area Master Plan had been expired, so that, in doing our due diligence we had no reason to expect that any plan was in existence. Therefore any developer who wishes to develop should have to start from the beginning with no vested rights, and with the input of neighboring owners regarding impacts any development might create. Purchasers who researched, had no reason to believe they were still current. Primarily, I want to express my position that an owner such as we, are opposed to this project being considered an "amendment" to an old and unattended plan. After all, how far back in history should a buyer/owner have to assume an expired plan would be picked up years later and treated as current? Secondly, an "amendment" to an agreement should mean that there is a "new" agreement, and thus open for negotiating the terms of such an agreement.

In that light, we ask that this email be included in any public record, as we believe we need more remediation from this newer plan. The immediate concerns are vesting the developers in a plan that would create a huge difference in the quality of life in our unit, specifically as to view, noise and traffic flow.

As a much taller building than ours, the long distant view we have enjoyed from our bedrooms, will

now be of building E. The south end of building E should not be so tall, but instead staged up from south to north, allowing lower levels in the area immediately adjacent to our building. Design criteria is susceptible to change, as witnessed by the selling and redesigning of this request; and we have justifiable concern that, besides this developer, a successor in interest could buy the project and be vested to build such that includes these intrusions or worse. We ask that the city require this and any future developers of this parcel to lower the southern end of any building situated where building E is currently shown on the plan, and disallow any future plans that do not restrict this, and that any changes in future building plans needs to have this same restriction.

Regarding noise abatement, is our request for a noise wall. The project boasts of increases in people, foot traffic, activities, transportation, businesses/restaurants etc. We bought at the Snowflower because it is on a peaceful street, instead of in the center of activity. This proposed development will be a noise creator. We chose a quiet project, and now seek to be protected from the noise by a wall AND significant landscaping on our side. Otherwise, we should be granted a thoroughly dense landscape buffer of a significant height and opacity, though it may take more of a footprint to effectively buffer with landscaping alone than with a noise wall and lesser landscaping. This is imperative to the units on our side of the building.

As to the traffic, it is clear from the drawings and the written information that a vast increase in the number of vehicles will now be blockading the entrance near Silver King Drive immediately close to the only entrance to our building. This is a poor plan that may be addressable by eliminating the western-most traffic circle and putting in a traffic light. Otherwise, if so much as three cars are attempting to exit our garages at nearly the same time, and any trying to go east during traffic (as their GPS will surely instruct) we will be stacked against the flow from the project's ingress/egress. Without a traffic light, virtually all four buildings of our cars from the Snowflower (and associated commercial vehicles) will have to take Three Kings Drive south rough a residential area, only to head back north on the over used 224/Main to get back to downtown or the intersection to the Dear Valley area. That will add many additional miles of traffic and its associated noise, safety and pollution problems just to get to the same destination. It is more advisable to remove the second traffic circle and install a traffic light that can be computer controlled to benefit the different traffic flows at different times of day.

We are justifiably concerned about the immediate request, since we know that, once vested, any developer can sell the rights to some other developer who can change it within the plan in many aspects without future denials as to issues such as, dwelling units, commercial uses etc., as well as any obligations not expressly required in this approval process. A "pretty picture" any developer gets approved does not have to be developed as shown. Just look at the history of this parcel. While PEG appears to have been attempting to be a good neighbor, these issues have not been resolved.

Therefore, it is absolutely vital that any approval accompany restrictions that cannot be eliminated without future approvals. It is vital to the continued value of our individual property that these improvements to the plan, or similar compromises be included in any approval at any level within Park City's authority.

In the "Construction Phasing and Mitigation" there is a segment where the developer asserts that their research indicated that blasting should not be required. They go on to state that, if blasting

were to become necessary, then they would take certain steps. As it relates to adjacent or affected properties, such as mine, they only state that they will “identify” such parties. They do not state what they would do once such parties are identified. Hopefully, no blasting will be necessary, but if it should, then the developer needs to have a formal obligation to not just “identify” us, but to have a program that pre-inspects our property and the manner to make us whole in the case of damage from the blasting. None of us want to litigate such occurrences, should blasting occur.

Furthermore, in the case of blasting as well as in other circumstances that might significantly interrupt the quiet enjoyment of our property by us, our guests, or our renters, the developer must be held responsible for mitigation beyond what is stated in the plan. We have had summer renters for several years running, who rent for the whole summer. If those same renters determine that the building process has made their future stays untenable, then there must be remuneration. These are not “aspirational” renters, but consistent renters who seek our particular unit for multiple years. Most assuredly we are not the only such owners in the Snowflower, but I will assert our rights for our specific property.

Hopefully, none of these events will occur, but there should be some language in the agreement that protects the values of our properties during the development stage. Again, please enter this note into the legal record of this and future proceedings.

Again, we pray that this development request will not go forward without permanently correcting these problems.

Angelica Palank-Sharlet
(954)849-2628

From: [Steve Yapp](#)
To: [Alexandra Ananth](#)
Subject: In regards to all surface parking planned development at base of Park City mountain
Date: Wednesday, September 23, 2020 12:04:45 PM

I am writing you to share my concern for the planned development of surface parking area at the base of Park City mountain resort.

We have been owners in the Resort Plaza unit for the past 42 years, we are also full time residence of our wonderful Park City community. Obviously a lot has changed since then and we have generally found the growth and building in Park City to have been handled well with much of the expansion thought thru and appropriate for our mountain community. As I have reviewed the submitted master plan compared to the previous Master Plan that was approved, the new plan involves: more density; taller buildings; reduced set-backs; overall parking reduced by 600 spaces; parking structures that involve more “above ground” areas; unresolved employee parking (on and off site); inadequate tour bus drop offs and parking; possibly much worse traffic congestion, etc. Also of significance, an enormous building is planned spanning the entire length of Parcel B (instead of 3 buildings), with no pedestrian access through it and no pedestrian bridge or tunnel from its parking structure.

I ask that you consider our concerns when reviewing for approval – we have confidence that these issues will be considered and addressed before a final approval.

Respectively

Steve Yapp
805 797 5063
steve@podzca.com
5570 Old Ranch Road



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

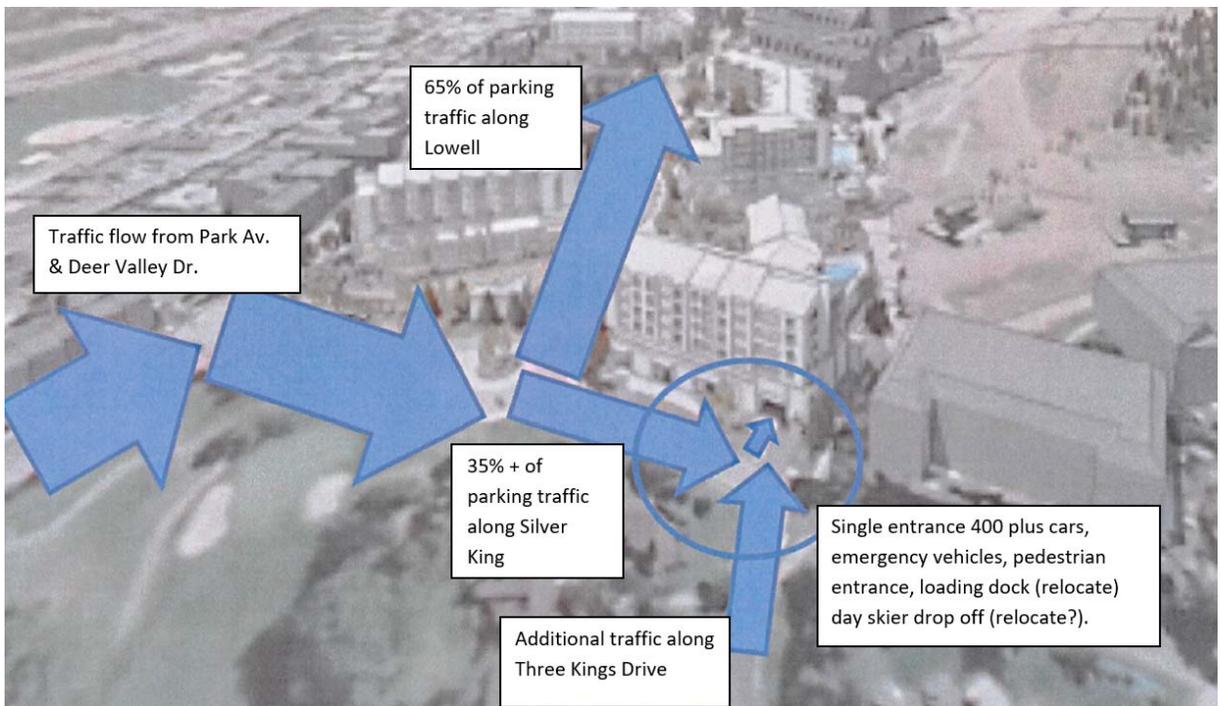


Justin J. Keys

June 23, 2020

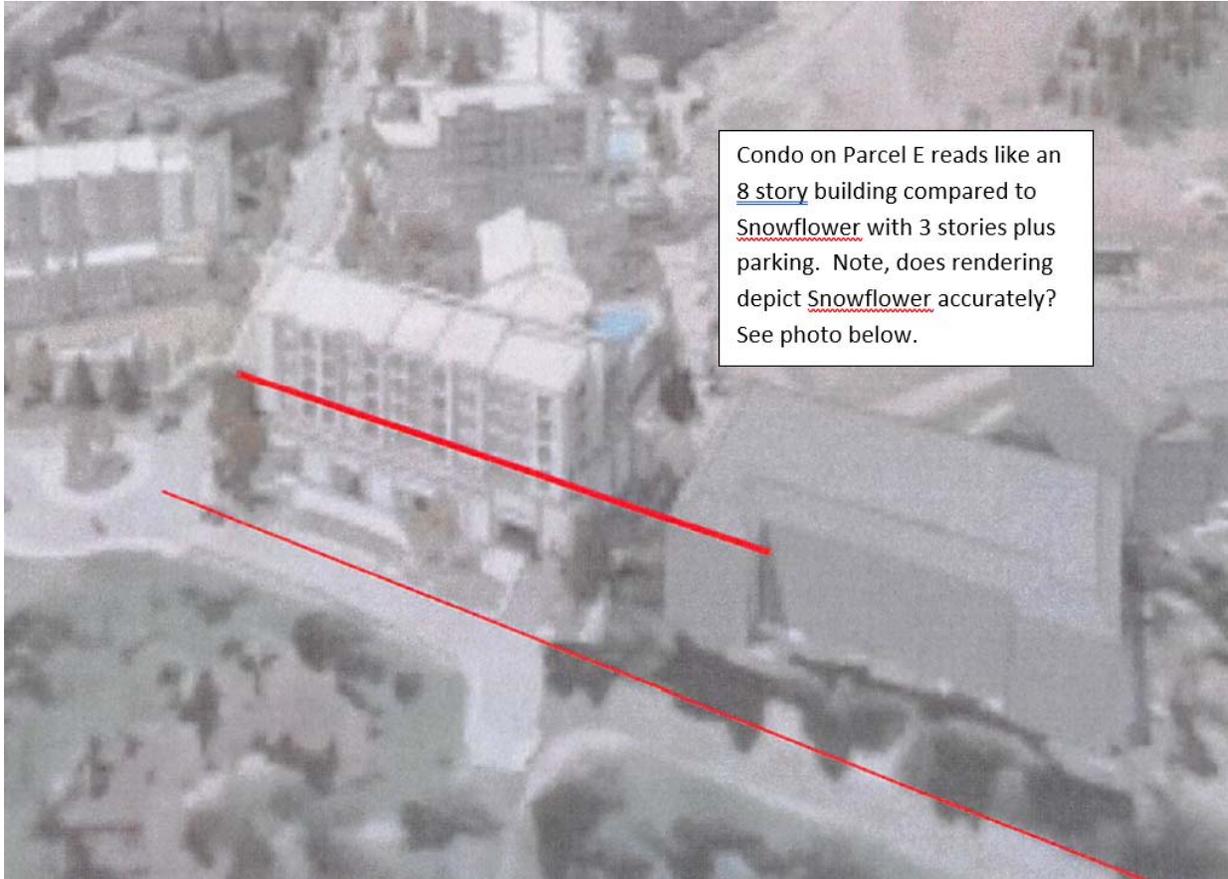
We are Pam and Jim Laukkanen, owners at Three Kings Condominiums since 2005. The following are our comments on the proposed development of the Park City Mountain Base Area Development.

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.



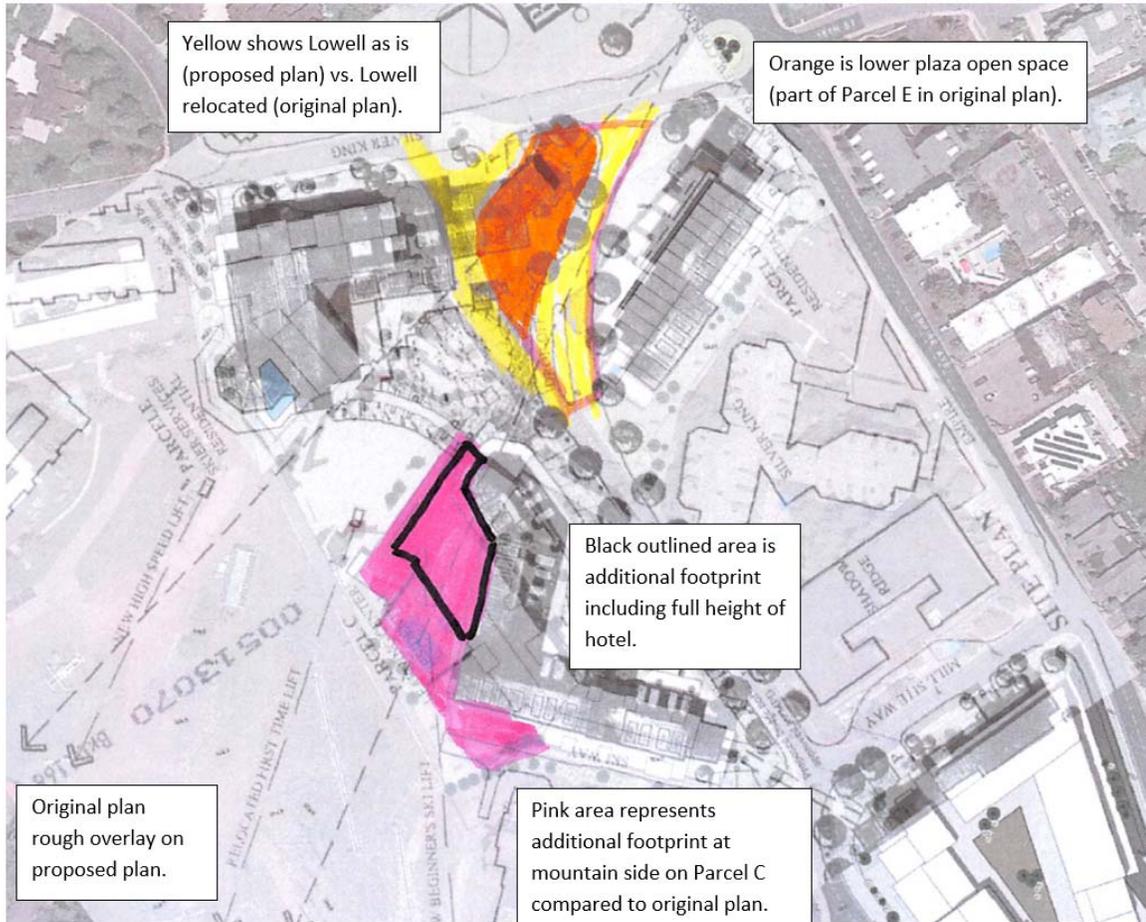
3. The location of the parking entrance will likely increase traffic on Three Kings Drive (passing Silver Star, Payday, and Three Kings) with many drivers seeking to avoid or minimize what will undoubtedly be long waits in line to get into the garage(s).

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.



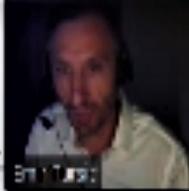
13. That same overlay of the two plans will show that some of the mountain side open space has been, in effect, relocated to the lower plaza on Parcel D. It seems that having the open space adjacent to the mountain may be preferable to creating lower plaza, the uses of which are not very clear.
14. Another 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.

The Parcel E site is over 280' wide at this point. The building will likely be over 230' wide. This appears to show a building width of less than 2 times its 87 foot height. Should it be about 40% wider?

Given the height of cars, windows, doors, and balcony rails, it does not appear to be computer monitor distortion..



Above question from casual observation. jimlauk@aol.com

PARCEL E ELEVATION

Exhibit A

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

There is a growing concern in Park City to manage automobile use and reduce the impact of noise, safety, and improve livability/walkability. The Neighborhood Traffic Management Program (NTMP) provides residents an opportunity to jointly work with City professionals to evaluate the requirements, benefits, costs, and tradeoffs of using various traffic calming measures and techniques within their own neighborhood. The program outlines the many ways residents, businesses and the City can work together to help keep neighborhood streets safe.

Goals

- Improve the quality of life in neighborhoods
- Improve conditions for pedestrians
- Create safe and attractive streets
- Reduce accidents
- Reduce the impact of motorized vehicles within a neighborhood
- Balance the transportation needs of the various land uses in and around a neighborhood

Objectives

- Promote safe and pleasant conditions for residents, motorists, bicyclists, and pedestrians on residential streets.
- Improve neighborhood livability and quality of life by mitigating the impact of vehicular traffic on residential neighborhoods.
- Promote, encourage and support the use of multi-modal transportation alternatives.
- Encourage resident participation in all phases of Neighborhood Traffic Management Program activities.
- Provide for the safe and efficient movement of people and goods while preserving, enhancing, or reclaiming the neighborhood's livability and to guide the use of the Park City street system to control air pollution, traffic, and livability problems.
- Educate property owners as to ways they can help to ease traffic problems.
- Enlist the Police Department to focus on areas where there is a community concern for speeding.
- Establish guidelines and a framework for consistent decision making by utilizing the most current edition of the MUTCD Manual, traffic engineering and safety studies, experiences of other communities, community guidelines and input from local professionals..

Policies

- A combination of education, enforcement, and engineering methods should be employed. Neighborhood Traffic Management devices should be planned and designed in keeping with sound engineering and planning practices. Park City shall direct the installation of traffic control devices (signs, signals, and pavement markings) as needed to accomplish the project, in compliance with the project objectives, municipal code and pertinent state and federal regulations.
- Emergency vehicle response time should be accommodated in keeping with the response standards:
 - If current emergency vehicle response time is greater than the standard, Neighborhood Traffic Management efforts shall not further degrade the existing response time;
 - If the current response time is less than the standard, then Neighborhood Traffic Management shall not cause the response time to exceed the standard.
- Transit service access, safety, and scheduling should not be adversely impacted.
- Reasonable automobile access should be maintained. Pedestrian, bicycle, and transit access should be encouraged and enhanced wherever possible.
- In general, arterial street traffic will not be directed over neighborhood streets.
- Parking removal should be considered on a project-by-project basis. Parking needs of residents should be balanced with the equally important functions of traffic, emergency vehicle access, transit, bicycle, and pedestrian movement.
- The Neighborhood Traffic Management projects should not cause an increase of more than 50 vehicles per day (vpd) off the Project Street through the use of traffic diversion devices. If it is anticipated more than 50 vpd will be added to an inter-neighborhood street, the impacted neighborhood will be invited to participate in the neighborhood discussion prior to implementing any recommended action..
- To implement the Neighborhood Traffic Management Program, certain procedures should be followed in processing Neighborhood Traffic Management requests in accordance with applicable codes and related policies and within the limits of available resources. At a minimum, the procedures shall provide for submittal of project proposals; project evaluation (including risk management analysis) and selection; resident participation; communication of any test results and specific findings to project area residents and affected organizations before installation of permanent Neighborhood Traffic Management devices; and appropriate City Council approval.

To implement the NTMP, certain procedures shall be followed by the City in processing traffic management requests according to applicable codes and related policies within the limits of available resources. At a minimum, the procedures shall provide for:

- a simple process to propose projects;
- a system for staff to evaluate proposals;
- neighborhood representation and participation in plan, development and evaluation;
- communication of any test results and specific findings to area residents and affected neighborhood organizations; strong neighborhood support and acceptance by adjacent impacted neighborhood/commercial areas before installation of permanent traffic management devices; and
- Using passive traffic controls as first effort to solve most neighborhood speed problems.

Eligibility

All individuals, neighborhood, and business districts on city streets are eligible to participate in the NTMP. Any traffic management techniques desired to be used on Utah Department of Transportation (UDOT) owned streets must also be approved by UDOT.

Funding Alternatives (not in priority order)

1. 100% Private Funding
2. Approved as a part of the City's Capital Improvement Program
3. Combination of 1 and 2
4. Special Improvement District
5. City Traffic Calming Funds

Procedures

Phase 1

Phase 1 consists of the TMC or a representative on the TMC receiving an inquiry or complaint relating to traffic, parking, signage, sidewalks, pedestrian, bicycles, lighting or other issues concerning activity within the city's street rights of way or UDOT rights of way within the city limit.

1. The item may be handled directly by the TMC representative or discussed at the monthly meeting of the TMC. Issues will be discussed with respect current codes, resources, timing, and possible outcomes and if the request should move to a Phase 2. The TMC representative will contact the appropriate individual with the results of the TMC meeting. If further action is required, the TMC representative will be accountable for ensuring the next steps are outlined to the individual(s) such as Phase One providing some immediate relief and problem assessment by assigning traffic officers to conduct enforcement, including speed control, along with deploying the TMC's traffic trailers to help reduce the traffic issue.
2. **Evaluation**
Evaluation of Phase 1 actions should not exceed three (3) months.

Phase 2

Phase 2 consists of implementing passive traffic controls.

1. **Initiation/Eligibility**
Neighborhood complaint must include petition signed by at least 5 residents or businesses in the area to initiate Phase 2 of traffic calming process.
2. **Review of petition by Traffic Management Committee to determine if the issue(s) can be resolved through existing ordinances or programs and/or if more information needs to be collected. If agreement can be reached with the petitioners on a solution, a neighborhood meeting is not required.**
3. **Phase 2 First Meeting**
Neighborhood meeting is hosted by Park City to gain an understanding of issues and determine goals of traffic calming petition, initiate community education, initiate staff investigation of non-intrusive traffic calming measures, discuss options, estimate of cost, timing, and process. A neighborhood shall appoint a representative(s) as a point of contact and liaison to the Traffic Management Committee.
4. **Phase 2 Implementation**
 - a. Staff considers non-intrusive traffic calming techniques such as signing, striping, and general traffic control. Minimum actions may include *Residential Area* signs, speed limit signs, review of striping, review of turn restrictions, review of appropriate traffic control devices, consideration of temporary speed trailers, as well as increased Police enforcement.
 - b. Community watch program may be initiated. This program includes neighbors calling police to request increased speed limit enforcement, neighborhoods checking out the radar speed gun from Police to monitor speeds and record licenses, neighbors disseminating flyers printed by the City reminding the community to slow down, community watch for commercial or construction vehicles, etc.
 - c. Targeted police enforcement will begin to include speed control.
 - d. Vehicle speeds and counts. Results posted on the City's web-site (www.parkcity.org).
 - e. All discussion of data and solutions will take place at the Traffic Management Meeting held on the 2nd Wednesday of each month. The neighborhood representative(s) will be invited to attend and participate in the discussion of data and possible solutions and course of action.
5. **Phase 2 Evaluation**
Evaluation of Phase 2 actions will occur over a 3 to 9 month period. Evaluation will include visual observations by residents and staff and some quantitative data may be collected on the effectiveness of non-intrusive measures implemented.
6. **Phase 2 Neighborhood Evaluation Meeting**
Phase 2 evaluation meeting will be held with the neighborhood liaison and interested

neighbors to discuss results of Phase 2.

7. **Manager’s Report to City Council**
Phase 2 actions and recommendations from evaluation meeting presented including differing opinions. A council may request a future work session to discuss actions and next steps.
8. **Appeal Process-** A citizen(s) within the effected neighborhood may appeal a staff recommendation within 30 days of the council’s review of the Manager’s Report. The council may request a future work session to make a determination and take action.

Phase 3

1. **Phase 3 Initiation-**Twenty -five percent (25%) of the residents within the proposed neighborhood area may request in writing a request to initiate the Phase 3.
2. **Define Neighborhood Boundary-** At a minimum; a neighborhood will include all residents or businesses with direct access on streets to be evaluated by Phase 3 implementation. Residents or businesses with indirect access on streets affected by Phase 3 implementation may be included in neighborhood boundary only at the discretion of staff.
3. **Phase 3 Data Collection and Ranking-** Staff perform data collection to evaluate and rank neighborhood problems and the ability to solve problems. Data collection will include the following and will result in a quantitative ranking.

Criteria	Points	Basis Point Assignment
speed data (48 hour),	30	Extent by which the 85 th percentile traffic speed exceeds the posted speed limit (2 points per 1 mph)
volume data (48 hour),	25	Average daily traffic volumes (1 point per 100 vehicles, minimum of 500 vpd)
accident data (12 month)	24	Accidents caused by speeding (8 points per accident)
proximity to schools	5	Points assigned if within 300 feet of a public or private school
pedestrian crossing, bicycle routes, & proximity of pedestrian generators	5	Points assigned based on retail, commercial, and other pedestrian generators.
driveway spacing	5	If more than three driveways exist in any 100 foot section, no points will be provided.

No sidewalks	10	Total points assigned if there is no continuous sidewalk on either side of the road.
Funding Availability	50	50 points assigned if the project is in the CIP or 100% funding by the neighborhood. Partial funding of 50% or more by the neighborhood 25 points, partial funding of 10 to 50% by the neighborhood 10 points.
Years on the list	25	5 points for each year
Total Points Possible	179	maximum points available

4. Phase 3 implementation Recommendation- Staff proposes Phase 3 traffic calming implementation actions and defines a project budget.
5. Phase 3 Consensus Meeting- A neighborhood meeting is held to present Phase 3 implementation proposal including project budget, possible time frame, discuss temporary installation, etc. The estimated time frame is one to three years depending on funding availability.
6. Phase 3 Petition- Residents and businesses in neighborhood boundary are mailed/or hand delivered a petition by the City identifying Phase 3 actions, cost, and explanation of implications of vote. Petition provides ability to vote yes, no, or not return petition. Unreturned petitions count as no votes. Resident support for traffic calming is defined as 67 percent positive response. No more than four weeks is allowed for the return of a petition.
7. Phase 3 Implementation- Permanent installation will be implemented after the approval of funding by the City Council. Implemented actions will be continually monitored based on visual observation and accident data.
8. Post Project Evaluation- City staff will review impacts on traffic to determine if goals were met. Neighborhoods will have an opportunity to review data and provide comment.
9. Removal (if required) - Staff will authorize removal of improvements upon receiving a petition showing 75% support of the neighborhood. Removal costs in all or part may be assessed to the defined neighborhood boundaries.

DEFINITIONS

Introduction

Standard:

Traffic control devices shall be defined as all signs, signals, markings, and other devices used to regulate, warn, or guide traffic, placed on, over, or adjacent to a street, highway, pedestrian facility, or bikeway by Park City Municipal Corporation..

The Manual on Uniform Traffic Control Devices (MUTCD) is incorporated by reference in 23 Code of Federal Regulations (CFR), Part 655, Subpart F and shall be recognized as the national standard for all traffic control devices installed on any street, highway, or bicycle trail open to public travel in accordance with 23 U.S.C. 109(d) and 402(a). The policies and procedures of the Federal Highway Administration (FHWA) to obtain basic uniformity of traffic control devices shall be as described in 23 CFR 655, Subpart F.

Park City Traffic Management Committee (TMC) will follow the current edition of the MUTCD except where engineering studies and/or traffic programs in other cities may be substituted to justify a change in warrants and application.

Speed Limits

Residential streets in Park City will generally be posted at 25 mph. The posted speed limit shall be within ten (10) miles per hour (MPH) of the 85th percentile speeds. Traffic engineering studies are required to justify a higher or lower speed limit.

*TMC Comment- The Park City Council may determine the **reasonable and safe speed limit** for city streets. The Utah State Code requires several procedural steps prior to setting a speed limit such as a traffic engineering and safety study consistent with the requirements and recommendations in the most current version of the “Manual on Uniform Traffic Control Devices”.*

Speed limits are based on travel time and safety and generally set within five (5) mph of the 85th percentile. The TMC has adopted as a guideline to use ten (10) mph. In residential areas, travel efficiency is given a lower priority. Speed limits set arbitrarily low are ignored by neighbors, compliance is poor and the Police do not have the resources to strictly enforce. Passive measures such as adding guide lines (edge striping) and narrowing driving lanes to ten (10) feet may be used to lower traveling speeds. Neighborhoods may request physical changes to the roadway to reduce the 85th percentile speeds to within the ten (10) mph of the posted speed limit after completing Phase 2 of the Neighborhood Traffic Management Program and initiate a Phase3 process.

Driver Feedback Signs (DFS)-

Driver Feedback Signs (DFS) are electronic signs that provide the driver his/her current speed and the posted speed limit. If corrective measures are unable to bring the 85th percentile speed within 10 mph of the posted speed limit, a DFS may be used. A DFS may be installed in other areas if special circumstances exist and a traffic engineering study supports the installation.

Guide Lines

Guide lines are edge marking added to a roadway on both sides of a roadway to give the visual appearance of a narrower driving area. The minimum lane width will be ten (10) feet.

TMC Comment- *Studies have shown a reduction of 1 to 2 mph can be anticipated.*

Slow-Children at Play

A non conforming sign identifying where children are playing.

TMC Comment- *The TMC frequently receives requests for “Slow-Children at Play” signs. Federal Standards discourage the use of “Children at Play” signs. There is a wide spread false belief that traffic signs provide added protection. Studies have shown there is no long term reduction in speed. The TMC does not support the installation of “Children at Play” signs but do recommend if residents are concerned, they should purchase a “Children at Play” sandwich board or sign for display in their yard.*

Crosswalk

A part of a roadway at an intersection included within the connections of the lateral lines of the sidewalks on opposite sides of the highway measured from the curbs or in the absence of curbs, from the edges of the traversable roadway, and in the absence of a sidewalk on one side of the roadway, the part of a roadway included within the extension of the lateral lines of the sidewalk at right angles to the centerline or any portion of a roadway at an intersection or elsewhere distinctly indicated as a pedestrian crossing by lines on the surface, which may be supplemented by contrasting pavement texture, style, or color.

TMC Comment- *Pedestrian and motorists have the same legal rights at unmarked crosswalks at intersections as they do at a location with crosswalk markings. Crosswalks work best where pedestrian volumes are relatively high and the potential for conflict with vehicles is also high. Unwarranted or random crosswalks that are seldom used by pedestrians may breed disrespect for the devices and make the ones that are truly necessary even less effective. The TMC has adopted a less restrictive warrant developed by Fehr and Peers for Park City than recommended in the MUTCD for crosswalk in residential areas. The warrant matrix is below in Attachment 2.*

Stop signs - A stop sign is an effective traffic control device when used at the proper place under appropriate conditions. A stop sign is used at an intersection to assist drivers and pedestrians in determining who has the right-of-way and where irremovable visibility restrictions exist.

TMC Comment- *One problem often reported is speeding so residents ask for a stop sign. Stop signs may often seem like a good solution to neighborhood speeding, but traffic studies and experience show that using stop signs to control speeding doesn't necessarily work. When stop signs are installed to slow down speeders, drivers may actually increase their speed between signs to compensate for the time they lost by stopping. Some drivers tend to accelerate rapidly after a stop, possibly creating an even more dangerous situation. In fact, most drivers reach their top speed within 100 feet of a stop sign.*

So why not have a stop sign at every intersection? Too many stop signs could cause motorists to ignore the right-of-way rule or some drivers may simply choose to ignore the stop sign. More stop signs in a neighborhood can result in higher levels of pollution, more noise and maintenance cost

Stop signs should be installed at intersections where drivers cannot safely apply the right-of-way rule, resulting in an increase in accidents, where irremovable visibility restrictions exist, and/or where traffic volumes are high enough to formally establish vehicle right-of-way and should not

be used to divert traffic or reduce speeding.

Residential Multi-Way Stop Signs

Multi-way stop signs should be used at intersections considering the amount of traffic, the length of time traffic must wait to enter an intersection, and the safety of an intersection (number of stop sign preventable accidents).

TMC Comment- The TMC has adopted guidelines to review requests for multi-way stop signs. These "guideline criteria" have been established by the U.S. Department of Transportation based on the expertise and experience of transportation engineers nationwide. Attachment 1.

Examples of Positive Physical Controls

Narrowing the Street- may require the loss of parking on one or both sides and/or reduced driving lanes. Pedestrian enhancements could be installed or expanded.

Medians Islands - used to constrict travel lane width and provide an area for additional landscaping and signage.

Bulb-Outs (Chokers/Curb Extensions) - physical constrictions constructed adjacent to the curb at both intersections and mid-block locations making pedestrian crossings easier and space for additional landscaping and signage.

Speed Humps - are vertical changes in the pavement surface that force traffic to slow down in order to comfortably negotiate that portion of the street.

Chicanes - are a set of two or three landscaped curb undulations that extend out into the street. Chicanes narrow the street encouraging drivers to drive more slowly.

Traffic Circles and Roundabouts - circular islands located in the middle of street intersections that force traffic to deflect to the right, around a traffic island, in order to perform any movement through the intersection tending to slow the traffic speeds. Traffic circles and roundabouts are not generally pedestrian friendly.

Rumble Strips - changes in the elevation of the pavement surface and/or changes in pavement texturing which are much less pronounced than speed humps.

Diverters - physical obstructions in intersections which force motorists to turn from the traveled way onto an adjacent intersecting street thereby reducing volume.

**Attachment 1
PARK CITY
RESIDENTIAL MULTI-WAY STOP SIGN GUIDELINES
WARRANT WORKSHEET**

This Residential Multi-Way Stop Warrant Worksheet is applicable only to the intersection of residential streets with speed limit of not greater than 30 miles per hour. This procedure is not to be applied to the intersection of a residential street with a collector or arterial street.

DATE: _____

INTERSECTION OF: _____

AND _____

EXISTING TRAFFIC CONTROL: _____

1. CLASSIFICATION OF STREETS

Both intersection streets are classified and function as residential streets, and the posted speed limit of each is 30 mph or lower.

STOP—this procedure is only applicable to residential streets. Commercial and streets with mixed uses must meet warrants established for all-way stop control in the Manual on Uniform Traffic Control Devices.

2. SPEED OF TRAFFIC

Highest average speed of all approaches (average of 85th percentile speed and upper limit of 10 mph pace). See accompanying worksheet. Check only one selection.

- 0 points for 15.0 to 27.5 mph _____
- 25 points for 27.6 to 32.5 mph _____
- 60 points for 32.6 to 37.5 mph _____
- 120 points for 37.6 to 50.0+ mph _____

Highest average speed _____ mph = _____ points

Subtotal Item 2. _____

3. SCHOOL PEDESTRIANS

Go to (b) in this section if the intersection is currently protected by an adult crossing guard.

- a) Estimated number of children within the area not bussed using shortest walk to school route (based on school demographics).

Elementary and middle school children (1 point each) _____ x 1 _____

b) Proximity of intersection to school. This may be either one or the other but not both.

Intersection is primary crossing at an elementary or middle school, 200 points _____

Intersection is adjacent to an elementary or middle school, 100 points _____

Subtotal Item 3. _____

4. ACCIDENT EXPERIENCE
(Intersection Accidents Only)

Right angle collisions within past 12 months—

Correctable by All-Way Stop Signs, 75 points each _____ X 75 = _____

Collisions other than right angle in past 12 months—

20 points each _____ X 20 = _____

Subtotal Item 4. _____

5. CRITICAL APPROACH SPEED

Lowest critical approach speed of all approaches. Check and enter points below.

Critical approach speed <20 mph - _____ mph 20 points _____

Critical approach speed <10 mph - _____ mph 50 points _____

Critical approach speed < 5 mph - _____ mph 75 points _____

Subtotal Item 5. _____

6. UNEXPECTED HAZARDS

Curve or hill within 300 feet which obscures view of intersection _____
50 points _____

Not noted above—25 points _____

Subtotal Item 6. _____

7. NEARBY PUBLIC FACILITIES

25 points for each public facility, other than schools, such as a church, park, swim club, library or shopping center within 300 feet of intersection.

Enter number of applicable facilities here _____

Subtotal Item 7. _____

8. INTERSECTION CONDITIONS

(Edge to Edge of Pavement)

Width of any approach <22 feet -25 points _____

On-street parking within 50 feet of any approach—10 points _____

Subtotal Item 8. _____

9. TRAFFIC VOLUMES

Total approach volume—average hour of eight hours counted, on average weekday—1 point per vehicle _____

Minor leg volume _____

Minor leg adjustment, average of all hours counted.

Check one.

Greater than 160, subtract 0 _____

120 to 159, subtract 50 _____

100 to 119, subtract 100 _____

75 to 99, subtract 120 _____

74 to 40, subtract 150 _____

Subtract minor leg adjustment from total approach volume _____

Subtotal Item 9. _____

10. ADJACENT TRAFFIC CONTROL

Any adjacent intersection is controlled by all-way stop or traffic signal.

Enter intersection name(s) if applicable _____

Subtract 100 points _____

Any adjacent intersection stops or yields on subject streets.

Enter intersection name(s) if applicable _____

Subtract 50 points _____

Subtotal Item 10. _____

Classification of Streets	Item 1	<u>No Total</u>
Speed of Traffic	Item 2	_____
School Pedestrians	Item 3	_____
Accident Experience	Item 4	_____
Critical Approach Speed	Item 5	_____
Unexpected Hazards	Item 6	_____
Nearby Public Facilities	Item 7	_____
Intersection Conditions	Item 8	_____
Traffic Volumes	Item 9	_____
Adjacent Traffic Control	Item 10	_____

Total of all items _____

If point total of all items is greater than or equal to 400, the intersection qualifies for installation of all-way stop control

Three Kings to Park City Mountain Resort

This option provides an alternative route for skier outload from Park City Mountain Resort to S.R. 224 via Three Kings. It would involve making this route more easily navigated by northbound out-of-town traffic by potentially changing the configuration of intersections, stop signs, etc. Traffic would connect to S.R. 224 at the existing Payday or Thayne's Canyon Drive signals. The approximate cost to implement this concept is estimated at less than \$250,000.

Public input on this concept focused on the need to provide alternative routes for ski traffic leaving PCMR. In addition, comments included that of all the concepts presented, this seems among the most “doable” and may be required in the future to ease traffic on Park Avenue.

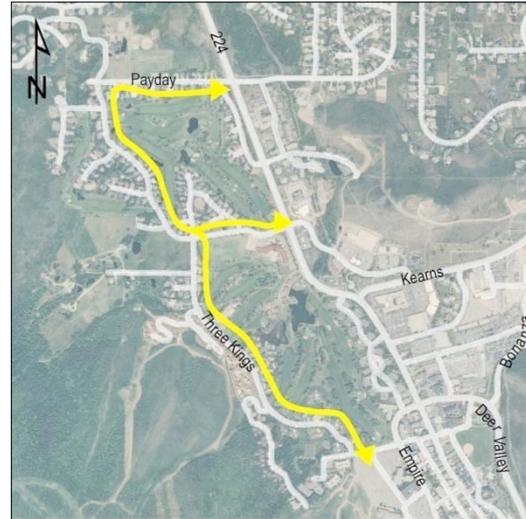


Table 6-8: Three Kings to PCMR Connection Summary

Advantages		Disadvantages
HOV	Potential HOV-only route	
Transit	Potential transit-only route	
Non-motorized Travel		Increased traffic on neighborhood streets may inhibit bikes and pedestrians in area
Traffic Congestion	<ul style="list-style-type: none"> Improves connectivity between PCMR and S.R. 224 Potential to connect to center HOV lanes on S.R. 224 	<ul style="list-style-type: none"> Does not service enough traffic to significantly reduce congestion from PCMR outload, yet attracts enough ski traffic to be detrimental to character of the residential neighborhood Increased delay at Payday signal and at Thaynes Canyon signal
Other	<ul style="list-style-type: none"> Could be implemented during peak periods and/or peak season only Could be one-way in opposing directions during morning or afternoon peak travel times 	<ul style="list-style-type: none"> Does not address issue of parking shortage at PCMR. More parking may exacerbate problem Not likely to be supported by neighborhood residents



September 22, 2020

Park City Planning Commission
445 Marsac Avenue
Park City, Ut. 84060

RE: Park City Mountain Base Area Development Project

Dear Park City Planning Commissioners:

While many of you may be familiar with Park City based National Ability Center, allow us to introduce and give a brief description of who we are, for those that may be unfamiliar with our organization.

The National Ability Center empowers individuals of all abilities by building self-esteem, confidence and lifetime skills through sport, recreation and educational programs.

As a leader in adaptive recreation and outdoor adventures, we rally around the belief that our differences make us stronger, and that recreating together can change our world. By including family and friends in programming, we strive to reinforce relationships and build support systems that extend beyond the initial program experience.

Through the extraordinary efforts of many donors, volunteers, and staff members, National Ability Center annually provides 37,000+ experiences to over 7,000 individuals through 20+ various adaptive program opportunities supported by an excess of 5,000 volunteer hours... and all of this began its roots in 1985 right here at the Park City Resort, and continues to this day!

As an ongoing community partner, and through the generous efforts of Vail Resorts for their partnership and support in providing the location of our planned new Mountain Center at the base of the Resort, and through the cooperation provided by PEG for their additional support in working collaboratively with National Ability Center to provide vehicular, pedestrian, and utility access to the proposed Mountain Center, we are extremely grateful for the opportunity to continue to serve our mission at Park City Resort for another 35 years...and beyond!

We would like to highlight some of the critical details which will impact the continued success of our presence at the Resort, and more importantly, provide for an overall improved resort experience for people of ALL abilities.

1000 ABILITY WAY, PARK CITY UT 84060
INFO@DISCOVERNAC.ORG P: (435) 649.3991 F: (435) 658.3992

WWW.DISCOVERNAC.ORG

As indicated within the included PEG sketch below, the following critical details will result from an extension of the designated drive/roadway access as currently proposed:

- ❖ Vehicle and emergency access will be provided to the Mountain Center and for all new and existing facilities & operations within the lower base area
- ❖ Safe passage of Pedestrian and Bike trail access to the Mountain Center and lower base area will be directed via this corridor
- ❖ Vail Mountain Operations movements shall be maintained via this roadway access
- ❖ The Lodges at Mountain Village maintain and shall experience improved guest/member access to their ground level services at North end of building
- ❖ National Ability Center participant ADA accessible ingress/egress shall be realized in full support for the first time in its 35 years of operations at Park City Resort
- ❖ All resort guests requiring ADA access to the lower portion of the Mountain may access via this corridor
- ❖ This corridor will provide the long-awaited necessary access for placement of utilities infrastructure supporting the new National Ability Center Mountain Center

In summary, while the benefits of this extended drive/roadway will enhance the overall improvements to new Development, any failure to include this improvement will create a host of safety and operational challenges, and will assuredly guarantee the inability for National Ability Center to realize and commence construction of its new Mountain Center and our continued service to those with differing abilities through our Programming at the Park City Resort.

Thank you Planning Commission for being an active part in the success of this Project and the long overdue benefits that this Project and access to the Mountain Center will provide to our Community, and especially for ensuring the continued future success of National Ability Center programming at the Resort for many years to come.

Regards,

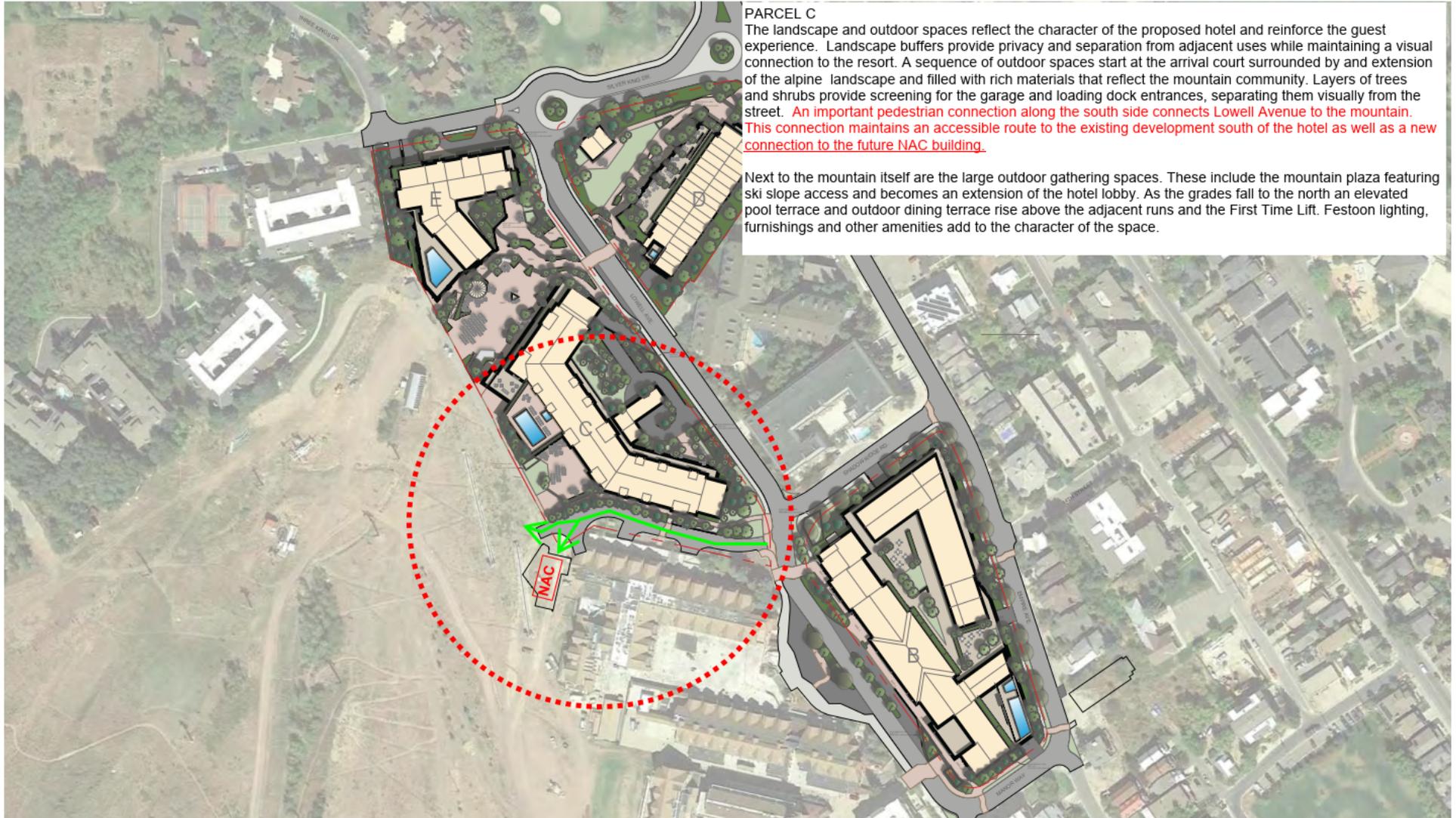


Jon Serio | Construction Manager

National Ability Center / o: 435.649.3991 x634

1000 Ability Way

Park City, UT 84060



PARCEL C
 The landscape and outdoor spaces reflect the character of the proposed hotel and reinforce the guest experience. Landscape buffers provide privacy and separation from adjacent uses while maintaining a visual connection to the resort. A sequence of outdoor spaces start at the arrival court surrounded by and extension of the alpine landscape and filled with rich materials that reflect the mountain community. Layers of trees and shrubs provide screening for the garage and loading dock entrances, separating them visually from the street. **An important pedestrian connection along the south side connects Lowell Avenue to the mountain. This connection maintains an accessible route to the existing development south of the hotel as well as a new connection to the future NAC building.**

Next to the mountain itself are the large outdoor gathering spaces. These include the mountain plaza featuring ski slope access and becomes an extension of the hotel lobby. As the grades fall to the north an elevated pool terrace and outdoor dining terrace rise above the adjacent runs and the First Time Lift. Festoon lighting, furnishings and other amenities add to the character of the space.

From: [Jim Doilney](#)
To: [Alexandra Ananth](#); [Robert Schmidt](#); [Stan Kozlowski Jr.](#)
Cc: [Bruce Erickson](#)
Subject: Fwd: PEG and bus location planning]
Date: Wednesday, September 23, 2020 2:47:04 PM
Attachments: [20210613_153336.PDF](#)

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

From: **Jim Doilney** <jdoilney@gmail.com>
Date: Wed, Sep 23, 2020 at 2:43 PM
Subject: PEG and bus location planning

Alexandra, Robert, and Stan (cc: Bruce E)

Thank you for your time explaining the nuances of consensus building regarding bus/van/transportation planning as part of the PEG planning process.

I am attaching some homemade conceptual planning drawings I'd be honored to further with any of you... knowing full well you are inundated with feedback.

I'm conflicted because I've invested 46 years in ownership and operation of the buildings where The Corner Store and Corner Sports are located. I and, I believe, countless others will strenuously oppose relocating the skier drop zones away from PCMR's historic hub.

My sketches solve what I believe are 100% of the issues/goals:

- no skiers will cross Lowell because it is a shorter route;
 - enough space exists for 500 feet of bus parking without any extra backing/turning;
 - van and shuttle drop-off will avoid street crossing or lengthening skier walking;
 - there will be zero climb-up-then-go-down movements;
 - the largest number of parking lot skiers will have the shortest walk to lifts and tickets;
 - the fire lane is preserved 'as is';
- and
- all ADA needs are met with minimum distances.

The drawings are rough; however, consistent with all the above goals.

Unfortunately I am unable to attend today's planning commission meeting. Than you for considering my additional involvement.

Jim

--

Jim Doilney
jdoilney@gmail.com

435-901-8660
PO BOX 4557
Park City UT 84060

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

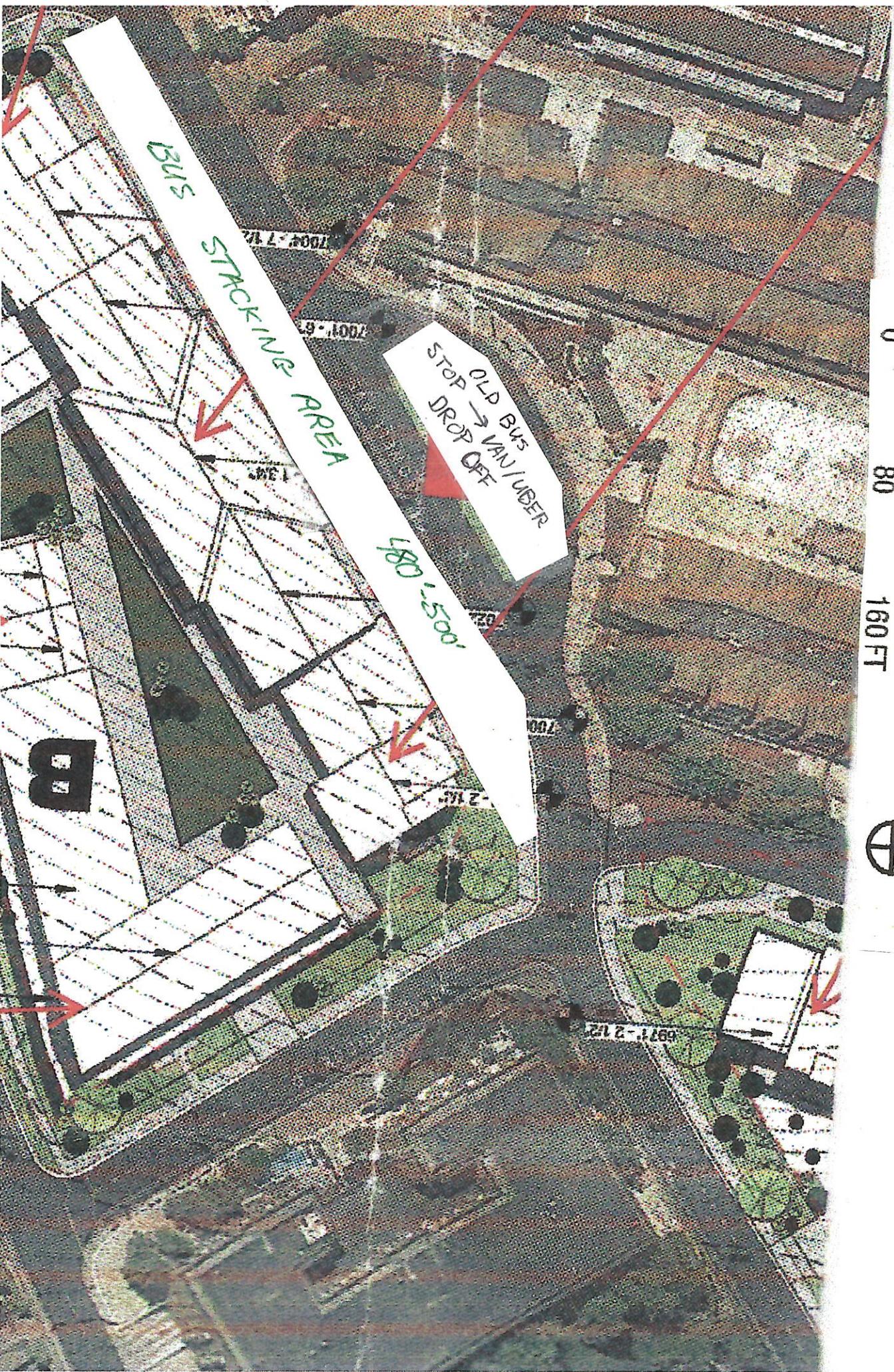
#1

ARCHITECTURAL SITE PLAN

0 80 160 FT



BUS & SHUTTLE
VAN PARKING



OLD BUS STOP -> VAN / UBER DROP OFF

BUS STACKING AREA

580'-500'

B

700' - 7 1/2'

700' - 6'

134'

700'

2 1/2'

697' - 2 1/2'

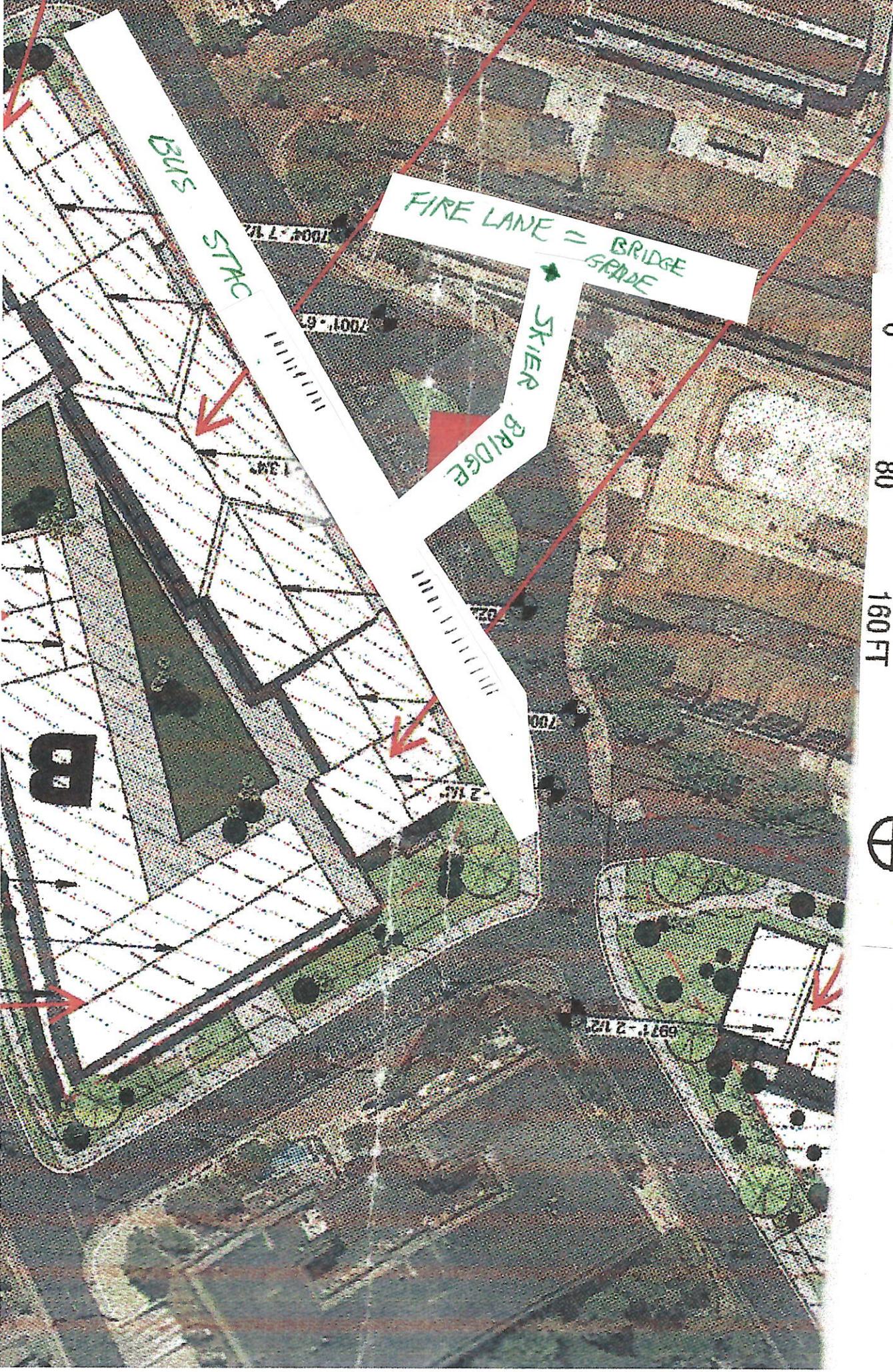
#2

ARCHITECTURAL SITE PLAN

0 80 160 FT



SKIER FRIENDLY STAIRS
NO-UP-DOWN WALKING
ICONIC
SKIER BRIDGE



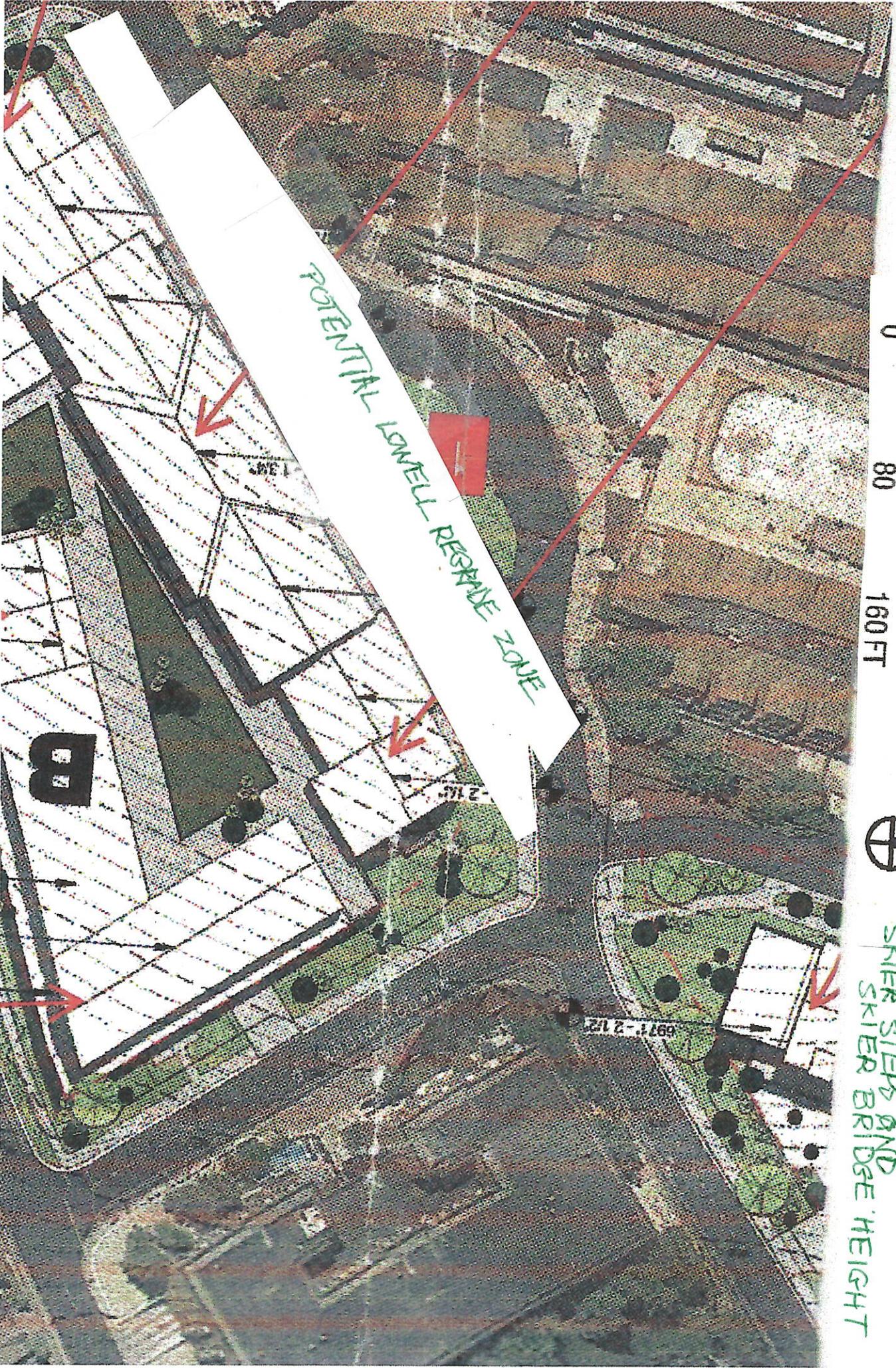
#3

ARCHITECTURAL SITE PLAN



LOWELL AVE. HUMP
 COULD BE GRADED DOWN
 2 OR 3' REDUCING
 SKIER STEPS AND
 SKIER BRIDGE HEIGHT

POTENTIAL LOWELL RESPADE ZONE



From: [Scott Bass](#)
To: [Alexandra Ananth](#)
Cc: [Carolyn Rogers](#); [Terri Zions](#); [Patti Kivel](#); [Bob Rieve](#); [Trent Davis](#)
Subject: Letter Concerning Transit Center Proposals
Date: Wednesday, September 23, 2020 12:46:00 PM
Attachments: [Park City Planning Commission Transit Center Letter.pdf](#)

Alexandra,

On behalf of the Board of the Homeowners Association at the Lodge at the Mountain Village, I present the attached letter to voice our concerns over the proposed relocation and/or removal of the Park City Resort Base Transit Center from the current location on Lowell Avenue. We request that this letter be read at the Planning Commission meeting this afternoon and also entered into the official record of the meeting.

We appreciate you giving our concerns your serious and thoughtful consideration.

Best regards,
Scott

Scott Bass
President, Lodge at the Mountain Village HOA
404-229-5768

From: [Greg Horn](#)
To: [Alexandra Ananth](#)
Subject: Park City Parking Lot Development - Comments
Date: Friday, September 25, 2020 6:28:59 AM

Hi Alexandra

As a long-term owner (since 1994) and part time resident at Snow Flower condominiums at 401 Silver King Drive, I will be directly affected by the development plans as proposed by PEG for development of the Park City parking lots and now under consideration by the city council.

I am writing to express my concerns about exemption requests for more lenient setbacks and higher buildings in the currently proposed plan. Setback requirements were adopted by Park City in order to retain the friendly, walkable character of the city and to avoid wall-to-wall cloistered feeling of intensively developed urban areas. Setbacks from the street help preserve this feeling and character, and no leniency should be permitted, especially in such a prime location that will become the entry point for many visitors and skiers to Park City.

Secondly, the proposed 85-foot-high building in the current parking lot will loom over the surrounding landscape, cast long shadows and impair the views of the surrounding units. Preventing these problems is why height restrictions are part of the current Park City code in the first place, and again no exception should be made especially in this marquis location.

Respectfully submitted,

Greg Horn
401 Silver King Drive #157
Park City, UT 84060
(954) 347-0004

From: [Laura Horn](#)
To: [Alexandra Ananth](#)
Subject: Park City Parking Lot Development - comments
Date: Monday, September 28, 2020 9:14:26 AM

Hi Alexandra

I grew up with my family in Park City (my big brother was in the first graduating class of the “New High School” and I attended elementary at the Marsac and Middle School at the “Old High School” before Treasure Mountain was built!) As an adult, even as I have lived in other states, my husband and I have always been part time residents of Park City as well. We’ve owned a unit in the Snow Flower Condominiums at 401 Silver King Drive since 1994. With this history, I have seen Park City grow and change in many ways. I believe most of the time the city council has done a commendable job balancing growth and progress with the need to protect the character and history of our town, and I truly appreciate the dedication of that deliberative body.

I am aware of the development plans as proposed by PEG for development of the Park City parking lots now under consideration by the city council and have some concerns I would like to share. Primarily, I am worried about two things.

First, the exemption requests for more lenient setbacks in the proposed plan have the real potential to make this entry point to the mountain feel overbuilt and crowded. Setbacks from the street are critical to keep the character of our town walkable and friendly, vs. overdeveloped and looming. I believe no leniency should be given to set backs.

Second, the idea of an 85’ high building in the current parking lot is frankly disturbing. Such a large, over-tall structure would significantly alter the views from many vantage points, completely blocking many. A building of that intimidating height would create permanent and negative impacts. That is why I urge you to uphold the current height restrictions in the Park City code and grant no exception.

Thank you for your consideration,

Laura Jarvis Horn
401 Silver King Drive #157
Park City, UT 84060
(954) 547-0080

From: [A. Block](#)
To: [Alexandra Ananth](#)
Subject: PCMR Base Area Development - Sept 23rd Public Hearing
Date: Tuesday, September 22, 2020 9:07:33 PM

Hi Alexandra - I'm writing regarding the traffic impact of the PCMR base area development. I am a board member of the PayDay HOA which is located on Three Kings Drive across from Silver Star lift. Our board understands that the developer considers Three Kings Drive as having "extremely favorable progression" and travel through the Thayne's Canyon neighborhood is assumed in their plans to avoid congestion at Park Avenue/Empire Avenue.

This is very concerning to our board, the board members of other HOA's on Three Kings Drive and also our residents. Three Kings Drive is a residential road and routing significant amounts of resort traffic through neighborhoods is hazardous:

- Many people walk along this road during summer and winter - adding significant traffic volume will make this hazardous to pedestrians
- There is a significant amount of bicycle traffic on Three Kings - additional traffic adds risk to these residents
- There are no sidewalks on Three Kings so pedestrians walk in the street
- The road is windy near the resort increasing the danger from routing high traffic volume

The HOA boards and residents along Three Kings object to routing traffic through our neighborhood so a developer can reduce traffic congestion from their building project.

I will join the zoom meeting on September 23 to voice my concerns. Please also share these concerns with others in the Planning Department.

Thanks for your support - let me know if you have questions or want additional input from our boards,

Adam Block

From: [Greg Ottoson](#)
To: [Alexandra Ananth](#); [Sarah Hall](#); [John Kenworthy](#); [John Phillips](#); [Laura Suesser](#); [Douglas Thimm](#); [Mark Sletten](#)
Subject: PCMR Base Area Development
Date: Sunday, September 20, 2020 1:53:07 PM

All,

The Park City Mountain Resort Base Area has long been a home for locally owned, unique businesses that have helped to give the guest and local alike an experience not found in other highly developed resort areas. We are blessed to have this sort of vibrancy and it is what has kept us from the cookie cutter blandness that can take over when we are not careful.

We believe that it is clear to all concerned that developing the parking areas around Park City Mountain Resort's base area are a colossal challenge to say the very least. The impacts, both positive and negative will be felt by all concerned for many years to come. I am certain that I remember the discussion going back at least as far as the mid-eighties, and maybe further... It is also our belief that certain structures and plans were approved under a master plan many years ago.

As we move forward, we think it is of the utmost importance that we look at any potential development in light of the challenges that face Park City today, and we believe that will happen.

Having said all that, I would like to take a few minutes to give you my two cents worth.

Some background. I am President of Utah Operations for R & R Sports. We operate 9 stores in Park City with 3 at the PCMR Base Area under the Aloha Ski & Snowboard and Bahnhof names. We have been operating at the Base for more than 20 years. The stores have been my responsibility for the last 16 years.

We understand that the parking lots are going to be developed, this is most certainly a when and not an if. We also believe that developing the Base Area can be a great step forward for the Resort, bringing it up to a more modern destination resort standard. This could be good for all concerned moving forward, but there are a couple of concerns we would like to address.

Transit Center

It is our understanding that there has been talk of removing or moving the Transit Center to a new location. This would have a devastating effect on the existing Base Area merchants and accommodation providers. The Transit Center offers the easiest access to the Base Area from around town as well as access to the rest of town for people staying at the Base Area. It also

provides huge parking relief during the ski season for the Resort by providing access for employees, and skiers staying all over town. Every person who uses the Base Area Transit Center is a person who is not in a car, thus helping to reduce our considerable ski season traffic issues.

The existing Base Area would be crippled financially without it.

Parking

We believe it is vital that whatever development goes forward on the B parcel (and all of the parcels), as much skier parking is protected as is possible. The existing parking lot feeds all of the base area businesses including restaurants, retail shops, property management front desks and more. Any reduction of the existing number of parking spaces in this area will choke off customer traffic to these businesses. Most of these businesses are Park City stalwarts that have been supporting the community for decades.

The removal or reduction of parking will cause serious hardship for these businesses.

Park City has become the amazing town and community that it is by holding on to our vitality and all of the things that have made us one of a kind. As we move forward, it is our hope that we can continue to grow in ways that will let us maintain that status and not turn into a community based on a singular entity.

Thank you for your time,

Mahalo!

Greg

Greg Ottoson
Aloha Ski & Snowboard|Bahnhof Sport
580 Main Street
Park City, UT 84060
435.513.0755 Cell
435.604.0127 Office
435.649.2434 Fax

From: [Jason Cole](#)
To: [Alexandra Ananth](#); [Bruce Erickson](#); [Christin VanDine](#); [Douglas Thimm](#); [John Kenworthy](#); [John Phillips](#); [Laura Suesser](#); [Mark Sletten](#); [Sarah Hall](#)
Subject: PEG Base Area Development Project - Transit Center Location
Date: Tuesday, September 22, 2020 11:07:26 PM

Park City Planning Commission and Planning Department,

I would like to submit a public comment regarding the PEG Base Area Development Project, in particular the location of the transit center. After the last planning commission meeting we started to hear rumblings that the transit center might be moved as part of the new development. I was unable to virtually attend the 8/26 meeting but I did attend two of the earlier on-site PEG presentations, first with existing base area residents/tenants and then the official walk through with the planning commission. I was reassured by the fact that the PEG plan called for the transit center to remain in its current location and there was no discussion of potentially moving the transit center as part of the new development. But after listening to the audio of the 8/26 planning commission meeting it sounded as though this subject was being reexamined and I was dismayed that these proposed changes seemed to have originated from planning department staff. PEG is rightly being asked to adhere as closely as possible to the previously approved master plan. I do not understand why staff would not be expected to do the same, rather than introduce or propose a change that deviates so drastically from the 1998 plan.

As a base area business owner, the idea of moving the transit center is a topic of concern. Long term tenants of the existing base area would be negatively impacted by moving the transit center away from its current location. The city needs to keep longstanding Park City businesses in mind when looking at this project and future flow of guests. It would be very unfortunate if this new development, under the guise of a master plan for the entire base, caused the existing base area to be unsustainable in the future. I firmly believe that moving the transit center and all guest drop-off to the lower, new plaza development would be the death knell for the viability of the three current levels of commercial space at the Park City base area.

I question the logic of a number of the public comments and one of the commissioner's follow up recommendations from the 8/26 meeting. The goal should not be to push everyone to the new plaza and lower development. The shiny new plaza will have plenty of gravity and will not struggle for foot traffic or business. The proposed bed base in Parcels C, D, and E alone will ensure plenty of guests, not to mention the included parking. Day skier and ride sharing drop-off has already been relocated to the new plaza under the current PEG proposal. If the transit center was also moved below, you would have all guest drop-off at the new plaza development and effectively cut off the blood to the historical heart of the base.

Logistically, would that mean that the resort's new primary access points will be the First Time and Eagle lifts? Or are all dropped-off guests going to be expected to hike the hundreds of yards from the new plaza development to the actual primary access points of Payday and Crescent lifts? In terms of logistics and lift access, it is in the best interest of the resort and its guests to spread traffic between the old and new base areas. While there are unquestionably some issues with the density of Parcel B, it must be remembered that the primary lift access to the resort is adjacent to the current base, rather than than Parcels C, D, and E. The future viability of the ENTIRE base area should be the primary goal of this master plan and a thoughtful analysis of guest flow should be carefully analyzed.

In preparation for the 9/23 planning commission meeting, I wanted to share my concerns with planning commission and planning staff regarding the transit center location and its impact on the existing base area businesses. I would love to see the city get involved and try to take an active role in the transit hub portion of the project, and work toward improvements in its current location. I plan to virtually attend tomorrow's meeting and look forward to hearing more of your thoughts on transit/traffic/parking, which I see as the most important aspects of the development. I ask you to keep in mind the economic and logistical impact of moving all guest drop-off to the lower parcels. Such proposed changes would be a major deviation from the 1998 approved master plan and would cause irreparable damage to the viability of the existing base area and its businesses.

Thank you,

Jason Cole

e: jasoncole@colesport.com

p: 435-649-4800



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Thank you,

Jason Cole

e: jasoncole@colesport.com

p: 435-649-4800



From: [Angelica R Palank](#)
To: [Alexandra Ananth](#)
Subject: PEG development building #
Date: Wednesday, September 23, 2020 11:41:44 AM

Dear Ms. Ananth,

I apologize for sending a second note of formal disagreements with the PEG request regarding their building E, but on further reading I found two other areas of concern that I want to register. It was only on further reading of the extensive documents that I found these other concerns.

In the "Construction Phasing and Mitigation" there is a segment where the developer asserts that their research indicated that blasting should not be required. They go on to state that, if blasting were to become necessary, then they would take certain steps. As it relates to adjacent or affected properties, such as mine, they only state that they will "identify" such parties. They do not state what they would do once such parties are identified. Hopefully, no blasting will be necessary, but if it should, then the developer needs to have a formal obligation to not just "identify" us, but to have a program that pre-inspects our property and the manner to make us whole in the case of damage from the blasting. None of us want to litigate such occurrences, should blasting occur.

Furthermore, in the case of blasting as well as in other circumstances that might significantly interrupt the quiet enjoyment of our property by us, our guests, or our renters, the developer must be held responsible for mitigation beyond what is stated in the plan. We have had summer renters for several years running, who rent for the whole summer. If those same renters determine that the building process has made their future stays untenable, then there must be remuneration. These are not "aspirational" renters, but consistent renters who seek our particular unit for multiple years. Most assuredly we are not the only such owners in the Snowflower, but I will assert our rights for our specific property.

Hopefully, none of these events will occur, but there should be some language in the agreement that protects the values of our properties during the development stage. Again, please enter this note into the legal record of this and future proceedings.

Again, Thank you for attending to this matter on our behalf.
Angelica Palank-Sharlet, Principle Las Olas Property Managers, LLC
Snowflower Unit #30 owner
(954) 849-2628

From: [Angelica R Palank](#)
To: [Alexandra Ananth](#)
Subject: PEG Development Building E
Date: Wednesday, September 23, 2020 11:41:45 AM

Dear Ms. Ananth,

You and I spoke several weeks ago, with me asking for your assistance to understand the PEG proposal, particularly the E building. We own a unit in the Snowflower (#30) that will be significantly impacted, as our unit faces the initial phase of this proposed project. Contacting you during the Covid pandemic has been a challenge for all parties. Since then, I have done my best to read the various documents and renditions, and would like to have input as an affected property owner.

It is only appropriate, in my opinion, to appreciate that many of us bought our units in the period of time wherein the Area Master Plan had been expired, so that, in doing our due diligence we had no reason to expect than any plan was in existence. Therefore any developer—the last one, the new one, or any other one—who wished to develop would have to start from the beginning with no vested rights, and with the input of neighboring owners to have a voice in the impacts any development might create. Purchasers who researched the existing development rights, if any, had no reason to believe they were still current.

So, first of all, I want to express my position that an owner such as we, are opposed to this project being considered an “amendment” to an old and unattended plan. After all, how far back in history should a buyer/owner have to assume an expired plan would be picked up years later and treated as current? Secondly, an “amendment” to an agreement should mean that there is a “new” agreement, and thus open for negotiating the terms of such an agreement.

In that light, we would like to have this email be included in any public record, stating that we believe we need more remediation from this newer plan as represented. While we are not opposed to the overall project, we have concerns, both immediate and in the future. The immediate concerns are vesting the developers in a plan that would create a huge difference in the quality of life in our unit, specifically as to view, noise and traffic flow.

With a much taller building than ours, the distant view that we have enjoyed from our master and guests bedrooms, all the way to Orion, will now be of building E. While development was never impossible, it does not seem that the western end of building E should have to be so tall, but instead staged up from west to east, allowing lower levels in the area immediately adjacent to the only building—ours. Design criteria is always susceptible to change, as witnessed by the selling and redesigning of the immediate request; and we have justifiable concern that, besides this developer, a successor in interest could buy the project and be vested to build that includes these intrusions or even worse.

We ask that the city require this and any future developers of this parcel to lower the southern end of any building situated where building E is currently shown on the plan, though they may be allowed to stair-step up to a higher level once north of our small building. Any changes in future building plans needs to have this same restriction.

Relating to view, but much more about noise abatement is our request for a noise wall. The overall project boasts of all the people, foot traffic, activities, transportation, businesses and restaurants that this project is planned to bring. Those of us who bought before all this was requested, bought because of the Snowflower being on a peaceful street, instead of one of the units at the historical base of Park City. This has been a place where I chose to convalesce, and now the proposed development will be a noise creator. While some owners enjoy being in the midst of the noise and activity, we and many of our neighbors chose a quiet project, and ask to be protected as much as possible from the noise of this major center of activity, by a wall AND significant landscaping on the Snowflower side of the wall. If that is not acceptable, we strongly request and should be granted a thoroughly dense landscape buffer of a significant height an opacity. If I understand correctly, however, it takes far more of a footprint to effectively buffer with landscaping alone than it does to build a noise wall with lesser landscaping on our side, which is necessary to

help the view of such a wall. We are open to discussing options, but this is imperative to the units on our side of the building.

As to the traffic flow, it is clear from the drawings and the written information, that vast amounts of vehicles will now be blockading the entrance near Silver King Drive immediately close to the only entrance to our building. This is a very difficult plan, which seems addressable by moving (or eliminating) the western-most traffic circle closer to the eastern circle and redesigning the traffic flow further east. Perhaps, even, that might also allow building E a wider footprint so as to facilitate lower roof elevations. Otherwise, if so much as three cars are attempting to exit our garages at nearly the same time, and any one of them is intent upon taking Silver King Drive eastbound (as their GPS will surely instruct) we will be stacked against the flow from the project's ingress/egress.

I have not ever heard of a traffic light at a traffic circle, but without a firmer traffic control device, great inconvenience and traffic miles will be increased as the plan is presently presented. Virtually all four buildings of our cars from the Snowflower (and associated commercial vehicles) will have to take Three Kings Drive northbound through a residential area, only to head back south on 224/Main to get back to downtown or the intersection to the Dear Valley area. That will add many additional miles of traffic and its associated noise, safety and pollution problems just to get to the same destination we have always been able to use. Perhaps it is more advisable to remove the second traffic circle and install a traffic light that can be computer controlled to benefit the different traffic flows at different times of day.

We are justifiably concerned about the immediate request, since we know that, once vested, any developer can sell the rights to some other developer who can change it within the tables, gross areas, dwelling units, commercial uses etc., as well as any permissions not expressly required in this approval process Any "pretty picture" any developer gets approved does not have to be developed as shown. Just look at the history of this parcel. While PEG appears to have been attempting to be a good neighbor, these issues have not been firmly addressed. Therefore, it is absolutely vital that any approval accompany restrictions that cannot be eliminated without future approvals, if those restrictions are relied upon by owners such as we. It is vital to the continued value of our individual property that these improvements to the plan, or similar compromises be included in any approval at any level within Park City's authority.

I cannot determine how to enter this into the formal record, and would like to have it accessible to others, as I see on the link:

https://legistarweb-production.s3.amazonaws.com/uploads/attachment/pdf/697629/Exhibit_E_Public_Comments_Received_to_Date.pdf

If you could please assist me with this, as well as how to remotely attend tonight's meeting through virtual methods, I would very much appreciate it. Thanks you, in advance, for all your assistance in this very important matter.

Sincerely,

Angelica Palank-Sharlet, Principle of Las Olas Property Managers, LLC
(954) 849-2628

From: kent.greenwald
To: [Alexandra Ananth](mailto:Alexandra.Ananth)
Subject: Re: Commend. PCMR LOT
Date: Wednesday, September 23, 2020 2:33:52 PM

Re: PCMR ParKing Lot Garage Proposal

Please pass on to the meeting today as I submitted the same letter to the website without success.

I am a resident of Park City for 52 years and live at 1700 Three Kings Drive # 174. For the last 2 years Traffic backs up on Park avenue at the beginning and end of the ski day. Drivers in greater numbers are turning onto Thaynes Canyon Drive and then Three Kings Drive in an attempt to bypass Park Avenue Traffic. The traffic congestion from 8 to 9:30 am is so dense that we have had difficulty exiting our property onto Three Kings Drive. I, along with many of my neighbors are concerned about the Fire Trucks and Ambulances that could not enter this residential area in an emergency situation. A two lane residential road is for residents to access their homes, not for commercial traffic. Any expansion of the PCMR along with parking garages will create a safety and fire hazard. I intend to immediately collect the signatures of more than 200 residents in the Thaynes neighborhood that oppose any development proposal to use residential streets for commercial purposes.

Thank you for submitting my summary letter.

Kent Greenwald
1700 Three Kings Drive # 174

On Wed, Sep 23, 2020 at 2:07 PM Alexandra Ananth <alexandra.ananth@parkcity.org> wrote:

Kent, I don't see comments with your name. Do you want to try again or send them to me directly?

-----Original Message-----

From: kent greenwald [mailto:kent.greenwald@gmail.com]
Sent: Wednesday, September 23, 2020 12:52 PM
To: Alexandra Ananth
Subject: Commend. PCMR LOT

Good afternoon Alexandra, I attempted to submit comments through the website for the meeting this afternoon about the parking garage but I am not sure that they were received. can you tell me if they were.
thank you very much.

Kent Greenwald
1700 Three Kings Drive
602-432-5519

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From: [Myra Strauchen](#)
To: [Alexandra Ananth](#)
Subject: Re: Thaynes Canyon neighborhood traffic
Date: Wednesday, September 23, 2020 8:56:38 AM

On 09/23/2020 8:31 AM Myra Strauchen <strauchen@comcast.net> wrote:

Dear Alexandra,

I am a long time resident of the Thaynes Canyon area writing to express my concern regarding additional traffic coming to Three Kings Drive to access the proposed redevelopment at the PCMR parking lots. I have lived on the small residential street of Kings Court with access only via Three Kings Drive for over 25 years so I have had ample opportunity to observe the traffic in the area. At this point we have a mix of cars, buses, construction vehicles, pedestrians and bicycles all attempting to safely use the same winding residential road. In the summer add golf carts and in the winter snow plows. Even in our dry fall weather I often find a trip on Three Kings Drive hazardous whether I am on foot or in a vehicle.

Directing day skier traffic along an already congested Three Kings Drive will only make the existing situation more dangerous. I hope you will make the safety of residents and visitors a priority in the redevelopment traffic planning. Thank you for addressing my concerns.

Myra Strauchen
Thaynes Canyon Resident

From: [Laurie Sweeney](#)
To: [Alexandra Ananth](#)
Subject: Resident Comment on PCMR Base Development
Date: Tuesday, September 22, 2020 9:15:12 PM

Dear Alex,

Thank you in advance for forwarding my email on to the Planning Commission.

Dear Planning Commission,

I am writing in regard to the proposed parking structure in the PCMR parking lot. We have lived in the Thaynes Canyon neighborhood for over fifteen years and have enjoyed raising our family here. We have children at PPES, EHMS, TMJH, and PCHS.

We strongly object to the proposed parking structure placement that would exit right into our neighborhood. Three Kings Drive is a narrow, winding, and hilly road that is almost never without pedestrians, bikers, skiers waiting for the city bus (now going both north and south), and already has additional traffic from the Silver Star development.

The school bus takes that route as well, which means there are children waiting for the bus and walking throughout that area. This will congest the area and make it extremely dangerous. When traffic backs up going out to 224, visitors will push right through the neighborhood to try to get out on either Payday Drive or all the way over through Aspen Springs to the light at Meadows Drive.

This will not be acceptable for a residential neighborhood. In addition to the noise and the congestion, the danger of increased traffic will impact our neighborhood negatively.

Please do not approve this plan. Another traffic option needs to be worked out to take cars out to 224 without going through our residential neighborhood.

Thank you.
Kenyon and Laurie Sweeney
12 Claim Jumper Ct.

From: [Gerard Ruvo](#)
To: [Alexandra Ananth](#)
Subject: Ski traffic going through Thaynes Canyon on Three Kings
Date: Wednesday, September 23, 2020 9:14:18 AM

Dear Alexandra,

I am writing you regarding the proposed ski traffic being routed on Three Kings Drive and Court in the Thaynes Canyon area. I am vehemently opposed to this and so should the planning commission. My reasons are as follows.

The area is residential with many people walking to and from on the road to gain access to the Park City ski area, restaurants, cross country skiing and visiting other neighbors. Now that the blue bus route has been eliminated more people will be walking back from the ski area on that road which at times will have snow, ice and now more traffic !! Three Kings does not have sidewalks and is narrow. It gets even narrower in the winter as the snow accumulates. And what about the children that may be walking home from skiing, who may not be as observant of conditions like adults.

I live in the area, but not specifically on the route. I think this proposal is ridiculous and more importantly DANGEROUS. The plan need to be reconsidered and changed.

Regards,
Gerard Ruvo
415-627-8855

From: [Suzanne Engelhardt](#)
To: [Alexandra Ananth](#)
Subject: Traffic in 3 Kings
Date: Wednesday, September 23, 2020 2:34:57 PM

With the new proposal for the parking lot at the Base of PCMR, OR First Time, i am writing to say I am not in favor of sending traffic to Thaynes and then on to 3 Kings. The road; 3 Kings is not wide enough to handle that amount of traffic. In addition because this is a bus route, the two way traffic could also be a significant issue. 3Kings is not set up for high two way traffic.

Please reconsider and alternate traffic pattern for access to the new parking lot

I currently live in Thaynes canyon and this traffic would disrupt the pattern and safety of bikers and walkers to head up the mountain.

Suzanne Engelhardt
2 Kings Court

From: [JULIE BRESLIN](#)
To: [Alexandra Ananth](#)
Subject: Traffic on Thaynes and Three Kings
Date: Friday, September 18, 2020 5:15:37 PM

As a 45 year resident on Three Kings, I have seen many changes in the neighborhood. None of them for the better. We were forced to moved from the home of our dreams on Three Kings because of the water project. What a disaster that has been for our neighborhood. Then the proposed PEG project removed any doubts of us moving. Thankfully we were able to relocate to Three Kings Court and stay in our neighborhood while getting away from the destruction and devastation that has been created on Three Kings. By allowing the PEG project to continue with its present occupancy level and access points, the death of Three Kings and Thaynes Canyon as a desirable place to own or rent is inevitable. I mourn the loss of a one time wonderful place to grow up and raise a family. Any construction traffic and/or skier access from Thaynes Canyon and Three Kings will be the death blow. You must ask yourself, would you want to live here? The answer is, no. The PEG project and its resulting traffic is the "Three Mile Island" of not just these two streets, but all of the surrounding owners and renters of this once desirable area. Save our neighborhood!!!

Julie Breslin
2217 Three Kings Ct.

From: [deb](#)
To: [Alexandra Ananth](#)
Cc: [nhlazenby@hotmail.com](#); [glidefar16@yahoo.com](#); [ruskadjerki@gmail.com](#)
Subject: Traffic Review for PCMR Base Area
Date: Wednesday, September 23, 2020 5:11:15 PM

Alex,

First of all I'd like to thank you for all of your hard work on this project. The report you put together for this evening's meeting is full of information and very well done.

I have a few items for consideration or emphasis to have read during the public input portion of the meeting re: the PCMR base area project.

1. The 2020 Vision Project has 5 pillars, one of which is Transportation Innovation. As shared in the City Council meeting last night, one of the focuses in this area is on Multi-modal Systems - continue to build-out a comprehensive network of connected multi-modal transit corridors for pedestrians, scooters and bikes, that link all key parts of the community and enhance safety for users. Under the existing proposal by PEG, I believe it falls short in meeting this criteria. Pedestrian and bicycle safety in the resort area is not being improved nor is the connectivity for people within a half mile radius or further. This, as well as many other transit shortcomings, has been identified by AECOM. I thank them for providing such an in-depth review and am hopeful the Planning Commission will follow through on their recommendations.
2. Currently the lot at Parcel B provides parking for 388 vehicles; PEG is proposing this be increased to 863. That is 475 more vehicles unloading passengers to cross Lowell Ave to get to the base area. This does not include the number of pedestrians being dropped off by shuttles, rideshare, etc on the east side of Lowell. There will be a significant increase in pedestrian crossing and two crosswalks just won't cut it. It's dangerous as it is and will also serve to back up and cause additional vehicle congestion as now almost twice as many vehicles must access this area of the resort to park. I agree the parking should be distributed more evenly throughout the resort. As the staff report states, once parked, everyone is a pedestrian and the proposal needs to account for this and provide better crossing options above/below Lowell.
3. Parcels C & E currently provide 584 parking spaces combined. Under PEGs plan, there will be 183 VALET ONLY spots on C. How many valets do they anticipate hiring? It's a small circular drive and this will cause additional congestion on the north end of Lowell with or without a roundabout.
4. We agree trailhead access is important for the community. Consequently, the proposal needs to have detailed plans for how the mountain will be accessed by hikers, bikers, etc during non-ski season and parking provided for oversized vehicles, bike racks, etc.
5. The 2020 Vision Report also identified Sustainable Tourism as one of the 5 pillars. It is defined as creating a harmonious balance between resident and visitor quality of experience. The current PEG proposal for transportation fails to accomplish this. Residents living on Silver King, Shadow Ridge, Lowell and Empire will all be negatively impacted.
6. The connectivity within the proposed development is lacking as well as mentioned in last month's meeting. If 863 cars (2,330 people based on 2.7 persons/car) are up at Parcel B, I'm not sure how many are going to ski down to Parcel E for Apres Ski to hike back uphill to get back to their vehicle after a day of skiing. The new "center" is too far north if over 50% of parking is the opposite end of the resort.
7. I sincerely hope the Planning Commission takes into account the 2020 Vision Report assembled after multiple meetings, surveys, etc. It would be a shame and waste of money to disregard it when no approval has been granted for this project.

Thank you again for the report and I appreciate the opportunity to provide input.

Deb Rentfrow