

PARKING GARAGES

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

1998 CMP – “parking spread out equally between parcels and below grade”

1997 MPD – “Underground Structures”

New Master Plan – Combination of above and underground on Parcel B. Underground on other parcels. Day-skier parking only available on Parcels B & E. Over 500 spaces less than required by current Land Management Code and approximately 1,100 less than outlined in the 1998 CMP.

PARKING GARAGES

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

Vail's contract with the developer requires PEG to maintain a minimum of 1,200 Day-Skier parking spaces throughout and upon completion of construction.

- The applicant is not providing 1,200 true day-skier spaces.
 - There is no adequate separate drop-off area. Instead, the proposal eliminates 80+ spots of day-skier parking daily between 8:00-10:00am for drop-off inside a lower level of a garage. There is no pick-up location offered.
 - Parking for the private ski club is being included in day-skier parking count, further reducing the actual number of day-skier spaces from 1,200.
- The developer states they are unable to place all parking underground due to both time constraints (building season) and financial feasibility
- The developer states if they must place all parking underground, to offset cost they will request the following:
 - Additional density for additional market rate residences
 - Same or higher building heights for additional market rate residences

PARCEL B GARAGE

EXISTING # OF STALLS: 388

**33% of ALL DAY-SKIER
AND RESORT PARKING**

NEW MASTER PLAN # OF STALLS: 904

**63% of ALL DAY-SKIER PARKING
53% of ALL RESORT PARKING**

- Combination above & below ground parking structure plus additional 3-5 stories of residential living above garage.
- Three access points all requiring use of Empire Avenue upon arrival and/or departure
- Entrance/exit to garage directly across from residential neighborhood
- No Employee Parking
- No short term parking for management or service vehicles for 55 condos eligible for nightly rentals or the other housing (Affordable/Employee) on site

PARCEL B

PARKING	# OF STALLS	CITY AVO	# OF PEDESTRIANS FROM VEHICLES	PEG AVO	# OF PEDESTRIANS FROM VEHICLES
CURRENTLY	388	2.7	1,048	3.1	1,203
PROPOSED	<u>906</u>	2.7	<u>2,446</u>	3.1	<u>2,809</u>
INCREASE	518		1,398		1,606

**THIS INCREASE IS OVER 2 TIMES CURRENT VEHICLE UNLOADING ON PARCEL B
AND DOES NOT INCLUDE THE NUMBER OF PEOPLE/VEHICLES FOR DROP-OFF PURPOSES ONLY
NOR DOES IT CONSIDER THE FOLLOWING:**

- Locals – Proposed sidewalks intersect with garage entrances/exits prior to crossing Lowell Avenue at a designated crosswalk
- Shuttle drop-offs on south end of Lowell Avenue
- Affordable Housing and/or Employees living on site
- Owner and/or Guests living/staying in market rate condos on site
- Two primary crosswalks – One between newly designed transit center and shuttle drop off and other at intersection of Shadow Ridge and Lowell over a minimum of two bus lanes.

PARCELS C & E GARAGES

EXISTING # OF STALLS C & E: 584

NEW MASTER PLAN # OF STALLS: 720

PARCEL C

1998 CMP – Skier Services & Parking

NEW MASTER PLAN – 249 Key Hotel & 13 Condos eligible for nightly rental

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

PARCEL E

- Only other location for Day-skier parking with 440 stalls
- Provides 37% of total Day-skier parking and 31% of all resort parking
- Garage entrance/exits located on Silver King Drive with access from Three Kings Drive
- Sidewalks intersect with garage access points

TRAFFIC CIRCULATION

NEW MASTER PLAN – 4 TRAFFIC LIGHTS AND ONE HAWK SIGNAL

- Dedicated bus lane inbound and outbound beginning and ending at intersection of Silver King and Empire where one of four new traffic signals is to be installed
- Traffic signal at Silver King and Lowell
- Private 8 vehicle parallel drop off between Parcels C & E on west side of Lowell; half the capacity of current drop off near existing transit center on Lowell
- Loading dock access and HAWK signal for pedestrians in very close proximity to one another and the private vehicle drop off; opportunity for delays and conflict
- Transit access on north end of Lowell between Shadow Ridge and Manor Way; shuttle access on south end of Lowell at Manor Way
- Traffic signal at Lowell and Shadow Ridge; all general traffic in single southbound lane of Lowell must turn left across two bus lanes onto Shadow Ridge to access garage on Parcel B or exit the resort area; there is no northbound general traffic lane on Lowell.
- Traffic signal at Shadow Ridge and Empire

TRAFFIC CIRCULATION

- The developer's proposal does not address the current traffic issues at the intersection of Park, Empire & Deer Valley Drive
- Traffic delay potential in multiple locations especially on Lowell after Silver King turn and the entire stretch of Empire Avenue going either direction
- Multiple intersections currently operate at a failing or near failing grade and will continue to do so after development
- Appropriate mitigation to reduce impact on nearby residential neighborhoods including Payday, Thaynes Canyon and Three Kings has not been sufficiently addressed

PEDESTRIAN CIRCULATION

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

- Developer has updated designs to include 14th Street pedestrian access through Parcel B. Width varies and flow is directed to corner of Shadow Ridge and Lowell. Crosswalk at Lowell intersects with two bus lanes at a minimum and potentially 2 general traffic lanes.

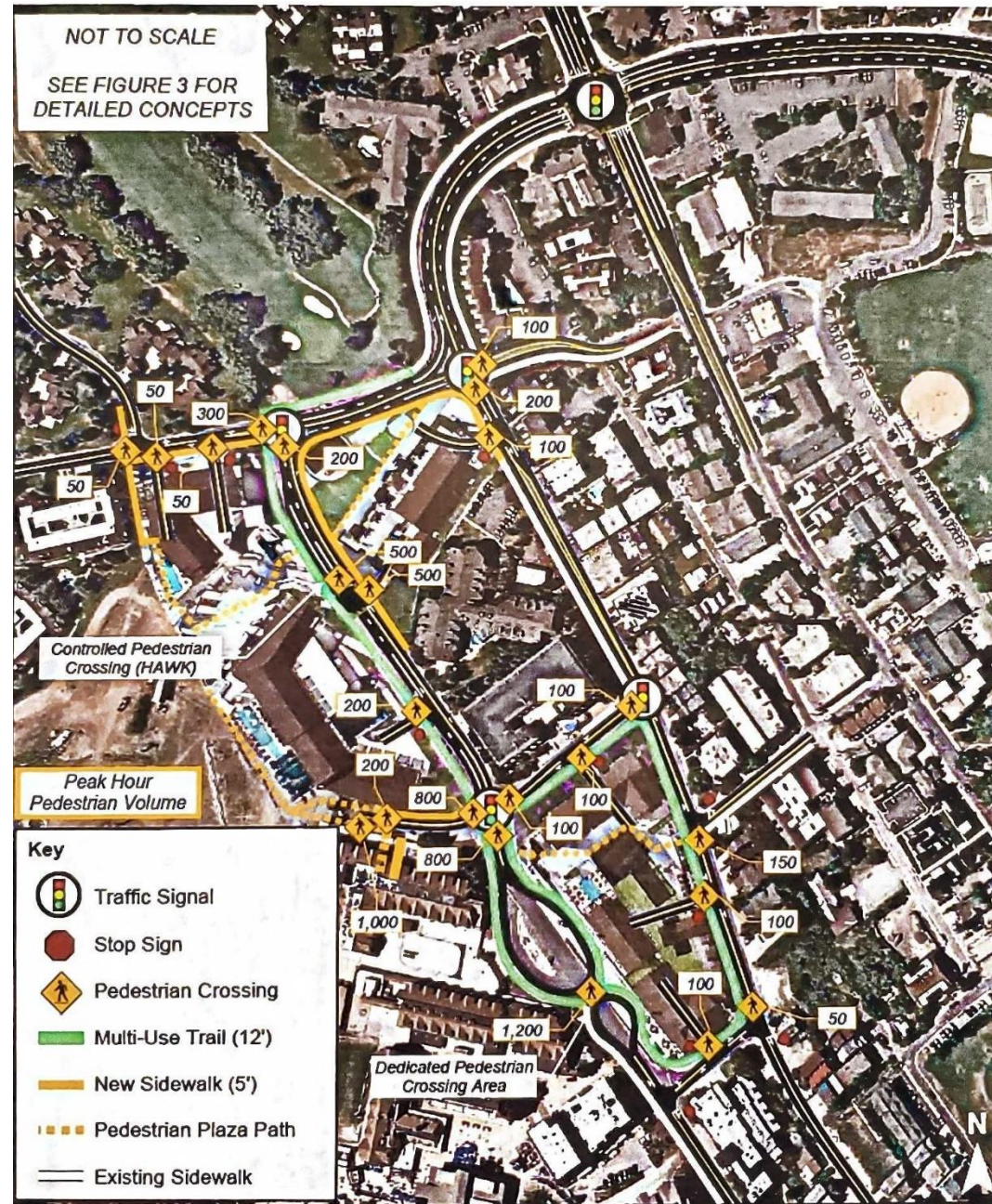
1998 CMP PARCEL E “[a] covered arcade on the building’s western edge creates a passage way from Three Kings to the resort’s new base operations.”

- Developer’s plans indicate a 5’ wide walkway to west of Parcel E connecting to the plaza. It is unclear if it is covered.

SIDEWALKS

1998 CMP REQUIRES “[s]idewalks indicated as major access routes between principal base area nodes shall be a minimum of 15’0” wide, on average, or where existing buildings and/or setbacks do not permit, they shall be as wide as possible.”
NEW MASTER PLAN developer proposes a multi-use path with width of 12’0’ wide and other sidewalks of 5’0” wide.

With the exception of Parcel D with Silver King Condos & Shadow Ridge adjacent, there are no existing buildings that would preclude the developer from creating 15’ wide sidewalks for pedestrian safety throughout the development.
The current Land Management Code requires pedestrian and cyclist access be separated from vehicular traffic.



OPEN SPACE

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

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

New Master Plan Parcel B The applicant has stated the access across Parcel B is open space; however, the space they are counting is on top of a structure which is not allowed to be counted as Open Space under the LMC. PEG is also counting the front yards of the 7 townhomes on Empire as Open Space.

- Based on the developer’s application, the multi-parcel site is approximately 64% open space; however, this is largely in part due to the 11 acres on the mountain reserved for open space which the developer “inherits” as part of the agreement.
- Without the 11 acres “set aside” by the agreement, the contribution to open space by the parcels being developed is only 6%.
- The Ski Deck/Beach is listed as an amenity to the hotel, but is also being counted as Open Space. This, too, is in violation of the definition of Open Space.

EMPLOYEE HOUSING

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

New Master Plan proposes employee housing located on-site rather than off-site.

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

New Master Plan proposes on-site employee housing. The outstanding 23 required units will not be complete and available for occupancy until AFTER construction has begun which is in direct conflict with the DA.

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

EMPLOYEE SHUTTLE

1998 DA requires developer to provide transport of resort employees to and from off-site employee parking areas, off-site employee housing and local towns including Provo, SLC and Heber.

New Master Plan proposal states employee shuttles will be included for VAIL employees only; other businesses will have the opportunity to “buy in” to the parking/shuttle association. Anticipated location for the employee parking shuttle is Richardson’s Flat lot which currently has no City transit service.

The Planning Commission has a responsibility to require the developer to comply with this requirement as stated in the DA.

DELIVERY

1998 DA requires that the “final site planning shall orient delivery, service and trash access away from existing residential uses whenever possible.” (DA 2.1.3.)

New Master Plan calls for the following:

- A loading dock on the west side and north end of Lowell in very close proximity to the HAWK pedestrian signal and private car drop off area. It requires delivery vehicles to cross over the 12'0" wide multi-use path to arrive and depart and increases the risk of conflict between various modes of transportation.
- A trash and mechanical facility servicing Parcel B at the corner of Lowell and Manor Way where the shuttle drop-off is planned potentially causing delays and conflict of access for both resort visitors and the public works companies.
- Specific details as to other trash and mechanical sites has not been provided to date by the applicant.

MASS TRANSIT

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

New Master Plan provides for 7 buses including 1 electric charging stations.

AECOM is the City’s traffic consultant and a few of their concerns follow:

- At least 8 bus spaces are needed and potential maneuverability issues exist based on proposed layout
- Adequate space for snow storage and clearing
- No opportunity for expansion as Park City moves further achieves “Transit First” mentality
- Limited pedestrian access and clearance around bus shelters
- Loss of critical bus stops on Empire Avenue