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# PCM BASE AREA

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Request to Amend the 1998 Development Agreement

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Planning Commission Work Session and Public Hearing  
May 19, 2021



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# Application

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To amend the [1998 Park City Mountain Resort \(PCMR\) Development Agreement \(DA\)](#), and to replace expired Exhibit D of the DA, the [1998 PCMR Base Area Master Plan Study Concept Master Plan](#), with a new Master Plan, known as the [Park City Base Area Lot Redevelopment Master Plan Study](#).



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# Agenda

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1. Update on the Housing Authority's review and approval of the applicant's **Housing Mitigation Plan**.
2. Continuation of the discussion on requests for exceptions to the **Off-Street Parking Requirements**.
3. Exceptions to **Setbacks** for Building B.
4. Exceptions for **Building Height** on all parcels.
5. Q & A, public hearing as time allows.

Next meeting **6/16** with a focus on Transportation and Circulation, Construction Management and Phasing.



# Critical Priorities for Site:

1. Reduce congestion and improve circulation
  - **Modal shift** to transit is necessary
  - Commit to **TDM strategies** and monitoring to reach modal shift and vehicle reduction goal
2. Develop a site plan that prioritizes transit and City's Modal Hierarchy



Higher Priority



Lower Priority

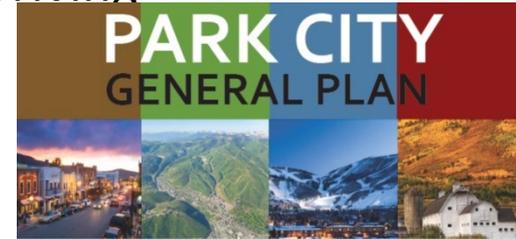


PARK CITY  
1884



# General Plan Objectives

1. Increase opportunities **for public transit** (including consideration of dedicated transit lanes).
2. **Circulation improvements** for the user experience of arriving and leaving the Resort Center.
3. Implement **alternative parking locations** with transit connections.
4. Implement **travel demand management (TDM) strategies** to decrease amount of vehicles going to the site.
5. Improve **multimodal connections** to major PC destinations.
6. Decrease resort impacts on surrounding residential communities.
7. **Discourage through traffic** on Three Kings Drive, Empire, Lowell and Park Avenues.



# Parking

Parking	Existing	Proposed
Existing Base Area Garages	403 stalls	403 stalls
<b>Day Skier Parking</b>	<b>1,200 surface spaces</b>	<b>1,200 stalls in B &amp; E garages</b>
<b>Total Skier Parking</b>	<b>1603</b>	<b>1603</b>
<b>New Development Parking</b>	<b>Required</b>	<b>Proposed</b>
Residential	555	384
Commercial	468	137
<b>Total New Development Parking</b>	<b>1023</b>	<b>521</b>
<b>Total Resort Parking</b>	<b>2,626 stalls</b>	<b>2,124 stalls</b>
<b>Requested Parking Exception</b>	<b>502 required parking stalls</b>	



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# Use of 14<sup>th</sup> & 15<sup>th</sup> Streets

## Existing Conditions:

- Narrow, steep, residential neighborhood streets with substandard sidewalks on south side of both streets between Park Ave. and Empire Ave.
- Great options for **active transportation**.
- Should have 12-15 ft. wide **crosswalks** to Resort.
- Can have COA for PEG to **improve sidewalks and crossings from Park Avenue to Resort as mitigation**.



# Use of 14<sup>th</sup> & 15<sup>th</sup> Streets

## Strategy/Goals:

- **Prioritize these streets as “Residential Streets” and limit Resort and visitor use.**
- **Keep transit and traffic on major roads not residential neighborhood streets where they need to make turns at unsignalized intersections.**
- **Aerial transit could use 15<sup>th</sup> Street.**



# Off Street Parking

[LMC Section 15-6-5\(E\)](#). The number of Off-Street Parking Spaces in each Master Planned Development shall not be less than the requirements of the Land Management Code, except that the **Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis** submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:



# Off Street Parking

- a. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy. *2,223 stalls required, 1,721 stalls proposed.*
- b. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking. *The Canyons shows a 95% capture ratio for residential and commercial uses, and a residential demand of 0.99 stalls per occupied unit. 80% capture ratio proposed for PCMR, 521 stalls provided for residential and commercial (394 stalls needed at peak demand).*
- c. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site. *95-stall demand.*



# Off Street Parking

- d. An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction. *Peak shared parking demand of 1,594 vehicles at 9:00 p.m. (assuming all 1,200 day skier stalls + commercial & residential uses), less than the 1,721 stalls proposed. AECOM sensitivity analysis confirmed.*
- e. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation. *See TDM & PMP.*
- f. Provisions for overflow Parking during peak periods. *Excess parking supply of 127 stalls & use of Park and Ride lots + transit to Resort, HS Parking Lot + transit.*



# Off Street Parking

- g. An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts. *With Resort parking + Park and Ride facilities + enhanced transit, neighborhood parking impacts should be minimal. Resort and PC Parking to enforce neighborhood parking restrictions.*



# Off Street Parking

The Planning Department shall review the Parking analysis and provide a recommendation to the Commission. *The Planning and Engineering Departments + AECOM are comfortable and aligned with the applicant on the proposed number of parking stalls being the correct and appropriate number for the base area.*

***Does the Planning Commission find the Parking analysis supports a determination to decrease the required number of Parking Spaces?***



# Recommended COA

1. Shared parking agreements.
2. Valet parking for hotel.
3. Update parking analysis based on actual demand after one year of occupancy for Parcel B.
4. Real time dynamic parking signs be tied in with signage on I-80, US-40, the Ecker Hill Park and Ride, the future Quinn's Junction Park and Ride, and SR 224 and 248, and include the ability to message real time surrounding traffic conditions.
5. Provide shuttle service for condo/hotel guests.



# Recommended COA

6. The applicant's PMP, TDM and actual parking and traffic be reviewed with the City on an annual basis to ensure benchmark goals are being met over time, and require additional mitigation such as carpooling incentives or increased parking fees until the target goals are met.
7. Additional information identifying sufficient off site employee parking and sufficient shuttle capacity so that existing Resort and base area business employees are retained, and the City is assured that surrounding neighborhood streets and residents will not be negatively impacted.



# Recommended COA

8. Work with Park City Municipal on transportation and need for applicant to supplement transit from satellite lots, especially for base area employees.
9. Consider expanding the parking facility at Richardson Flats to accommodate construction and base area employee parking, which can also be used to meet peak day overflow parking demand as necessary, particularly if the School Department declines to renew the lease at the High School at some point in the future. The applicant and Resort can provide shuttle capacity from this lot to the Resort as required.



# Setbacks

1. Does the Planning Commission find the twenty-foot (20') Setback exceptions are necessary to provide desired architectural interest and variation?



# Applicant's Findings

1. The 2021 CMP is consistent with the volume restrictions established by the DA and the 1998 CMP, and the proposed adjustments utilize effective methods to transition the scale of the resort buildings away from neighboring single-family residential buildings.
2. The architectural elements extending into the front setback beyond the 35-foot setback line along Shadow Ridge, Empire Avenue and Lowell Avenue are similar to those allowed to extend into the front yards pursuant to the RC District.



# Applicant's Findings

3. The limited areas of 20-foot Setback provided in the 2021 CMP allow both vert. and horiz. Arch. articulation while constraining the density within the building envelopes created by the application of a 25-foot perimeter Setback.
4. The 2021 CMP provides adequate space for sidewalks, park strips and snow storage, even in the limited area where arch. elements extend beyond the 25-foot setback line. An exception to the 25-foot perimeter setback is necessary in the specific locations shown on the 2021 CMP to provide arch. interest and variation because:



# Applicant's Findings

- a) Arch. articulation is required to provide the desired arch. variation and to reduce the perceived height and scale of the buildings.
- b) The 2021 CMP provides 1,200 spaces of structured parking and proposes meaningful public spaces, plazas and sidewalks promoting public access and pedestrian connectivity through the project site.
- c) Vertical development in the remaining building envelopes is, therefore, inevitably focused within a smaller buildable area, requiring increased flexibility at the margins to provide arch. interest and variation, which is required by the LMC.



# Applicant's Findings

- d) Without the Setback exception, the proposed project could be constructed but only with reduced horizontal articulation resulting in less interesting facades with a larger perceived scale.
- e) To approximate but not exceed the allowed density within the context of further limited building heights and envelopes dictated by the increased public spaces and plazas, an exception to the setback standards is required and necessary.



# Building Height

[LMC Section 15-6-5\(F\)](#). The Building Height requirements of the Zoning District in which a Master Planned Development is located shall apply, except that the **Planning Commission may consider an increase in Building Height** based upon a Site-specific analysis. The Applicant must request a Site-specific determination and shall bear the burden of proof to the Planning Commission that the necessary findings for an increase in Building Height can be made, according to Subsections (1) through (5) below. In order to grant Building Height in addition to that which is allowed in the underlying Zoning District, the Planning Commission must find that:



# Building Height

1. The increase in Building Height does not result in increased square footage or Building volume over what would be allowed under the zone- required Building Height and Density, including requirements for Facade variation and design, but rather provides desired architectural variation, **unless the increased square footage or Building volume is from the Transfer of Development Credits;**
2. Buildings have been positioned to minimize visual impacts on adjacent Structures. Potential problems on neighboring Properties caused by shadows, loss of solar Access, and loss of air circulation have been mitigated as determined by the Site-specific analysis;



# Building Height

3. There is adequate Landscaping and buffering from adjacent Properties and Uses;
4. Increased Setbacks and separations from adjacent projects are proposed;
5. The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible;
6. The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review, or the Design Guidelines for Park City's Historic Districts and Historic Sites if the Building is located within the Historic District.



# Building Height

7. If and when the Planning Commission grants additional Building Height based on a Site-specific analysis, the approved additional Building Height shall only apply to the specific plans reviewed and approved by the Planning Commission. Additional Building Height shall be specified as a Finding of Fact in the Master Planned Development Approval, in the Development Agreement, and on each plat within the Master Planned Development that includes a Building with an additional Height allowance.



# Peak Building Height Comparisons

	1998		2021		Difference
	~ Peak Ht.	Peak Elev.	~ Peak Ht.	Peak Elev.	
<b>Parcel B</b>	85	7027	7029	87	+ 2
<b>Parcel C</b>	86	6996	7013	103	+ 17
<b>Parcel D</b>	67	6955	6959	71	+ 4
<b>Parcel E</b>	84	6980	6980	84	+ 0



# Applicant's Findings

1. Based upon the Site-specific analysis approved in connection with the 1998 CMP and a separate site specific analysis conducted in connection with the PC's review of the 2021 CMP, the Building Heights proposed in the 2021 CMP satisfy the requirements of Section 15-6-5(F) of the LMC because:
  - a) The proposed Building Heights in the 2021 CMP do not result in increased square footage or Building volume above the Density allowed in the RC zone.



# Applicant's Findings

- b) The increase in Building Height results in increased square footage or Building volume by reason of the clustering of Density and Open Space preserved pursuant to the Development Agreement and the PCMR Concept Master Plan and the 2021 Concept Master Plan proposes height limits consistent with the height limits approved pursuant to the DA and the PCMR Concept Master Plan.
- c) The buildings have been positioned to minimize visual impact on adjacent Structures.



# Applicant's Findings

- d) Potential problems on neighboring properties caused by shadows, loss of solar access, and loss of air circulation have been mitigated as determined by the Site-specific analysis performed in connection with the review of the 2021 Concept Master Plan.
- e) There is adequate room for sufficient Landscaping and buffering from adjacent Properties and Uses and a detailed Landscape Plan will be required and reviewed at the CUP process.



# Applicant's Findings

- f) Increased Setbacks and separations are proposed on the majority of the RC Remaining Parcels, and the buildings step-back in height in areas that are adjacent to single-family residential uses.
- g) The additional Building Height results in more than the minimum Open Space required and results in Open Space that is publicly accessible.
- h) The additional Building Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5 of the Land Management Code.

