
PCM BASE AREA

Request to Amend the 1998 Development Agreement

Planning Commission Meeting November 17, 2021



Application

- 1) **Amend** the requirements of the **1998 Park City Mountain Resort (PCMR) Development Agreement (DA)**; and
- 2) **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**.



Tonight's Agenda

1. Planning Department Project Update
2. Applicant Update on transportation and parking;
Applicant's MPD LMC interpretation
3. Planning Commission Comments
4. Public Input

Work Session scheduled for **12/15/2021** with a focus on **Transportation and Off-Site Parking** mitigation; **Findings of Fact**



Parking

Land Use	Parking Required	Parking Proposed	Percent Change
Day Skier Parking	1,200 existing	1,200 proposed	0%
1997 MPD	+ 600 stalls	0 new Resort stalls	
Residential Parking	555 required	450 proposed	-19%
Commercial Parking	468 required	71 proposed	-85%
Totals	2,823 required	1,721 proposed	40%

- **Replacing all 1,200 existing day skier stalls**
- **Eliminate MPD requirement for 600 skier parking stalls**
- **Seeking 502 parking stall reduction from the LMC parking requirements for the new development**
- **= 1,102 stall decrease from existing parking req's**



PD's Project Update

1. The applicant specifically requested this work session regarding transportation and parking.
2. AECOM is finalizing a report on the costs to the City associated with serving the Resort with enhanced transit capacity and level of service from the Quinn's Park and Ride facility.
3. Once AECOM's study is complete (expected for the December 2021 Planning Commission meeting) the City will provide these costs to the applicant and Planning Commission.



Amendments to the 1998 DA

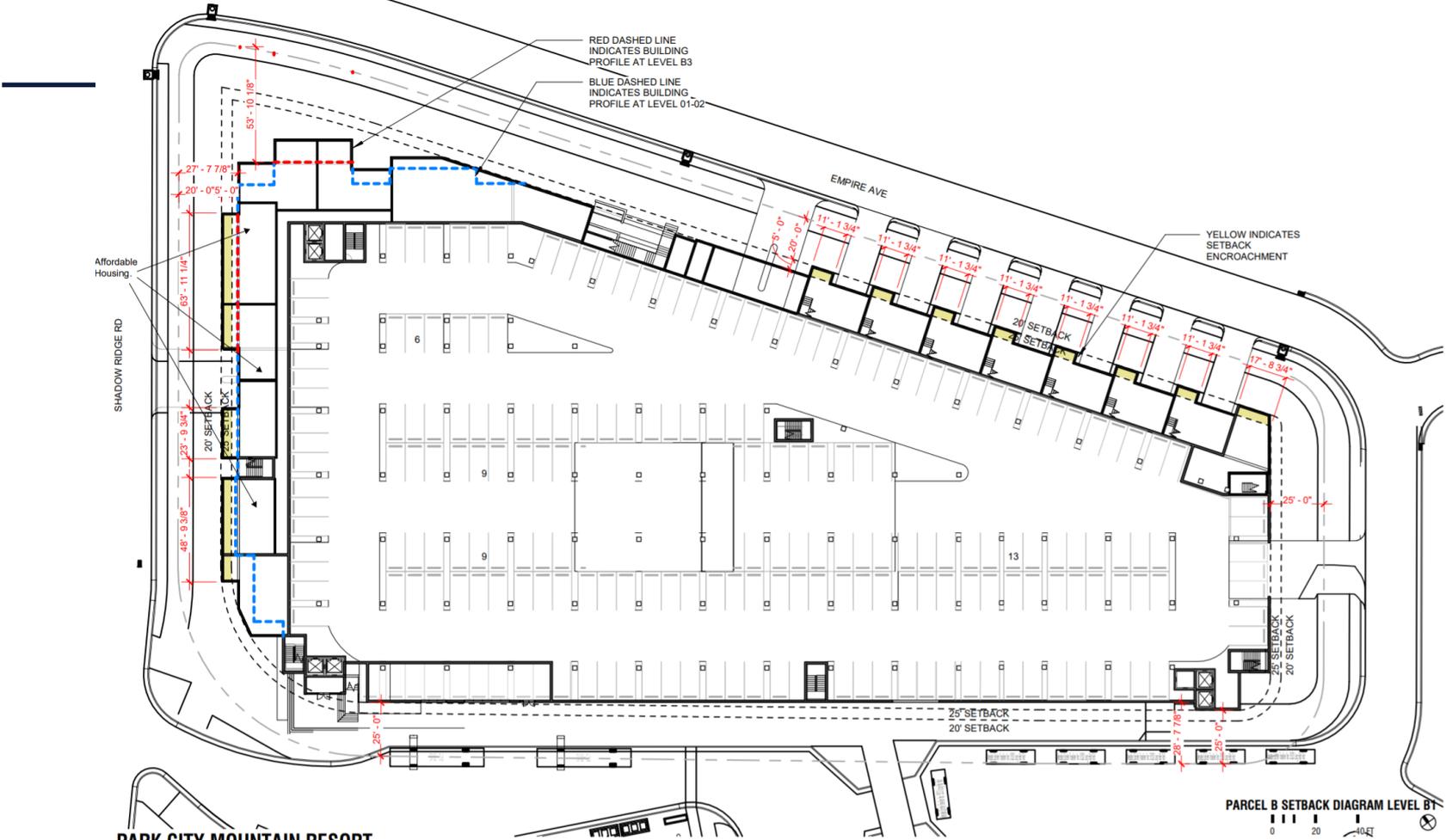
1. To replace expired Exhibit D with a new Master Plan.
2. For a transfer of Density to Parcel C.
3. To allow for a Hotel Use on Parcel C instead of skier services and 101 condominium unit building.
4. Changes to the Employee Housing Obligations consistent with the approved 2021 Housing Mitigation Plan.
5. To eliminate the requirement for 600 underground parking stalls for the exclusive use of the Resort.
6. To reduce the amount of Open Space in the new Master Plan.
7. Updated Exhibits including the Phasing Plan and Traffic and Parking Mitigation Plan.



Exceptions From the LMC

1. The applicant is seeking exceptions from the requirements of the Land Management Code including:
 - a. A **reduction in the required perimeter Setback** from twenty-five feet (25') to the RC zone required Setback of twenty feet (20') for portions of Parcel B only including the Shadow Ridge Road and Empire Avenue facades.
 - b. **Reductions to the LMC required number of Off-Street Parking stalls** provided for the Commercial and Residential Uses of the project totaling 502 parking stalls due to proposed shared parking among existing and proposed uses.
 - c. An **increase in allowed Building Height** from the RC zone height of 35 feet for all parcels;





RED DASHED LINE
INDICATES BUILDING
PROFILE AT LEVEL B3

BLUE DASHED LINE
INDICATES BUILDING
PROFILE AT LEVEL 01-02

YELLOW INDICATES
SETBACK
ENCROACHMENT

Affordable
Housing.

SHADOW RIDGE RD

EMPIRE AVE

PARCEL B SETBACK DIAGRAM LEVEL B1



P-3.002 11/01/2019 22328.001

PARK CITY MOUNTAIN RESORT

BASE AREA MASTER PLAN



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Setbacks for Parcel B

1. **SETBACKS**. The minimum Setback around the exterior boundary of a Master Planned Development shall be twenty-five feet (25') for Parcels greater than two (2) acres. The Planning Commission may decrease the required perimeter Setback from twenty-five feet (25') for Master Planned Development Applications greater than two (2) acres to the zone-required Setback if it is necessary to provide desired architectural interest and variation.

2. In all Master Planned Developments, for either the perimeter Setbacks or the Setbacks within the project, the Planning Commission may increase Setbacks to retain existing Significant Vegetation or natural features, to create an adequate buffer to adjacent Uses, or to meet Historic Compatibility requirements.



Setbacks for Parcel B

3. The Planning Commission may reduce Setbacks within the project boundary, but not perimeter Setbacks, from those otherwise required in the Zoning District to match an abutting zone-required Setback, provided the project meets minimum International Building Code and Fire Code requirements, does not increase project Density, maintains the general character of the surrounding neighborhood in terms of mass, scale, and spacing between Structures, and meets Open Space criteria set forth in Section 15-6-5(D).
4. Final Setback approvals 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



Parking

1.OFF-STREET PARKING. 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:

1. The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
2. A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
3. Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.



Parking

4. 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.
5. A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
6. Provisions for overflow Parking during peak periods.
7. 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.

The Planning Department shall review the Parking analysis and provide a recommendation to the Commission. The Commission shall make a finding during review of the Master Planned Development as to whether or not the Parking analysis supports a determination to increase or decrease the required number of Parking Spaces.



Height

BUILDING HEIGHT. 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. Height exceptions will not be granted for Master Planned Developments within the HR-1, HR-2, HRC, and HCB Zoning Districts. 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:

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,



Height

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;
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;



Height

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. 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.



Building Height

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



GSF Allowed vs. Proposed

Parcel Gross Square Footage Allowance and Proposed Table Summary

	Gross Residential SF	Res Support & Accessory Use @ 10%	Accessory Use to Resort Operations	Retail Commercial	Exempt - Parking, MEP, Convention	Total	Real Total GSF (4)
Parcel B							
Allowed	294,000	29,400		(1)	(2, 3)	323,519	
Proposed	223,460	14,725		2,100	372,850	240,285	613,135
Parcel C							
Allowed	159,000	15,900	18,000	(1)	(2, 3)	192,963	
Proposed	143,718	52,102	17,000	6,520	115,150	219,340	334,490
Parcel D							
Allowed	93,000	9,300		(1)	(2, 3)	102,338	
Proposed	57,238	1,688		21,148	35,591	80,074	115,665
Parcel E							
Allowed	141,000	14,100	32,000	(1)	(2, 3)	187,157	
Proposed	88,000	14,500	5,500	12,000	219,350	120,000	339,350
Total							
Allowed	687,000	68,700	50,000	(1)	(2, 3)	805,977	
Proposed	512,416	83,015	22,500	41,768	742,941	659,699	1,402,640