



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
August 10, 2022**

COMMISSIONERS IN ATTENDANCE: Vice Chair Laura Suesser (attended virtually), John Kenworthy, Sarah Hall (attended virtually), Bill Johnson, Christin Van Dine, John Frontero

EX OFFICIO: Gretchen Milliken, Planning Director; Rebecca Ward, Assistant Planning Director; Alexandra Ananth, Senior City Planner; Makena Hawley, City Planner; Lillian Lederer, City Planner; Spencer Cawley, City Planner; Alex Roy, Senior Transportation Planner; Julia Collins, Transportation Planning Manager; Hannah Pack, Transportation Planner; Jason Glidden, Housing Program Manager; Mark Harrington, Senior City Attorney

1. ROLL CALL

Vice Chair Laura Suesser called the meeting to order at approximately 5:30 p.m. Vice Chair Suesser took a roll call of all Commissioners present in person and virtually.

The following was read:

The Planning Commission of Park City, Utah will hold its regular meeting with an anchor location for public participation at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 on Wednesday, August 10, 2022. Planning Commission members may participate in person or connect electronically by Zoom or phone. Members of the public may attend in person or participate electronically.

Public comments will also be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom through www.parkcity.org/public-meetings. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

2. MINUTES APPROVAL

A. Consideration to Approve the Planning Commission Meeting Minutes from July 13, 2022.

MOTION: Commissioner Johnson moved to APPROVE the Planning Commission Meeting Minutes from July 13, 2022, as written. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Vice Chair Suesser welcomed new Planning Commissioner John Frontero.

Planning Director, Gretchen Milliken, stated that the Land Management Code ("LMC") amendments scheduled for the August meeting will instead be revisited at the September 14, 2022 meeting. This includes amendments in progress for the Commission's consideration, as well as discussion regarding priorities for proposed LMC changes for the coming year. Director Milliken recalled that the progress of LMC amendments was brought before the Commission in March and would be back before the Commission at the September 14 meeting.

In terms of staff changes, Director Milliken reported that Historic Preservation Planner, Aiden Lillie, was leaving to work in Salt Lake City. They hired New City Planner, Caitlyn Tubbs, who would take on much of the historic preservation work.

Director Milliken reported that Staff had been in contact with PEG Development and Park City Mountain who indicated that they are still actively pursuing parking alternatives and mitigation. They will provide an update that she hoped would be ready to be shared with the Commission by the next meeting.

In response to an inquiry from Commissioner Van Dine, Director Milliken did not believe there was a specific required timeline for PEG to return to the Commission. Senior City Attorney, Mark Harrington, explained that if the Planning Department determined that the applicant had been inactive in diligently processing their application, the Planning Director could initiate a formal process on the pending application. He noted that this process had not been initiated, and until then, the applicant could continue working through their application until they are noticed or formally withdrawn.

Vice Chair Suesser commented that it would be helpful to know what qualifies as "active" versus "inactive" for this and other applications.

Commissioner Hall formally requested that City Council open applications for the next Planning Commissioner so that the seventh seat could be filled as soon as possible. Vice Chair Suesser seconded that suggestion. Director Milliken stated that the City Council and the Mayor requested the Planning Department update the LMC with a clause that calls for at least one Commissioner to be a land use professional. She reported that on August 24, 2022, Staff would be back before the Commission with that language change. It would then go before the City Council for adoption on September 1, 2022. Assuming it is adopted, they would then send out a notice for the position.

Vice Chair Suesser requested clarification of what would qualify as "land use professional," and noted that both she and Commissioner Hall are attorneys with land use backgrounds. She felt that they might qualify as Commissioners with that expertise and consequently, that role was already filled by their presence on the Planning Commission. She questioned whether "land use professional" specifically references a planner, contractor, or architect. Commissioner Hall noted that former Commissioner Doug Thimm left in March or April, and it had taken a long time to fill

the vacancies on the Planning Commission. She urged the City Council to act as quickly as possible. Attorney Harrington explained that the proposed definition would come back before the Commission as part of the Staff Report for debate and discussion by the Planning Commission.

A. Planning Commission Chair Election.

MOTION: Commissioner Hall moved to appoint Commissioner Suesser to serve as Planning Commission Chair. Commissioner Kenworthy nominated Commissioner Hall to serve as Planning Commission Vice Chair.

VOTE: The motion passed with the unanimous consent of the Commission.

Vice-Chair Suesser assumed the Chair.

5. CONTINUATIONS

A. 1251 Kearns Boulevard - Conditional Use Permit - The Applicant Proposes to Enclose a Portion of an Existing Dining Patio in the Frontage Protection Zone. PL-22-05240

Assistant Planning Director, Rebecca Ward, reported that the applicant for both 1251 Kearns Boulevard and 1351 Kearns Boulevard would like to modify the proposal and requested additional time to complete a Parking Study. Staff requested that these items be continued to a date uncertain.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

MOTION: Commissioner Van Dine moved to CONTINUE 1251 Kearns Boulevard-Conditional Use Permit to a date uncertain. Commissioner Kenworthy seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

B. 1351 Kearns Boulevard - Conditional Use Permit - The Applicant Proposes Upgrades to a Parking Lot in the Frontage Protection Zone and Access Additional Parking Across Property Lines. PL-22-05240

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

MOTION: Commissioner Johnson moved to CONTINUE 1351 Kearns Boulevard-Conditional Use Permit to a date uncertain. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

6. WORK SESSION

A. **Parcels: PCA-S-79-B and PCA-S-79-C (Bransford Parcels) - Zoning Map Amendment - The Applicant is Proposing a Zone Change for Two Parcels from Recreation Open Space (ROS) to Estate (E) Zoning for the Construction of Two Single Family Homes. PL-21-05042**

City Planner, Makena Hawley, reported that the application is for a zone change to approximately six acres of the approximate 40 acres of the two parcels to develop one home on each three-acre lot. She presented a graphic showing the two parcels that total 39.62 acres. They are located in the Upper Deer Valley Neighborhood. The parcels contain significant vegetation, Steep Slopes, ski trails, and bike trails and are within the Sensitive Lands Overlay ("SLO") and Recreation Open Space ("ROS") Zones. It was clarified that each of the parcels is slightly less than 20 acres each.

Planner Hawley described the applicant's proposed three-acre parcels and identified on a graphic the proposed Limits of Disturbance areas as well as the concept of the home and road location. She reminded the Commission that this is conceptual only at this point. She reported that Planning Staff reviewed the proposal against the existing and proposed Zoning Districts as well as the General Plan for Deer Valley Neighborhood. Staff found that, generally, the proposal is in harmony with the zones with a few opportunities to gain greater compliance. She explained that for the ROS zone, the applicant proposed a conservation easement on approximately 82% of the total acreage of the two parcels and agreed to keep the existing ski and bike trails. The parcels would remain in the SLO zone and the applicant would be required to comply with those regulations.

Planner Hawley noted that the purpose statement for the ROS zone was to encourage sustainability, conservation, and renewable energy, which could be improved with the applicant's proposal. The proposal was also generally compliant with the Estate Zone. The SLO requires the preservation of ridge tops and Steep Slopes, as well as the replacement of significant vegetation. She added that this proposal supported open space and pedestrian ~~trailings~~ trails while encouraging compatible development. Planner Hawley stated that the proposed development will be compatible with Red Cloud, which is 100 to 200 feet away.

With regard to the Upper Deer Valley Neighborhood, Planner Hawley stated that the proposal generally complies as the neighborhood generally has second homes and provides a comfortable visitor experience along with preservation of the natural setting. She noted that the General Plan provides for this neighborhood, Park City shall grow inward, and that future improvements to increase energy efficiency should be sought because second homes were innately energy consuming. She referenced the sunset clause and noted that it is mainly for practical reasons in that if they were to condition the plat, they would know what to enforce, since it would be rare for a planner to look for a zone change request in an ordinance to determine the conditions. She suggested that conditions associated with any zone change be kept tight.

Planner Hawley asked the Planning Commissioners if they were comfortable making a recommendation to City Council for a rezone of approximately six acres from the ROS to the Estate Zone with the condition that the ordinance would expire two years from the date of approval.

She introduced Jeffrey Kuhn from Kuhn Company on behalf of the applicant, Anne Bransford, from Bransford Land Company, LLC, who was also present. Mr. Kuhn commented that due to

time constraints at the last two meetings, they were unable to present the full information the applicant had wished to present. Mr. Kuhn felt they had made a lot of progress on the application and had an opportunity to begin outreach discussions with the neighbors in the Red Cloud neighborhood. He noted that those discussions had been fruitful and the applicant was grateful for the reception received.

Mr. Kuhn referenced the sunset clause as explained by Planner Hawley and stated that the applicant was very much in agreement. He felt it was important that when the applicant comes back for the next step the current Commission will still be seated so that they have the best basis of information. Given pending litigation, there are time challenges that may require the applicant to return to seek an extension of the two-year period. He reported that the applicant was asked by Empire Pass Master Owners' Association and Deer Valley to facilitate improvements to the Trump Ski Run, which the applicant was happy to accommodate. They received letters of support for the applicant, for which the applicant was grateful. He mentioned letters received from Mo Hickey, Doug Ogilvy, Steve Issowits, and Craig Elliot.

Mr. Kuhn recounted that at the first meeting, there were questions raised regarding the location of the roads, how the property will be developed, if there is sufficient utility capacity and access to those utilities, and the capacity of emergency personnel to service the parcels. He also recalled that the Commission wanted verification that the Estate Zone would not become an island and asked for clarification of other properties that might be affected by the rezone. There was also discussion about existing paved road access easements and whether other mine claims could make the same request to rezone. Another topic of discussion was how much land could be bulldozed if the application were approved.

He reported that the applicant obtained a topographical version of the plat map from Alliance Engineering. Alliance Engineering was also able to prepare a heat map and report on how many acres there were in the following grades: 0-15%, 15-30%, and 30% and above. He explained that if they assume two three-acre pads, and if the applicant were to seek approval for a 28-foot private driveway, there would be a maximum of 18% of the land that could be impacted. Mr. Kuhn did not think that a home on a three-acre lot would impact all three acres. They expect most of the three acres to remain undisturbed. They arrived at an estimate, or rough order of magnitude, that 82% or more of the land would remain preserved.

As far as the location of the roads, Mr. Kuhn referenced a 1981 Feasibility Study prepared by J.J. Johnson. The study proposed two possible access points based on topography and other factors, which the applicant felt were appropriate.

With regard to the locations of the proposed homes, he explained that by superimposing the Trump Run, the bike trails, and the heat map, they arrived at the proposed location of the homes, which he presented to the Commission. He added that while they would still be required to obtain an access easement, these locations would provide the shortest and flattest possible road in the most desirable location.

Mr. Kuhn commented that there was a lot of discussion regarding the lot lines and the applicant had been reluctant to address that before obtaining design grade information. He stated, however, that if they plan on the homes as indicated on these three-acre lots and cluster the homes with a common border and common driveway, the red lines on the presented graphic would represent the three acres for each lot that future engineered metes and bounds would show. He discussed the easement and noted that it would take an agreement, but advised that

they defined a 100-foot wide corridor, as shown in light blue on the map, where they would propose locating a 28-foot wide common driveway. He added that the white boxes on the image represented the location of the homes. Mr. Kuhn added that the yellow lines on the graphic represented to-be-determined Limits of Disturbance for each home. He stressed that the graphic was a fair representation of what they could expect.

With regard to sufficient utility capacity, Mr. Kuhn stated that United Park City Mines and Deer Valley stubbed in all of the utilities opposite Ruby Hollow. Although there were other stubbed-in locations, the one opposite Ruby Hollow made the most sense for tying in these parcels. He reported that the issue of emergency services was thoroughly covered in the Flagstaff Annexation Agreement. The Agreement contained a detailed analysis of emergency services and non-emergency services in winter and summer. He felt that Park City did a great job looking at all of the information as part of that Agreement, and as far as he could tell, the information that formed the basis of the Agreement remained valid. Mr. Kuhn stated that they looked at the locations of fire stations, including the one relied upon by the City for Empire Pass and Red Cloud.

With regard to the inquiry regarding possible other mining claims that could make a similar request to this one, Mr. Kuhn felt that depending on what the bases were for granting this application, there were no other mining claims. The applicant's mining claims have the same metes and bounds as parcels that were annexed into Park City as part of the Flagstaff Annexation. He did not believe this holds true with the other mining claims. Mr. Kuhn stressed that in addition to Red Cloud, the applicant's properties were specifically included in the 2007 Flagstaff Annexation, as was the Mayflower parcel. The applicant is one of the few property owners who own both their surface rights and sub-surface rights. Most of the other parcels have a deed description on the surface, but they do not own their sub-surface rights.

Mr. Kuhn felt that the neighbor to the west would eventually require development rights either as delineated in the Flagstaff Annexation Agreement or with more density. It was suggested that this neighbor might end up with six parcels and more density. He explained that the Estate Zone with this applicant's proposed density would be the lowest dwellings per acre in a series of shrinking densities radiating away from the existing core uses in the Red Cloud neighborhood. His belief was that the other mine claims around this property could not make a request similar to the applicant's request because they do not have identical attributes to this property. He noted that Staff wanted the applicant to pin down the size of the proposed homes, although the applicant had been reluctant to do so.

Mr. Kuhn stated that the applicant would propose a 15,000 square foot maximum home size on each of the three-acre parcels, with 34 remaining acres of preserved land. He stated it was not yet clear which Homeowners' Association ("HOA") these homes might be part of in the future, but surmised that they might become a part of the Empire Pass Master Association. They had not planned to ask Red Cloud to be part of its HOA, but the applicant would be pleased to do so if Red Cloud so desired. Mr. Kuhn reported that they had initiated discussions with Red Cloud HOA, with good feedback, and noted that the homes in that HOA consisted of one to two-acre parcels with a 10,000 square-foot maximum size home. Several people opined that since the applicant's lots are larger, they would likely not have a problem with the proposed maximum home size.

He reported that the bike trails located on the Bransford parcels will be protected and specifically mentioned the Flagstaff Loop Trail and the Ruby Trail. He noted that Tidal Wave sometimes appears to be located on the northwest corner of the Bransford property, although others have

advised that it is not on the land. He provided assurance that any bike trails on the Bransford land would be protected. Mr. Kuhn stated that existing vegetation on the land will be protected. Last year, they met with Wendy Fisher from Utah Open Space and Elizabeth Kitchens from the Nature Conservancy Trust to initiate discussions on creating the conservation easements. Both were happy to participate and work on moving forward with the process when the time comes.

Mr. Kuhn submitted that the project satisfied the primary objectives of rural open space and Sensitive Lands. On behalf of the applicant, he expressed support for both private and public recreational trails, and they were doing everything they can to stay off ridge tops or any slopes over 30%. He felt that those were statements of good cause supporting approval. He added that in addition the land had been held in trust as a Bransford Family Legacy Statement. Limiting the density to one dwelling per 20 acres also supported good cause. He added that the applicant intended to protect the bike and ski trails, the existing vegetation, and wildlife habitats to the maximum extent possible.

Mr. Kuhn noted that if the zone change request was granted, nothing could ever be built until they return to satisfy all of the conditional requirements as well as the requirements of a subdivision plat. He stated that the applicant was willing to accept conditional approvals and had discussed this with Staff. Mr. Kuhn stressed that they did not request a blanket zone change on the total acreage, and had only sought the zone change on the two three-acre parcels.

He recognized and agreed that the zone change approval would be conditioned on all factors addressed, the applicant's verbal assurances, and satisfaction of the subsequent plat requirements. Mr. Kuhn highlighted that both the Empire Pass Master Owners' Association and the Red Cloud HOA formally approved the access easement across Twisted Branch and Red Cloud Trail. The applicant was not proposing a public road to access the property; instead, the applicant proposed a private road as much as possible within the limitations that the Fire Marshall and the Planning Commission would accept.

Mr. Kuhn proffered that the prior presentation by Ms. Bransford regarding the family history and the 1981 Feasibility Study showed that this family had long intended to come before the Planning Commission to seek these approvals. He explained that they created a landing page that can be accessed via a QR Code. This page includes their presentation as well as some additional annotated images. He referenced 3-D views of the property, as well as views with bike trails and vegetation.

Mr. Kuhn invited the Commission to comment on the applicant's proposal and requested input or feedback on what they presented.

Chair Suesser referenced the mention of the 1998 Snyderville Basin Development Code in the Staff Report which allows a base density of one dwelling unit per 40 acres. She asked if this was a proper citation and if that Code pertained to these parcels. Planner Hawley stated that this Code would pertain and used the 1998 Code because that was just prior to the annexation.

With regard to the statements in the Staff Report that the Bransford properties are to be included with others and known as the North Side Neighborhood, Chair Suesser asked how many of these five other property owners signed onto the Flagstaff Development Agreement. Ms. Bransford confirmed that there are five owners consisting of United Park City Mines, Deer Valley, Mayflower, Bransford, and Park City Star Mining. She explained that the Burns Family owns Park City Star

Mining, whose interests were acquired by United Park City Mines in 2002. It was confirmed that in addition to Bransford, Mayflower did not sign on to the Flagstaff Development Agreement.

Chair Suesser expressed concern about the access issue raised by the attorneys for Extel and understood that the applicant was still working through the location of the access easement. She agreed with Planner Hawley that more renewable and sustainable attributes of the homes might be helpful. She wanted to better understand the topography of the proposed building sites. Chair Suesser felt that the fact that such a significant portion of the total acreage would be put into a conservation easement was a good, compelling public interest; however, she still had concerns over access and the access road to these properties.

Commissioner Hall asked why a plat was not presented with this application. Mr. Kuhn explained that the Code allowed for a zone change application and plat application to be considered either serially or concurrently. He stated that this site is complicated and some issues still need resolution. The cost to do all of the engineering, civil, and soils before a determination that the proposed use would be appropriate was too much for the applicant at this point. They wanted to make sure that the Planning Commission felt the same as it did in 2007 in that two Estate parcels on this property would be an appropriate use. With that approval, the applicant could then start funding everything else needed for the plat process. Mr. Kuhn stated that the work to this point was conceptual, and represented the best information they have at this point, but acknowledged they do not have design-grade data.

Commissioner Hall sought further clarification of what the applicant sought to re-zone. Mr. Kuhn explained that Staff advised that to get an Estate use in an ROS Zone the lots must be three acres each. They, therefore, plotted three-acre lots that would be capable of receiving a zone change only within those three acres, unless it also needed to include the common driveway. He added that the applicant would return at the time of the plat with the proposed easement, proposed driveway, and all of the engineering and civil work completed. Until they acquire an easement, they could only provide the best estimate of where the homes could be located based on the topography of the land.

Commissioner Hall understood that the applicant was requesting that both parcels be re-zoned to Estate Zone. Planner Hawley referenced the graphic and confirmed that the areas outlined in red would be re-zoned Estate and everything else would remain ROS. Mr. Kuhn confirmed the applicant's expectation that everything outside of the area marked in red would be protected with a conservation easement. He added that they also contemplated that most of the area outside of the yellow circles on the graphic would remain undisturbed, but would perhaps not be included within the conservation easement. Mr. Kuhn recognized that the platting process will strictly regulate what could be done outside of the Limits of Disturbance around the homes.

Commissioner Hall clarified that the areas marked in red were not the proposed lots; rather they represent a hypothetical plat map application. Mr. Kuhn agreed and added that the design professionals would be able to further define the actual lots for purposes of the plat. He felt that what was before the Commission was a very good representation of the actual lots that the design professionals would determine. Commissioner Hall wanted to revisit the 1998 pre-annexation into Park City and shared Chair Suesser's confusion about the Snyderville Basin Development Code as the applicable standard at that time. She felt that prior to annexation into Park City, the zone would allow one dwelling per 40 acres; therefore, since the total acreage of this property is 40 acres, only one dwelling would be permitted.

Ms. Bransford shared confusion with the Snyderville Basin Code, but explained that during the discussions with United Park City Mines and the Flagstaff Mountain project, she spoke almost weekly with Hank Rothwell, the CEO of United Park City Mines and he assured her that she had two parcels and therefore had a minimum of two lots because the property was a "lot of record." She noted that these discussions took place in the early 1990s, and offered that the mining lots were grandfathered in.

Mr. Kuhn added that during the Flagstaff Annexation negotiations from 1998 through late 2007/early 2008 that resulted in the annexation of the Bransford properties, there were discussions that eight additional units were possible for the Bransford parcels and the Mayflower parcel. Had these owners signed on to the Flagstaff Annexation Agreement, United Park City Mines ostensibly would have provided the access roads, granted the easements, stubbed the utilities, built those roads, and pinned down where that density would be located. He stressed that it was always anticipated that this property would have a density of two homes. He felt that the property designation changed when it was annexed into the City and was no longer subject to the County density.

Commissioner Hall felt that the density should only be one dwelling per 40 acres, and with the Very Steep Slopes, it seemed that there would not be much in the way of buildable locations. She expressed strong support for one dwelling unit for the entire parcel. She added that because they were not considering a plat map, this would need to be a heavily conditioned re-zone that would take into consideration many of the points raised in the Staff Report and the applicant's presentation. She specifically referenced dwelling size, building plat, conservation easement, access for transit and utilities, a sunset clause, and significant vegetation. Based on her review of the documentation as presented in the Staff Report, she could not find a compelling reason to have two dwelling units.

Commissioner Hall expressed a preference that the plat map application should have been addressed concurrently, as it was more difficult to consider the rezone independently.

Commissioner Kenworthy expressed concerns about the slopes and asked for clarification regarding the driveway. He asked if the applicant had completed a slope analysis for the driveway and the two building pads. Mr. Kuhn stated that they did not yet have good site data or topography, and were not clear on the accuracy of the 10-foot topography lines. He stated that the heat map provided a general idea. He felt that they would require a significant amount of survey time in order to fine-tune the 100-foot access. He noted that the applicant would be allowed to cross 30-degree hillsides with retaining walls that would limit where the road could be located.

In response to an inquiry, Mr. Kuhn confirmed that the yellow areas highlighted on the map depict areas between 15 and 30% slope.

Commissioner Kenworthy also noted that he could find that Estate zoning for the two homes would be in line with the area plan; however, he had concerns similar to those raised by Chair Suesser and Commissioner Hall. He felt that the developer's intent on these parcels was in the applicant's favor. Commissioner Kenworthy agreed with heavy-handed Conditions of Approval and stressed that access would be the primary issue. Mr. Kuhn advised that the applicant would accept a number of Conditions of Approval.

Commissioner Van Dine agreed with the comments of Commissioners Hall and Kenworthy. She appreciated the applicant coming back with smaller units for the zone change. She was torn about the prior requirement of one unit per 40 acres; on the one hand, she agreed with Commissioner Hall, but in general, she felt that this proposal would fit with the surrounding development. She expressed significant concerns about the road disturbance and felt that it would be considerable with the need for retaining walls. She also noted concerns with the Limits of Disturbance for the properties. Commissioner Van Dine would also expect the Conditions of Approval to be strict, and agreed with Planner Hawley that they needed to ensure that they were accessible so they would not get lost in translation going forward.

Commissioner Frontero sought clarification that the zone change from ROS to Estate would apply only to the three-acre parcels, and the remaining 34 acres would remain ROS and be put into a land trust managed by a third party. Mr. Kuhn confirmed that was the case. Commissioner Frontero felt this was a favorable aspect of this application. Commissioner Frontero did not have a significant concern regarding the proposed density; however, he did express concern with the sensitivity of the land in that area and would like the size of the proposed homes reduced from the proposed 15,000 square feet. He suggested that to grant the applicant two buildable lots, they could reduce the size to something around 10,000 square feet, which would be compatible with Red Cloud.

He reported that he visited the site with Planner Hawley, and noted that this is a beautiful property, but found that the Steep Slopes were very steep. He added that during the visit, they had difficulty locating where the proposed road will actually be located due to the slopes. He mentioned this as a concern and stated it would have to be considered going forward. Commissioner Frontero sought confirmation of the process. Chair Suesser the Commission reminded that this was a Work Session to determine whether the applicant felt comfortable bringing the application before the Commission for a vote on the zone change.

Commissioner Frontero asked how they could get to a vote on the zone change without the details. Mr. Kuhn suggested that the Conditions would set up a range of options that would be within the Planning Commission's comfort zone as well as outside its' comfort zone. He felt there would be multiple ways to handle these challenges. Mr. Kuhn agreed that the applicant wanted to minimize the number of trees that get cut. They would also prefer to access the property via Red Cloud Road, which might leave more scars for people to see. He felt that the proposed location of the road would leave no scar visible from any other building site in Park City. Mr. Kuhn stressed that the Bransford family has always been great stewards of the land.

Commissioner Johnson agreed with the prior comments and concerns expressed by the other Commissioners and would like to see further clarification on all of these issues. He felt that the access road would be the issue requiring the biggest clarification. He noted that based on his review of Google Earth, the elevation for the road coming from the edge of the property drops a minimum of 100 feet in a 700-foot stretch. It would have a significant impact on either or both the Bransford property and the adjacent property; therefore, he would like to see more detail moving forward.

Mr. Kuhn stated that there would be a number of site-specific deviations from what the maps show and what they actually encounter on the ground, and the professionals advised that they could make it work. He reiterated that the applicant would have to feel comfortable expending the funds to obtain those details, which is dependent on the zone change request. If the Commission felt

that the proposed use would be appropriate, that would give the applicant the comfort level to have the professionals work up those details.

Commissioner Johnson echoed Commissioner Frontero's comments regarding limiting the size of the proposed homes to 10,000 square feet to align with the adjacent neighborhoods. If they approved two units, that limit would be compatible with the surrounding neighborhoods regardless of lot size.

Mr. Kuhn mentioned that because the applicant owns their sub-surface rights and surface rights, they could potentially "Sweeney" their way in; similar to what Pat Sweeney did for his home. They would have the ability to use a tunnel for parts of it if they had to, although that would not be their first choice. He noted that there were quite a few creative options that the design team could use and he expressed a high degree of confidence that the design team could get this done.

Chair Suesser concurred with the comments of Commissioners Johnson and Frontero regarding a reduction in house size to 10,000 to 12,000 square feet if two homes were contemplated. She felt that would be appropriate, given the surrounding neighborhoods and the size limitations on the homes in Red Cloud.

Chair Suesser closed the Work Session on this item.

7. REGULAR AGENDA

A. 51 Daly Avenue – Plat Amendment – The Applicant Proposes to Create One Lot from One Lot and 22.7 Feet of Another Lot. PL-22-05179.

City Planner, Lillian Lederer, reported that 51 Daly Avenue was located in the Historic Residential ("HR-1") Zone. The property lies on 22.7 feet of Lot 5, and all of Lot 6 of Block 73. The applicant currently owns both the portion of Lot 5 and all of Lot 6 and proposed to combine them into one lot. She referenced the 45 Daly Avenue Plat Amendment, which included the other portion of Lot 5.

Planner Lederer stated that the application was presented to the Board of Adjustment ("BOA") on July 12, 2022. The BOA granted a variance from the front setback, by granting the front porch to encroach 3.65 feet into the front setback. The BOA also granted a variance from the side setback, which reduced the south side setback to 3.35 feet. Finally, the BOA granted a variance from building height and allowed an exception granting the Maximum Building Height by six feet. She explained that the structure was planned to Code but not built to those plans and was not Code-compliant. The variances were required to complete this Plat Amendment.

Planner Lederer noted a correction in the Staff Report where it listed the Minimum Lot Size as 4,200 square feet. She stated that it should read 4,420 square feet. She explained that this changed the square footage allowed, which would require them to go before the BOA to ensure that this was properly recorded under the correct square footage. She stated that the current structure is approximately 1,370 square feet, and with the proposed Plat Amendment, the Lot Width would be 44.2 feet with an allowed 1,724 square feet of buildable area. She explained that with the variances granted by the BOA, these setbacks become Legal Non-Complying.

Planner Lederer stated that there was good cause for this Plat Amendment and no public street, right-of-way, or easement would be vacated or amended. This Plat Amendment would bring a

non-complying duplex into compliance as a Single-Family Dwelling. Because the applicant received approval of the variances, updates and improvements to the structure may take place with the recorded plat. She reported that the Development Review Committee reviewed this proposal on May 17, 2022, and did not identify any issues. The application was also reviewed by the Planning, Engineering, and Legal Departments, and no significant issues were raised.

Planner Lederer advised that on July 27, 2022, Staff published notice of this application on the City website and in City Hall, as well as in *The Park Record*, the property, and by mail to property owners within 300 feet. Staff did not receive any public input prior to this meeting. Staff recommended the Planning Commission hold a public hearing and consider forwarding a positive recommendation for City Council's consideration on September 15, 2022.

Commissioner Kenworthy asked about the "future construction" included as part of the BOA approval of the Side Setback variance. Planner Lederer directed attention to the garage and noted that in 1992, this structure was constructed as a duplex. The owner currently uses the home as a Single-Family Dwelling and would like to move the garage space forward to allow for more living space. She confirmed that the BOA agreed to allow this future construction and to keep the sidewall plane in line, rather than jogging along in compliance with current setbacks required for the Lot. She also confirmed that the neighbor was notified, and did not express any concerns about this proposal.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

Commissioner Hall referenced Condition of Approval 8 and asked whether the applicant owned the remaining strip of Lot 5. Planner Lederer responded that this strip was part of the 45 Daly Avenue Plat Amendment recorded a couple of months ago; therefore, the old lot line no longer exists. She also confirmed that this would be accounted for in this Plat Amendment.

MOTION: Commissioner Johnson moved to forward a positive recommendation for City Council's consideration on September 15, 2022, for 51 Daly Avenue—Subdivision Plat, based on the Draft Ordinance, and Findings of Fact, Conclusions of Law, and Conditions of Approval contained therein as follows:

Findings of Fact

1. The plat is located at 51 Daly Avenue within the Historic Residential (HR-1) District.
2. The 51 Daly Avenue Plat Amendment consists of 22.7 feet of Lot 5 and all of Lot 6 of Block 73.
3. On February 28, 2022, the current owner and applicant submitted an application for a Plat Amendment to combine two existing lots into one legal lot of record containing a total of 4,200 square feet.
4. Staff deemed the Plat Amendment application complete on July 12, 2022.
5. The subject parcel is PC-604 (at 51 Daly Avenue).

6. The HR-1 zone requires a minimum lot area of 1,875 square feet for a single-family dwelling. The proposed lot area meets the minimum lot area for a single-family dwelling. The Use of the current structure on the lots is Single Family Dwelling.
7. The minimum lot width allowed in the district is twenty-five feet (25'). The proposed combined lot width is 44.2'. The lot depth is 100'.
8. The minimum side yard setback for a 44.2' wide lot is 5 feet. On July 12, 2022, the Board of Adjustment approved a variance from the south side setback from 5 feet to 3.35 feet.
9. The minimum front and rear setbacks for a 100-foot deep lot are 12 feet and 13 feet for a total of 25 feet. On July 12, 2022, the Board of Adjustment approved a variance from the front setback, allowing an existing non-compliant deck to encroach into the setback.
10. The maximum building height for the HR-1 zone is 27 feet. The current structure is 33 feet. On July 12, 2022, the Board of Adjustment approved a six-foot variance to the height.
11. There are no existing encroachments on the affected parcels.
12. The proposed lot area of 4,420 square feet is a compatible lot combination as the entire Historic Residential-1 District has an abundance of sites with the same or similar dimensions and lot area.
13. The existing Single-Family Dwelling has a footprint of 1,370 square feet.
14. The maximum footprint allowed in the HR-1 zone is 1,658.53 square feet for the proposed lot.
15. As conditioned, the proposed plat amendment does not create any new non-complying or non-conforming situations.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because the combination of the two lots brings a non-complying duplex into compliance as a Single-Family Dwelling, and the structure may be updated and improved.
2. The Plat Amendment is consistent with the Land Management Code.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney's Office, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. No building permit for any work shall be issued until the plat is recorded and until the Historic District Design Review, if required, application is submitted and approved.
4. The property is not located within the Park City Soil Ordinance Boundary and therefore it is not regulated by the City for mine-related impacts. However, if the property owner encounters mine waste or mine waste impacted soils, they must handle the material in accordance with State and Federal law.
5. New construction must comply with Setbacks and Conditions of Approval set by the Board of Adjustment on July 12, 2022 (PL-22-05280).
6. Any construction impacting the exterior of the structure on the property requires a Historic District Design Review through the Planning Department.
7. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards for new construction is a condition precedent to building permit issuance.
8. No remnant partial lot resulting from this approval is separately developable without a plat amendment in conformance with applicable zoning at the time of application.
9. A plat note shall indicate that the property is approved for a Single-Family Dwelling and conversion to a Duplex requires a Conditional Use Permit.

Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- B. General Plan Update – Long-Range Transportation Plan – The Planning Commission Will Review Park City Forward, a Supplement to the General Plan, and the City's Long-Range Transportation Plan. The Plan Prioritizes Multimodal Transportation Projects and Strategies to Address Existing and Future Conditions. The Purpose of the Plan is to Improve Safety, Protect the Natural Environment, Expand Transportation Choices, and Maintain Quality of Life for those that Live, Work, and Recreate in Park City.**

Senior Transportation Planner, Alex Roy, reminded the Commission that on May 11, 2022, they provided the Commission with an overall Transportation Planning update, followed by initial discussions regarding Park City Forward. He reported that they conducted a Work Session with City Council on June 9, 2022, and at this meeting sought a potential recommendation to the City Council for the adoption of Park City Forward

Planner Roy explained that Park City Forward was the City's Long-Range Transportation Plan that originally started in 2018. He commented that it was not designed to be a Master Plan; rather, it was an overall framework of how they look at transportation in the City. It, therefore, included all modes of transportation, including active transportation, biking, walking, transit, intelligent transportation solutions, as well as roadway and transit projects. He noted that the Plan does not get into fine details of any project, as they found a flexible approach to be the best way to move forward. Planner Roy explained that the Plan encompassed all of the time horizons and identified long-range transportation planning ideas. It would identify what needs to be done with regional partners and grants that should be pursued.

The Plan also contains mid-range plans, and he mentioned bike upgrades, bike facility upgrades, and transit stop improvements. Immediate action items included recommendations for peak traffic management, pilot programs, and Tactical Urbanism Program, which was morphing into the Neighborhood First Project begin led by the Engineering Department.

Planner Roy reported that they were looking to adopt this as a supplemental update to the existing Transportation element of the General Plan. This plan would not replace the Transportation element and would help to inform any new updates to the General Plan and serve as an additional tool that could be used by the Planning Commission and others as far as transportation ideas. He referenced Park City Forward's Vision, Goals, and Guiding Principles. He read the Vision Statement as follows: Park City's transportation system embraces innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture. He listed the Goals as Access, Inclusion, Transform, and Sustain. He highlighted that Park City was striving to meet its net-zero goals for the future and become an environmentally friendly city and a leader on that edge.

Planner Roy stated that the new Guiding Principles came out of discussions with both the Planning Commission and City Council. City Council developed the overall guiding principle to develop a Park Once community. He referenced the "car optional" phrase used during the Vision 2020 work, and the feedback showed that it did not resonate with the community, elected officials, and stakeholders. He explained that as a result, they developed a Park Once mentality, which means that once people reach their destination by car, they would then use active transportation or the transit system to get around the City, thereby eliminating the need for multiple trips by car. For residents, this could mean parking at home or at one destination that might be clustered with other destinations. For a visitor, this might mean parking in Old Town or at one of the outlying intercept lots and using transit into the City.

Planner Roy commented that under this Park Once concept, they would want to collaborate with regional partners on long-range transportation solutions. Many of these transportation ideas are beyond what a City could do on its own, and would require regional collaboration with metropolitan planning organizations, the County, and the Utah Department of Transportation ("UDOT"). They would also want to identify, manage, and mitigate traffic during peak conditions. He noted that they live in a unique climate, and they would like to right-size the transportation recommendations by mitigating traffic during peak conditions.

Based on feedback from the Planning Commission, they recognized that biking and walking were critical to the nature of the community, so they wanted to expand the world-class biking and walking infrastructure. They also want to proactively review and analyze disruptive transportation ideas and innovation. He commented that there are a lot of ideas coming out, and they wanted to ensure that they are at the forefront of what the next 20 years might look like.

Transportation Planning Manager, Julia Collins~~Transportation Planner, Hannah Pack~~, explained that this plan will not sit on a shelf. Transportation Planning Staff was thoughtful on how this could be complementary to the General Plan so there could be multiple inputs when reviewing the long-term strategies and goals for the City as applicants appear before the bodies such as the Planning Commission.

Manager Collins~~Planner Pack~~ stated that this plan establishes the goals and principles that the City wants to pursue both the short and long term. They also identified priority projects through public outreach by specific modes for which they would allocate financial resources so that they could advance those priorities. The funding projections in the Plan would help the City be competitive with grants. She added that this was a guiding document to help them build policy, such as updates to the Land Management Code.

Planner Roy stated that this Plan was not designed for any one type of traveler. They developed traveler personas and identified how they were able to use the transportation network within their various modes and different travel alternatives. A crux of Park City Forward involved recognizing that getting to Park City was its own special style of project, and within that, they were working on regional projects. They have looked at high-capacity transit with the County along SR-224 and the Bus Rapid Transit ("BRT") system.

Planner Roy explained that they broke down SR-248 into phases. One phase asked what they could do in the immediate term with UDOT support to improve traffic and transit along that corridor. The other phase recognized that this corridor was likely the future corridor for any big transit ideas. He specifically referenced the Richardson Flat parking lot. He stated that they also included working with the resort developments to ensure that multimodal considerations were included in those developments.

Planner Roy also mentioned the priority of supporting regional projects such as Park City/Salt Lake Connect. He also mentioned a feasibility study for transit going into Park City from the Wasatch back region. He explained that the priority projects related to getting around Park City would stress the reliance on Park Once, and ensure that active transportation and transit were functional and usable to as many residents and visitors as possible. He mentioned the Rail Trail connections and the future of that facility, both local and larger intersection improvements, pedestrian crossing improvements, bus stop improvements, and micro transit. He noted that micro transit would be piloted this coming winter. Planner Roy emphasized that this plan included nearly 80 projects and policies, with active transportation being at the top of the list. He stressed that all different modes were included, and added that sometimes modes overlapped within the projects.

Manager Collins~~Transportation Planning Manager, Julia Collins~~, presented a graphic that illustrated an element of Park City Forward that would help the Planning Commission in its work. At City Council in October 2019, they were asked to address the City's multimodal transportation goals, with seasonality and flexibility considerations in the design of streets. This was also a tool

the Transportation Planning Staff looked at to implement the Complete Streets policy and the Transit Priority policy.

She explained that when they consider the design of a particular street, they look at the context and refer to the graphic. Pedestrians were at the top of the pyramid because they are the most vulnerable users and the least likely to detour from their path. Manager Collins advised that the prior Traffic and Transportation Master Plan ("TTMP") prioritized parking and driving. This Plan represented a very different change that they felt was representative and direction of the community.

Planner Roy addressed the comments and questions raised in prior meetings. With regards to the comments that Park City Forward be delivered in a more approachable format, he referenced the revised Vision Summary for the Planning Commission's consideration. He explained that once that was adopted, their consultant could refine it even further to a one or two-page statement that quickly explains Park City Forward.

In terms of execution, Planner Roy offered that the Guiding Principles would help address the step between the Vision and the projects. They would also discuss with the Commission ways to advance the Action Plan. He highlighted that Active Transportation was the most represented mode in the Plan. Beyond that, they worked on how they could meet the next generation of Active Transportation projects in Park City. Planner Roy stated that the City had done a good job of having off-street facilities, on-street improvements, and bike shares. The team felt that working with the community would bring about the next generation of Active Transportation projects.

Planner Roy explained that the Plan timeline included a series of community workshops for feedback on potential Active Transportation projects. These workshops would take place over the winter and early spring, prior to kicking off the Active Transportation plan to allow for one more feedback loop to inform that project. He described how the projects would work when various projects and development were underway, and stated that while it was one of the most complex ideas, it was the reason why these projects were not defined. The identification of projects allows a measure of flexibility to change the ideas as they move along. He advised that initially, this project involved a lot with the Arts and Culture District, but they have since moved away from that and have looked more at the issue of getting to and around Park City. The Arts and Culture District was still a key component, but they gave themselves more flexibility as projects evolve.

Planner Roy addressed the Commission's questions about how Park City Forward and the projects from the TTMP interact. He stated that in the 2011 TTMP, there was a list of 3 – 5 year capital projects. Included within that were dedicated bus lanes on SR-224, intersection improvements, ongoing commitment to maintenance, paid parking and transit, transportation management internal groups, and transit to Salt Lake City. He stated that many of these projects had been accomplished or moved along. He specifically mentioned the dedicated bus lanes on SR-224 and explained that prior to the TTMP it was only a recommendation. Following the TTMP, shoulder running bus lanes were put in, and they are currently working with the County to enhance it into a BRT system. He noted that the BRT system was included in Park City Forward.

Intersection improvements were also included in Park City Forward, and he noted that they recognized that this involved ongoing discussions, especially as they work with the regional partners on some of the gateway state road intersections. He commented that transit to Salt Lake City also predated the PC/SLC Connect, which was a function of this Plan. Although Hi Valley Transit was operating it, it was included in Park City Forward as well.

Planner Roy reported that within the 3 to 5-year capital, only car share was no longer on the Park City Forward project list. He explained that car share was the type where a consumer paid a subscription fee to use cars, and specifically mentioned Zip Car. He stated that car share was an interesting concept back in 2011, but there has not been a funding model that worked with a community the size of Park City. He added that car share was not strongly supported in their outreach, so it was no longer included in Park City Forward.

Outside of the TTMP's 3 to 5-year capital projects, Planner Roy mentioned other projects included in Park City Forward, such as ongoing improvements to the transit network and spine, increasing transit times and frequencies, expanding and improving the trail and bicycle networks, and Bonanza Park Redevelopment. He stated that some of the transportation projects included in the TTMP that were not included in Park City Forward were roadway focused. He identified these projects as Meadows Drive to I-80; year-round access on Guardsman; and the Deer Valley Resort to U.S. 40 corridor.

Planner Roy offered a caveat to the project involving year-round access to Guardsman, and stated that UDOT was currently working on a long-range transportation plan; Park City flagged it as not included in its Plan, but if UDOT pushed it the City would be open to talking to the community about it. He added that UDOT had not expressed that this was an immediate or near-term consideration.

Chair Suesser asked for an example of "transit service expansion and spine." Planner Roy explained that this concept involved providing transit quickly along the high-frequency corridors and offered the example of the White Xpress. Prior to the 2011 Study, there was service along that corridor, but it was not identified as a backbone of the transit system. After 2011, the White Xpress came out and was identified as a fast, frequent service that did not make all of the stops along SR-224. He characterized it as almost a BRT-light type service.

Chair Suesser inquired about any projects that were completed since 2011. Planner Roy advised that some had been completed in a sense and he mentioned the transit to Salt Lake City however, they did not consider it as being in its' final evolution. He added that trail maintenance and bike facility maintenance was never-ending.

Manager Collins added that the Transportation Team had many successes over the past six years. She mentioned the installation of transit signal priority in all signals; investment in a traffic operation center that allows them to control the signals during peak times and make adjustments on the fly; the installation of VMS signs, and implementation of a portable program; and the construction of a \$5.6 million pedestrian tunnel from the High School. She added that Park City was on the cutting edge of electric transit technology that started in 2017 and continues with the 100% conversion to an electric bus fleet. In addition, they started the nation's first 100% electric bike share program in partnership with the County. Manager Collins added that they expanded more of the City's Intelligent Transportation System ("ITS") operations, and looked at the technology on the buses.

Manager Collins explained the 2011 TTMP provided a blueprint for these projects and enabled the Department to seek grants and dive more into the projects to implement them and move forward. This Plan would help with action by allowing Staff to approach the regional partners, such as UDOT, and identify the priority projects desired by the community. She explained that

there was an over-arching Metropolitan Planning Organization, a subsidiary of the Federal government that helps the State with its long-range planning efforts.

Manager Collins added that this Plan would also help the City identify its capital investment program and provide a framework for its' investments. It would also help the City prioritize its policies and project needs. She reiterated that this would advance the development of the bike and pedestrian plan and give them the next round to dive into what the community wants these improvements to look like. She stressed that this Plan provides the framework for how they could drill down into the street-level view.

Planner Roy concluded the presentation and noted that there were three action items for the Commission. The Commission could forward a positive recommendation for the City Council's consideration on September 15th; the Commission could forward a negative recommendation for City Council's consideration, or it could request a date certain for additional information.

Commissioner Kenworthy stated that he has been on Transportation Boards for the last 10 years and commented that the Transportation Planning Team was doing a fantastic job. He saw the prior lists of key items and felt it was great that they were able to define them and create an action plan. He liked the Park Once goal. He noted that the City undertook to address intersections, and then the philosophy changed, so they never addressed improvements to intersections. Twenty years ago, the philosophy was to "park them all," and they have since gone away from that and now want to reduce the number of cars coming into the City. What they are really after is a higher Average Vehicle Occupancy ("AVO").

Commissioner Kenworthy felt that the "park them all" philosophy was the wrong approach, and everyone had now moved towards the new focus on AVO. He saw the problem as not having a holistic plan in which they take a step back and look at everything as a whole. He mentioned that he recently attended a meeting for businesses and residences to discuss the Top of Main Street, where they were looking at different options to address separating more of the commercial traffic from the residential traffic. He mentioned how restaurant owner Bill White was very emotional about some of the options. Commissioner Kenworthy relayed that at the end of the discussions, Mr. White asked everyone to look at it holistically, and argued that while some of the proposed changes might stop commercial traffic from going up Main Street, he wanted people to look at what would be done with the Park-and-Rides for the top of Main Street.

Commissioner Kenworthy noted that Mr. White was concerned about all of the unintended consequences of these options. He reiterated that he really liked the projects listed in the Plan, but stressed that they have to be looked at holistically. He felt that this is where they missed the boat during the past 10 years. He felt that Guardsman was an equity issue, in that they allow certain people in certain neighborhoods to use it. He felt that everyone has paid for it, as well as for the services provided there, and it should be opened to the public, which he strongly supported. He felt Guardsman should be a priority and commented that City Council had recently pushed that as well.

Commissioner Kenworthy addressed the two entry corridors. He has seen many different traffic reports with different numbers for the percentage and projected growth on SR-248. He believed that the last UDOT report from 2019 projected growth at 3 – 5% per year and they were rapidly approaching a "D" and an "F." He hoped that there were opportunities to surplus SR-248. If it were put in the 1 – 10 year category, he did not believe that would be possible. He recalled when

the City submitted a “no build” on UDOT’s plan to expand the roads with a qualified BRT program. The City’s position resulted in Park City being put behind \$30 billion of approved UDOT projects.

Commissioner Kenworthy stated that the City could ask UDOT to surplus SR-248 and give Park City the jurisdiction, which would include the right to maintain and pay for everything. He hoped that the Transportation team was looking into that option. He would like to look at the next 10 years, given the jurisdictional issue and \$30 billion in UDOT-approved projects before they would address SR-248. He saw this as a major problem.

With regard to SR-224, he referenced House Bill (H.B.) 462 coming in the next three months. Park City’s jurisdiction would end at The Barn, and the BRT would be significant in increasing AVO. He questioned whether they would be able to address it in the reasonable future. He commented that SR-224 had a lot of good things working for it with regard to the potential BRT. He felt that the current system of using the shoulder was a Band-Aid; what they really need is a BRT system, whereas the State did not see Park City as having a BRT system.

Commissioner Kenworthy then raised the issue of the County’s lack of interest in building more satellite lots. As a result of these issues, he had a problem with including SR-224 High Capacity Transit on the list of priorities. He felt they should be a priority, but they needed to be realistic about when they could come online, and he did not see them coming online in the near future. Having been on the Transportation Boards and seeing the numbers, Commissioner Kenworthy saw a priority for the City to go from the inside out and focus on those issues within the City’s jurisdiction. He commented that the shuttle services would increase AVO, but they would have to have a collection area within the City. He stressed that in order to have the AVO necessary to Park Once, there must be a collection area in the City.

Commissioner Kenworthy suggested that the priorities be holistically evaluated and noted that the priority projects to support Park Once were critical. He supported Park Once but added that there needed to be a micro-transit program that would allow them to achieve that. They were seeing the results of some of the work done on the Affordable Master Planned Developments (“AMPD”), including seeing a lot less parking. He expressed that they were receiving applications that really fulfilled the fabulous goal of getting more affordable housing built in and around the City. He noted, however, that they approved a Code change that allowed less parking for these affordable units. He referenced the Homestake application that provided 125 tenant parking spots for 424 tenants on the occupancy of the building. He questioned how these people would not have parking and still be able to get around the City. He commented that Homestake was a great location for walking and biking, but there still needed to be some transit components to that project, otherwise, it would not work.

Commissioner Kenworthy stressed that this should be where the priorities are focused. He noted that Park City’s most important regional partner, Wasatch County does not own a single bus. He would like to focus on what Park City controls and make Park Once work from the inside out.

Chair Suesser summarized Commissioner Kenworthy’s suggestion of a collection zone within the City for shuttles because that is what the City controls, as opposed to remote lots located in Summit County that the City would not control. She also noted Commissioner Kenworthy’s desire for a more holistic approach in Park City Forward.

Commissioner Kenworthy specifically referenced page 9 of the Draft document and stated that the priority of “Getting to Park City” was important; however, he was focused more on the reality

that the projects at SR-224 and SR-248 would not happen quickly. Manager Collins acknowledged that these things do not happen quickly and that major capital improvements take years of planning. She specifically referenced the SR-224 BRT Project and noted that since she has worked for the City, they have worked on that project and were moving through all of the phases such that they were further along than they were six years ago.

Manager Collins stressed that the City wants to build something that would be so impactful to the community, such as providing dedicated bus lanes; however, Park City is so geographically constrained that it cannot do it all with transportation. She averred that they have to make delicate and thoughtful design considerations, and that is what is occurring with the SR-224 BRT. She explained that they have partnered with UDOT and Summit County, yet it is very constrained with the amount of land that they have. As a result, they were looking at things such as technology and the impact of relocating a sidewalk, which by itself is a 2 to 2 ½ year process.

Meanwhile, they have been applying for numerous grants to try and obtain the money so that when the designs are completed, they could build it, or at least build phases of it. Manager Collins stressed that the good news was that they were determined to move forward with BRT. She also addressed Commissioner Kenworthy's comments regarding SR-248 and explained that the Transportation Team was proud that this Plan accommodated both short-term and long-term goals because they recognized that the community had been studying SR-248 since 2006. Manager Collins referenced the 2019 Environmental Analysis, the 2004 and 2008 Inner Plan, and Fehr & Peers study. She explained that all of this work has been done because there was no easy solution.

She stated that the Plan provided a framework for short-term improvements, including the shoulder-running bus lane, so they have the option to get the bus through the traffic when necessary while also being seasonally flexible. She noted that in the summer, bikers could use that shoulder, so they created a flexible solution that also appealed to UDOT. Manager Collins explained that this took multiple negotiations and the work of many creative professionals. By having this Plan, they could start having these conversations and start moving forward on these projects.

Manager Collins highlighted the SR-248 Transit Corridor Study on the Priority Project List and explained that this would focus on how they need the connection from Wasatch County and some of the outlying Park-and-Rides to get people into the City from that backdoor connection. They need a transit connection from SR-248; however, currently, they were not as far along on SR-248 as they were on SR-224. This Plan provided the best of both worlds in terms of both short-term and long-term projects.

Commissioner Kenworthy recognized the time and effort that went into the Environmental Impact Study and noted that it was now expired. He stated that this was governance and jurisdictional, and his point was that the focus should be more from the inside out. He appreciated everything it takes and what has been done, and believed in SR-224; however, some interesting hurdles were coming up.

Commissioner Van Dine thanked the Transportation Team for their time and work on this Plan, and specifically mentioned the use of the feedback obtained from the various sources during this process. She agreed with Commissioner Kenworthy's comments but also felt that this Plan provided flexibility as well as a framework for starting from the inside and moving out. She did not feel that this Plan limited them from taking that approach, and the issue was how they would

continue to use the document and move forward with guided steps. She felt that Park City Forward was well done and would provide a good framework going forward.

Commissioner Hall echoed Commissioner Van Dine's comments. She would like to see the updated Priority Pyramid and hoped that the project timelines would be incorporated into the Project Pyramid. She would be happy to forward a positive recommendation of this Plan to the City Council, but noted that her biggest question was how it would be implemented. She observed that the General Plan was wonderful, but because they were bound by the LMC she would like to see LMC Amendments that take into consideration AMPDs, MPDs, Conditional Use Permits ("CUP"), and Subdivisions so that this has some impact.

Commissioner Johnson agreed with Commissioner Kenworthy's comments but also agreed with Commissioner Hall. He stated that the Plan was much better than drafts that were previously presented, and viewed it as a tool that could be used by the Commission. He questioned whether the other Commissioners felt there were enough teeth when it came down to parking reductions without having solutions in place.

He also wondered if the document is strong enough to hold private developers to a standard of making projects connective. Commissioner Van Dine commented that this needed to guide what changes they want to make to the LMC; this document's purpose is to provide direction and from this, they should start pulling the items that need teeth to change the LMC.

Chair Suesser stated that one of her reservations was that Park City Forward was a supplement to the General Plan, and she was unclear about what was changing in the General Plan. She noted that if there were any conflict, she would assume that the more recent Plan—Park City Forward—would govern in terms of the policy orientation of a transportation issue in the General Plan. She did not know whether she would be comfortable with that and was unsure what was being added to or changed in the General Plan.

She wanted more detail on how Park City Forward would change what was already in place, or where it might conflict with the underlying General Plan. She was concerned about recommending that the Council adopt this without understanding the change in direction that this might create. Chair Suesser stressed that she was not saying she was opposed to anything in the Park City Forward document, but was wary of supplementing the General Plan in a piecemeal fashion and did not understand the need for the process at this juncture. She noted that the General Plan gets updated periodically, and wondered why this area of the General Plan needed a supplement at this time. She acknowledged that grants might be a reason, but she would like to understand the details of what was needed that necessitated this supplement.

Planner Roy explained that this Plan would not replace the Transportation elements of the General Plan, in that they do not feel as though the plans conflicted. They felt that this Plan provided additional information that was more transportation-focused than that provided by the General Plan. He recognized that they would like to work with the Planning Commission to give this Plan some teeth. As opposed to Land Use Planning, Transportation Planning puts the City in the role of the developer, so they do not need the Code to tell them what they could develop. Rather, they need a Plan like this to tell them where they need to focus on obtaining money to build these projects. He stressed that this Plan provided the City with some flexibility and provided some direction on how they wanted to improve transportation. They proposed adopting it as a supplement to the General Plan, so if other Planners look at how a development application aligns with Park City Forward, they could refer to it for guidance.

Planner Roy felt there were no conflicts, but if conflicts did arise they could review them as needed. They would defer to the General Plan in a land use application. He stressed that Park City Forward was meant to be a supplement and another element to support Planning recommendations.

Planner Roy commented that although it might seem that the focus was on coming into Park City, he highlighted that the Plan identified six different neighborhoods with specific modal targets that were specifically within Park City's boundaries. They recognized that a lot of people come into Park City and they need to reduce those single occupancy vehicles by increasing transit. He felt they would be remiss if they did not look at the people coming into the City. He emphasized that much of this Plan was based on what they could do in the neighborhoods, and he felt that they took as comprehensive of a look as they could. Director Milliken reiterated the purpose of Park City Forward and what it does and does not do.

Commissioner Kenworthy sought clarification that the list of priorities contained in the draft Plan was flexible and specifically referenced the realistic timelines for the projects on SR-248 and SR-224. He stressed that he wanted the focus to be within Park City and that he wanted the collection area to give them a chance at increasing the AVO from inside the City. He emphasized that they should not wait for things to happen outside the City to increase the AVO. He added that with a staging or collection area, they could identify and control something now that could increase the AVO.

Chair Suesser felt that Commissioner Kenworthy's feedback was very helpful, but noted that the Commission will be considering whether it would recommend the Plan as presented at this meeting.

Commissioner Frontero noted that he was reviewing this Plan for the first time and felt it was very comprehensive. He understood that the phasing aspect of this Plan was very important because some projects could be done immediately and some more long-range projects. He noted that just because a project could be classified as long-range, would not mean that it was not a priority. He understood that Commissioner Kenworthy wanted more actionable, immediate relief, but felt that this was not a problem that could be solved immediately. He expressed that there would have to be some immediate solutions, some mid-range solutions, and some long-range solutions.

Commissioner Frontero did not have a problem with the priorities and would like to see priorities in all of those classifications. He noted that the long-range priorities would likely be the most impactful and that they should continue to be a focus. He stated that he was inclined to vote favorably on this Plan.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

Chair Suesser reiterated her concern about adding a supplement to the General Plan, particularly in the midst of two Base Resort development projects that potentially could change the direction, priority, or focus of the General Plan. She was unsure whether there would be any conflicts since she has not reviewed Park City Forward against the General Plan, and could not say whether this would change the direction, focus, or priorities that might impact those projects.

Manager Collins stated that what the General Plan is for land use, this long-range Plan is for transportation. In land use planning, there are transportation impacts and when they plan transportation, there are land use impacts as well. She emphasized that when they use the term “supplement,” it means it is another tool for the Planning Commission. She assured the Commission that they did not see any conflicts with any of the strategies or principles in the General Plan, and it was another supportive tool for the Commission. Director Milliken added that the TTMP was akin to the General Plan for transportation, and it would strengthen what is already contained in the General Plan and take it to a new level. The plans do not conflict, they just give the Commission more to work with as they are reviewing a proposed development.

Director Milliken commented that this Plan was based on best transportation practices that they know of today.

Attorney Harrington stated that new legislation or General Plans adopted after a complete application do not apply to pending applications. Manager Collins commented that the modal hierarchy was taken on October 2, 2019, prior to the Park City Forward adoption, so that is the one element being used in open applications submitted after 2019. Attorney Harrington clarified that this document would not be used with current, pending applications. The general vesting rule states that only the Code and the General Plan in effect at the time of application may be used in evaluating that application.

Chair Suesser asked if this was a policy document within the City Council’s purview. Attorney Harrington stated that the Planning Commission has express authority and is required to make a recommendation of any General Plan Amendment or Supplement. It is therefore within the Commission’s purview to tweak the document. He explained that the recommendation could be as broad or as specific as the Commission agreed upon.

Commissioner Kenworthy referenced the Guiding Principles on page 4 of the document and stated that he would agree with the principles listed, but stated that the list was missing micro transit within the City. If there was something in the Guiding Principles that addressed the inner City micro-transit solutions, he could be on board with this Plan. He felt that they could accomplish the issues within the City and then be ready when the outside partners come together for the satellite lots and bus lanes.

Planner Roy saw no conflict with developing a more internal guiding principle to align with Commissioner Kenworthy’s concerns. He would not want to call it strictly micro-transit, because transit as a whole would be included.

Chair Suesser asked Commissioner Kenworthy if he wanted to move to continue this item to a date certain to allow this idea to be incorporated into Park City Forward, or move to forward a positive recommendation with that amendment. Commissioner Kenworthy was comfortable that Staff understood the guiding principle he sought and the reasons why he wanted that as a priority.

MOTION: Commissioner Kenworthy moved to forward a positive recommendation on the proposed Park City Forward supplement to the General Plan with the addition of a Guiding Principle on page 4 regarding inward transportation systems, for City Council consideration. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

The Commission took a short recess.

C. 8200 Royal Street Stag Lodge, Unit 50 – Condominium Plat Amendment – The Applicant Proposes to Increase the Private Ownership Area by 1,444 Square Feet.

Senior City Planner, Alexandra Ananth, recalled that after the Planning Commission recommended approval last month, the applicant realized they had omitted a level of the floor to the Plat Amendment. She explained that the applicant proposed a new lower level under the existing level. Instead of adding 370 square feet of crawl space to the unit, they now want to add that plus an additional 1,074 square feet for a total addition of 1,444 square feet to the unit. She reported that the proposal still complied with the Zoning District and the Deer Valley MPD. There were no changes to the exterior of the unit and no changes to the parking requirements. The Planning Department found good cause and recommended approval with Conditions for City Council consideration. She confirmed that the expansion was within the existing footprint.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

Commissioner Frontero stated that as long as the expansion is within the current footprint, he would support this Plat Amendment.

MOTION: Commissioner Johnson moved to forward a positive recommendation for Stag Lodge Condominium Plat Amendment for City Council's consideration on September 1, 2022, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval in the Draft Ordinance as follows:

Findings of Fact:

1. The property is located at 8200 Royal Street #50.
2. The property is in the Residential Development (RD-MPD) District and is also governed by the 12th Amended Deer Valley Master Planned Development.
3. The proposed changes to Unit 50 include the addition of 370 square feet to the lower level and 1,074 to the lowest level and an increase in the size of the unit to 4,624 square feet of Private Area.
4. No other units will be affected by this proposal.
5. The footprint of the structure will not change.
6. All changes proposed are internal and will not alter the exterior appearance of Unit 50.
7. Two parking spaces are required. Unit 50 has an existing attached two-car garage, and no additional parking is required.

8. Stag Lodge is limited to a maximum of 52 units with no Unit Equivalent or unit size restrictions.
9. There are currently 52 Stag Lodge units, and the proposed amendment does not change the number of units.
10. On July 30, 1992, the original Stag Lodge Phase IV condominium plat was recorded as a 6-unit condominium project in the Silver Lake area of Deer Valley after City Council approval on March 5, 1992.
11. Additionally, several additional Stag Lodge plat amendments have been recorded which have created additional private space within the existing footprint of individual Stag Lodge units.
12. The subject property is within the Sensitive Land Overlay, but the Overlay Zone does not apply because the MPD was approved prior to the adoption of the Zone.
13. There is no change to the open space because the footprint of the affected unit will not be changing.
14. The height and setbacks of the existing structure will not change.

Conclusions of Law:

1. There is good cause for this Plat Amendment.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Condominium Plat Amendments.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) ~~year's~~ timeyears' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration and an extension is granted by the City Council.
3. All conditions of approval of the Stag Lodge Condominium plats as amended, and the Deer Valley MPD as amended, shall continue to apply.

4. A Plat Note shall indicate that the Condominium Plat is subject to Ordinance 2022-XX.

Commissioner Kenworthy seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

- D. 4001 Kearns Boulevard – Amend the Quinn’s Junction Partnership Annexation Master Planned Development Agreement (MPD) – The Applicant Proposes to Modify the Uses, Number, Footprints, and Building Heights of the Remaining Density Allocated in the MPD on Lot 1B only, to Allow for Studio Crossing, a Mixed-Use Affordable Housing Project in the Community Transition - Regional Commercial Overlay Zoning District. PL22-05206.**

Planner Ananth announced that Housing Program Manager, Jason Glidden, joined along with the applicant. She reported that they held a Work Session on this item on May 25, 2022. She stated that Staff recommended that the Planning Commission continue this item to October 26, 2022, when the project should be ready for a vote. She explained that the application proposed to amend Ordinance 12-12, which is the Zoning and Annexation Ordinance, as well as the MPD for Lot 1B only to allow for additional uses and to modify the use number footprint and building heights for the remaining density allocated in the Film Studio MPD.

Planner Ananth reported that the applicant had 282,000 square feet of currently unconstructed density under the MPD. The applicant proposed to convert that density into a mixed-use project that would include 60,000 square feet of commercial uses, up to 100 for-sale market-rate units, and 185 for-rent affordable units at 80% Area Medium Income (“AMI”). She presented a graphic that depicted the Film Studio portion of the lot that had been developed on Lot 1A. Lot 1B was located on the other side of this development. She explained that the current MPD had no affordable housing requirement, which the City Council viewed favorably when considering the applicant’s request to convert some of the square footage.

Planner Ananth stated that currently, the applicant is restricted to the uses listed, and proposed additional uses for housing and commercial. She explained that there were four phases to this project. Phase 1 was two mixed-use buildings of 45,000 square feet each, with 15,000 square foot footprints for each building. The ground floors of these buildings would be commercial, and the second and third floors would be residential. She stated that the applicant proposed an affordable housing requirement in Phase 1, meaning that they would construct all of the required affordable units in Phase 1, plus an additional 55 units of affordable housing.

Phase 2 would consist of two one-story buildings, each with 15,000 square foot footprints for commercial uses. An interior plaza would connect Phases 1 and 2.

Planner Ananth explained that Phase 3 would consist of market-rate condominiums along the western edge of the property. These would be 1,500 square-foot townhouses with 2 to 3 bedrooms. Each of these units would have a one-car garage, plus the ability to utilize surface parking.

Phase 4 would be a multi-unit market-rate condominium building that would house 52 units. She added that the applicant also proposed a building at the back of the property as part of Phase 4, or earlier, that would be a four-story building with approximately 65 affordable units.

Planner Ananth reiterated that the applicant would meet the affordable housing requirement in Phase 1, plus additional affordable units in Phase 1 and Phase 4 or earlier. She added that they recommended that those Certificates of Occupancy be tied to the market-rate units to ensure that they get all of the affordable units at the same time as the market-rate units.

With regard to setbacks, Planner Ananth stated that this site is located in the Entry Corridor Protection Overlay Zone that has a 100-foot “no build” setback. There is also a 150-foot setback where building heights are limited to 20 feet. She reported that the applicant proposed two townhouses in that front setback that would be 25 feet in height, and had therefore requested an exception to that setback. In addition, everything behind the 150-foot setback could have a height of up to 28 feet, and the townhouses in that setback meet that requirement as well as the portion of the multi-unit dwelling.

In terms of Building Height, Planner Ananth stated that the original MPD granted exceptions for the Film Studio project, and the existing Film Studio building was approximately 60 feet high at its tallest. The zone height is only 28 feet. She reported that the applicant requested to continue the exceptions granted under the original MPD. She pointed out that the areas of the project that would require height exceptions were the multi-unit dwelling building in the front at 40 feet and all three of the affordable buildings. Two of the affordable buildings were proposed at 45 feet, and the back building was proposed at 48 feet.

Planner Ananth commented that the site would have a variety of heights that would increase in height towards the back of the site. She added that there were no close, adjacent neighbors so these buildings would not block light views or air circulation. With respect to the comparison of the proposed density with that allowed in the MPD, Planner Ananth stated that the total square footage of this project was 311,000 square feet; however, because required affordable units do not count toward the total density, the density was 273,000 square feet, which was less than the remaining density of 282,000 square feet under the existing MPD.

Planner Ananth stated that the applicant would be required to meet certain requirements for the market-rate units and commercial retail. For the market rate units that comprise approximately 141,000 square feet, the applicant must mitigate 20% of those, totaling 12,690 square feet. For commercial uses, the applicant must mitigate the density at 20% with a multiplier, which was calculated at 25,000 square feet.

She explained that based on these calculations, the applicant had an affordable housing obligation of 38,000 square feet. The Affordable Housing Ordinance states that one unit was equivalent to 900 square feet; therefore, under the ordinance, the applicant must provide 42.3 Affordable Unit Equivalents (“AUE”). She explained that this would be met within Phase 1 of the project, and the applicant proposed meeting the 42.3 AUEs with 65 for-rent units at 80% AMI.

Planner Ananth advised that the application met the Affordable Housing Resolution and the applicant proposed a mix of studios, one-bedrooms, two-bedrooms, and three-bedrooms. The applicant proposed a higher number of smaller units based on the current needs of the community. She stated that the applicant proposed an additional 120 affordable units. These

units would also be rented at 80% AMI but would be available to households earning up to 120% AMI, although the rent would be charged at 80% AMI.

She explained that the applicant proposed to amend the MPD to allow for the additional uses not specified in the current MPD. Specifically, the applicant sought to keep the uses allowed under the Regional Commercial Overlay, which included nightly rentals, home occupation, childcare, food trucks, private recreation facilities as well as conditional uses. The conditional uses include multi-unit dwelling, childcare, hotel, office, medical clinic, and retail and service.

Planner Ananth advised that the applicant had a residential parking requirement of 343 parking stalls based on the unit sizes. This would leave 217 stalls available for commercial uses. She noted that the applicant submitted a Parking Study stating that the parking requirement would vary depending on the intensity of the use. Because they do not know who would occupy the commercial spaces, Staff looked at a way of encompassing a mix of potential onsite uses.

Fehr & Peers prepared a study of a potential mix of uses that showed that the commercial uses could require 312 parking stalls, which exceeds the proposal. As a result, the applicant was seeking a 79-89 stall parking waiver that Staff was reviewing.

Planner Ananth reported that the Planning Commission could reduce the parking requirement if the applicant submits a shared-use parking study showing that the uses would overlap, would be complementary, provide some internal capture, and there were nearby transit options. She acknowledged the possibility that this project would require less than what the LMC would require.

She advised that the Planning Department recommended that the applicant submit a shared-parking analysis to assist in the evaluation of the reasonable parking reduction for the commercial portion of the site. She noted that they do not want the applicant to provide more parking than needed, but they want to ensure there would be sufficient parking as tenants change over time.

Planner Ananth stated that Staff recommended the Planning Commission consider a parking waiver for the site.

In terms of issues to consider for this project, Planner Ananth stated that the Commission should consider if the number of affordable units would justify the proposed MPD Amendment, and evaluate the increase in building height under the applicable criteria. She added that the Planning Commission would need to make a recommendation to City Council on the proposed exceptions to building height. She commented that they were not looking for a vote now, but these were things to consider prior to the vote in October.

Planner Ananth stated that the Planning Commission would also need to provide a recommendation on the applicant's Housing Mitigation Plan to the City's Housing Authority. The applicant would like a recommendation so they could be scheduled for the City's Housing Authority. She reiterated that another issue to consider was whether the Planning Commission would be comfortable with a parking reduction for commercial uses if a shared-parking analysis showed that it would be warranted.

The Planning Commission should also consider whether the additional 120 affordable units sufficiently offset any concerns regarding nightly rentals in the market-rate units. The applicant proposed that the market-rate units be available for nightly rental, and nightly rental is allowed in

the zone. She added that the applicant believed that the additional premium they could get from nightly rentals would help support the affordable units in the project.

Planner Ananth stated that if the Planning Commission would like a site visit, she could arrange one prior to the October meeting. In the meantime, Staff would focus on drafting an ordinance with Findings and Conditions of Approval.

Justin Keys from Quinn Capital Partners, LLC, announced that he was present on behalf of the applicant. He introduced Trent Smith, AIA. He stated that the application complied with the Affordable Housing Resolution, and they worked closely with Manager Glidden and his team to ensure that. He advised that all of the affordable rental housing would be deed restricted to rentals only, which he observed was something that had been lacking in the market. The affordable housing would be targeted at 80% AMI for the 65 units they are required to build and that AMI would remain at 80% or below. He explained that for the other affordable units, they wanted some flexibility slightly above the 80% AMI because of the difficulty in having to move someone out because they received a pay raise that took them slightly above the 80% AMI.

Mr. Keys stated that they would like to have this flexibility on the other affordable units, and noted that they would not raise rent above the 80% AMI cap. He explained that they base their AMI on household income. He read the definition of "household" as follows: A household is all individuals that are or will be occupying a unit regardless of legal status. Household income is the combined income of all of those individuals.

Mr. Keys stressed the importance of this definition and stated that a single renter would not rent most of these units. Once the incomes of all occupants are combined, the 80% AMI is achieved more quickly. He was relying on information drawn from Park City's Housing Needs Assessment prepared by James Wood. He advised that the City was woefully short of the goals, as only 169 units had been constructed. Mr. Keys stated this single project would exceed that number by providing 185 units.

Mr. Keys presented permit data that showed that a significant majority of permits were going towards building Single-Family Homes, which explained why they did not have the needed affordable housing. The applicant proposed to fix that and noted that even their market-rate homes were twin homes and condominiums at a price point that people could actually strike at.

Mr. Keys presented a table showing the median rents in Summit County. The median rent for a studio apartment was \$1,938, and for a three-bedroom was \$3,654. Even at those rates, he noted an occupancy rate of 98% on rentals. He explained that the applicant was targeting "essential employees," meaning the people who work in Park City year-round. This project was not intended to provide accommodations for seasonal employees. Mr. Keys advised that they have met with many community stakeholders who have all said that they need employee housing.

Mr. Keys referenced a slide that showed the average wages for a local government employee was \$47,832 as of 2020. Assuming that this person has a spouse with a similar income, the household income would be around \$90,000. He explained that looking at the Average Median Income, this household income would put these people at 80% AMI. He noted that the average wage in Summit County was \$52,308. He mentioned that they were focused on workers in healthcare and government, and noted a graphic showing that a large percentage of the population in Park City was right near the 80% AMI, and 496 households between 50 and 100% AMI.

Mr. Keys noted that a large majority of households in Park City were well above 120% AMI. But for those people below 120% AMI, the majority were actually in the 80% AMI range. He liked the flexibility of allowing people to stay in affordable housing as they advance in their jobs. Mr. Keys addressed the questions about how the rent would compare with market charges. He pointed out that because the applicant complied with the affordable housing requirements, the rent was an "all-in" price that included utilities and HOA dues. The same could not be said for the median rental units in the area, and he highlighted the difference between the applicant's rental rate for a three-bedroom and rents for non-affordable units.

Mr. Keys next explained the reasoning behind the request to allow nightly rentals. He reported that originally, a 100-key hotel was planned for this lot. They proposed to roll that over into 100 market-rate units that could have a nightly rental component that is an allowed use under the zone. He added that nightly rentals would be better than a hotel because they know from other projects that a majority of these units would not be rented on a nightly basis. The reality is that a majority of people who buy these units move in and stay.

Mr. Keys referenced data that when nightly rentals are allowed on a unit, the value of the product increased and it moves faster. He stressed that the applicant was voluntarily constructing a lot of affordable housing in a market where affordable housing is a loss leader. He stated that the AMPD Code was adopted to mitigate the costs to build these units so that the project could pencil.

With regard to traffic and parking, he stated that they were very close to qualifying under the AMPD Code because they proposed 50% of the units for market rate and 50% for affordable housing. The primary reason they do not qualify is they have too much commercial density, even though they believe the commercial was a necessary key to this becoming a viable and vibrant community. He explained that they did not proceed as an AMPD and did not ask for the AMPD reduction in parking. Unlike other developments, this project would have a stall for every unit and would provide parking consistent with the Code.

Fehr & Peers was instructed to determine the most parking needed for this project, as they do not want to have to return with a tenant because of inadequate parking. As a result, the Fehr & Peer study is what they believe would be the maximum amount of needed parking. From there, the applicant would like to propose a shared-parking analysis to show that because of the diversity of uses there, the actual demand would be lower. He added that they would also address an additional traffic issue before the next meeting.

Based on the traffic discussions earlier in the meeting, Mr. Keys felt that this would be the perfect project to satisfy the issues raised by Commissioner Kenworthy. Parking would be on site, along with a transit option on site and the Rail Trail. The most convenient option for the residents would be to get on a bus or a bike, and he offered that this was the first project of this kind in Park City.

Mr. Keys stated that all of the affordable housing would be built in Phase 1 and be completed before the commercial space was completed.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

Commissioner Hall expressed that they should not allow a Setback exception, and felt that this site was important as an entry corridor into the City that was protected for a reason. She opined

that there was enough space on the property to accomplish the end goal with the number of units while still preserving the entry corridor. Although the height exception requested was only three feet, she referenced the AMPD and the Annexation Agreement that specifically mentioned the importance of stepping up the buildings to mitigate the appearance of a vertical wall façade.

Commissioner Hall was not in favor of allowing nightly rentals, citing the goal of having a community fabric for the affordable housing units. She felt that having nightly rentals was inconsistent with that goal. She would not require a site visit but would be happy to attend one if scheduled.

Commissioner Hall stated the Sustainability component was vague and minimal. She referenced Condition of Approval 27 and the Annexation Agreement, which talk about LEED Construction, so she would like to see more details on this for the October meeting. She would also like to see more detail for the trails. She was agreeable to talking about a holistic parking waiver for the commercial spaces. She was not in favor of allowing all allowed or conditional uses such as general office, medical, major retail, or hotel. She felt that the commercial uses should be for neighborhood conveniences.

In response to a request for clarification from Planner Ananth regarding the height exceptions, Commissioner Hall stated that her position was based on the proposed heights of 48 feet versus the required 45 feet. She did not know that it would be necessary to have that height and would be open to more discussion on this issue. She was more resolute about not allowing a Setback exception for the entry corridor. She was more willing to compromise on the building height if the other Commissioners were agreeable to the general height exception.

Planner Ananth advised that the zone height was 28 feet and many of the proposed buildings would exceed that height; however, the existing MPD consistently allowed for many height exceptions fairly consistent with this application. She reiterated that this would be next to the Film Studio building which has a height of 60 feet.

Chair Suesser noted that the height exceptions were granted in the prior MPD with other restrictions on that parcel, whereas this applicant was seeking to amend the MPD and the uses yet continue that height exception.

Commissioner Van Dine agreed with Commissioner Hall's comments regarding the Setback exceptions but felt comfortable with the height exceptions within the property. She felt this project was a win over a 100-key hotel and to pencil in that many affordable units, the height exceptions would be necessary.

As far as the commercial space, she was agreeable with the proposed commercial uses with the exception of hotel uses. Mr. Keys confirmed that they had no intention of having a hotel use. She felt that the commercial space should cater to the residents and she would love to see childcare, especially given the types of renters that would be targeted.

In terms of nightly rentals, Commissioner Van Dine was comfortable with some nightly rentals. She felt it would be a reasonable use for some, but perhaps not all of the units. She asked whether they could limit nightly rentals to half of the units, as she wanted something to encourage people to purchase the units as permanent residences. She liked the connectivity of the project. She added that tying the extra affordable units back to the occupancy for the final phase was necessary.

Commissioner Van Dine emphasized that there would have to be enough parking to park whatever was being built. She recalled the prior discussions about using the Film Studio as the commercial anchor site, which she agreed with. She asked about the affordable unit distribution, per phase. Mr. Davis explained that a bulk of the affordable housing, including the required affordable housing, would be built in Phase 1. He stated that Phase 1 would consist of the two mixed-use buildings and would include 120 affordable units. Phase 4 would include the remaining 65 affordable units. He confirmed that the various configurations of affordable units would be built as construction proceeds.

Mr. Keys confirmed that the first 65 affordable units would be at 80% AMI. Commissioner Van Dine liked the AMI flexibility on the additional units and liked the idea that someone could continue to make money and not have to leave their housing. She understood from personal experience that having to leave housing because of increased pay just puts residents back where they started.

Chair Suesser asked if Park City had a practice of evicting affordable housing residents if they no longer qualified for affordable housing. She understood that these residents would be grandfathered in even if they exceed the income requirement initially imposed.

Mr. Keys explained that there was a difference between ownership of affordable units and rentals. Once someone buys a unit, they are in and cannot be forced to sell their home. For rentals, they conduct annual compliance to confirm that the renters are still qualified.

Commissioner Frontero was comfortable with the nightly rental as a trade-off for the 185 affordable units. He could not imagine that all of the townhouses would be rented nightly. With regards to Commissioner Van Dine's suggestion of limiting the number of nightly rental units, he would be surprised if half of the units were nightly rented. He agreed with the comments of other Commissioners regarding the commercial uses. He was open to a fair number of the proposed uses, but some of them he would likely oppose. He felt the idea would be to support the residents living at the development.

Commissioner Frontero liked the idea of the Transit Hub. He understood that the affordable housing residents would be required to qualify at the 80% AMI when they initially moved in, and then would be required to show their income on an annual basis to remain qualified. Mr. Keys confirmed that for the first 65 units, the residents would have to qualify at or below 80% AMI and maintain that. Mr. Keys mentioned that their goal was not to kick people out of the affordable housing and they were still evaluating a management plan that would allow flexibility and exceptions while still hitting the population they needed for affordable housing units.

In terms of the timing of the phases, Mr. Davis stated that some of the timing would depend on when they obtain approvals; however, the applicant wanted to move quickly so they might condense the phases. He stated there was a real possibility that they would construct the Phase 4 affordable housing at the same time they construct the Phase 1 affordable housing.

The applicant, Gary Crandall, stated that the goal was to build the project as quickly as feasible. If they could be assured that they would enough tenants, they would build the entire project. He added that they have had numerous potential commercial tenants contact them and did not expect any problem filling the space. He mentioned a senior housing office that could take care of any seniors residing in the development. Mr. Crandall noted that in 2021, there were four apartments

built in the City; they are proposing to build 185, so if they know they could be rented, they would be built all at one time.

Commissioner Johnson revisited this project since the last meeting and was currently supportive of a positive recommendation to the City's Housing Authority. He also expressed that he was comfortable with the nightly rentals given the justifications given, as well as the fact that this development would bring 185 affordable units to the community. He asked if there was a way to step back the units that would violate the Setbacks. He expressed support for stepping up the buildings for the height exception.

In terms of parking reduction, he agreed with Staff's recommendation regarding a shared-parking analysis. He agreed with Commissioner Hall regarding limiting the commercial uses so that they accommodate the residents.

Chair Suesser agreed with many of Commissioner Hall's comments. She would not want to allow a Setback exception for the two townhouse units, and she did not agree with any height exceptions. Chair Suesser noted that this project was close to Park City Heights, which does not have residential building height exceptions, and that the community should be kept in mind.

For the October meeting, Chair Suesser would like the applicant to address how this project would support the Film Studio, or how it would be in any way connected to the operation of the Film Studio. She did not agree that nightly rentals would be appropriate in the market-rate units. They were trying to create a community, and nightly rentals were not something that the City was supportive of at this time.

Chair Suesser would not need a site visit and would like to see sustainable and LEED construction included in the plans, as well as the detail of the trails. She also agreed with Commissioner Hall's suggestions regarding restricting commercial development.

Chair Suesser would like to see a Traffic Study. While everyone was in favor of this location for affordable housing, building more market-rate units was not a priority given the potential impact on traffic on SR-248. She requested further understanding of how they would mitigate the traffic at this location. She felt that a major issue was the 80% AMI, and stated that she would like to see a mix of AMI, given the applicant's representation that the biggest need for affordable housing was for those in the range of 50% to 80% AMI. She was concerned that the exceptions were for those above 80% AMI, not below. She felt the best solution was to provide more of a mix of AMIs similar to what was done at Homestake.

Chair Suesser stated that having a hotel as a use would be a non-starter. She would like to see other community amenities for this project.

Commissioner Kenworthy stated that this project would create 500 bedrooms, and therefore approximately 1,000 people with only 343 parking stalls. He felt this was a significantly better ratio than at Homestake. He added that the qualified density fit within the Code, and appreciated that. He teetered on the community good cause on the nightly rental, as they need permanent residents in town. He agreed with Chair Suesser's comments regarding the AMI, and would like to see a lower floor, and suggested that if they could reduce the AMI to 60% on a percentage of the studios that would help to provide a real need for the community.

Commissioner Kenworthy asked about rental application priority. Mr. Keys stated that initially, the applicants must qualify. Thereafter, priority would be based on geographic area. The waterfall provision gave priority to those within the Quinn's Junction area, and then it expands out to those in greater Park City, then to the Park City School District, and then Summit County.

Commissioner Kenworthy asked if a Film Studio employee would have the initial priority. Mr. Keys stated that the Code requires that leases be a minimum of six months, although they typically have one-year leases. He offered that there would be no Film Studio employees that would sign a six-month or one-year lease because of the transient nature of that employment.

Commissioner Kenworthy wanted to see a limit to Film Studio priority because he did not want to see a production company rent 50 units. Mr. Keys stated they would have no problem with such a limitation. Commissioner Kenworthy explained that they were trying to balance the community good cause and he liked many of the components of this proposal. He stated he would have to look at an 80-stall parking reduction. Mr. Davis stated that they tried to find a good blend of looking at what uses might come in not only initially, but also in the future.

MOTION: Commissioner Van Dine moved to CONTINUE the Studio Crossing Amendment to October 26, 2022. Commissioner Johnson seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

E. 4001 Kearns Boulevard – Amend the Community Transition - Regional Commercial Overlay Zoning and Ordinance 12-12 – The Applicant Proposes to Amend the CT-RCO Zoning and Ordinance 12-12 to Allow for Studio Crossing, a Mixed-Use Affordable Housing Project in the Community Transition Regional Commercial Overlay Zoning District. PL-22-05212.

Attorney Harrington suggested that the Commission open the public hearing on the item as the prior comments applied to this application as well.

Chair Suesser opened the public hearing. There was no public comment. The public hearing was closed.

MOTION: Commissioner Johnson moved to CONTINUE 4001 Kearns Boulevard Amendment to October 26, 2022. Commissioner Van Dine seconded the motion.

VOTE: The motion passed with the unanimous consent of the Commission.

8. ADJOURN

MOTION: Commissioner Van Dine moved to adjourn.

The meeting adjourned at approximately 9:30 p.m.

Studio Crossing, Amend the Park City Film Studios Annexation Ordinance and MPD

Planning Commission Public Hearing
August 10, 2022

PL-22-05206 & PL-22-05212



Recommended Agenda

1. Planning Department presentation (10 min)
2. Applicant presentation (10 min)
3. Public Hearing and Commission discussion (25 min)

Work Session held May 25, 2022.

Planning Department recommends PCx continue items to October 26, 2022, when the project should be ready for a vote.



Proposal

Applicant is proposing to 1) amend Ordinance 12-12, the zoning and annexation ordinance; and 2) amend the MPD, for Lot 1B only, to allow for additional Uses, and to modify the Use, number, footprints, and Building Heights for the remaining Density allocated in the Film Studio MPD.

Applicant has 282,575 SF of Density under existing MPD which hasn't been constructed. Proposed mixed-use project includes:

- 60,000 SF Commercial Uses**
- Up to 100 for-sale market-rate units**
- 185 affordable for-rent units all at 80% AMI**





Approved MPD

Attachment C

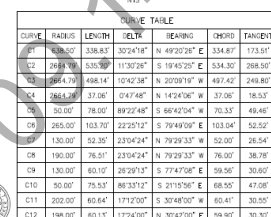
FILM AND TELEVISION/RECORDING STUDIO - PARK CITY

	Square Footage	Bldg Number	Bldg Total SF
STUDIO LODGING	85,000	1	
RECORDING STUDIO	2,500	1	
DESTINATION SPA	6,000	1	93,500
AMPHITHEATER	6,000	2	6,000
SPECIAL EVENT STAGE	15,000	3	
SCREENING ROOMS	14,000	3	
ENTERTAINMENT VENUE	3,000	3	
PERFORMANCE AREAS/ OTHER VILLAGE VENUES	17,500	3	49,500
STUDIO STORE/ OTHER VILLAGE VENUES/OFFICES	20,000	4	20,000
STUDIO TOUR AREAS	6,000	5	
OFFICES/ OTHER VILLAGE VENUES	9,000	5	15,000
FOOD SERVICES COMMISSARY/ OFFICES ANCHOR TENANT	50,000	6	50,000
SOUNDSTAGES	48,000	7	
PRODUCTION SUPPORT/OFFICES	25,000	7	73,000
LIGHTING & GRIP	10,500	8	
WORKSHOP/EQUIPMENT STORAGE	10,500	8	21,000
EFFECTS STAGE/ OFFICES	46,000	9	46,000
TOTAL SF			374,000



Current MPD has no affordable housing requirement

Approved Subdivision



	CITY RECORDER	Fee	SUMMIT COUNTY RECORDER
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CURVE TABLE						
CURVE	RADIUS	LENGTH	DELTA	BEARING	CHORD	TANGENT
C1	638.50	338.85	30274.8	N 49°29'26" E	334.87	173.51
C2	264.14	535.99	10742.58	S 19°45'29" E	534.0	288.50
C3	264.14	498.14	10272.38	N 20°39'17" E	497.42	264.87
C4	264.14	37.68	247.48	N 14°14'50" W	37.06	18.52
C5	50.00	78.00	8922.48	N 86°02'54" W	78.00	42.46
C6	265.00	103.70	2225.12	S 74°04'00" E	103.34	58.52
C7	130.00	52.35	2330.24	N 79°28'33" E	52.00	26.54
C8	130.00	76.51	2350.24	N 79°25'33" E	76.00	38.78
C9	130.00	80.10	2829.13	S 77°47'08" E	59.95	30.60
C10	50.00	75.53	8533.31	S 21°59'50" E	68.56	36.87
C11	202.00	60.64	1717.00	S 34°04'00" E	60.41	30.55
C12	188.00	60.11	1734.00	N 34°04'00" E	60.00	30.55

SUBJECT PROPERTY BOUNDARY LINE
ADJACENT PROPERTY LINES
DASHED LINES (LINE TYPE VARIES)
MONUMENTS FOUND (AS NOTED)
MONUMENTS SET (5/8" REBAR & CA
"DOMINION ENG" UNLESS NOTED OTH
SECTION CORNER MONUMENT FOUND

5895.5300"E 5321.72'
(5895.5300"E 5320.72')

MEASURED BEARING & DISTANCE
RECORD BEARING & DISTANCE

SUMMIT COUNTY RECORDER

RECORDED # _____
STATE OF UTAH, COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF _____

Date _____ Time _____ Book _____ Page _____
\$ _____ SUMMIT COUNTY RECORDER



Proposed Phasing

2022



Setbacks

BUILDING LEGEND:

- | | | | |
|----|--|----|---|
| 01 | 3-STORY MARKET RATE CONDOS WITH UNDERGROUND PARKING | 08 | HISTORIC RAIL TRAIL PLANNED CONNECTION ALREADY PAID |
| 02 | TRANSIT STOP & E-BIKE PARKING BUS STOP AND PICKUP CENTER | 09 | 80% AMI AFFORDABLE HOUSING 4 STORY ALL HOUSING |
| 03 | COMMUNITY FOCUSED COMMERCIAL 1-STORY | 10 | RESIDENT USE AMENITY MULTI-USE SPORTS COURT |
| 04 | COMMUNITY POCKET PARKS | 11 | MARKET RATE TOWNHOMES 2-STORY WITH GARAGE |
| 05 | 80% AMI AFFORDABLE HOUSING 3 STORY WITH COMMERCIAL | 12 | CAMPUS RESIDENT USE GREEN OPEN SPACE WITH TRAILS |
| 06 | COMMUNITY PLAZA FEATURE AND DINING AREAS | 13 | ELECTRIC CAR CHARGING STATIONS |
| 07 | E-BIKE DOCKING STATION | | |



Building Height

BUILDING HEIGHT KEY:

- 25' TALL BUILDINGS
- 28' TALL BUILDINGS
- 40' TALL BUILDINGS
- 45' TALL BUILDINGS
- 48' TALL BUILDINGS

APPROVED 09.14.2022

NO BUILD ZONE
20' ALLOWED BUILDING HEIGHT ZONE
25' ALLOWED BUILDING HEIGHT ZONE

34'
EXISTING
60'
28'

Density

Use	Units	SF
Commercial Uses	NA	60,000
Market Rate Units	100	142,000
Affordable Units	185	109,100
Total	°	311,100
Less Required UEs	42.3	(38,057)
Total Density	°	273,034

< 282,575 SF
Density
remaining under
existing MPD

AUEs

Studio Crossings Residential Density

Market Rate SQFT	REU	AUE (0.2)	Net Livable Space
141,000	70.5	14.1	12,690

**Affordable Unit Equivalent (AUE): A two-bedroom unit with 900 square feet of Net Livable Space shall be considered one Affordable Unit Equivalent.*

Studio Crossing Assumed Use Based on Newpark Retail Mix

Use	FT	Use Mix	SQFT	Employees	Net Livable Space
Commercial Retail	3.3	73.4%	44,028	145.3	
Medical	2.9	8.7%	5,219	15.1	
Personal Services	1.3	6.1%	3,640	4.7	
Restaurant	6.5	11.9%	7,113	46.2	
Total Commercial Density			60,000	211.4	
Mitigation Rate X 0.2				42.3	
AUEs / 1.5				28.2	25,367.44

**Affordable Unit Equivalent (AUE): A two-bedroom unit with 900 square feet of Net Livable Space shall be considered one Affordable Unit Equivalent.*

APPROVED 09-14-2022

1 AUE = 900 SF

Total Affordable Housing Obligation

Net Livable Space	AUE
38,057.44	42.29

Applicant is proposing 38K as 65 for rent units at 80% AMI, meeting City's Housing Resolution

Affordable Housing Units

Type	Units	Size	Total	
Studios	27	400	10,800	
1 Bedrooms	23	600	13,800	
2 Bedrooms	10	800	8,000	
3 Bedrooms	5	1,100	5,500	
Units	65		38,100	
Meets City's current Housing Resolution @ 900 SF			42.3	 AUEs

Additional Affordable Housing Units

Type	Units	Size	Total	
Studios	50	400	20,000	
1 Bedrooms	40	600	24,000	
2 Bedrooms	20	800	16,000	
3 Bedrooms	10	1,100	11,000	
Units	120		71,000	

Will be rented @ 80% AMI but available to households earning up to 120% of AMI @ 900 SF

79 AUEs



Eligibility

- All 185 affordable units will be rented at a rate consistent with the current Housing Resolution (80% of AMI).
 - All of the 42.3 AUEs *required* will meet the current Housing Resolution.
 - The *additional* 79 AUEs will have expanded eligibility and be available to qualified households making up to 120% of AMI (but will be rented at 80% of AMI).



Eligibility

1. Qualifying applicants employed in the immediate Quinn's Junction neighborhood, including but not limited to employees of IHC Hospital, USSA, the Peace House, Summit County Health Department, Park City Ice Arena, and Summit Pediatrics.
2. Qualifying applicants employed within Park City boundaries.
3. Qualifying applicants employed within the Park City School District boundaries.
4. Qualifying applicants employed within Summit County (additional affordable units only).



Commercial Uses

The applicant is proposing to Amend the MPD to allow for potential commercial Uses including the Allowed and Conditional Uses listed in LMC § [15-2.17-2 \(RCO\)](#), and § [15-2.23-2 \(CT\)](#).

Allowed Uses include Nightly Rentals, Home Occupation, Child Care, Private Recreation Facilities, and Food Trucks

Conditional Uses include Multi-Unit Dwelling, Child Care Center, Hotel, Office and Medical Clinic, Retail and Service Commercial, Neighborhood Convenience, Restaurant and Bar, Parking or Garage, Recreation Facility, Entertainment.



Parking Residential

Unit-Type	Number	Parking-Ratio	Parking-Requirement
Market--rate·units*	100	1.5	150
Affordable·Units·<·1,000·sf.	170	1	170
Affordable·Units·>·1,000·sf.	15	1.5	22.5
Total·Residential·Requirement	285		342.5
*·All·under·2,000·square·feet			



Parking Commercial

217 stalls available for the 60,000 square feet of commercial Uses.

Use	1,000-sf	Parking-Ratio	Parking-Requirements
Restaurant	12	1-per-100-sf	120
General-Office	6	3-per-1000-sf	18
Medical-Office	6	5-per-1000-sf	30
Minor-Retail	18	3-per-1000-sf	54
Major-Retail	18	5-per-1000-sf	90
Total	60		312

Parking Commercial

LMC [§ 15-3-7](#), Parking in Master Planned Developments and Conditional Use Permits, allows the Planning Commission to reduce the initial parking requirement with the submittal of a parking study showing parking uses will overlap, commercial spaces within the project will serve those residing within the project rather than the general public, or other factors that support the conclusion that the project will generate less parking than the Code would otherwise require.

Planning Department recommends the applicant submit a shared parking analysis to help analyze a reasonable parking reduction for the commercial portion of the site, so the applicant does not need to amend the MPD as commercial Uses change over time. The Planning Department also recommends that all commercial Uses require an Administrative CUP to ensure that the parking reduction is not exceeded.



Issues to Consider

- 1. The Planning Commission should consider if the number of affordable units provided justify the proposed zone/MPD amendments, and evaluate the proposed increase in Building Height under the applicable criteria. The Planning Commission must make a recommendation to City Council on the requested exceptions to Building Height.***
- 2. Is the Planning Commission ready to provide a positive recommendation on the Applicant's Housing Mitigation Plan to the City's Housing Authority?***



Issues to Consider

- 3. Is the Planning Commission potentially comfortable with a parking reduction for the commercial Uses if the applicant submits a shared parking analysis?***
- 4. The Planning Commission should consider whether the “additional” 120 affordable units sufficiently offset concerns regarding nightly rentals in the market-rate units.***
- 5. Does the Planning Commission wish to have a site visit?***

At the October 26, 2022, meeting Planning Department will present Draft Ordinance with Findings and Conditions of Approval.



Building Height Findings

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;
3. There is adequate Landscaping and buffering from adjacent Properties and Uses;



Building Height Findings

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.



Governing Documents

1. The [January 17, 2012 Annexation Agreement](#) and simultaneous Zoning Map Amendment (Annexation Agreement).
2. The [January 18, 2012 County Settlement Agreement](#) for Film and Media Campus (Settlement Agreement).
3. The [May 24, 2012 Development Agreement](#) for the Quinn's Junction Partnership Annexation Master Planned Development (Development Agreement/MPD), including [Conditions of Approval](#).
4. The [December 5, 2013 Phasing Plan Amendment](#) (beginning on page 95).



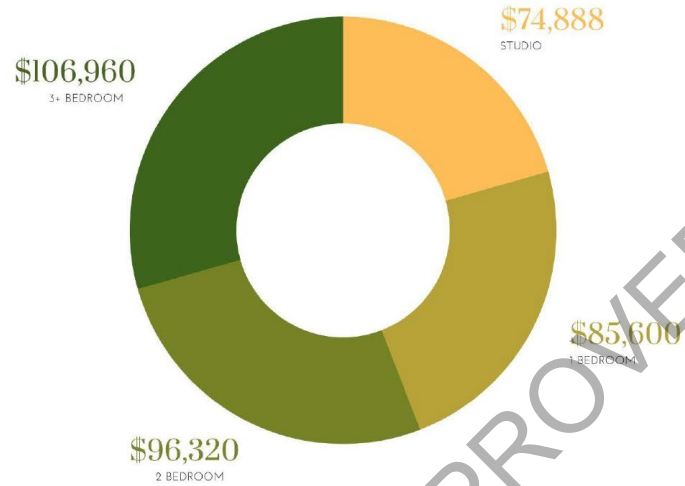
Background

- Councilmembers Steve Joyce and Nann Worel designated to review the owners' new concept plan.
- Applicant presented a proposal to the Council on December 9, 2021, for a mixed-use development with a strong component of affordable/attainable housing.
- Council unanimously supported potential changes with affordable housing component at an average of 80% of Area Median Income (AMI) and at a density consistent with the original MPD.



2022 SUMMIT COUNTY 80% AMI RENTS

MAXIMUM INCOME PER UNIT



2022 SUMMIT COUNTY 80% AMI RENTS

MAXIMUM MONTHLY RENT INCLUDING UTILITIES, ASSOCIATION DUES, AND PARKING FEES

