

# PCMR BASE MASTERPLAN

ARCHITECTURAL DESIGN UPDATE





PARK CITY BASE AREA MASTER PLAN  
SUMMARY



## **PCMR BASE AREA MASTER PLAN SUMMARY**

The Park City Base Area Master Plan is rooted in the 1998 Development Agreement and its subsequent amendments (collectively, the “Development Agreement”). The Development Agreement protects the alpine terrain and base ski area terrain from development and outlines the transfer of those development rights to the five parcels at the resort base primarily used as surface parking lots. With the exception of the first phase, completed in early 2000’s, the approved master plan was never executed and effectively expired leaving the remaining parcels as parking lots. Constrained by the Development Agreement, which requires very costly program components, including attainable housing, structured day skier parking, significant underground utilities and traffic enhancements, as well as logistical issues related to project phasing, the Park City Mountain Resort Base has been left undeveloped for over two decades. As a result, it provides minimal lodging options, only a small amount of retail and it lacks an identity worthy of Park City’s reputation as one world’s largest and notable ski resorts in North America.

In addition to following the principal requirements of the Development Agreement, the current proposal is advanced subject to current building, energy and accessibility codes, as well as the Park City Land Management Code, all of which have changed substantially over the last two decades. The current proposal is therefore subject to different and, in many cases, far more stringent standards. These increased standards include, among others, those pertaining to energy efficiency and Park City’s sustainability and transit objectives. Lastly, ski industry and traveler expectations have changed over the last two decades, requiring a more sensible hospitality and design approach that not only addresses current needs, but also foresees future trends to assure long-term viability. PEG Companies, the developer, is working with City officials and incorporating feedback from the Planning Commission and community members, proudly proposing master plan modifications that balance today’s regulatory, logistical and industry requirements while maintaining substantial compliance with the Development Agreement and the intent of the previous master plan.

## **MASTER PLANNED DEVELOPMENT CRITERIA**

The proposed development addresses and meets all master planned development criteria and objectives required by the City’s current Land Management Code:

The project inherently complements the natural site features by protecting a large amount of open alpine and base ski area terrain from future development. Furthermore, all proposed development utilizes existing grades on each parcel to balance excavation and backfill.

The project design addresses neighborhood compatibility through site programming and planning, utilizing building massing and open space transition to transition the scale of the resort buildings to the neighboring residential buildings.

The project will strengthen the resort character by creating a new, cohesive, active resort base with a variety of new lodging options and updated identity while also replacing surface parking with structured parking.

The project will provide new community amenities by creating a variety of open public spaces on each parcel that will serve the resort and the community and exceed the open space requirements outlined in the City’s Land Management Code. In addition to the winter plaza between parcels C and E, the project has allocated a large amount of open space on Parcel D that will be utilized to host local events throughout the year while creating a transition between the resort and residential neighborhoods.

The project will utilize the existing infrastructure whenever possible and provide major utility, traffic, and transit infrastructure improvements in coordination with Park City’s goals and objectives.

The project will create a mixed-use and walkable resort base with sustainability standards that align, meet and in some instances exceed current building codes and the Park City Sustainability Resolution.

The project will encourage opportunities for economic diversification by providing a variety of commercial and lodging uses along with a variety of housing types including market rate and affordable housing in accordance with the current Park City Land Management Code requirements.

## **ZONING DISTRICT CRITERIA AND OBJECTIVES**

The proposed project closely aligns and meets the purpose of the Recreation Commercial District Zone (RC) in which the project is located:

The project will include a four-star hotel with 250 keys and 25,000 square feet of meeting facilities.

The development will provide a variety of residential and commercial offerings, including branded residences, for-sale attainable housing, workforce rental units (including satisfaction of an outstanding 23-bed obligation that was never met by the Marriott Mountainside development), 50,000 square feet of new retail space, skier services, a private ski club and a new medical clinic.

The project will be clustered over three existing parking lots to maximize open space opportunities.

The project will provide variation in architectural design and housing types while creating a new identity and sense of cohesiveness.

The project will promote the pedestrian connections within the existing resort and to the adjacent residential developments.

The project will minimize impacts of the automobile by promoting public transit and alternate means of transportation in coordination with Park City Transportation.

The project's design will reflect traditional mining and historic Main Street Architecture while expressing it in a contemporary way reflective of our time.

## **1998 MASTER PLAN COMPARISON**

Both before and after the original Master Planned Development submission, the project team has facilitated open houses as well as ongoing Zoom meetings to introduce the project to the community and subsequently provide project updates. To date, eight public hearings have been held by the Park City Planning Commission. Based on the feedback received from the community and Planning Commission members, the project has undertaken significant programming, planning and architectural design revisions to respond to pedestrian connectivity and neighborhood compatibility, all while preserving critical elements of the original 1998 master plan. Present proposal now reflects an overall reduction in residential density on Parcels B, D and E compared to the 1998 master plan. The following narrative sections summarize the design updates and demonstrate general compliance with the 1998 master plan pertaining to the project density, programming, planning, massing as well as building height and setback exceptions.

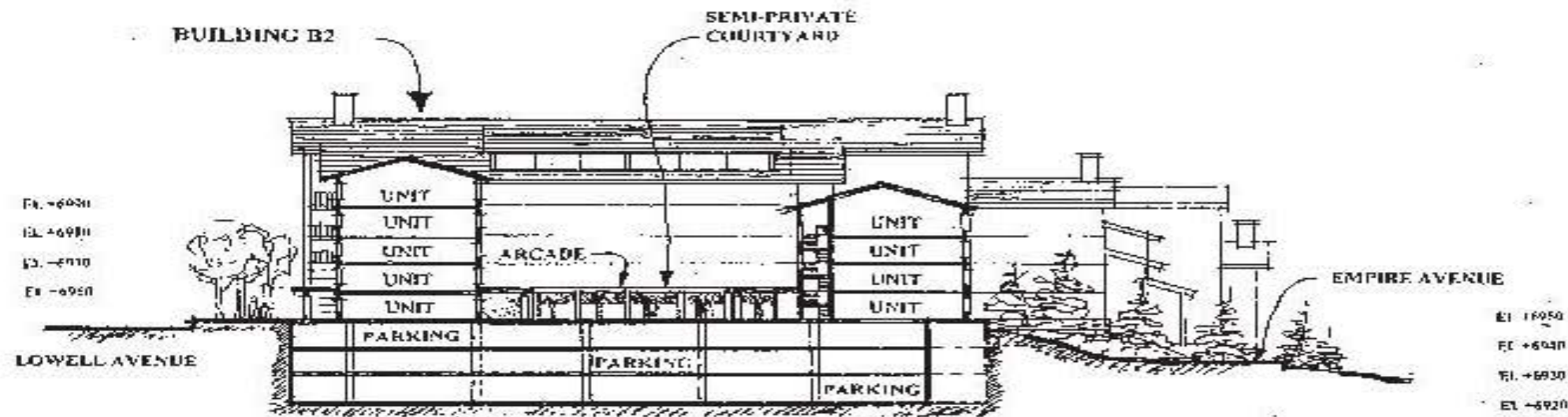


PARCEL B COMPARISON

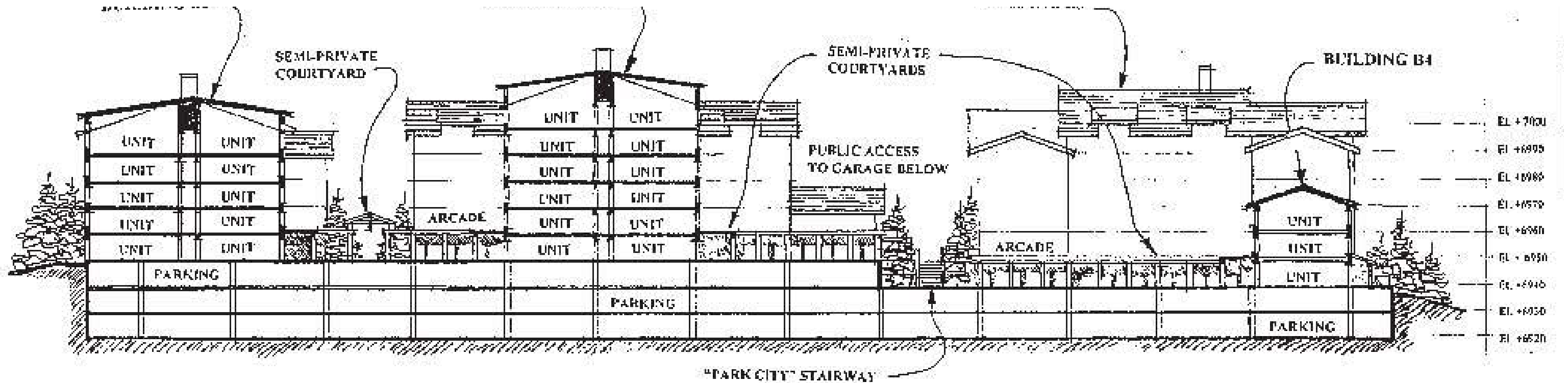
## PARCEL B - 1998 PROGRAM

The original 1998 master plan envisioned Parcel B as the extension of the existing village base because of its immediate proximity to the existing resort center. Parcel B was conceived as four separate buildings, residential in character, three to six stories in height and sitting on top of a parking structure. The program related to the existing context by providing residential buildings along Empire, Manor Way and Shadow Ridge with low-scaled pavilions fronting Lowell Avenue that housed parking garage elevators and stairs and minor amounts of retail space.

The 1998 design included three levels of structured parking at elevation levels of 6,920 feet, 6,930 feet and 6,940 feet located along the south portion of the site. The portions of the garage surfacing above grade were disguised with residential units or raised landscape. The residential units started on top of parking structure at an elevation of 6,950 feet and extended three to six stories in height.



1998 PARCEL B CROSS SECTION



1998 PARCEL B LONGITUDINAL SECTION

## PARCEL B - PROPOSED PROGRAM

The Parcel B program proposed in the current master plan is also composed of residential buildings that vary from three to six stories in height sitting on top of the parking structure. The residential program includes attainable and market unit housing as required by current Park City Land Management Code, including an affordable housing obligation for the completed first phase of the 1998 master plan that was not fulfilled. The commercial and resort accessory program is fronting Lowell Avenue in a series of pavilions that provide vertical circulation and access to the parking structure, day skier lockers and retail space, connecting the parcel to the existing resort center. The proposed residential, accessory, and commercial program is well below the allowable area and density defined in the Development Agreement.

	<b>Allowable Area (GSF)</b>	<b>Proposed Design</b>
Gross Residential SF	294,000	215,200
Res. Support & Commercial and Accessory Uses (10%)	29,400	18,150
Resort Accessory Use	-	-
Retail/Commercial	-	2,100
<b>Total Area</b>	<b>323,519</b>	<b>235,450</b>

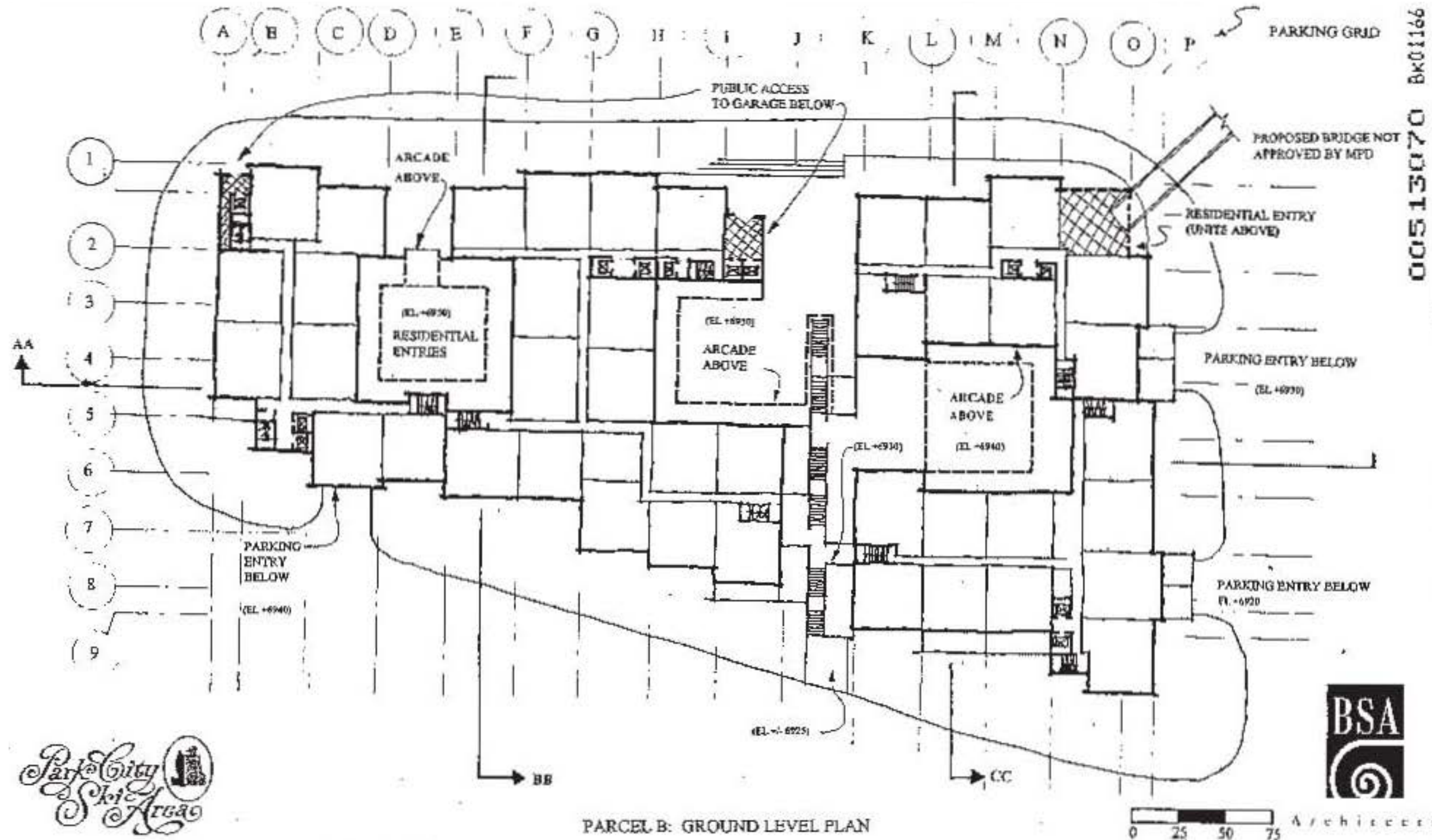
The new design initially proposed four levels of parking starting at nearly the same elevation of 6,922 feet (as opposed to 6,920 feet) and extending to 6,952 feet (as opposed to 6,950 feet). Based on the feedback from the Planning Commission and the community, the top parking level footprint has been reduced to maintain the 14th street pedestrian and view corridor. The lost parking has been replaced by a partial parking level located completely below grade at an elevation of 6,912 feet. With the exception of garage entrances, all portions of the parking structure above grade have been lined with residential units to maintain the original residential character. The residential units step with the existing grade and vary in height from two to six stories and are generally compatible in height with the original site plan.



CURRENT PARCEL B CROSS SECTION

# PARCEL B - 1998 BUILDING MASSING

The 1998 design divided the residential program into four separate buildings that were divided by a series of semiprivate courtyards. The distinct building masses intended to reduce the scale of the buildings, create open vistas and prevent the monolithic appearance of the development. Each building mass was modulated vertically to create a residential character and stepped down with the existing grade to reduce the buildings' apparent scale. The building height variation and massing were documented in the building volumetrics specific to the proposed design. It should be noted that the four buildings were primarily recognizable in plan view while street elevations expressed three building volumes on Lowell Avenue and two volumes on Empire Avenue separated by the 14th Street Corridor.



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## PARCEL B - PROPOSED BUILDING MASSING

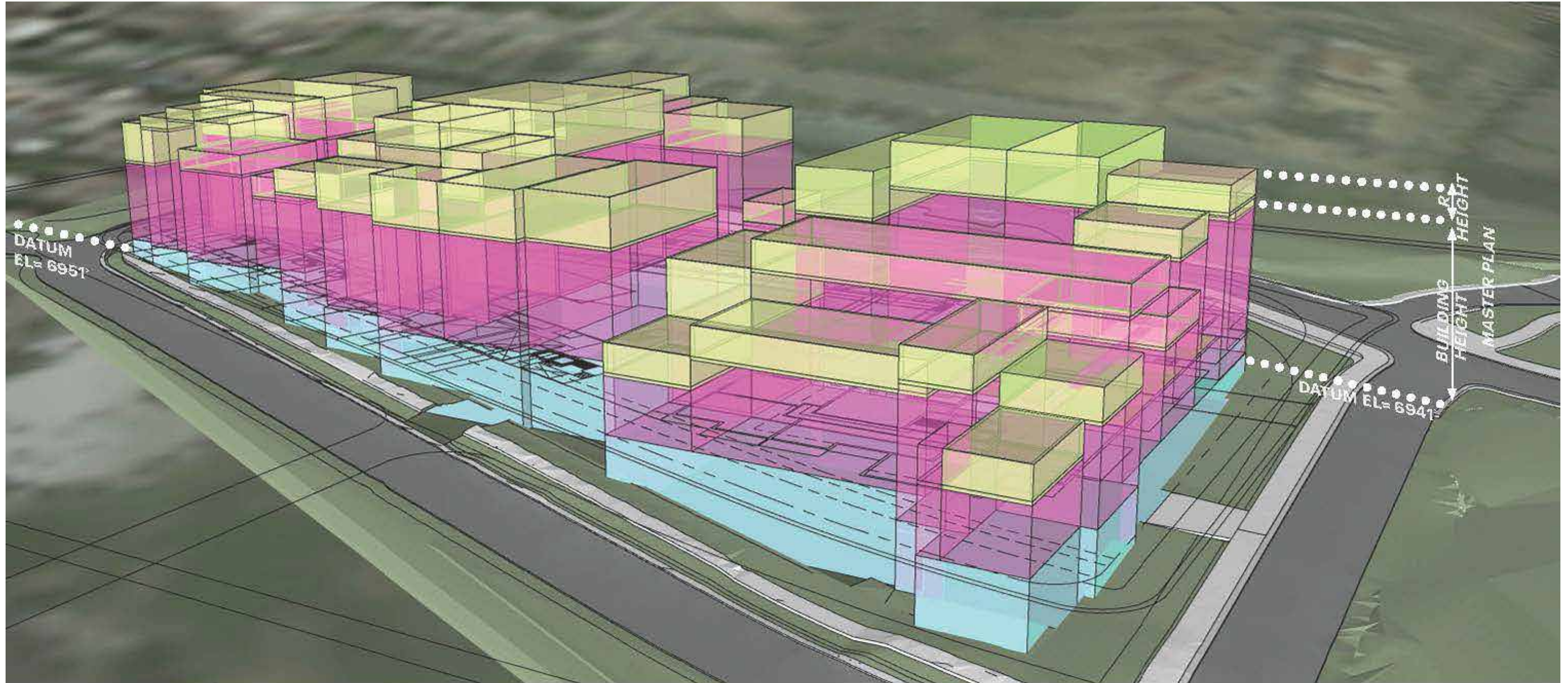
The current site plan for Parcel B breaks the residential program into three distinct elements composed of townhomes along Empire Avenue, attainable housing along Shadow Ridge Road and market rate housing along Lowell Avenue. Their respective building scale and massing relate to the existing context while their heights follow the existing finish grades. The townhomes along Empire Avenue are three-story walk-up units that cascade down with the street grading and relate to the scale of single-family homes across the street. The attainable housing varies in height and it steps down as it approaches major street corners. The six-story condominium building is located at the highest portion of the site on the corner of Lowell Avenue and Manor. This location is away from smaller scale residential development and proximate to the scale and height of the adjacent resort condo buildings.



PARCEL B MANOR WAY & EMPIRE AVENUE PERSPECTIVE

## PARCEL B - 1998 BUILDING HEIGHT

The 1998 Master Plan was granted a building height exception to accommodate the same allowable area and density transfer as the proposed design. The 1998 master plan documented the recommended building heights and variations in the building volumetric diagrams shown below that were specific to the proposed design. It should be noted that the 1998 building heights were not measured from finish grades in accordance with current Park City Land Management Code building height definition but from datum points established above finish grades. In some instances, such as the corner of Empire Avenue and Shadow Ridge Road, this resulted in significantly higher buildings measured by current Land Management Code standards than documented in the approved volumetric diagrams.






- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

## PARCEL B - PROPOSED BUILDING HEIGHT

While the sloping grades and different building height measurement methods between the 1998 and proposed master plan challenge the direct comparison between the two designs, the overlay of the current design and 1998 volumetrics demonstrate their general compatibility. The proposed building heights slightly vary but are generally similar across the site and in some instances are lower than the 1998 master plan, specifically along Empire Avenue and the corner of Lowell Avenue and Shadow Ridge. The reduced building height and massing, combined with the 14th Street corridor described in the next section, provides the newly proposed project with a less monolithic appearance compared to the 1998 master plan. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.

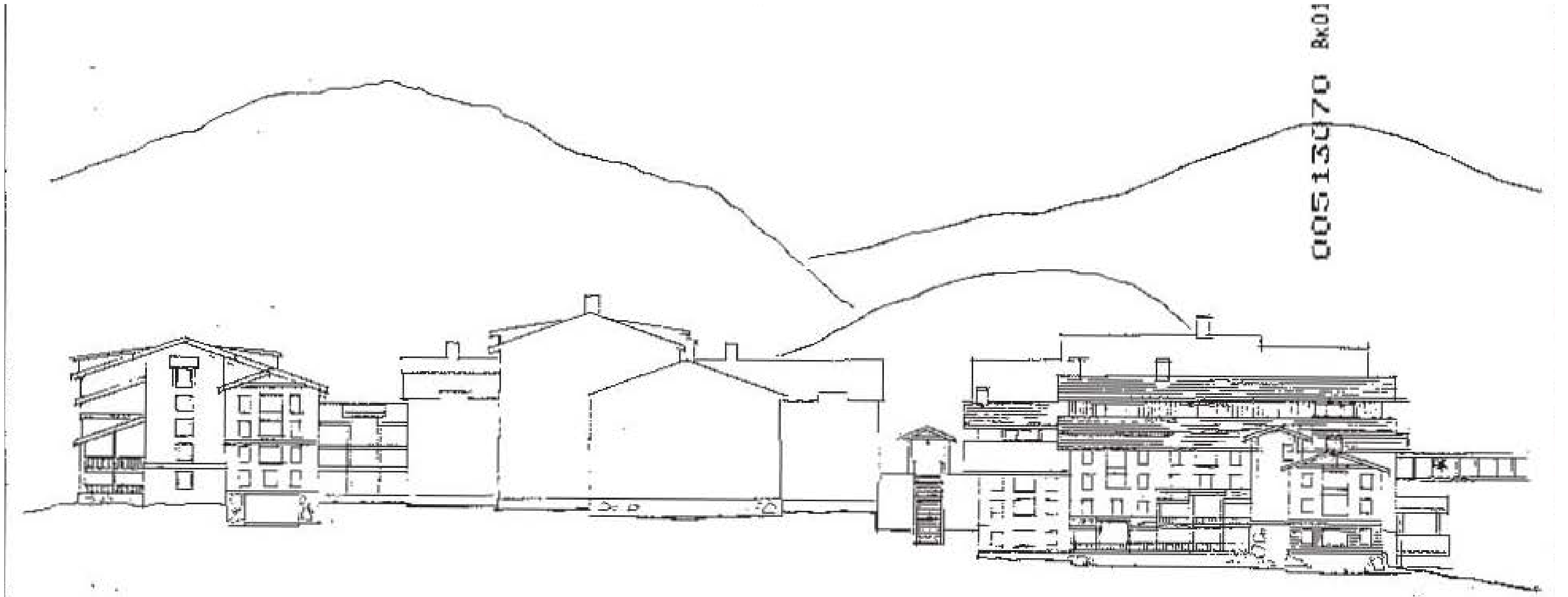


-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

## PARCEL B - 1998 OPEN SPACE

The 1998 master plan provided two semipublic courtyards that opened to Lowell Avenue and provided access to the residential buildings. One of the courtyards continued the open space across the site to Empire Avenue creating a 14th Street corridor to reinforce the parcel's relationship with the community and promote pedestrian connectivity.

The pedestrian connection was raised with seven sets of stairs to overcome the elevation difference between Empire and Lowell Avenue. The pedestrian connection did not provide an accessible route, ramp or elevators which by current accessibility standards does not provide equal accommodations and compliance. The corridor was approximately 30 feet in width and lined with four and five story buildings on each side that limited the view of the mountains



## PARCEL B - PROPOSED OPEN SPACE

The current master plan provides much more open space compared to the 1998 master plan by keeping the majority of the center site open. In addition, the new design proposes a much wider 14th Street pedestrian corridor in excess of 60 feet to preserve the view of the mountains. The view corridor provides a significant break in the building massing on Empire Avenue while creating a pleasant public space that continues across the site and provides pedestrian connection to Lowell Avenue. The pedestrian connection provides elevators at Empire and Lowell Avenue assuring that the raised public space is accessible to all pedestrians.



PROPOSED 14TH STREET CORRIDOR



## PARCEL B - PROPOSED SETBACK EXCEPTION

At the request of the Planning Commission and in response to public comment, the current master plan proposes meaningful and expanded public spaces, plazas and sidewalks promoting public access and pedestrian connectivity through the project site. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within the context of further limited building heights and envelopes dictated by the increased public spaces and plazas, an exception to the setback standards is necessary. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.

The new master plan proposes a 20-foot setback exception along Empire Avenue, Shadow Ridge and Lowell Avenue in limited locations in order to achieve required architectural interest and variation dictated by the current Park City Land Management Code. Unlike the 1998 plan, where the setbacks extended to the finish grade, the proposed setback exceptions on Empire and Shadow Ridge are only proposed for the upper floors, while the ground level setbacks remain at 25 feet or more leaving adequate space for generous sidewalks, park strip and snow storage.



PARCEL B SETBACK DIAGRAM



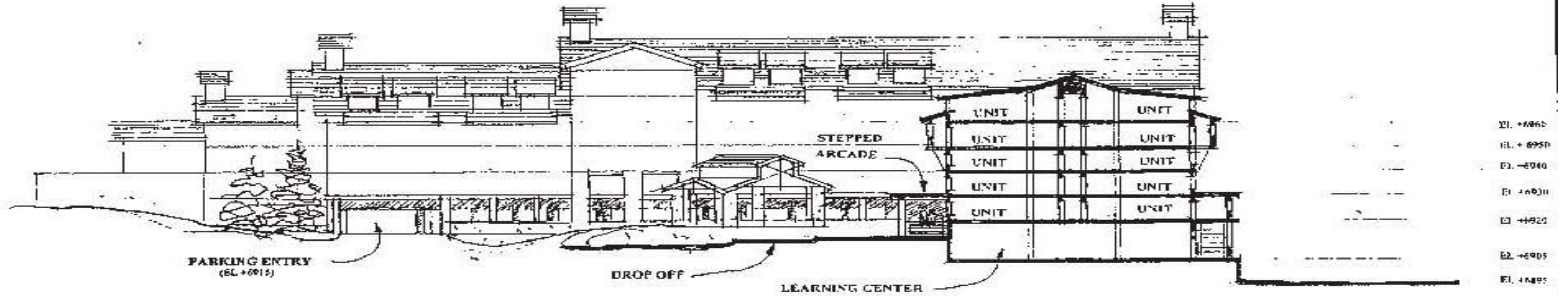
PARCEL C COMPARISON





## PARCEL C - 1998 PROGRAM

The 1998 master plan envisioned Parcel C and the adjacent Parcel E to become the resort's new gateway with a skier service plaza between them that would preserve and frame the view corridor of the mountain backdrop. The Parcel C program proposed a residential building varying in height from two to six stories with a learning center fronting the plaza. In addition, Parcel C provided one of two major entries to a three-story parking structure located below Parcels C and E and a drop-off area for the learning center and residences. The Parcel C building was cut into the hillside starting at an elevation of 6895 feet at the plaza and stepping up to the ground level elevation to 6930 feet at the south end.



1998 PARCEL C LONGITUDINAL SECTION

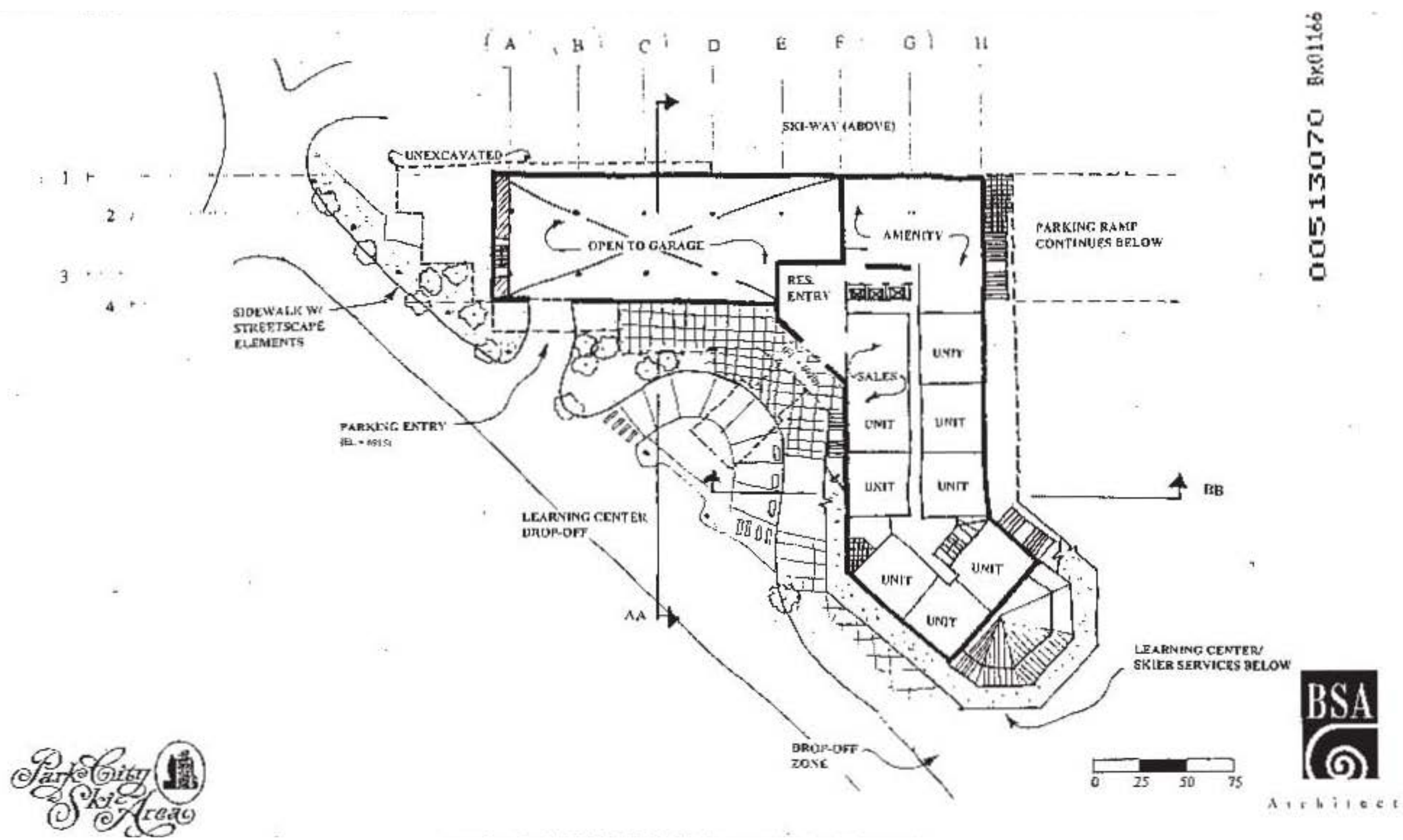
## PARCEL C - PROPOSED PROGRAM

The current master plan proposes a four-star hotel with 250 guestrooms, meeting spaces and extensive amenities. The hotel will enhance the lodging options at the resort base and provide accommodations in par with today's hospitality standards and traveler expectations. Parcel C will also provide new skier services and a two-story retail base lining the entire plaza and the ski terrain. The retail program and the plaza will become the new resort anchor while creating a pedestrian connection to the existing resort base retail. The skier services program will provide consolidated ticketing, ski rentals and ski school at the plaza level, coupled with additional 6,500 square feet of third-party retail space to set the stage for an après ski experience the resort currently lacks. While the proposed residential program is well within the approved development area, the hotel public, retail, and support program are expanded to accommodate the amenities and requirements of a four-star hotel that was not included as a part of the original master plan.

	Allowable Area (GSF)	Proposed Design (GSF)
Gross Residential SF	159,000	143,463
Res. Support & Commercial and Accessory Uses (10%)	15,900	53,967
Resort Accessory Use	18,000	17,000
Retail/Commercial		6,520
Non-Exempt (Parking, MEP, Convention)	-	-
<b>Total Area</b>	<b>192,963</b>	<b>220,950</b>

# PARCEL C - 1998 BUILDING MASSING

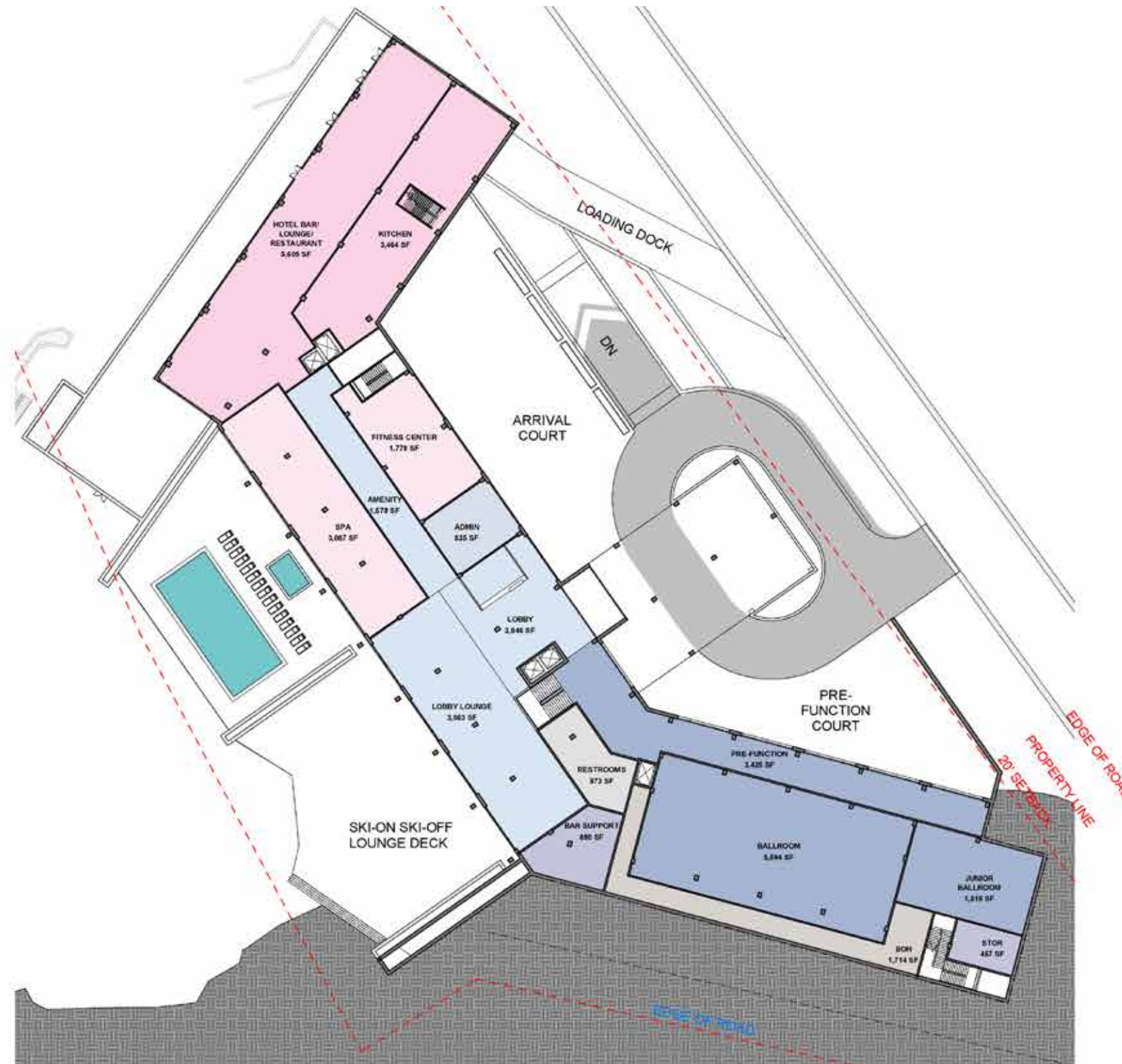
The 1998 Parcel C massing was composed of two major residential wings nestled against the ski slope and the plaza. These residential wings were located away from the Lowell Avenue to minimize bulk and shadow impacts on the street. The building stepped in height from its center down to two- and three-story elements fronting Lowell Avenue creating a semi enclosed drop off area for both the learning center and the residential units above.



1998 PARCEL C GROUND LEVEL PLAN

## PARCEL B - PROPOSED BUILDING MASSING

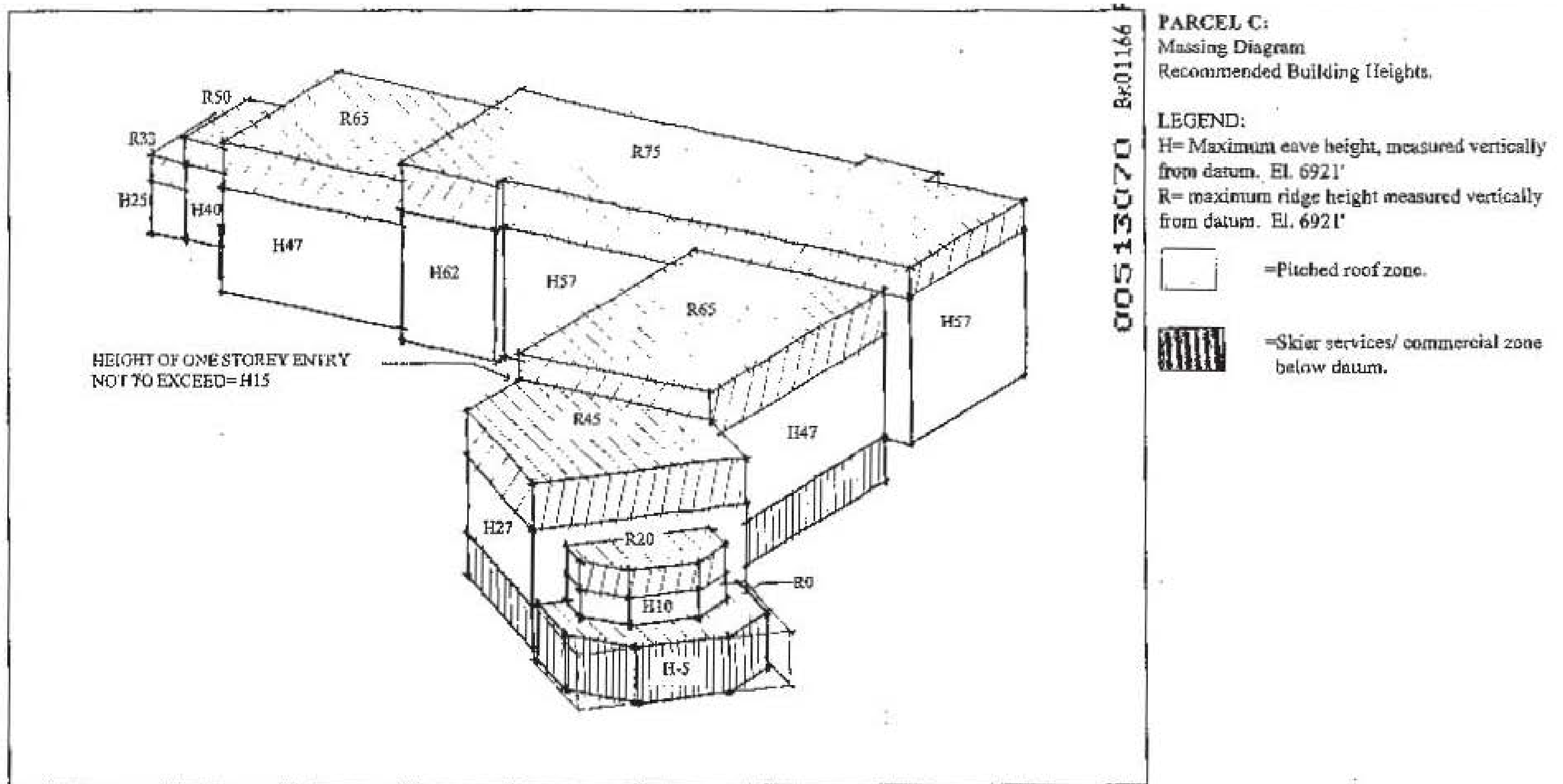
The current master plan is composed of three building wings following a similar footprint of the 1998 master plan by placing the tallest building mass against the ski slope and the existing resort base while stepping down the south and north wing massing as they approach Lowell Avenue. The open space between Lowell Avenue and the building is utilized as a drop off area for the hotel while also providing access to the hotel parking structure and loading dock. The new master plan massing reduces the mass encroachment into the ski terrain compared to the 1998 master plan to create a continuous retail connection to the existing resort base along the mountain.



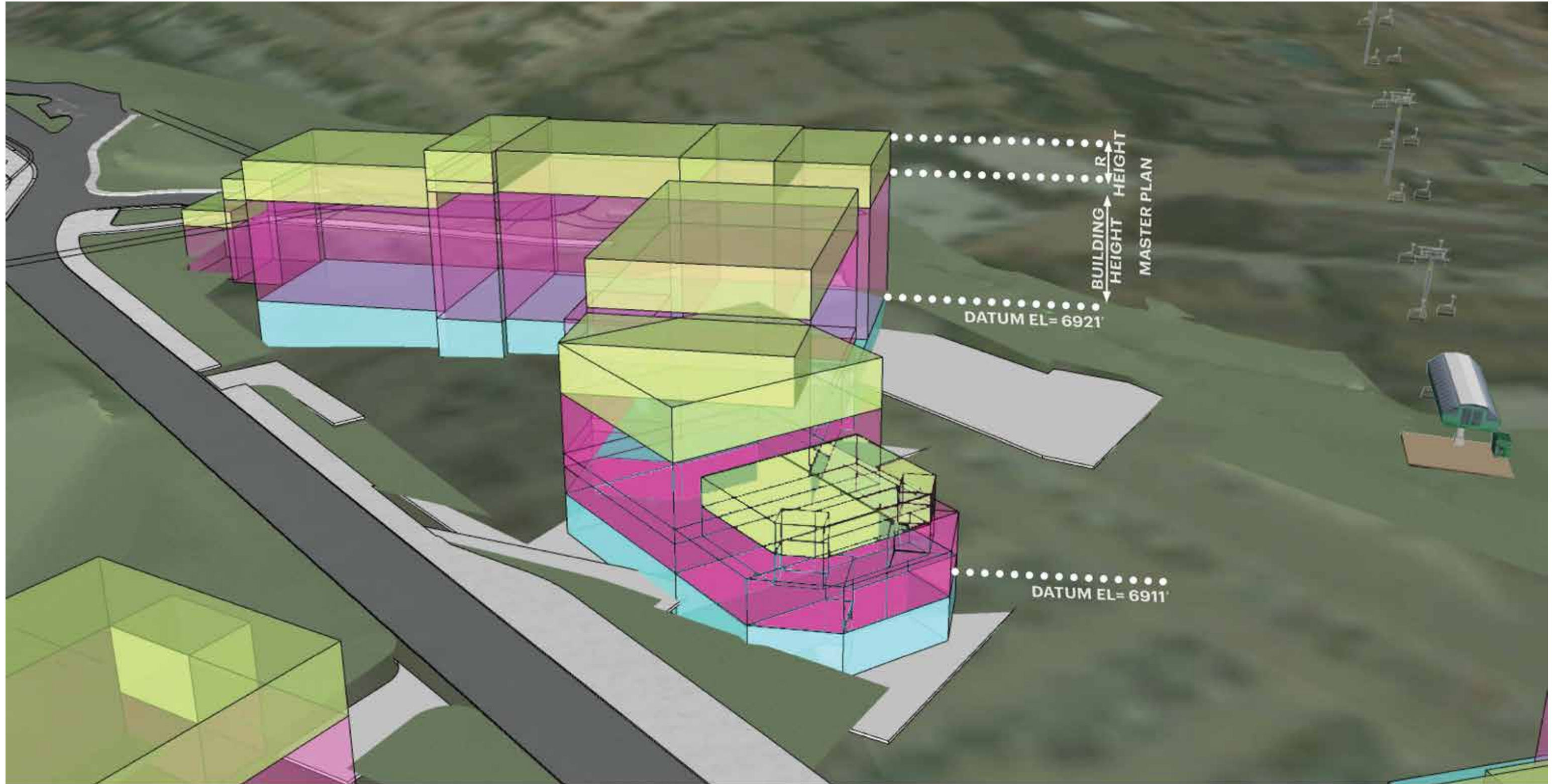
PROPOSED PARCEL C GROUND LEVEL PLAN




## PARCEL C - 1998 BUILDING HEIGHT

The 1998 Master Plan was granted a building height exception to accommodate the approved area and density as defined in the Development Agreement. The residential building varied from two to six stories in height placing the majority of building mass away from Lowell Avenue toward the ski slope and the similarly scaled resort center. The building stepped down from six stories at its center to two- and three-story elements fronting Lowell Avenue. The approved building height and massing were documented in the volumetric diagram shown below. Consistent with Parcel B, the building height was measured from the established datum elevation of 6921 feet rather than the finished grade, resulting in higher buildings measured by the current Land Management Code standard. The skier services and commercial retail were completely located below the established datum elevation of 6921 feet.



PARCEL C - 1998 BUILDING HEIGHT






-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

## PARCEL C - PROPOSED BUILDING HEIGHT

The current master plan proposes a two to five-story hotel on top of two levels of below-grade parking and hotel support. Based on the recommendations from the Planning Commission, the hotel wing against the ski terrain was increased to six stories allowing the Parcel D building to be reduced in height by an entire story. While the current Parcel C configuration and orientation slightly vary due to a reduced encroachment into the ski terrain, the building height remains consistent across the site compared to the 1998 Master Plan as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.



-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

## PARCEL C - 1998 OPEN SPACE

As noted above, the 1998 master plan envisioned Parcel C and the adjacent Parcel E as the resort's new gateway with a skier service plaza between them that would preserve and frame the view of the mountain beyond. The skier service plaza was lined with commercial, low-scale pavilions on both sides and a continuous arcade that stretched along the mountain side as illustrated on the perspective drawing below. Given the significant elevation difference between Lowell Avenue and the ski terrain, it is somewhat unclear how the plaza accommodated the grade change and accessibility requirements. In addition to the plaza, Parcel B provided a generous drop off area for the residences and children's learning center as described in the massing section above.



## PARCEL C - PROPOSED OPEN SPACE

The current master plan views the new plaza as a critical design element with the opportunity to create a new center of activity and modern après ski experience that matches Park City's world-class reputation. In addition to skier services proposed in the 1998 master plan, the current master plan is providing the necessary program to support and enhance the plaza activation and create a vibrant resort base. Current design provides plaza level retail on both sides of the plaza with outdoor seating and a stage for music performances and events. The plaza activation continues at the second level with the hotel restaurant terraces fronting the plaza and articulated with a series of canopies reminiscent of Main Street historic awnings. The retail also continues along the mountain side with the hotel amenities and a ski-on lounge deck creating a pedestrian and retail connection to the existing resort center. The current plaza design provides grand stairs that create a sense of arrival and accessible ramps to mitigate the elevation difference between the drop-off area on Lowell Avenue and the ski terrain.

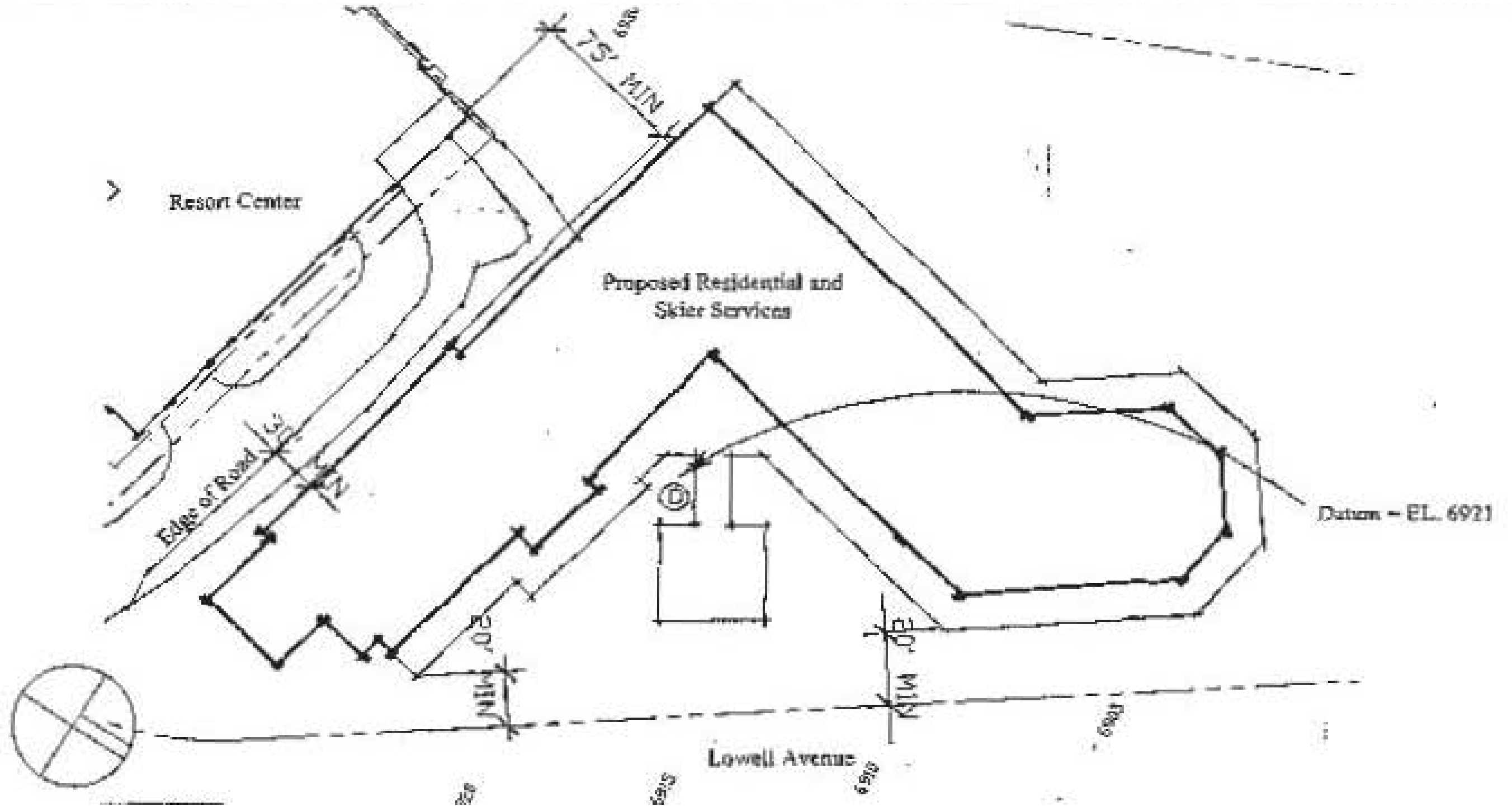


PROPOSED PARCEL C PLAZA PERSPECTIVE



# PARCEL C - 1998 SETBACK EXCEPTION

The 1998 master plan was granted a 20-foot setback exception along Lowell Avenue as illustrated on the exhibit below.



## PARCEL C - PROPOSED SETBACK EXCEPTION

The current Parcel C plan proposes meaningful and expanded open public spaces, plazas and sidewalks promoting public access and pedestrian connectivity. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope dictated by open space and plazas, an exception to the setback standards is necessary. The master plan is seeking for the 20-foot setback exception in very similar locations to those granted in the original master plan. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.





PARCEL D COMPARISON



## PARCEL D - 1998 PROGRAM

The 1998 master plan recognized Parcel D as one of the most visually important parcels given its location at the resort's entry and opposite the new drop off plaza, creating a resort guest's first and last impression of the resort. Parcel D program was conceived as a five-story building with 60 residential units organized in three interconnected masses telescoping from its center to low, three-story elements at both ends. The residential program was sitting on top of a single-story parking structure with 66 stalls and vehicular access from Empire Avenue. The original Parcel D program did not provide any public retail or commercial uses.



1998 PARCEL D ELEVATIONS

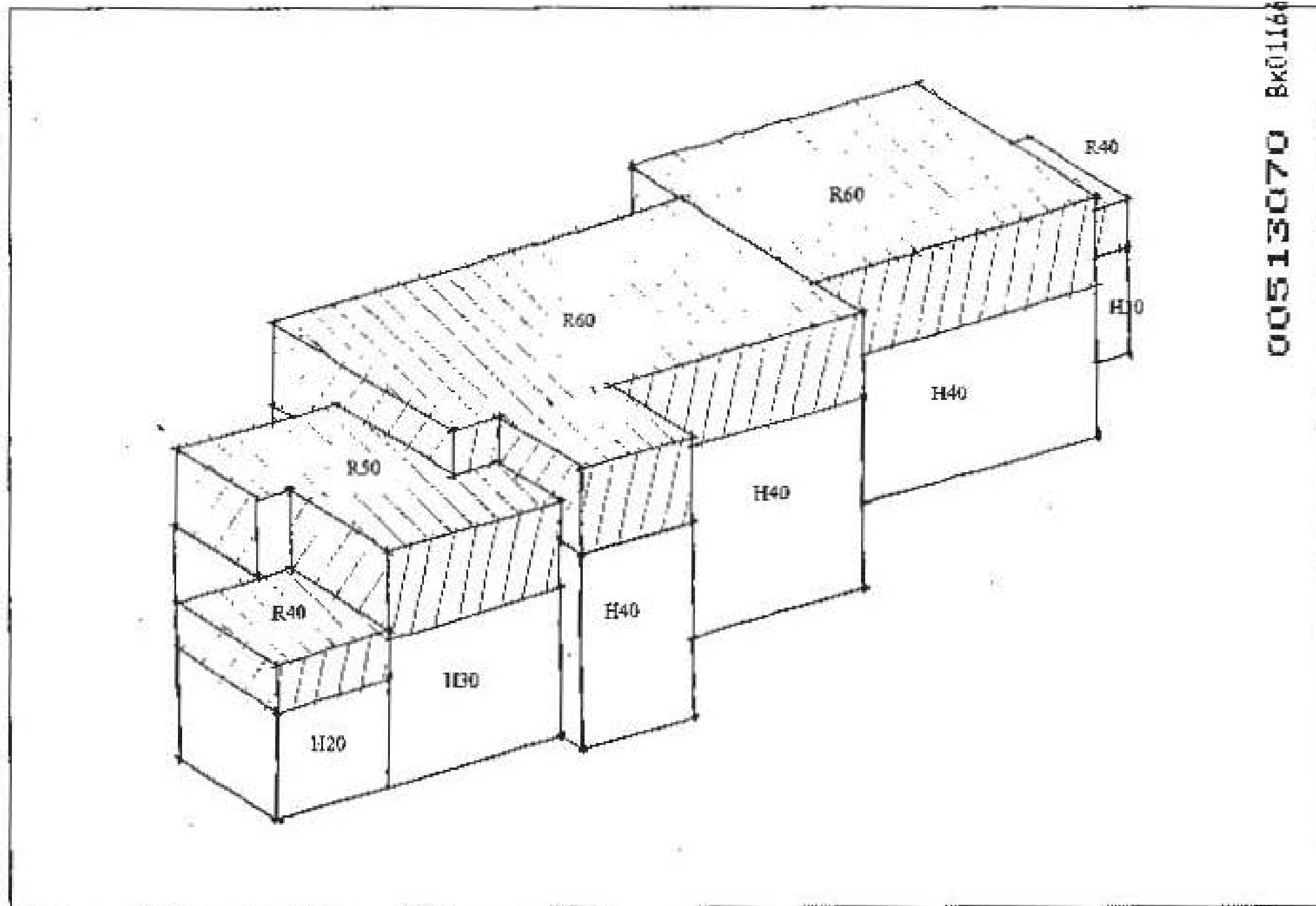
## PARCEL D - PROPOSED PROGRAM

Programmatically, the current master plan is very similar to the 1998 master plan. Initially proposed as a five-story building on top of a single parking structure, the current master plan has reduced the building height to four stories as suggested by the Planning Commission to keep its scale closer to the adjacent residential building. As a result, the new residential program has been reduced from 60 to 40 residential units, resulting in an overall density reduction of 40% compared to 1998 master plan. The current Parcel D design complements the residential program with community amenities to transition the resort scale and use to the adjacent residential neighborhoods. Unlike the 1998 master plan that did not include retail and commercial use on Parcel C, the current master plan proposes 20,000 square feet of retail space, including a grocery store to serve the existing and new residential units and promoting a walkable community. Additionally, Parcel D provides another public space that, in addition to extending the view corridor of the mountain to the intersection of Empire Avenue and Silver King Drive, will facilitate local events on a year-round basis.

	Allowable Area (GSF)	Proposed Design (GSF)
Gross Residential SF	93,000	57,238
Res. Support & Commercial and Accessory Uses (10%)	9,300	1,688
Resort Accessory Use	-	-
Retail/Commercial	-	21,148
<b>Total Area</b>	<b>102,338</b>	<b>80,074</b>

**PARCEL D - 1998 BUILDING MASSING & HEIGHT**

As noted above, the 1998 master plan proposed Parcel D as three interconnected masses telescoping from its center to low, three story elements at both ends framing the view corridor of the Mountain. Each section stepped down at least once with the contours moving from southwest to northeast. The building steps varied from three to five stories in height sitting on top of a parking structure. The tallest portion of the building were located at the center of the site to limit mass and shadow impacts. The building height was measured vertically from the established datum elevation of 6895 feet to the ridge height rather than finished grade, resulting in higher building on Empire Avenue than documented in the volumetric diagram below.

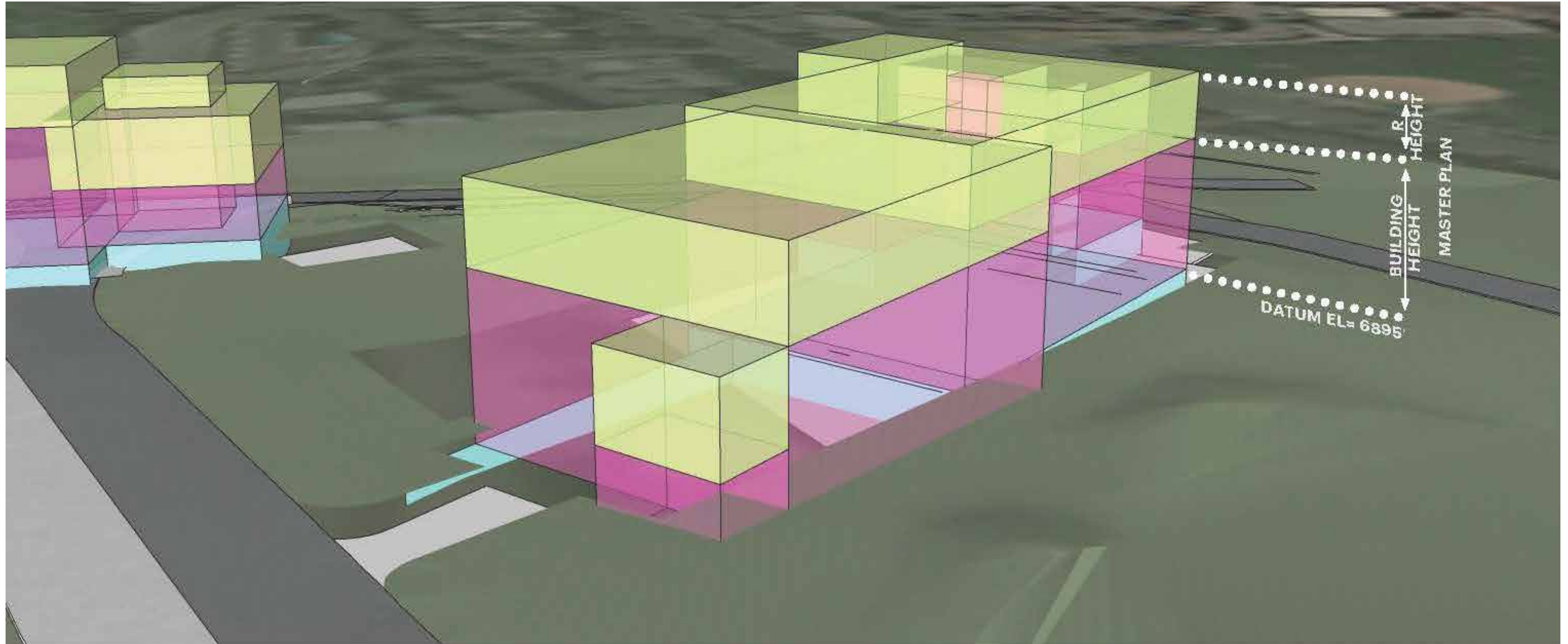


**PARCEL D:**  
 Massing Diagram  
 Recommended Building Heights.

**LEGEND:**  
 H= Maximum eave height, measured vertically from datum. El. 6895'  
 R= maximum ridge height measured vertically from datum. El. 6895'

 =Pitched roof zone.

PARCEL D - 1998 BUILDING MASSING & HEIGHT






- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

## PARCEL D - PROPOSED BUILDING MASSING & HEIGHT

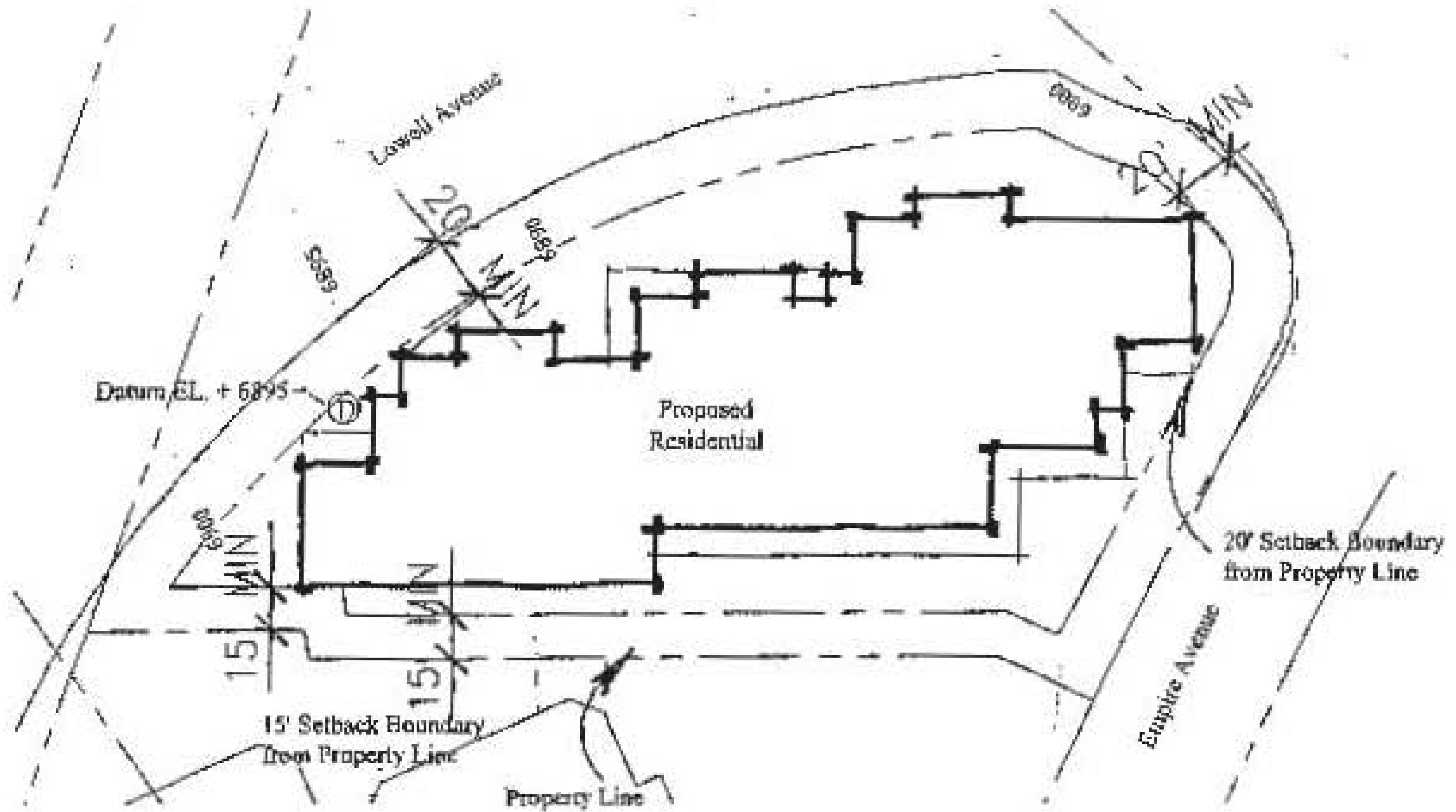
The current Parcel D Design is composed of two interconnected masses that step down in plan and elevation as they approach Lowell and Empire Avenue to mitigate shadow impact. The building height varies from three to four stories relating to the neighboring residential buildings while the north elevation facing the open space is a single story. The stepped massing helps transition the building mass to the community space while preserving a wider view corridor of the mountain. The open space to the north sets the building mass away from Silver King Drive eliminating shadow impact. The current building height and massing are generally consistent with the 1998 master plan as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.



-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

## PARCEL D - 1998 OPEN SPACE

Due to the proposed Lowell Avenue realignment, the 1998 master plan building footprint occupied a majority of the Parcel leaving very little open space. Furthermore, Parcel D proposed reduced 20'-0" setbacks along Empire and Lowell Avenue and 15'-0" at the south property line adjacent to another residential building.





## PARCEL D - PROPOSED OPEN SPACE

The current master plan provides 1.2 acres of open space that establishes a strong relationship with the plaza on Parcel C extending the view corridor of the Mountain to the corner of Empire Avenue and Silver King Drive. The continuous open space creates a strong sense of arrival and resort identity from the very first impression. The open space houses a multipurpose pavilion to support a variety of community events year-round including the Park City Farmers Market currently hosted on the Parcel D parking lot.



## PARCEL D - 1998 SETBACK EXCEPTION

As illustrated above, the 1998 master plan received setback exceptions of 20 feet along Empire and Lowell Avenue and 15 feet along the south property boundary where the project is neighboring the adjacent Silver King condominiums. Current minimum zone setback is 20 feet making the originally approved setback of 15 feet no longer compliant by the Park City Land Management Code.

## PARCEL D - PROPOSED SETBACK EXCEPTION

The current Parcel D design provides meaningful and expanded public space and sidewalks promoting public access, pedestrian connectivity and arrival to the resort. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope, an exception to the setback standards is required. The project is seeking 20-foot setback exceptions in isolated instances along Empire and Lowell Avenue that would allow the massing to step down as intended by the original master plan while providing architectural variation and interest. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.



CURRENT PARCEL D SETBACK DIAGRAM

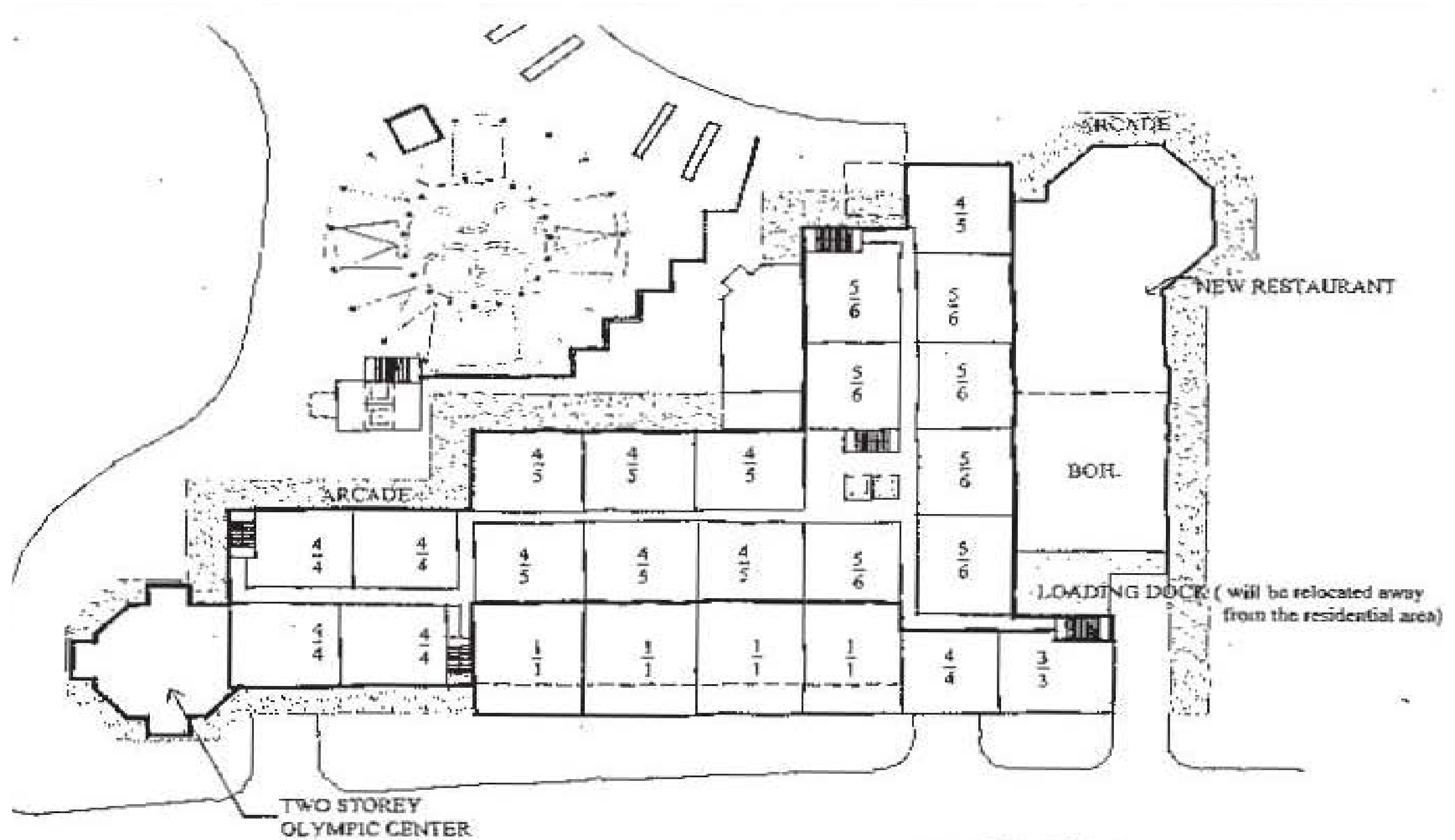


PARCEL E COMPARISON



## PARCEL E - 1998 PROGRAM

In conjunction with Parcel C, the 1998 master plan utilized Parcel E to define the skier plaza and frame the resort's primary view corridor. Programmatically, Parcel E housed a three-story underground parking structure with a three to six-story residential building on top and a single commercial level on the plaza side. The plaza program included skier services, covered arcades, parking garage elevators and outdoor spaces to encourage year-round activity. The 1998 master plan proposed realignment of the Lowell Avenue resulting in the increased Parcel E footprint and much higher density of 91 residential units compared to the current plan.



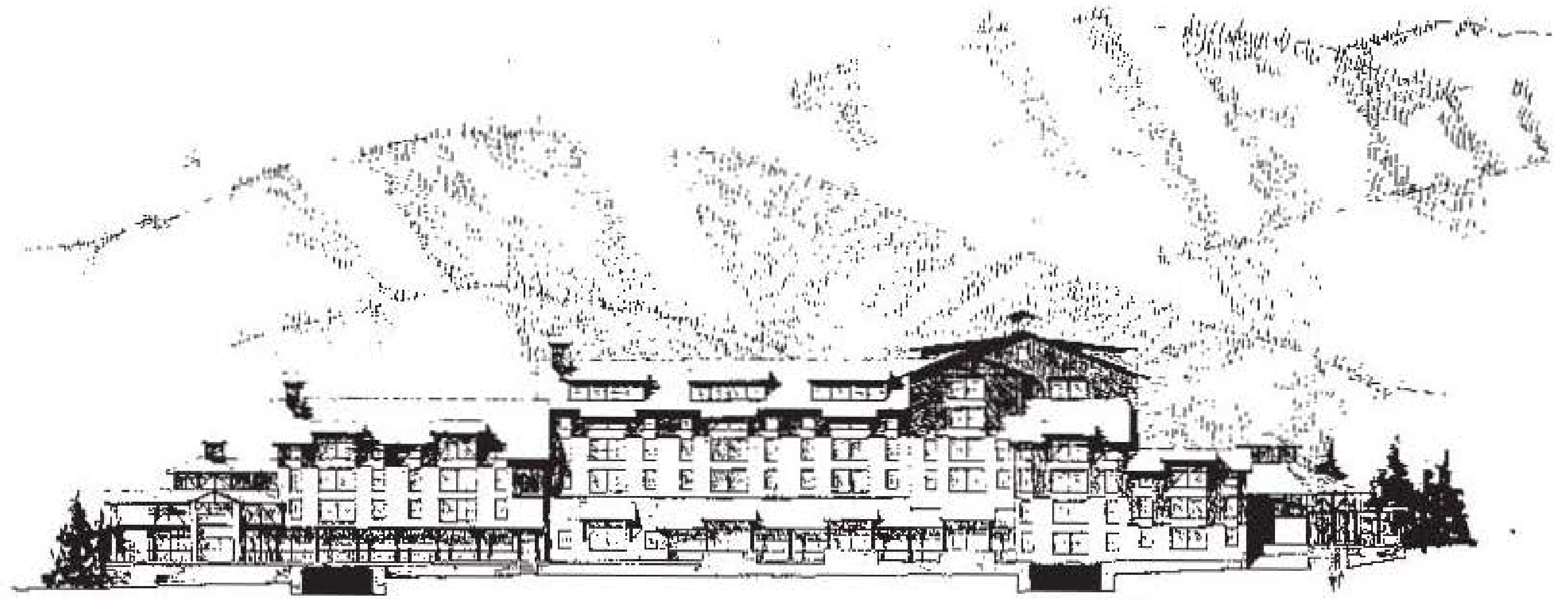
## PARCEL E - PROPOSED PROGRAM

While programmatically similar, the current master plan provides much smaller residential program with 46 units resulting in a nearly 40% total density reduction compared to the 1998 master plan as demonstrated in the table below. The residential program sits on top of the three-story parking structure that serves the day skiers, ski club and residences. The commercial program includes plaza level retail and a private ski club to activate the plaza as well as resort's new medical clinic and support.

	<b>Allowable Area (GSF)</b>	<b>Proposed Design (GSF)</b>
Gross Residential SF	141,000	89,519
Res. Support & Commercial and Accessory Uses (10%)	14,100	12,798
Resort Accessory Use	32,000	3,530
Retail/Commercial	-	10,602
<b>Total Area</b>	<b>187,157</b>	<b>116,449</b>

## PARCEL E - 1998 BUILDING MASSING

The increased footprint and density enabled by the proposed Lowell Avenue realignment allowed the 1998 master plan to propose substantially larger massing. The large building mass stepped up in segments toward the ski hill and was broken down into six distinct components to prevent the appearance of a monolithic structure. The massing along Silver King Drive varied from one to four-story elements to limit the shadow and bulk impact terminating with a two-story architectural pavilion at the Lowell Avenue intersection that, along with its counterpart on Parcel C, created a gateway to the resort.



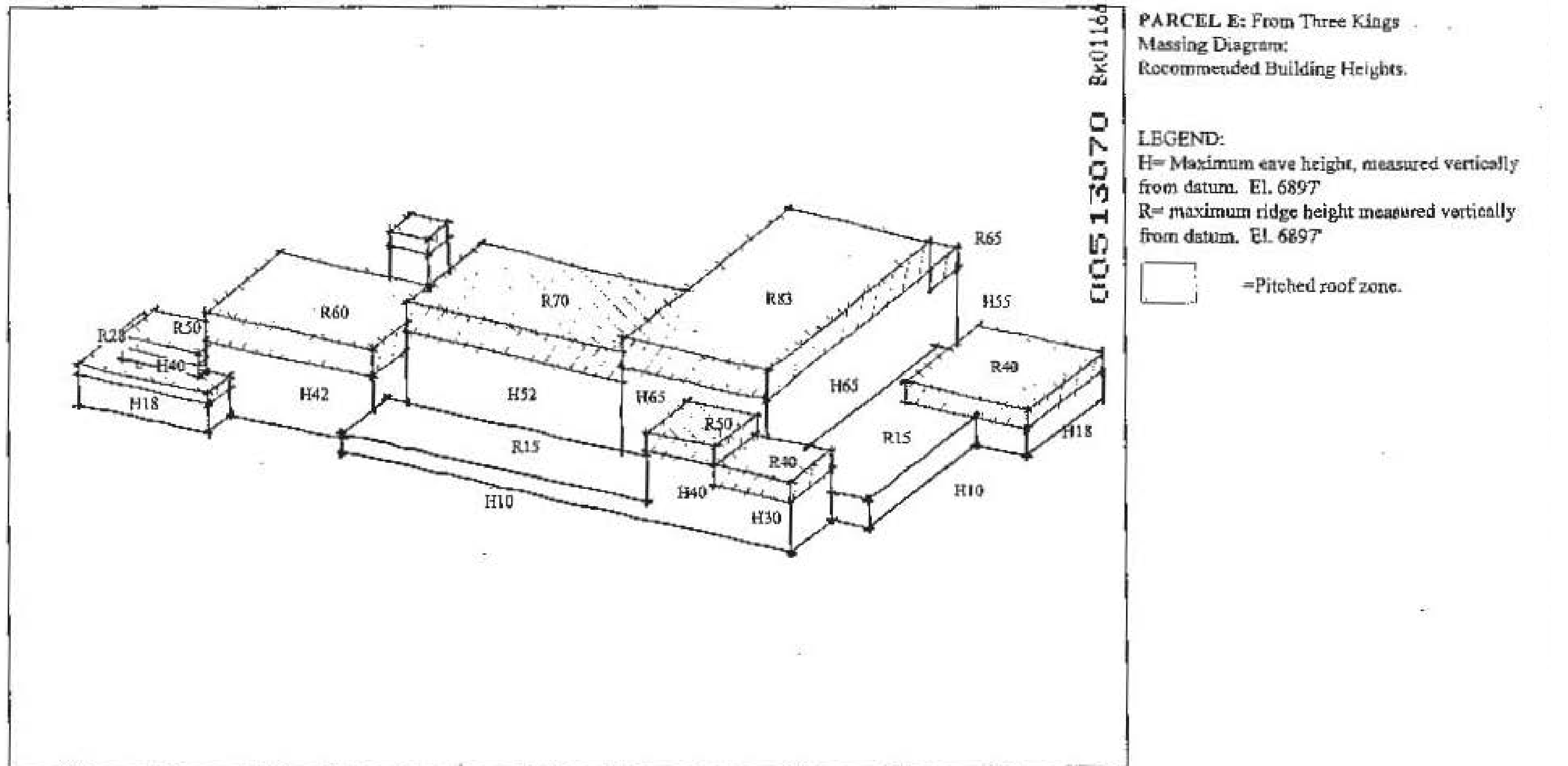
## PARCEL E - PROPOSED BUILDING MASSING

Challenged by the reduced site footprint, the current master plan proposes a much lower density to maintain similar building heights to those approved in the 1998 master plan. The six-story massing is located at the center of the site while stepping down to two-story elements at the plaza, Lowell Avenue and Sunflower condominiums to mitigate the visual and shadow impacts and establish a relationship with the surrounding context. While stepping is limited at Silver King Drive due to the reduced parcel footprint, the vertical and horizontal modulation reduces the perceived building scale and creates architectural interest and variation.



## PARCEL E - 1998 BUILDING HEIGHT

The 1998 master plan proposed three to six-story buildings that varied in height from 40 to 83 feet in height. The building height was measured from the established datum elevation of 6897 feet rather than finish grades as demonstrated in the volumetric diagram below. The difference between the established datum elevation and existing grade added another story along Silver King Drive.





PARCEL E - 1998 BUILDING HEIGHT






- PITCHED ROOF ZONE
- RECOMMENDED BUILDING ENVELOPE
- UNACCOUNTED BUILDING HEIGHT

## PARCEL E - PROPOSED BUILDING HEIGHT

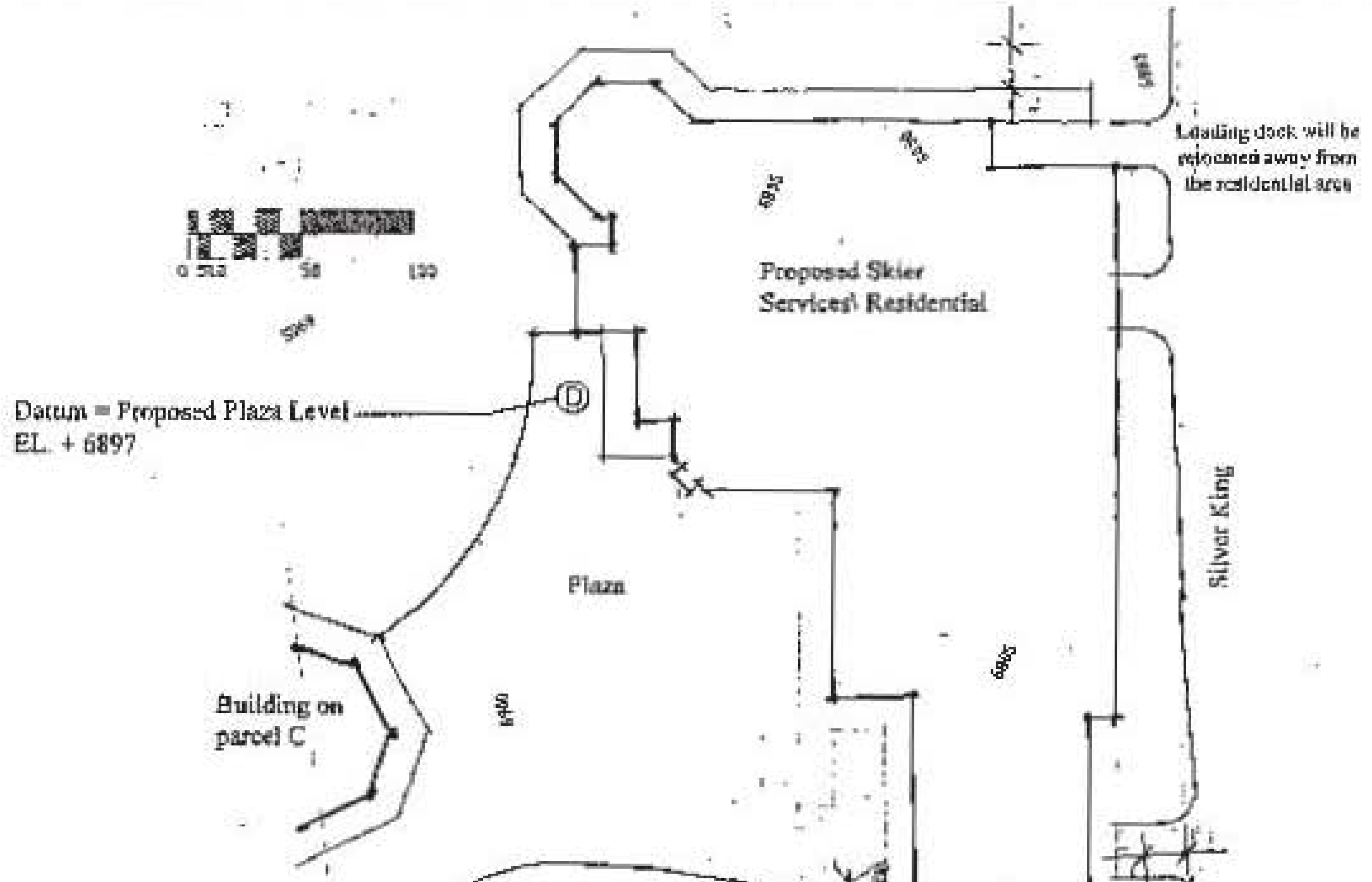
The current master plan proposes similar building height range as proposed in the 1998 master plan. However due to the reduced parcel footprint referenced above, the current building heights vary across the site, specifically along Silver King Drive as demonstrated in the volumetric overlay below. The building height exception justification as defined in the Park City Land Management Code Section 15-6-5 was presented to the Planning Commission on November 18, 2020.



-  PITCHED ROOF ZONE
-  RECOMMENDED BUILDING ENVELOPE
-  UNACCOUNTED BUILDING HEIGHT

## PARCEL E - 1998 SETBACK EXCEPTION

Despite the enlarged parcel footprint, the 1998 master plan appears to have been granted setback exceptions at the corner of Lowell Avenue and Silver King Drive as well as the west boundary line adjacent to the Sunflower condominiums.



## PARCEL E - PROPOSED SETBACK EXCEPTION

The current master plan is challenged by a much more compact footprint compared to the 1998 master plan resulting in significant density reduction as noted above. Despite the reduced footprint, the current master plan maintains similar building heights as the 1998 master plan while providing a significant amount of open space, plazas and sidewalks promoting public access and pedestrian connectivity. As a result, vertical development in the remaining area is focused within a smaller buildable area, requiring increased flexibility at the margins to provide architectural interest and variation. Stated differently, in order to approximate but not exceed the allowed density within a context of limited building heights and envelope, an exception to the setback standards is necessary. The setback exception is also required architecturally to provide the desired architectural variation and, more importantly, to reduce the apparent height and scale of the buildings. Without the setback exception, the project could be constructed, but the design would lose the horizontal articulation resulting in five and six story monolithic facades violating the intent of the Park City Land Management Code and the 1998 master plan.

