
PCM BASE AREA

Request to Amend the 1998 Development Agreement

Planning Commission Meeting June 16, 2021



Application

- 1) Amend the 1998 Park City Mountain Resort (PCMR) Development Agreement (DA); and
- 2) Replace expired Exhibit D of the DA, the 1998 PCMR Base Area Master Plan Study Concept Master Plan, with a new Master Plan, known as the Park City Base Area Lot Redevelopment Master Plan Study.



Introductions

- **Gretchen Milliken**, Planning Director
- **John Robertson, P.E.**, City Engineer
- **Alex Roy**, Senior Transportation Planner
- **AECOM**, City's Transportation Consultant
 - **Laynee Jones**, Senior Project Manager
 - **Kordel Braley, P.E., PTOE**, Senior Traffic Engineer
- **Robert Schmidt**, PEG Development
- **Hales Engineering**, Applicant's Transportation Consultant
- **Kristin Williams**, Consultant to PEG



Tonight's Agenda

1. Framework for City's Review and Questions for PC to Consider
2. City's Transportation Improvement Plans and Regional Park and Ride Facilities
3. AECOM Presentation
4. Applicant's Presentation
5. Planning Commission Questions/Comments

Next meeting scheduled for **6/21/2021**



Submittals:

1. A compiled **Transportation Analysis Memorandum** dated April 20, 2021 (Exhibit C).
2. A Revised Base Area **Transportation Demand Management Plan and Parking Management Plan** dated May 7, 2021, and Addendum dated June 4, 2021 (Exhibit D).
3. A **Parking Response Memorandum** dated May 14, 2021 (Exhibit E).
4. A **Letter of Support from Vail Resorts** for PEG's Application (Exhibit F).



Critical Priorities for Site:

1. A site plan that prioritizes City's **“transit first”** philosophy and **Modal Hierarchy**
2. Adherence to a transportation **Mode Shift** in order to improve circulation and reduce congestions at the base area.



Higher Priority

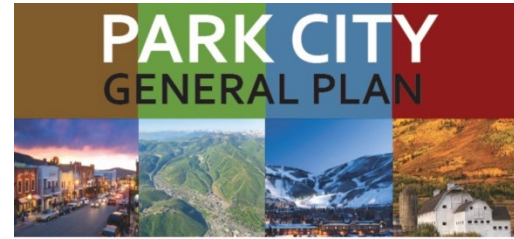


Lower Priority

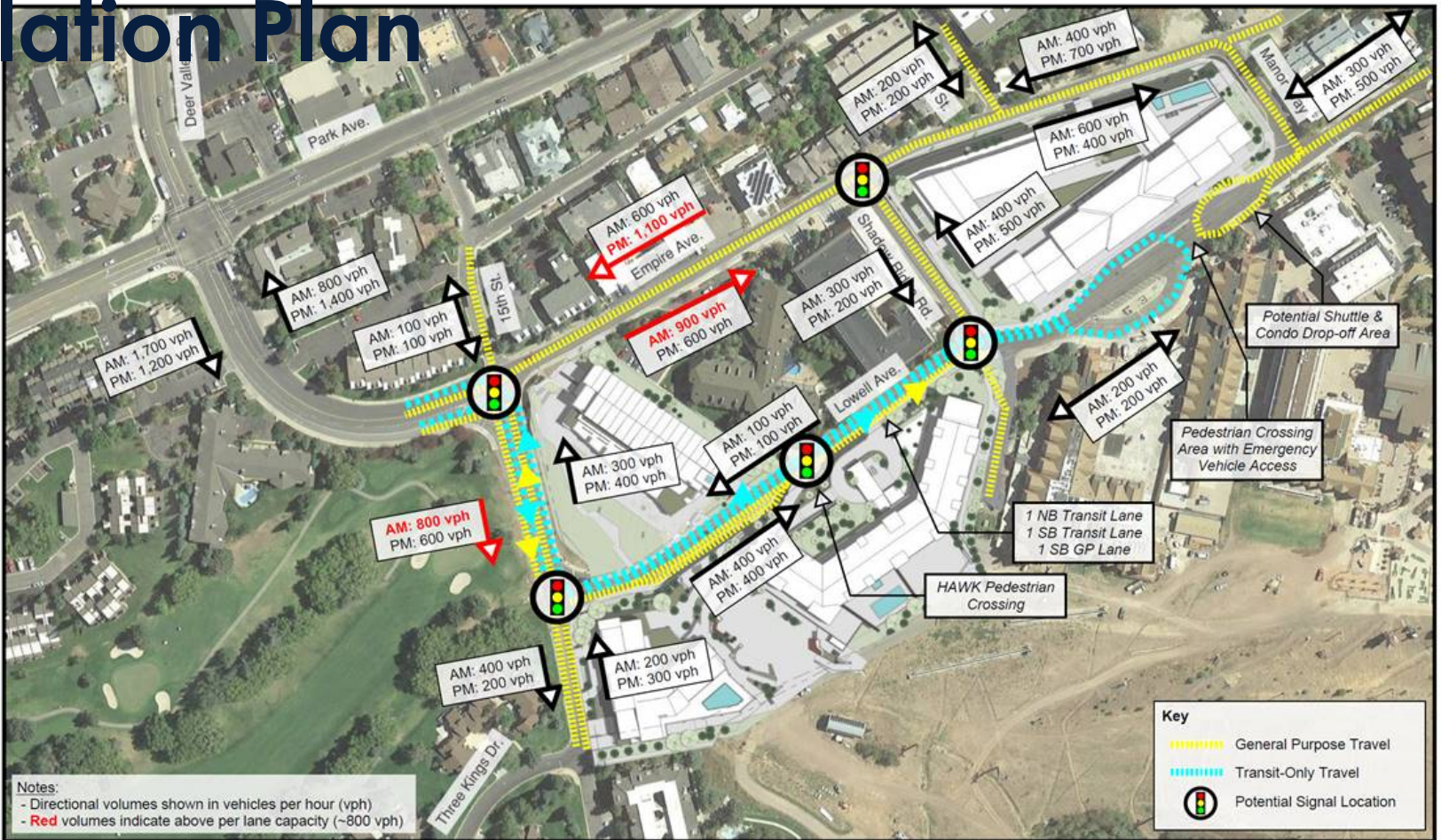


General Plan Objectives

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



Circulation Plan



Notes:
 - Directional volumes shown in vehicles per hour (vph)
 - Red volumes indicate above per lane capacity (~800 vph)

Key

- - - - - General Purpose Travel
- - - - - Transit-Only Travel
- Potential Signal Location

Mode Shift

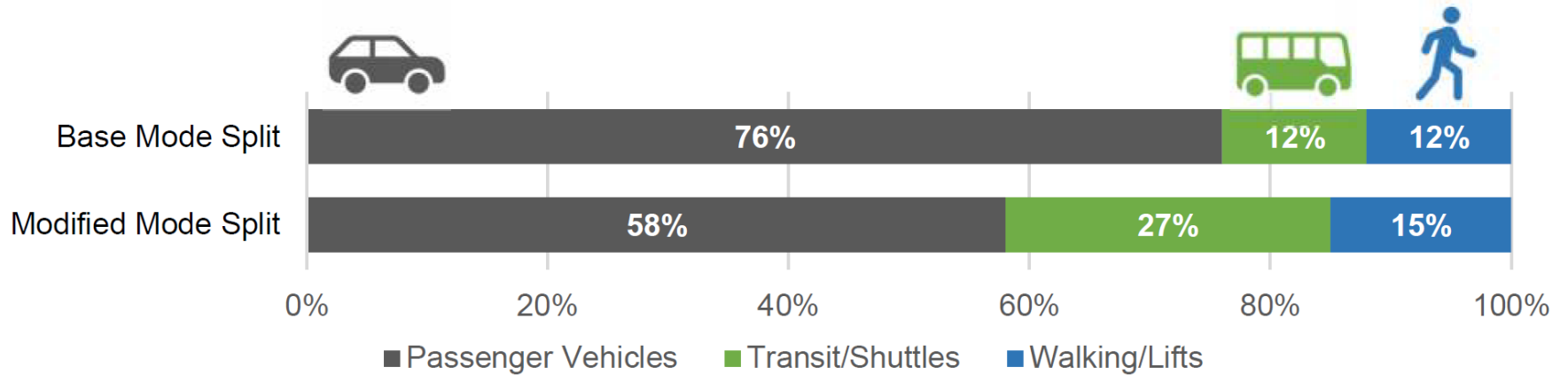
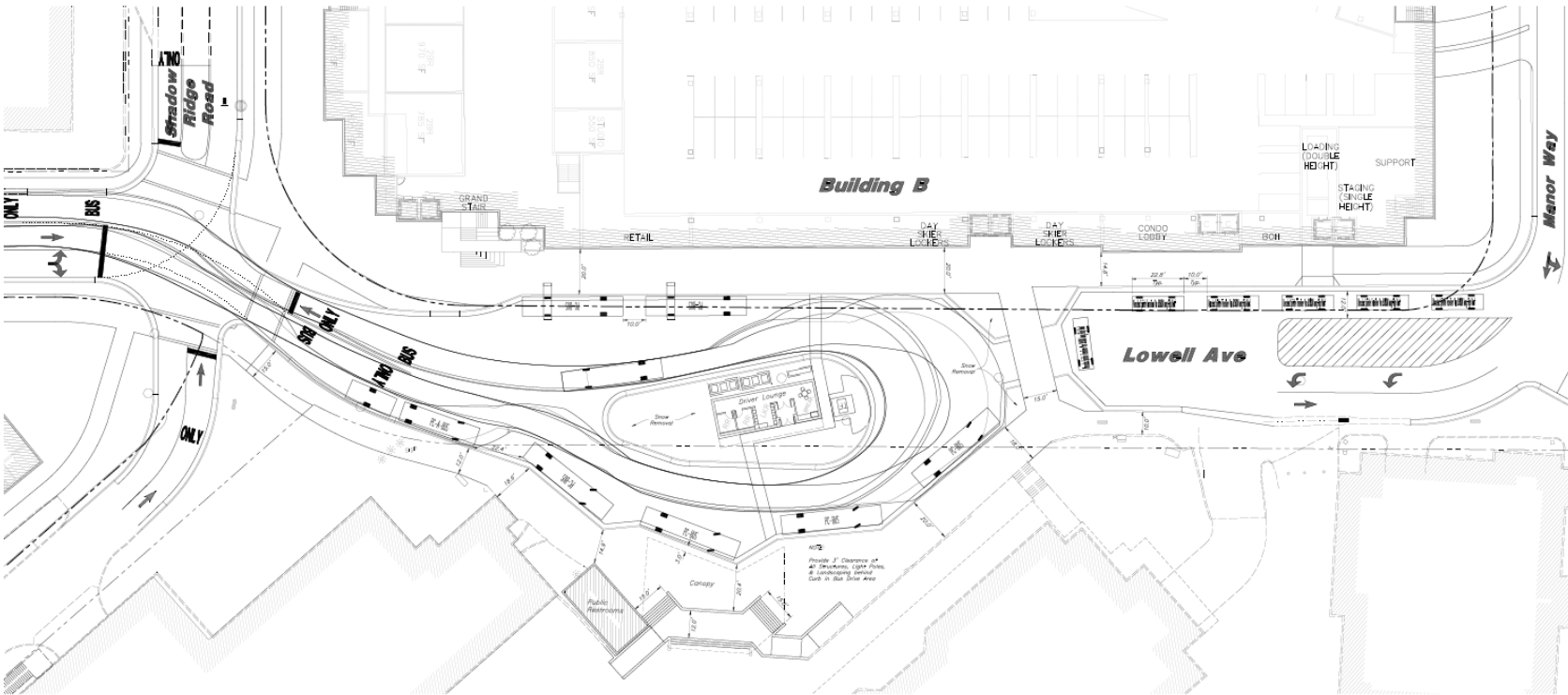


Figure 1: Mode Split Scenarios







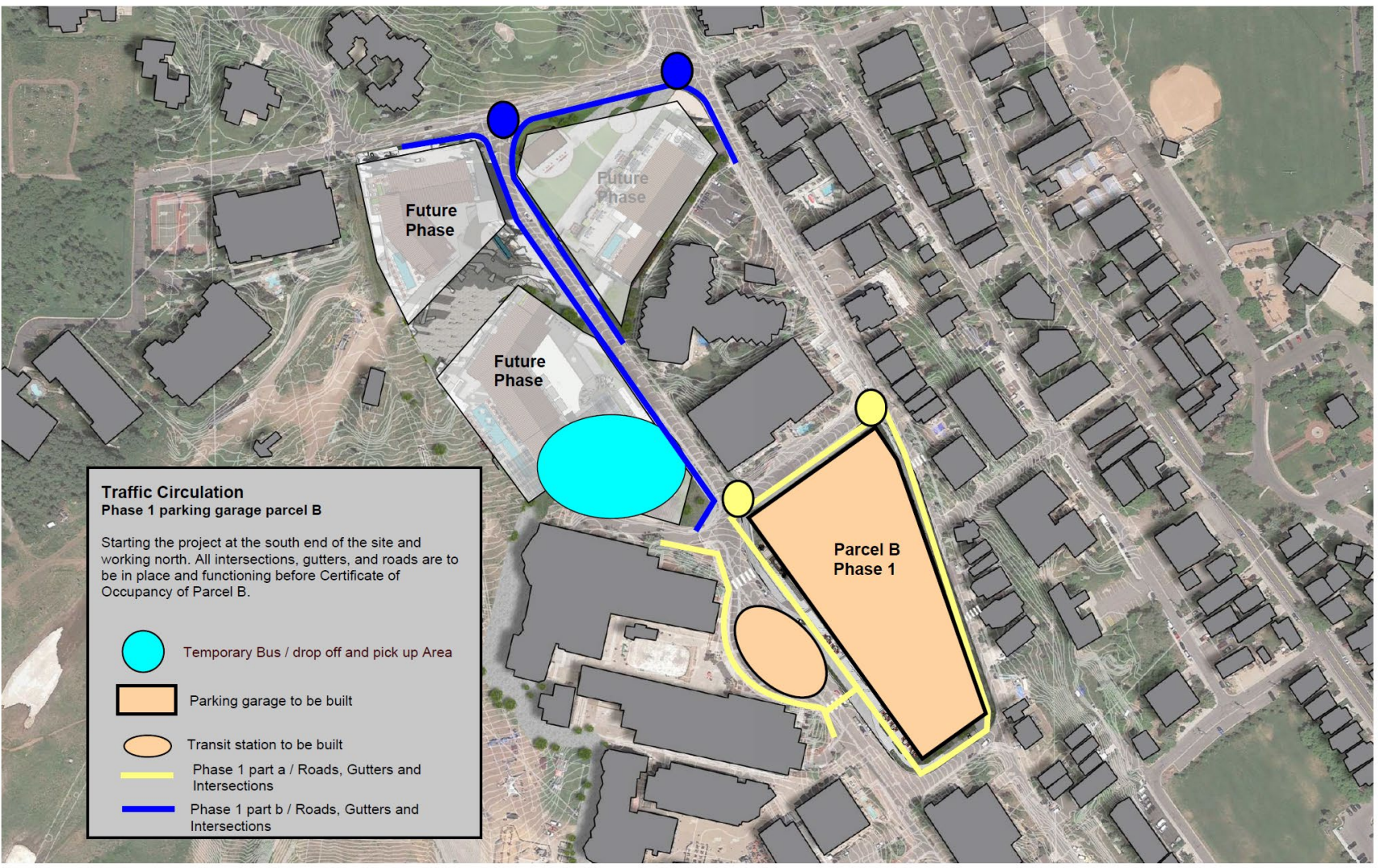
Revised Transit Center Design



Traffic Circulation
Phase 1 parking garage parcel B

Starting the project at the south end of the site and working north. All intersections, gutters, and roads are to be in place and functioning before Certificate of Occupancy of Parcel B.

-  Temporary Bus / drop off and pick up Area
-  Parking garage to be built
-  Transit station to be built
-  Phase 1 part a / Roads, Gutters and Intersections
-  Phase 1 part b / Roads, Gutters and Intersections



Planning Commission

At tonight's Work Session, the Planning Commission should discuss the following:

- 1. Does the Planning Commission find that adequate internal vehicular, pedestrian, and bicycle circulation are provided? That pedestrian and bicycle circulations is separated from vehicular circulation and provides safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way?**
- 2. Does the Planning Commission find that the Site plan for a Master Planned Development includes transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable?**



Planning Commission

At the public hearing, the Planning Commission should discuss the following:

3. Does the Planning Commission find that service and delivery Access and loading/unloading Areas are included in the Site plan and are separate from pedestrian Areas?
4. Does the Planning Commission find that the Site Plan promotes the Use of non-vehicular forms of transportation through design and by providing trail connections?
Dedicated transit lanes
5. Does the Planning Commission find that the Site Plan addresses and mitigates traffic?



Tonight

1. Will hear from the Engineering Department on the City's funded **Transportation Improvement Plans**.
2. **AECOM** is here to support the City with any questions the Commission might have and they have a brief presentation.
3. Will get a **project update from the applicant** related to transportation and site circulation.



Moving Forward

1. Is the Planning Commission ready to request the Planning Department prepare **Draft FOF and COA** for this project?
2. **Other topics** that the Commission would like to discuss further?
3. Next meeting **7/21**.

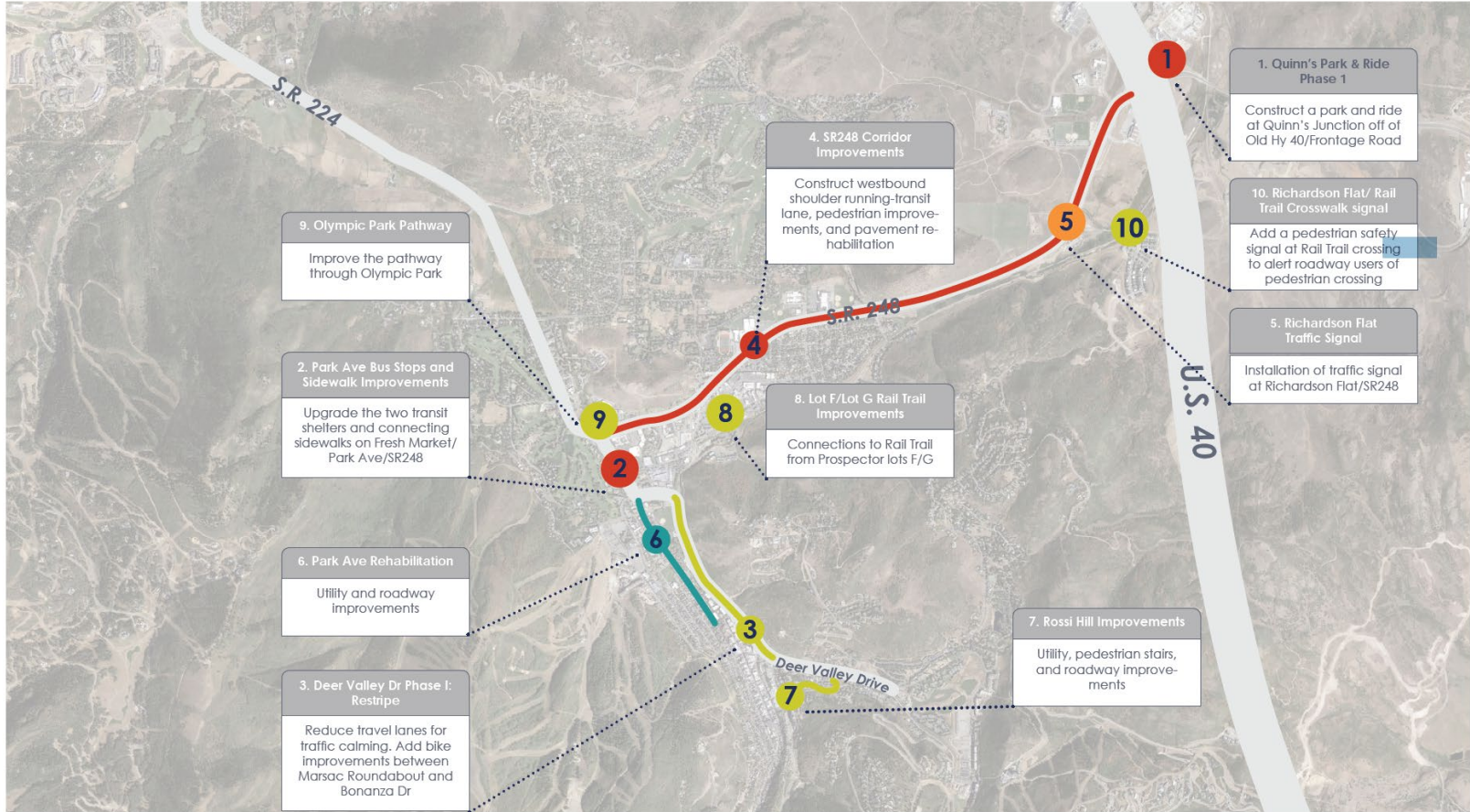


Upcoming Capital Transportation Projects

This is an overview of funded capital transportation projects to be implemented by Spring 2022.

Legend

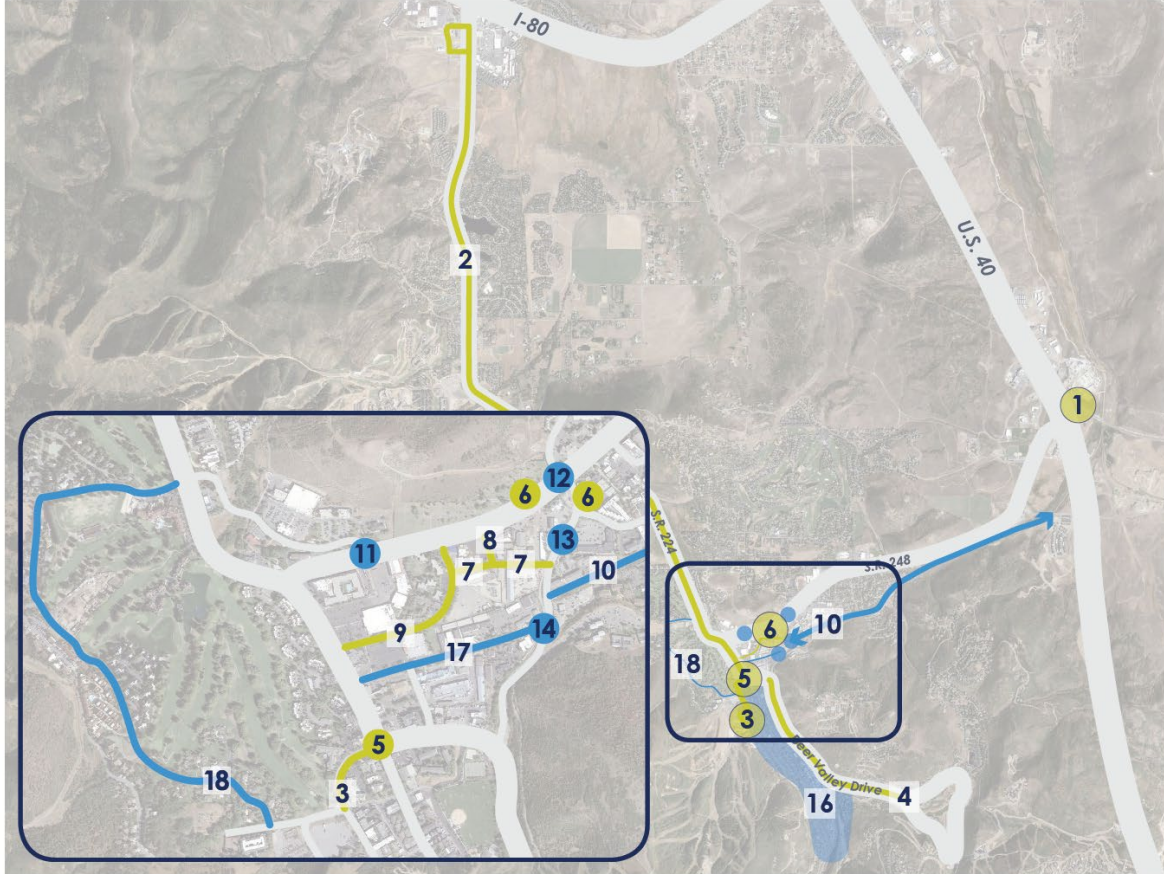
- Spring 2021 Construction
- Summer 2021 Construction
- Fall 2021 Construction
- Spring 2022 Construction
- Regional Roadway



Planned Regional Transportation Projects

This is an overview of planned regional transportation projects. Other planning efforts, such as the Short Range Transit Plan, ATP, and Long Range Transportation studies might add projects to this list.

Legend



Capital Projects List

1. Quinn's Junction Park & Ride Phase II

Project Details: Add a transit station, and of line transit facilities, electric bus charger, and an e-bike station. Provide intersection improvements, signage, and VMS boards.

2. SR 224 Bus Rapid Transit (BRT)

Project Details: Add side-running BRT transit lanes, transit intersection improvements, and signage. Project includes potential roadway widening to accommodate transit lanes.

3. Empire Avenue and Multimodal connections

Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the base area redevelopment.

4. Deer Valley Drive Complete Streets

Project Details: Provide transit priority and enhanced connectivity for bikes/pedestrians. Improvements could include transit lanes, pathways, and other improvements outside the resort area redevelopment.

5. Empire/Park/SR224 Intersection and Street Improvements

Project Details: Update intersection with transit priority and pedestrian safety improvements.

6. Arts & Culture Transit Stops

Project Details: Construct regional transit stops on Westbound SR248 and Northbound Bonanza. Add transit facilities/amenities, bus pullouts, sidewalk and pathway improvements.

7. Munchkin Complete Street Connection and Improvements

Project Details: Extend road through to Homestake. Add a 15' pathway on the south side, and a 5' sidewalk on north side; shared bike lane markings and a high visibility crossing at Munchkin/Bonanza Dr. utility relocations, roadway connections, and landscaping.

8. Woodbine Complete Streets Improvements

Project Details: Reconstruct Woodbine with 5' sidewalk, shared bike lane markings, signs, drainage, utilities and an improved Woodbine/SR248 crossing.

9. Homestake Complete Streets Improvements

Project Details: Add a 12' pathway on south side of Homestake and shared bike lane markings and improve SR224 pedestrian crossings. Project may also include utility relocation, roadway connections, pathways/sidewalks, bike markings, protected pedestrian crossings, and landscaping.

10. Rail Trail Widening

Project Details: Resurface and widen the rail trail to 14'. Improve drainage, erosion control, and add bridges.

11. Snow Creek Crossing (Tunnel under SR248)

Project Details: Road will be extended through to Homestake. Inclusion of a 15' pathway on south side; 5' sidewalk on north side; shared bike lane markings; high visibility crossing at Munchkin/Bonanza Dr. Utility relocation, roadway connections, and landscaping.

12. SR248/ Bonanza Wells Fargo Tunnel

Project Details: Tunnel under SR248/Keams in front of Wells Fargo

13. Bonanza/Prospector Tunnel or Bridge

Project Details: Crossing Bonanza connecting Arts and Culture to Prospector Square and Rail Trail.

14. Iron Horse Intersection/Rail Trail tunnel

Project Details: Tunnel improvement from Arts and Culture district to existing tunnel on Bonanza Drive

***15. Mobility as a Service Improvements/Curb-side Improvements**
Project Details: Drop-off and pick-up zones, modifications to curb space, include methods such as car and bike sharing, taxis and car rental/leases, and provides consumer travel options.

16. Old Town Complete Street Improvements

Project Details: Numerous active transportation improvements and traffic calming features for the Old Town core. May include byway opportunities, lighting, wayfinding, pedestrian crossings, improved bike/pedestrian facilities.

17. Iron Horse Complete Street Improvements

Project Details: Enhanced sidewalks and improved pathways, connections to Rail Trail, intersection improvement to Bonanza Dr.

18. Three Kings Complete Street Improvements

Project Details: Transit improvements, pathway connections, bike markings, and traffic calming measures on Three Kings Drive to Thayne's Canyon Drive.

*Other Projects

State of Good Repair and Operational Projects

A. Electric Vehicle Charging Infrastructure

Upgraded electric chargers: DC fast charger/trickle charger.

B. Electric Bus Fleet Replacement

Convert entire transit fleet to electric vehicles.

C. Bus Shelter Maintenance

Improved design, sidewalk connections, transit shelters, lighting, signage, etc.

D. Rail Trail Maintenance

Maintain the rail trail pavement, improve drainage, weed control, etc.

E. SR248 Express Bus NEPA

Plan and design to connect Quinns and Park City with transit priority

F. On-Demand Micro Transit

On-Demand transit service with flexible routing, scheduling, vehicles, etc.

G. Electric Autonomous Vehicle

Electric autonomous vehicle that operates as a circulator service.

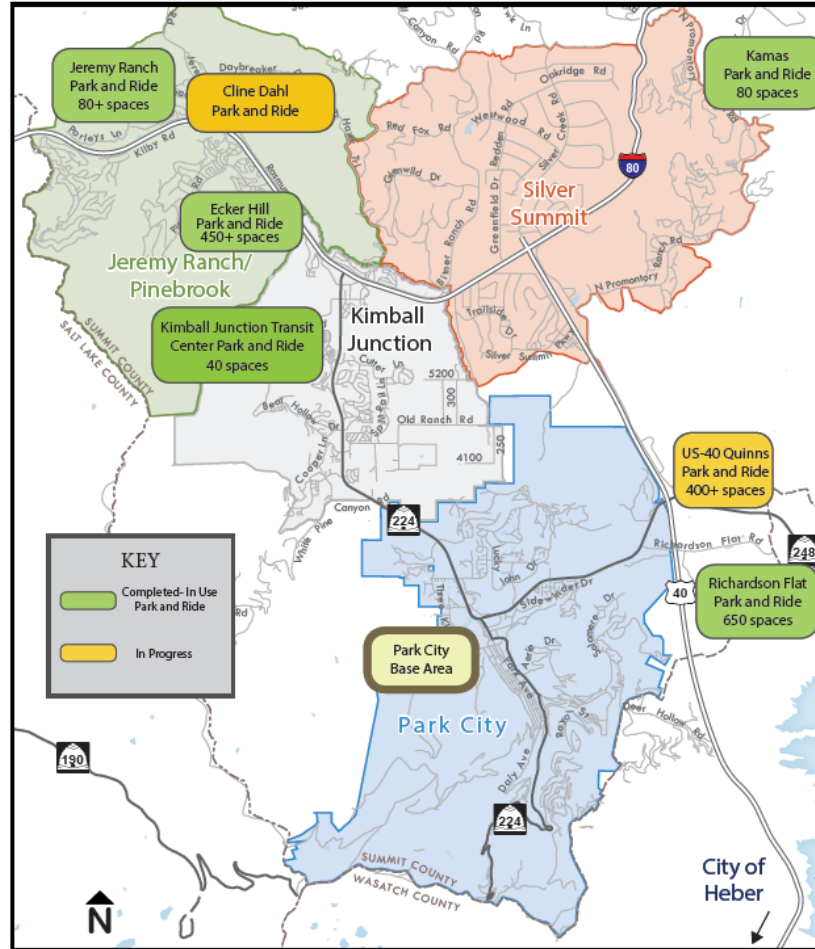
H. Variable Message Boards

Continue to expand real time traveler information.

*Not pictured on map



Park City and Summit County Regional Park and Ride Map

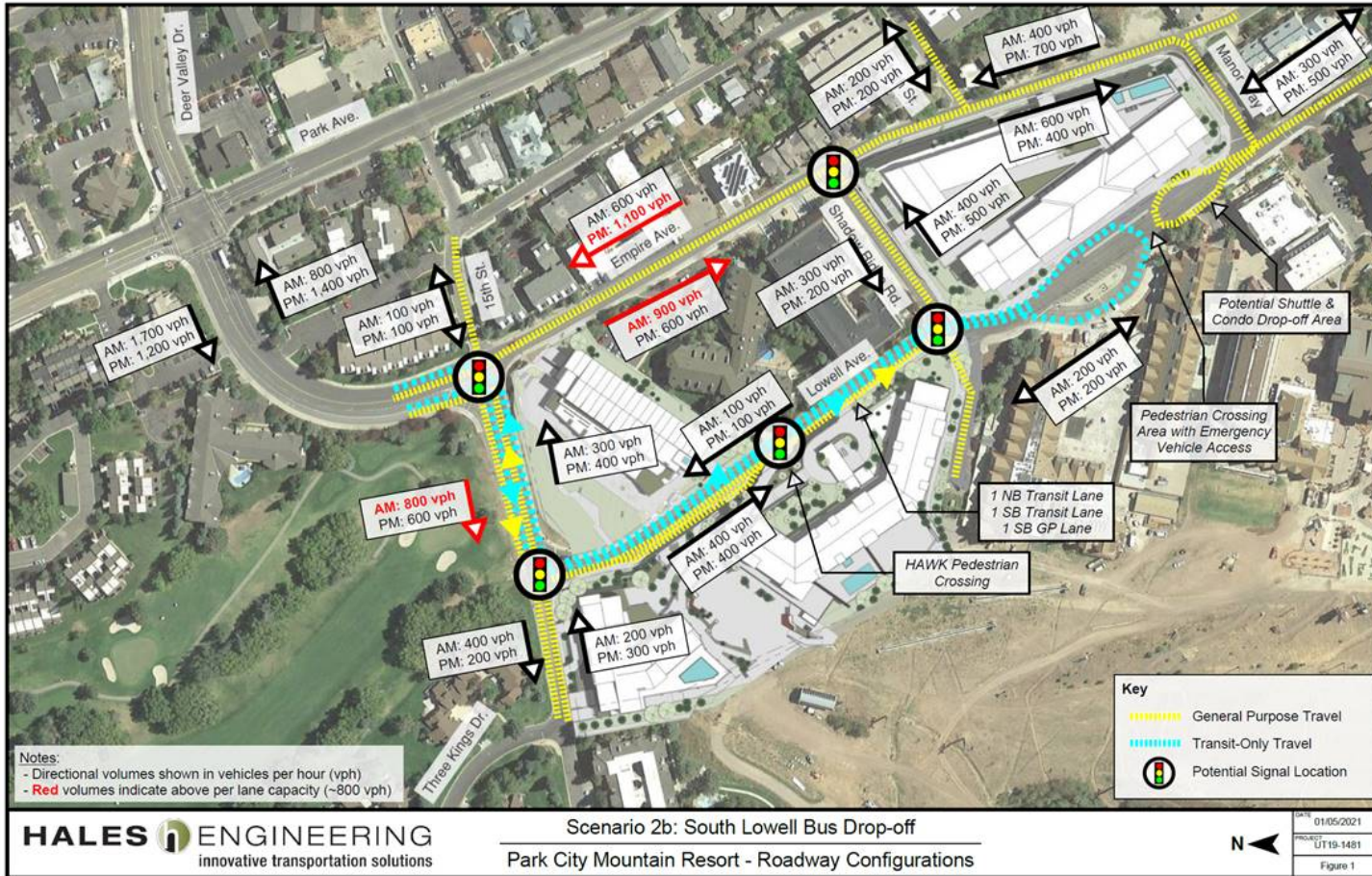


Transportation and Circulation Issues

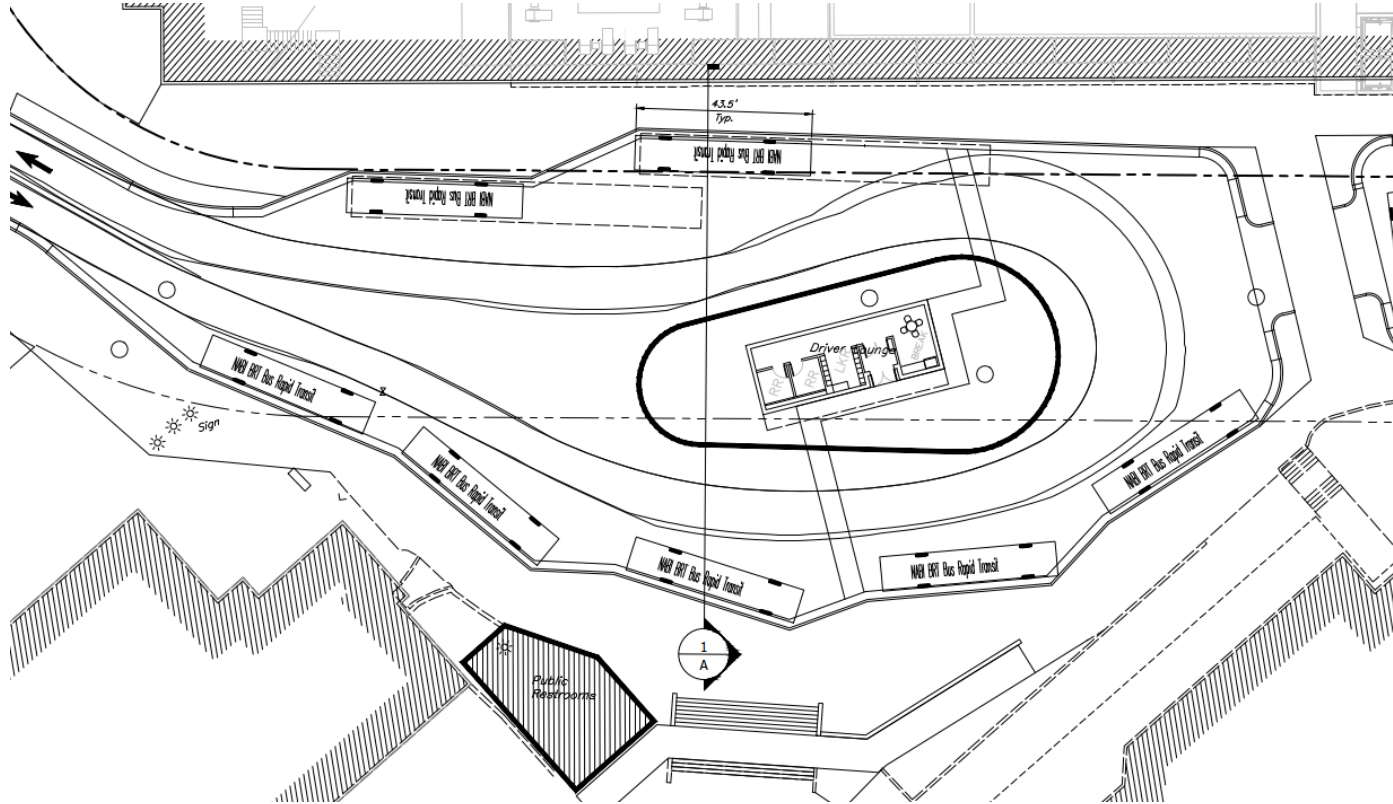
- Reviewed applicant's most recent submission materials and developed a list of 16 remaining issues.
- AECOM and City have met with applicant to review. All have been addressed or can be deferred to the design phase of the project.



Scenario 2b



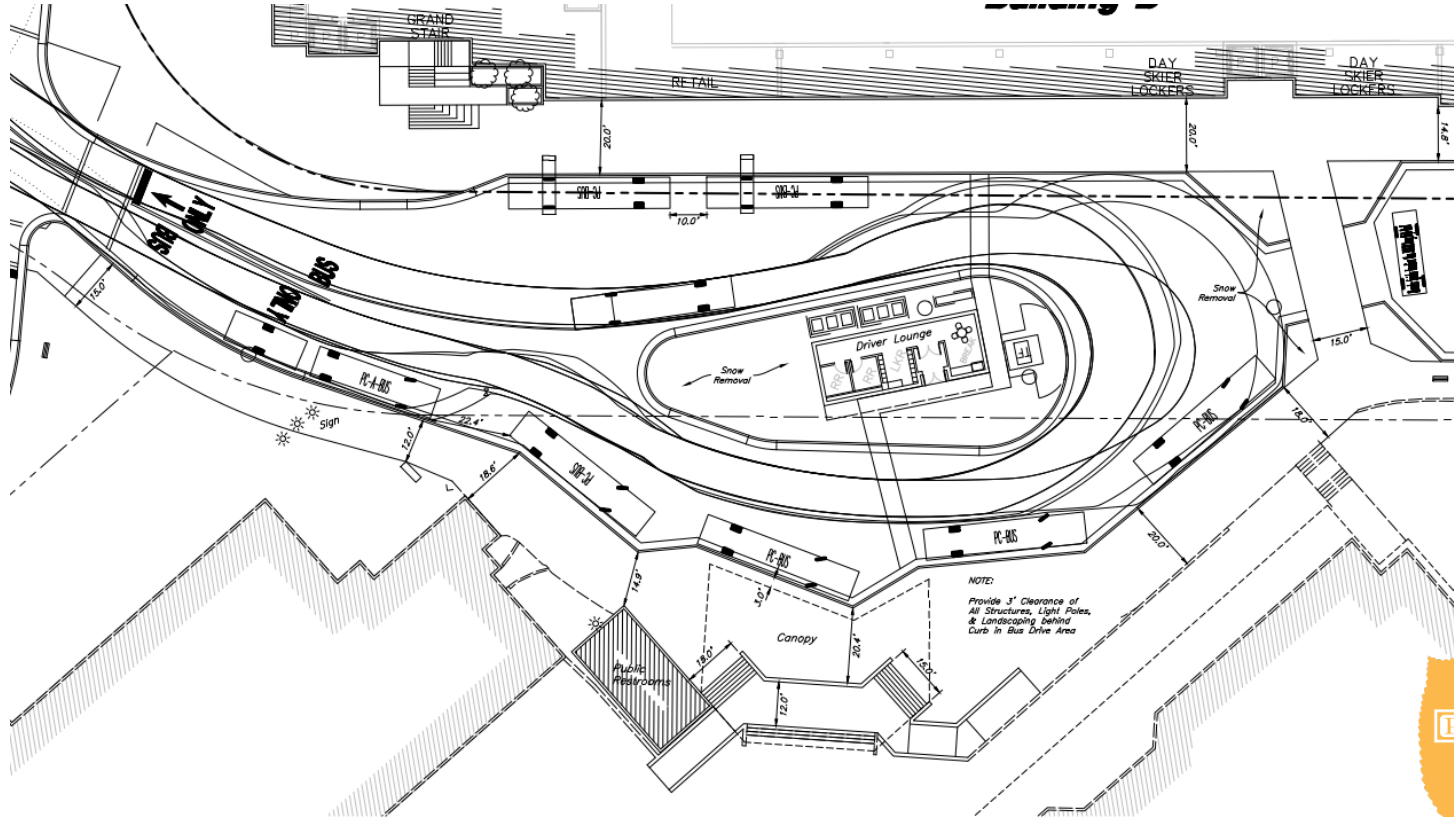
Transit Center Design (Previous)



Transit Center Design



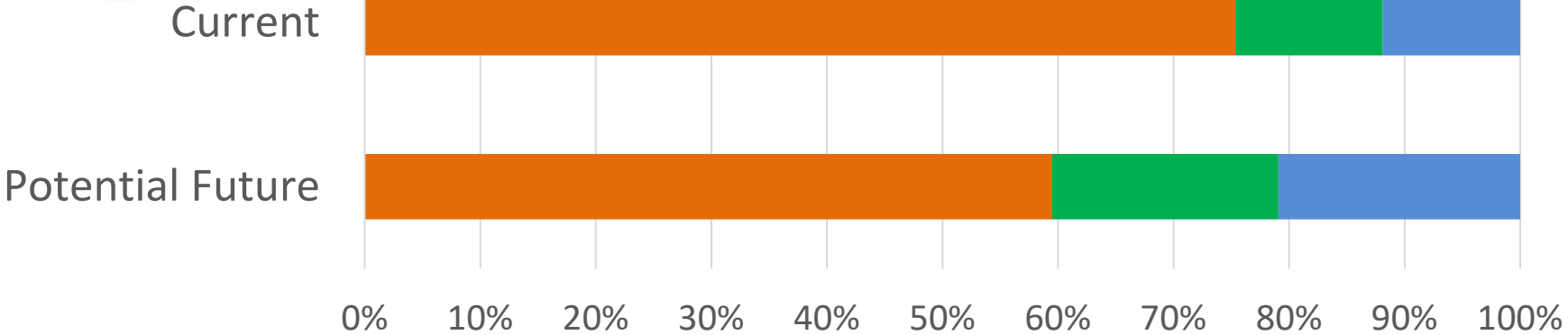
Transit Center Design (Latest)



Travel Demand Management

Potential Future Design Conditions

*assuming
400
fewer cars
in peak
hour*



■ Arrive Via Car ■ Arrive Via Walk/Ski Lift ■ Arrive Via Bus/Shuttle



Travel Demand Management

Mode Split

- f. Per the Hales Engineering Transportation Analysis, the mode split required to achieve a 20% reduction would need to be a global goal for the Applicant, City, Existing Base Area and Resort. To achieve this Park City will have to increase bus service and public transit circulation.
- g. The Applicant intends to implement a series of measures targeted to increase the current average vehicle occupancy (AVO) (which ranges from 1.9 to 2.3 passengers per vehicles) to a range of 2.3 to 2.7 passengers per vehicle, which is anticipated to reduce peak hour vehicle trips.
 - i. These measures include:
 1. Paid parking
 2. Incentives for carpooling
 3. Public lockers to rent for the day/season
- h. The Applicant agrees to work with Park City Municipal and City Mountain Resort.
- i. The Applicant agrees to implement satellite parking for employees and guests, as demand warrants. If satellite parking is provided, the Applicant agrees to work with the City to ensure public or private transportation to the site is available.

Bi-annual Review

The applicant will meet with the city to review the following:

- j. Utilization of Quinn's parking lot. If capacity is consistently exceeded, Applicant will require that employees park at other satellite parking lots (Richardson) and will be shuttled to the resort – allowing guests to utilize the Quinn's parking lot.
- k. Success of the Parking Management Plan and whether any adjustments need to be made which may include, but is not limited to:
 - i. implementing new parking management strategies
 - ii. adjusting pricing, implementing incentives for transit or carpool
 - iii. evaluating transit/shuttle capacities or identifying off-site parking opportunities.

180 N. University Avenue #200, Provo, UT 84601



Shared Parking Agreement

- l. A shared Parking agreement will be put in place with all new proposed uses. This will help effectively use all available stalls at peak parking demand times.
- m. Valet parking will be available 24 hours a week at on parcel C. This will increase the parking capacity by an extra 10-15% by enabling cars to be stacked behind the other in-parking spaces, and to park cars in non-parking spaces. The applicant is also open to car stackers, if necessary.

- Redlines provided and accepted by applicant
- Ongoing revisions will be made and reviewed at each CUP



14th/15th Streets

- Not ideal for vehicle traffic circulation due to:
 - Safety
 - Steep grades
 - Residential land uses
 - Constraints at Empire intersections
 - Additional traffic pressure on Park Avenue
- Should continue to use these as bike/ped access routes



Other Items

- Discourage cut through traffic on residential streets
 - AECOM recommended investigating VMS and/or traffic calming
- Discourage parking in residential neighborhoods
 - AECOM recommended shared parking agreements.



Other Items

- Lane configuration at Empire/Silver King/Lowell Intersections.
 - AECOM will work with City and applicant to refine intersection layout

