
PCM BASE AREA

Request to Amend the 1998 Development Agreement

Planning Commission Meeting March 24, 2021



Application

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



Introductions

- **Gretchen Milliken**, Planning Director
- **John Robertson, P.E.**, City Engineer
- **Julia Collins**, 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
2. Applicant's Presentation
3. AECOM's Analysis of Transportation Circulation Scenario 2b
4. Parking (*time permitting*)

Next meeting scheduled for **4/21/2021**



Critical Priorities for Site:

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



Higher Priority

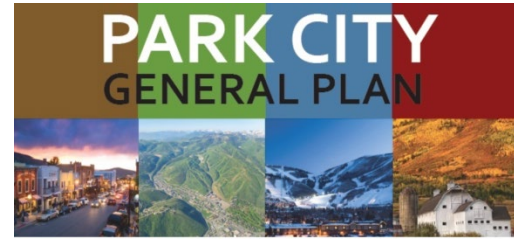


Lower Priority



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.



Planning Commission

At the public hearing, the Planning Commission should discuss:

1. Questions, concerns or feedback on the applicant's preferred Scenario 2b.

- Does it **meet City's priorities** for site?*
- Do the applicant's plans have sufficient substance and detail to **mitigate 20% of vehicle trips**?*



Planning Commission

2. *Should the applicant seek to improve Scenario 2b, or redesign the site plan to accommodate a more integrated, flexible and forward-thinking transit station?*
 - *Pedestrians*
 - *Drop-off areas*
 - *Residential mitigation*
 - *Back of house circulation plans*
3. *What degree of specificity is required now, and what can be addressed at subsequent CUP applications and Conditions of Approval.*
 - *PMP, TDM, employees, additional information*



Commercial and Residential Parking

Applicant is proposing **521 parking stalls** for commercial and residential use (hotel and condos), in addition to 1,200 day skier parking stalls.

Applicant is proposing **1 stall per hotel room, condominium unit, and affordable housing unit.**

Based on LMC, applicant is looking for a **502 parking stall exception**, in addition to the 600 stalls from 1997 MPD approval.



Commercial and Residential Parking

Because 1,200 day skier stalls will also be available, City Staff and AECOM believe there **should be sufficient parking** for the Residential and Commercial Uses proposed.

AECOM recommends **shared parking agreements** with existing and proposed Uses to provide adequate parking at peak times.

Valet parking will be required for the Hotel Building.

Recommend updated parking analysis based on actual parking demand at each CUP.



Day Skier Parking

Staff and AECOM are no longer recommending a reduction in day skier parking at the Resort, but recommend **managing parking to approximately 800 vehicles** in order to achieve the necessary modal split and vehicle reduction goals through paid parking and increased transit service and amenities.

Applicant submitted Draft Parking Management and Transportation Demand Management Plans which will be revised with CUP applications and must be reviewed on an annual basis with the City Engineer, Planning Director and Assistant City Manager.



Day Skier Parking

Staff and AECOM agree that the implementation of **paid parking** will increase the AVO, and the Resort should have sufficient parking on most days. However, the applicant should provide additional analysis to verify this. Case studies?

Resort no longer anticipates reaching the CCC projected in 1998 Mountain Upgrade Plan and therefore **does not require the 600 stalls** required in the 1998 MPD approval.



Day Skier Parking

Staff recommends applicant and Resort explore expanding **Richardson Flats** parking area to accommodate construction and employee parking, which could also be used to meet peak day overflow parking demand as necessary, and the applicant and Resort can provide shuttle capacity from this lot as required.



Employee Parking

Need more information on off-site employee parking and shuttle opportunities, other employee transportation demand management plans.

Staff recommends applicant and Resort clarify and memorialize their **employee transportation plans.**

