
PCM BASE AREA

Request to Amend the 1998 Development Agreement

Planning Commission Meeting December 15, 2021



Application

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



Tonight's Agenda

1. Staff update - focus on off site parking and transit mitigation
2. Applicant update
3. Planning Commission discussion
4. Public input

Work Session scheduled for **1/19/2022** with a focus on applicant's proposal for mitigation.



Parking

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

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



Off-Site Parking Mitigation

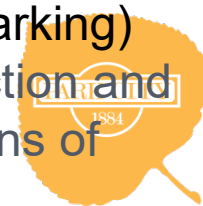
- Each **parking stall** at the base = **1 extra car** on the road
- PC may decrease the required number of Parking spaces based upon a Parking analysis that meets the requirements of LMC 15-6-5(E) a-g
- Applicant submitted a **shared parking analysis**



LMC 15-6-5(E)

OFF-STREET PARKING.

- a) The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.
- b) A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.
- c) Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.
- d) An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.
- e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.
- f) Provisions for overflow Parking during peak periods.** (for day-skier parking)
- g) An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.



Off-Site Parking Mitigation

- Existing congestion and parking deficits
- Addressing these issues + new development is complex
- Paid parking + modal shift = impacts to City's P&R & transit system applicant and Resort must mitigate for



Mitigation Framework

- AECOM study informed City of the costs associated with **baseline level of service to serve QJPR** with transit service to Old Town every 20-30 min, as well as an **enhanced level of service required to service Resort** due to impacts of paid parking and goal of maintaining acceptable levels of service at the internal Resort base intersections.
- **“Baseline” level of service = 1 bus every 20-30 minutes.**



Mitigation Framework

- Applicant's analysis indicates that 272 cars or 408 people will need parking and transit to Resort on peak days.
- **“Enhanced” winter transit service to and from the Resort. (Peak hours/Peak days)**



Mitigation Framework

The applicant has outlined two (2) scenarios including:

- **Scenario 1:** The applicant/Resort **rely on QJPR** and Park City Transit for day-skier parking and transportation. (**High School not available**)
- **Scenario 2:** The applicant/Resort **secures their own off-site parking and transit solutions** without reliance on the City. (**no parking or transit mitigation to City**)



Mitigation Framework

The applicant has proposed a methodology for calculating their potential mitigation into three categories. Each of the three categories includes both a **capital** contribution and an **operations and maintenance** contribution.

Three categories include:

1. Parking Mitigation for Resort day-skiers
2. Transit or Mode Split Mitigation
3. Employee Off-Site Parking Mitigation



Day–Skier Parking Mitigation

One time capital contribution to parking capacity in the Quinn’s Junction area.

Annual O&M contribution for use of the City’s parking facilities.



Transit Mitigation

One time capital contribution to increase City's bus fleet

Annual O&M contribution for incremental service needed to serve Resort with "enhanced" capacity



Employee Off-Site Parking & Transit Mitigation

Capital contribution for transit shelter and/or other basic amenities at Richardson's Flat Parking Lot (Base Area parking association will run employee shuttle to Resort)

Annual O&M contribution for use of RFPL



Peak Days

Many weekend days and snow events are increasing the number of peak days.



Conclusion

Staff requests discussion to inform the applicant and staff if the Commission is satisfied with the applicant's proposed methodology and categories of mitigation prior to staff and the applicant putting actual numbers to the proposed mitigation.

