
PCM BASE AREA

Request to Amend the 1998 Development Agreement

Planning Commission Meeting September 23, 2020



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

- **John Robertson, P.E., City Engineer**
- **Julia Collins, Senior Transportation Planner**
- **Alexandra Ananth, Senior Land Use 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**



Tonight's Agenda

- 1. Framework for City's Review**
- 2. Proposed Circulation Plan**
- 3. City's Transit First Priority**
- 4. Aecom's Analysis of TIS Including Traffic, Transit and Multimodal Components of TIS**
- 5. Parking**
- 6. Use of City Property**



Framework for Review

1. **1998 DA and related Exhibits:**
 - Exhibits J and K, the *Traffic and Parking Mitigation Plan*
 - Exhibit L, the *Mountain Upgrade Plan*
 - 1997 MPD Approval
2. ***Park City General Plan* and other plans adopted by City Council:**
 - *Long Term Strategic Plan*
3. **Adopted Transportation Plans:**
 - *Complete Streets Resolution*
 - *Transportation Demand Management Plan*
 - *Traffic and Transportation Master Plan*
4. **LMC MPD Requirements**

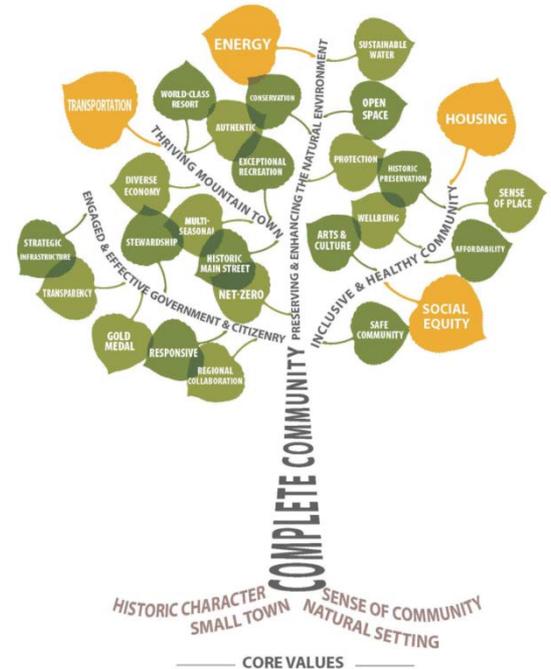


General Plan

- 1. Increasing opportunities for public transit (including consideration of dedicated transit lanes);**
- 2. Circulation modifications to improve the user experience of arriving and leaving the Resort Center;**
- 3. Implementing alternative parking locations with public transportation connections;**
- 4. The development of transportation demand management strategies to decrease vehicle traffic;**
- 5. Improving multimodal connections between the Resort and Main Street, Deer Valley and the Bonanza Park areas;**
- 6. Decreasing resort impacts on surrounding residential communities; and**
- 7. Discouraging resort through traffic on Three Kings Drive. The applicant should be prepared to explain how their application addressed these principles.**

Long Term Strategic Plan

- Identifies four (4) Critical Priorities to guide decision making and provide structure for ensuring community's vision and values are achieved.
 1. Transportation – reduce congestion with integrated multi-modal transportation system
 2. Energy
 3. Housing
 4. Social Equity



Adopted Transportation Plans

1. Complete Streets Resolution, adopted 2018
2. Transportation Demand Management Plan, adopted 2016
3. Traffic and Transportation Master Plan, adopted 2011



LMC MPD Requirements

Section 15-6-5(E)(e)(f) & (g)

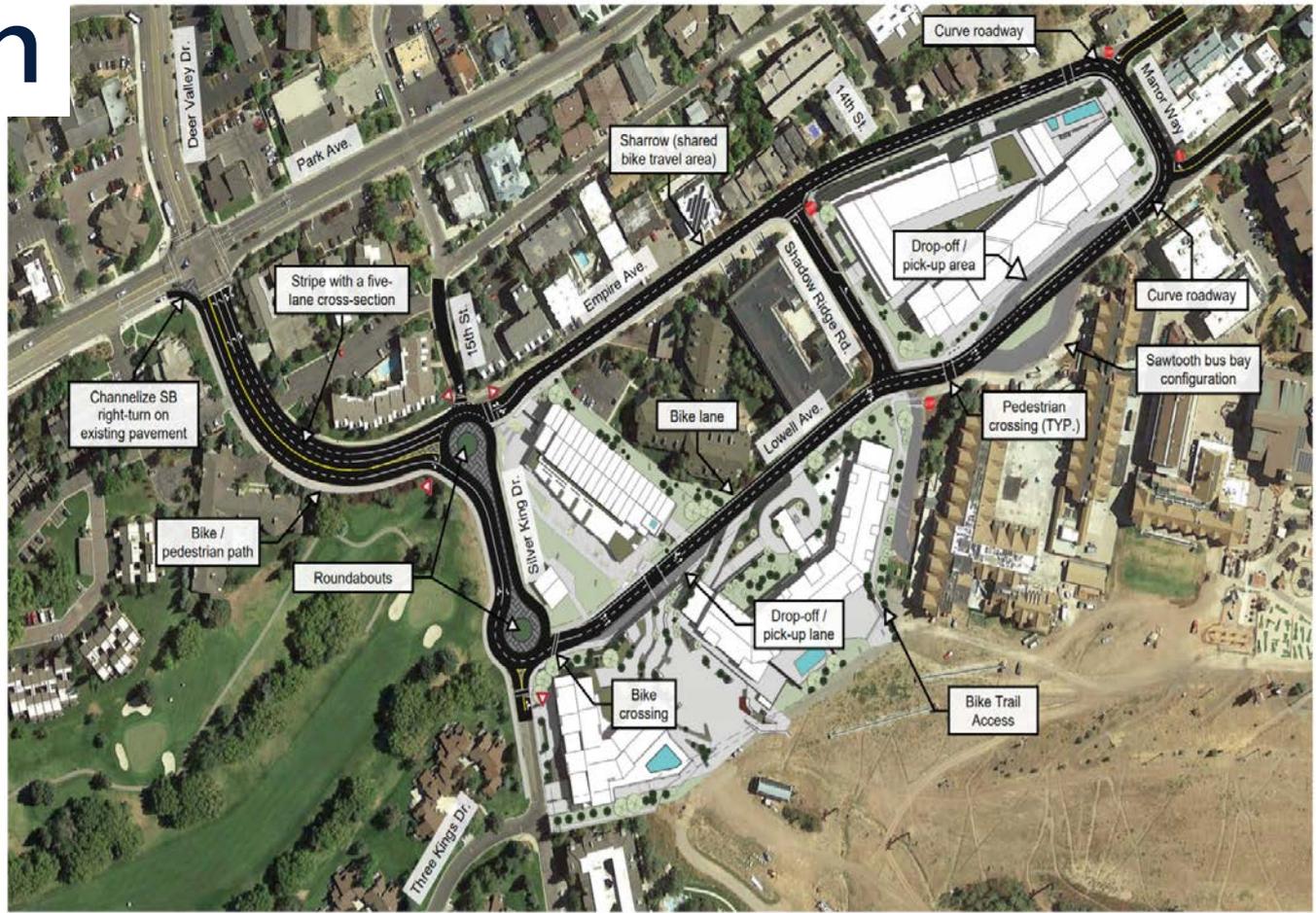
- e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation (TDM Plan).
- f) Provisions for overflow parking during peak periods.
- g) An evaluation of potential adverse impacts of the proposed parking reduction and density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

Section 15-6-5(G)(8)

- 8. The Site planning for an MPD should include transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable.



Circulation



“Transit First”

1. History of prioritizing transit, walking and biking in City’s adopted plans
2. Providing transit and multi modal options are Critical Priority for City Council
3. Implement travel demand management strategies to decrease amount of vehicles going to the site
4. Regional significance of this destination to the entire transit network



Higher Priority

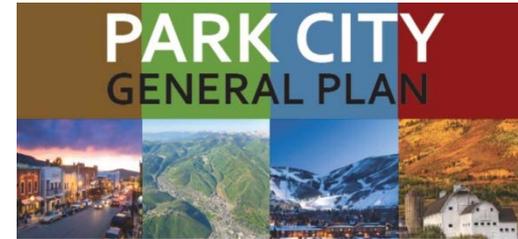


Lower Priority



General Plan Objectives

1. Increasing 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. Implementing alternative parking locations with transit connections;
4. Implementing travel demand management strategies to decrease amount of vehicles going to the site
5. Improving connections to major PC destinations
6. Decreasing impacts on surrounding residential communities
7. Discouraging resort traffic on Three Kings Drive



Current Conditions for Transit

- **Poor transit circulation.** Under normal conditions 6 mins; during peak/winter 35-45 mins for bus to circulate.
- Bus mixes with general traffic, taxis/Uber/Lyft, shuttles=**many choke points**
- 26 buses per hour, if conditions improve anticipate 38+
- **Lack of adequate passenger amenities:** shelter, ADA access, lighting, snow removal, safe crossings, close bathrooms, no end of line bus layover amenities



Transit Review

More substantial bus infrastructure

1. *Set a goal for capacity* determined by people-based analysis and maintaining acceptable LOS at intersections (**at least 2,500 people per hour**)
2. Bus priority lanes
3. 8 bus bays
4. Bus stop features/amenities (ADA, bathrooms, next bus signs)



Transit Review

People-Based Analysis to right size the bus and pedestrian infrastructure

- *Peak capacity for bus system*
- *Peak capacity for walkways/bikeways*
- *Winter and summer conditions*
- *Compare CCC to Presidents Day conditions*



2019 SE GROUP EXISTING CONDITIONS	
Source	Skiers Provided
I. Parking	
1500 available parking spaces @ 2.7 skiers per space	4,050
II. Lodging at Base Area	
Existing Beds (4274 beds)	
<i>Net skiers from existing beds</i>	3,249
New Hotels	
<i>Additional skiers from new hotels (i.e. Marriott Mountainside)</i>	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
<i>Net skiers from nightly rentals</i>	624
III. Town Lift	
Actual usage	950
IV. Transit	
Park City Transit Usage	1,800
Hotel Shuttles	398
Drop-off/Ride-share	225
Total skiers supply at peak destination occupancy	11,733
Existing CCC	12,570
Ratio	93%



2019 MASTER PLAN PROPOSAL	
Source	Skiers Provided
I. Parking	
1514 net parking spaces @ 3.7 skiers per space	5,602
100 Ski Club parking spaces @ 2 skiers per space	200
60 Flex Parking from condo/hotel parking @ 3.7	222
II. Lodging at Base Area	
Existing Beds (4274 beds)	
<i>Net skiers from existing beds</i>	3,249
New Hotels	
<i>Additional skiers from new hotels</i>	437
New Nightly Rentals, i.e. Airbnb, VRBO, etc. (260 units)	
<i>Net skiers from nightly rentals</i>	624
New skiers from Master Plan new residential program	710
III. Town Lift	
Actual usage (950 in 2019, but better useage could easily increase to 1100 without upgrade to the lift)	1100
IV. Transit	
Park City Transit Usage grown at 5%/year over 7 years	2,533
Hotel Shuttles	398
Drop-off/Ride-share grown at 5%/year over 7 years	317
Total skier supply at peak destination occupancy	15,391
Upgraded CCC	13,440
Ratio	115%



Transit Review

Pedestrian Analysis

Everyone (15,000 people) becomes a pedestrian on the site...

1. Estimate # of peds from each direction, from ½ mile radius
2. Size the walkways, road-crossings, bus stop waiting areas for demand
3. Design walkways to optimize experience



Traffic Impact Study (TIS) Review

TIS followed a standard methodology:

1. Analyzing existing vehicular traffic conditions (peak President's Day weekend)
2. Estimating anticipated new traffic at study intersections (based on ITE data and other local sources),
3. Recommending roadway capacity to achieve Level of Service (LOS D) conditions.



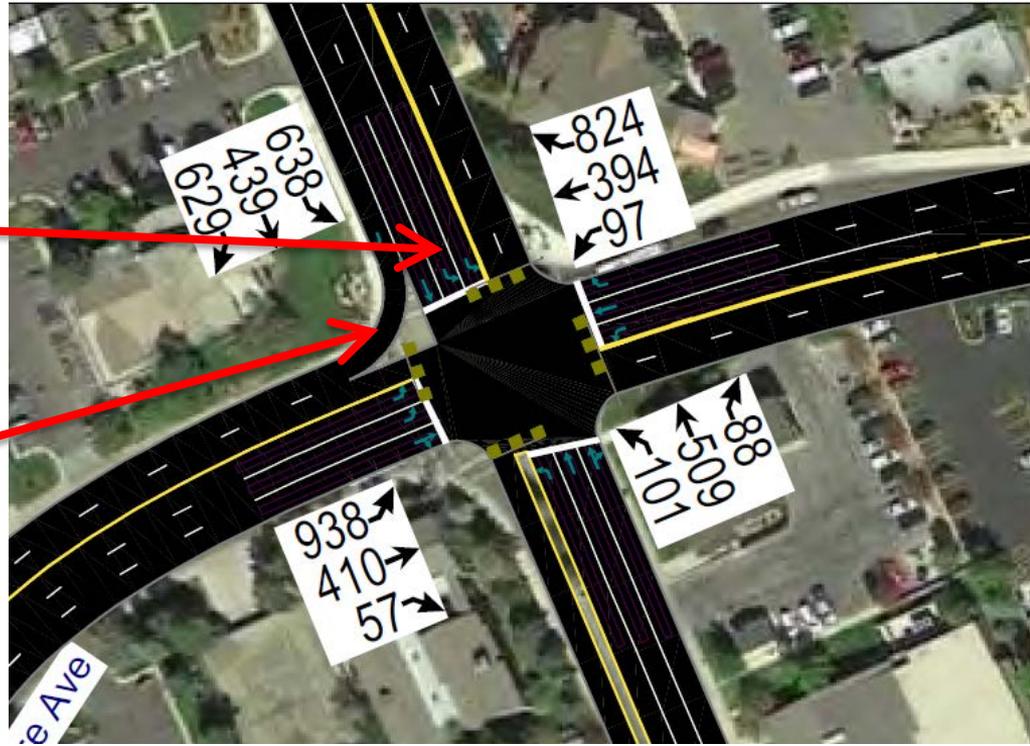
Traffic Impact Study (TIS) Review

Key findings/recommendations in the TIS:

1. Recommend additional roadway capacity at Park Ave/Empire Ave/SR-224

Dual left-turn lanes

Channelized Right-turn lane

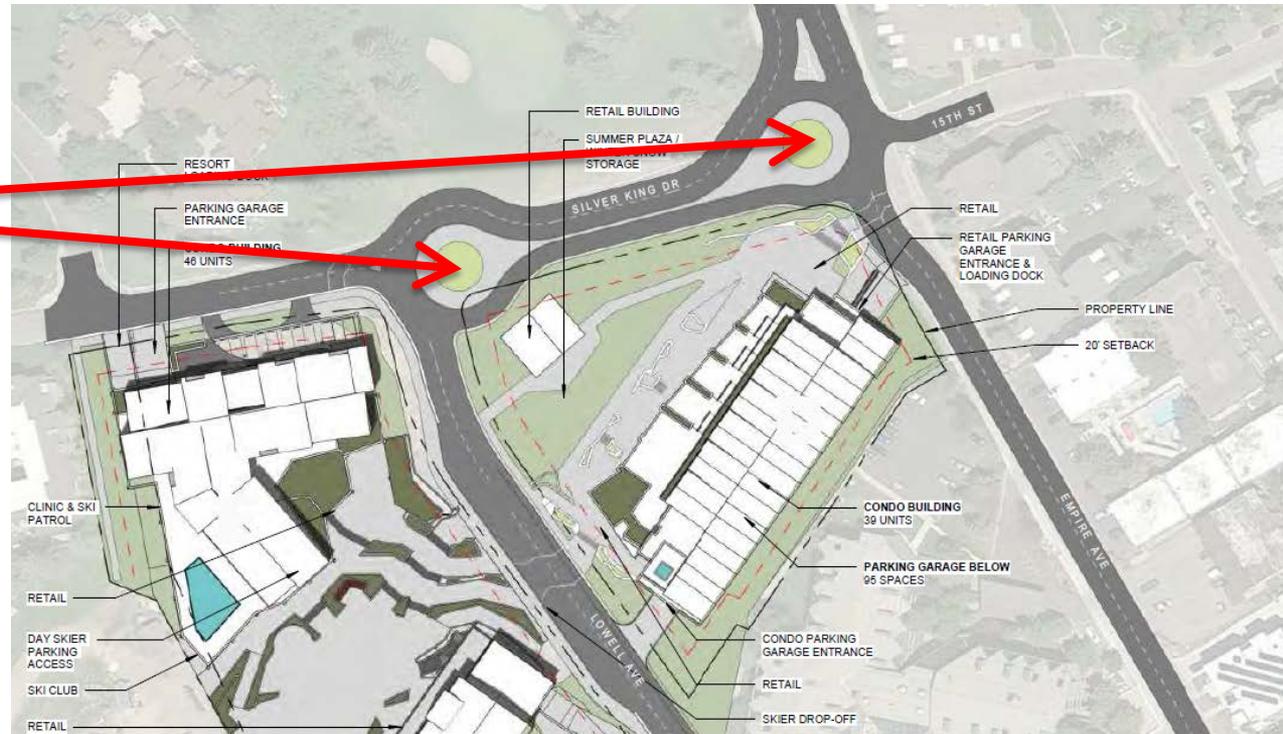


Traffic Impact Study (TIS) Review

Key findings/recommendations in the TIS:

2. Multi-lane roundabouts on Silver King Dr at Empire Ave and Lowell Ave

Multi-lane roundabouts



Traffic Impact Study (TIS) Review

Key findings/recommendations in the TIS:

3. Restripe (which will likely cause widening) Empire Ave from Park Ave to Silver Kind Dr

Existing: 2 lanes each direction.

Proposed: 2 inbound, 3 outbound lanes



Traffic Impact Study (TIS) Review

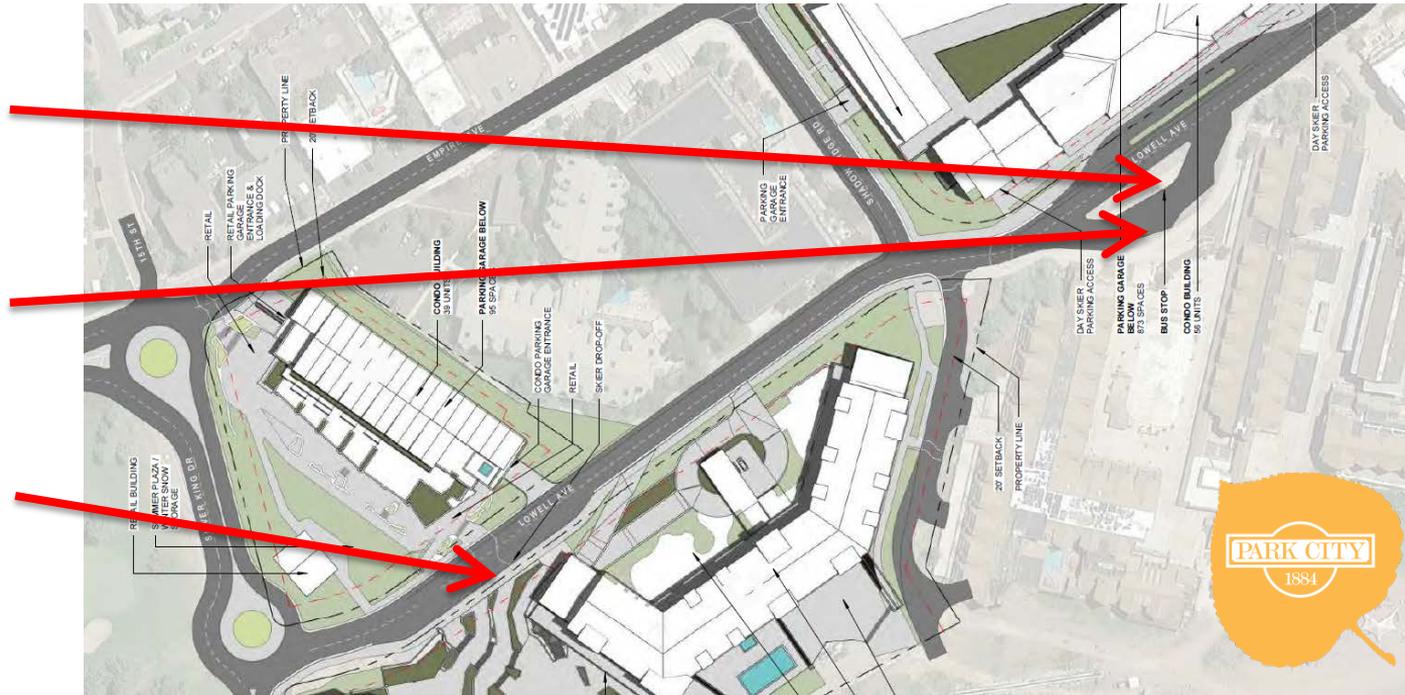
Key findings/recommendations in the TIS:

4. Separate loading/unloading zone from transit stop, and increase transit from two bays to four.

Existing: shared bus/shuttle/vehicle drop-off/pick-up

Proposed: Expanded bus stop (4 bays)

Proposed: Shuttle, TNC, private vehicle drop-off/pick-up



Traffic Impact Study (TIS) Review

AECOM Recommendations:

1. Calculate travel demand management reduction to achieve LOS goal at key intersections (all the way to SR-248).
2. Determine how to accommodate this reduction using transit and other modes.



Traffic Impact Study (TIS) Review

Other Comments:

- **Study area (Extend to SR-248)**
- **Analysis period (AM peak in addition to PM peak)**
- **Growth rates (utilize Summit County Travel Demand Model, not just historic rates)**
- **Additional documentation on trip generation calculations and reductions**
- **Additional analysis on roundabout recommendations (including how they impact pedestrians and bicyclist)**
- **Additional analysis on drop-off/pick-up area operations and parking garage flow (how do these affect the circulation?)**
- **Include a safety analysis focusing on pedestrian and bicycle incidents**



Pedestrian Connectivity

Sidewalk details?

*Strong connections to
Upper Base Area*

Consider sidewalks

- *Both sides Empire*
- *Both sides Silver King*
- *Both sides Lowell*
- *Both sides Shadow Ridge*
- *Both sides Manor Way*
- *14th 15th Empire to
Park Avenue*



Trailheads and Bike Routes

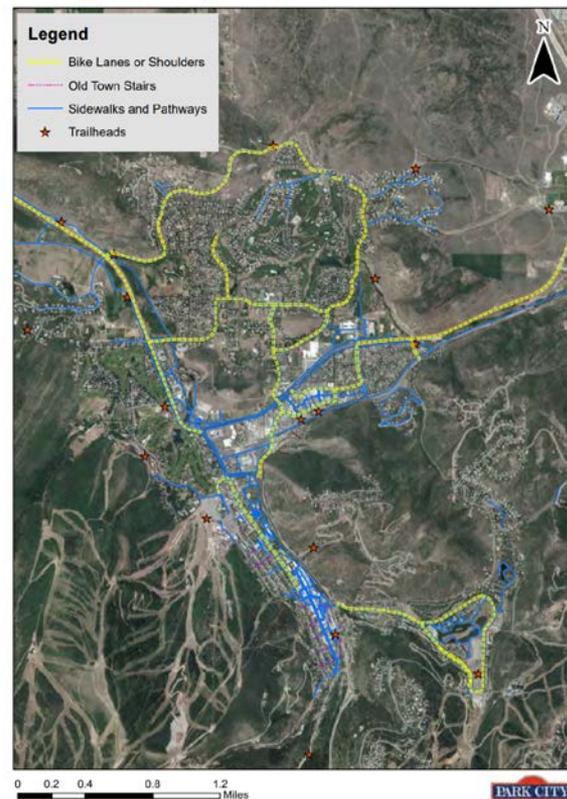
Need further details on how cyclists will navigate roundabouts.

Need Trailhead Plan:

- *Unloading areas w/ bike racks*
- *Parking*
- *Restrooms*
- *Map kiosks*
- *Trash receptacles*
- *Mutt Mitt stations*

SMALL TOWN

Walking and Biking Infrastructure



Day Skier Parking

Finding 13 of the [1997 Planning Commission MPD](#) approval notes that 1,200 skier parking ... will be replaced by 1,800 underground stalls for the exclusive use of the Resort, and that it is anticipated that all Resort parking will be paid parking. Parking for the Resort's Accessory Uses and or Support Commercial to the Resort are included in the 600 additional parking stalls that will be built for the Resort uses.

Of these 600 stalls, the Mountain Upgrade Plan notes that 500 of these stalls will be available for skier parking, and 100 stalls will be set aside for employees.



Day Skier Parking

Current application does not discuss additional 600 parking stalls, 1997 MPD approval's commitment for employee shuttles, employee parking, or stalls leased at HS. Any expansion to skier capacity is limited, unless it comes from transit.

Section 15-6-5(E)(1)(f) requires provisions for overflow parking during peak periods.

The Planning Department recommends that the applicant and the Resort satisfy the 600 additional parking stalls onsite, or identify additional off-site parking options that promote transit ridership in order to keep cars outside the City, during construction as well as on during peak resort capacity days.



Day Skier Parking

- *The applicant should submit TDM Plan and Parking Management Plan.*
- *Should this project be approved, the Planning Department recommends the Resort be required to submit an annual Parking Utilization Report to the City, and will recommend specific provisions/mitigation that shall be required of the Resort, if the Resort fails to meet their parking demand on more than a certain number of days.*



Commercial and Residential Parking

488 Parking stalls for commercial and residential use (hotel and condos), in addition to 1,200 day skier parking stalls.

Based on LMC applicant is looking for 364 parking stall exception, in addition to the 600 stalls from 1997 MPD approval.

Requested applicant's parking calculations.



Commercial and Residential Parking

In general, residential and restaurant uses will have highest demand in evening when day skier parking is available so Planning Department believes that there will be sufficient parking for these uses.

Proposing real time wayfinding signage directing vehicles to open parking stalls/lots. Also proposing to share parking among uses when available.

Do not address employee parking for new uses or employee parking for upper base area.



Use of City Property

Proposing to take approximately 4,000 square feet of land from the Park City Golf Course.

The Planning Department is concerned that this is not justified in the application, and that there is insufficient information submitted to adequately analyze a request of this magnitude.

The Planning Department strongly opposes the use of any municipal land for private development, as this would be a net loss of community amenities, unless it can be demonstrated by the applicant that the proposed plan will drastically improve a community goal or Critical Priority.



Conclusion

The applicant must further address the issues raised related transit, traffic and connectivity, and submit additional information to adequately mitigate the impacts of the project as well as Resort operations. The Planning Department recommends the Planning Commission seek clarification on and require additional information be submitted to the Planning Department for further review and analysis.

Staff Recommends the Planning Commission hear from the applicant, take public comments, discuss the project in order to give the applicant additional feedback, and continue the public hearing to October 28, 2020.



Programming and Site Planning



Proposed Parcel Programming Summary					
	Day Skier Parking Stalls	Condominium Units/Hotel Rooms	Residential Parking Stalls	Resort Accessory/ Retail/ Commercial SF ²	Affordable/ Employee Units
Parcel B	760	56 Condos	87	5,584	73
Parcel C	0	249 Guestrooms	183	23,520	0
Parcel D	0	39 Condos	95	21,148	0
Parcel E	414	46 Condos	123	32,535	0
Total	1,174 stalls	141 Condos/249 Guestrooms	488 stalls	82,787 SF	73 Units

