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# PCM BASE AREA

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Request to Amend the 1998 Development Agreement

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Planning Commission Meeting January 20, 2021



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# Application

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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](#).



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# Introductions

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- **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**
- **Pete Williams, SE Group, Applicant's Consultant**



# Tonight's Agenda

- 1. Framework for City's Review**
- 2. City's Transit Priorities for Base Area**
- 3. Update on City Transportation Initiatives**
- 4. Aecom's Analysis of Potential Circulation Scenarios reviewed to date**
- 5. Applicant's Presentation including Transportation and Architecture**

**Next meeting scheduled for 2/17/21**



# Framework for Review

Topic	How Reviewed	Relevant Code
Unit Density	<a href="#">1998 DA</a> including allocation between parcels and maximum gross square footage allowance; net reduction of UE's proposed along with a shifting of density among parcels; shifted density = Substantive Amendment/ Blended Review	<a href="#">1998 DA; 2019 First Amendment to the DA</a>
New Site Plan	Substantive Amendment to <a href="#">Exhibit D</a> of the 1998 DA	<a href="#">15-6-5(G)</a>
Perimeter Setback Reductions	Newly applied for	<a href="#">15-6-5(C)</a> <a href="#">15-2.16-3(C), (E), and (G)</a>
Building Height Exceptions	Newly applied for	<a href="#">15-6-5(F)</a> <a href="#">15-2.16-4</a>
Parking	Substantive Amendment to <a href="#">Exhibit K</a> of the 1998 DA; Reduction newly applied for	<a href="#">15-6-5(E)</a> and comparison to mitigation in 1998 DA
Traffic and Transportation Mitigation	Substantive Amendment to <a href="#">Exhibit J</a> of the 1998 DA	<a href="#">Traffic and Transportation Master Plan</a> and comparison to mitigation in 1998 DA
Affordable Housing	Blended proposal per <a href="#">2015 COA</a> ; <a href="#">Newly applied for Housing Authority review</a>	Current LMC/ <a href="#">Housing Resolution</a> for parcels B-E based on employee generation; propose incorporating 23 bed deficiency but not apply new Housing Resolution; pending review of Housing Authority
Phasing Plan	Substantive Amendment to <a href="#">Exhibit H</a> of the 1998 DA	<a href="#">15-6-4(G)(7)</a> requires a Phasing Plan



# Framework for Review

Three review paths for the requested MPD modification, and staff suggests the following structure to aid the Commission and public analysis:

1. Is the application consistent with the original MPD/DA and current LMC Chapter 6 criteria? **No Material Change**;
2. Is a new element or material modification newly applied for under specific, current LMC Chapter 6 criteria? **Newly Applied For (New Site Plan, Request for Exceptions for Perimeter Setbacks and Building Height, Parking, Traffic Mitigation, Phasing Plan )**; or
3. Is the Applicant proposing, or Planning Commission conducting, a new review of a part of the amended site plan or original approval? **Substantive Amendment/Full Review- Blended analysis of the original MPD/DA and current LMC Chapter 6 criteria (Density shift, Affordable housing).**



# 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**



# “Transit First”

1. History and philosophy for prioritizing transit, walking and biking
2. Recently completed Vision 2020 effort
3. Providing transit and multimodal options are a “Critical Priority” for City Council
4. Implement travel demand management strategies for base area and resort
5. Regional significance of this destination to the entire transit network



Higher Priority

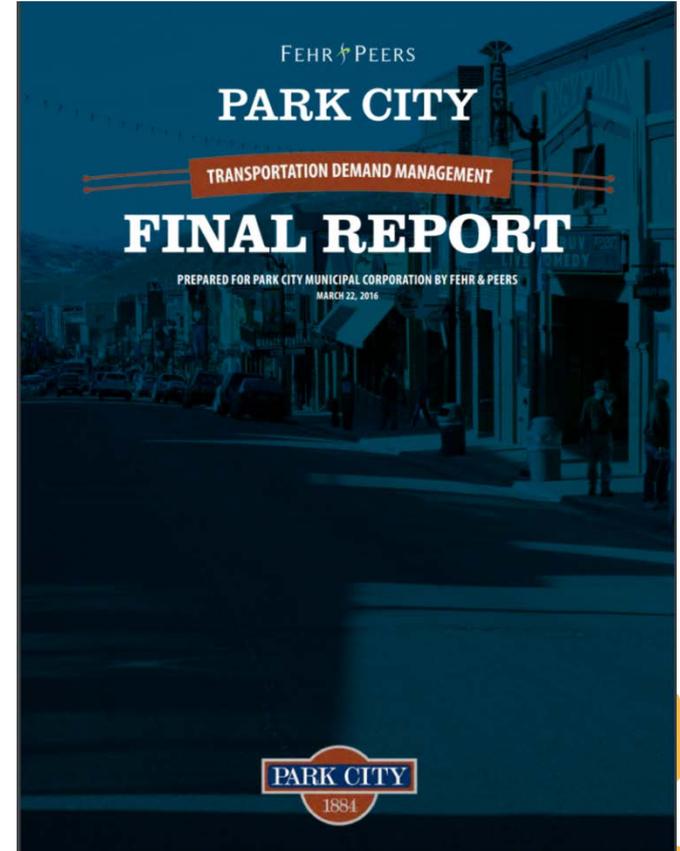


Lower Priority



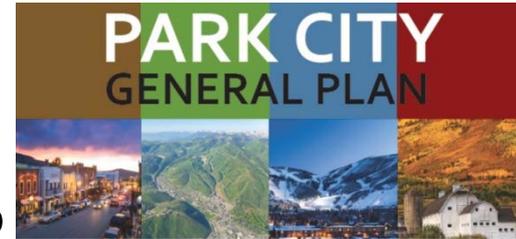
# Adopted Transportation Plans

1. Complete Streets Resolution, adopted 2018
2. Transportation Demand Management Plan, adopted 2016
3. Traffic and Transportation Master Plan, adopted 2011
4. Vision 2020, “Transportation Innovation”



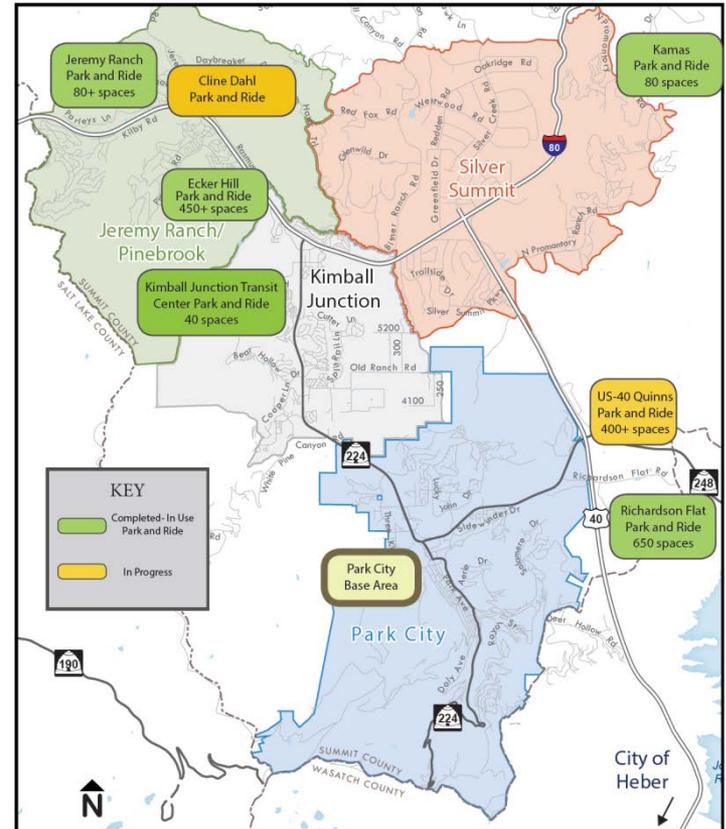
# General Plan Objectives

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 multimodal connections to major PC destinations
6. Decrease resort impacts on surrounding residential communities; and
7. Discouraging resort through traffic on Three Kings Drive



# Regional Transportation Initiatives

- Long and short range transportation planning
- Transition regional transit service to County, greater transit flexibility and services within City
- SR224 Bus rapid transit (BRT)
- SR248 westbound shoulder bus lanes
- Regional park and ride strategy



# 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**
- Currently 26 buses per hour
- **Lack of adequate passenger amenities:** shelter, ADA access, lighting, snow removal, safe crossings, nearby bathrooms, no end of line bus layover amenities



# People-Based Analysis

## Current Conditions

20,000+  
people on  
peak days

### Peak Hour Statistics



**7,191**  
people  
arrive in  
peak hour



**5,411**  
people  
arrive via  
car  
**75%**



**916**  
people walk  
or take ski  
lift  
**13%**

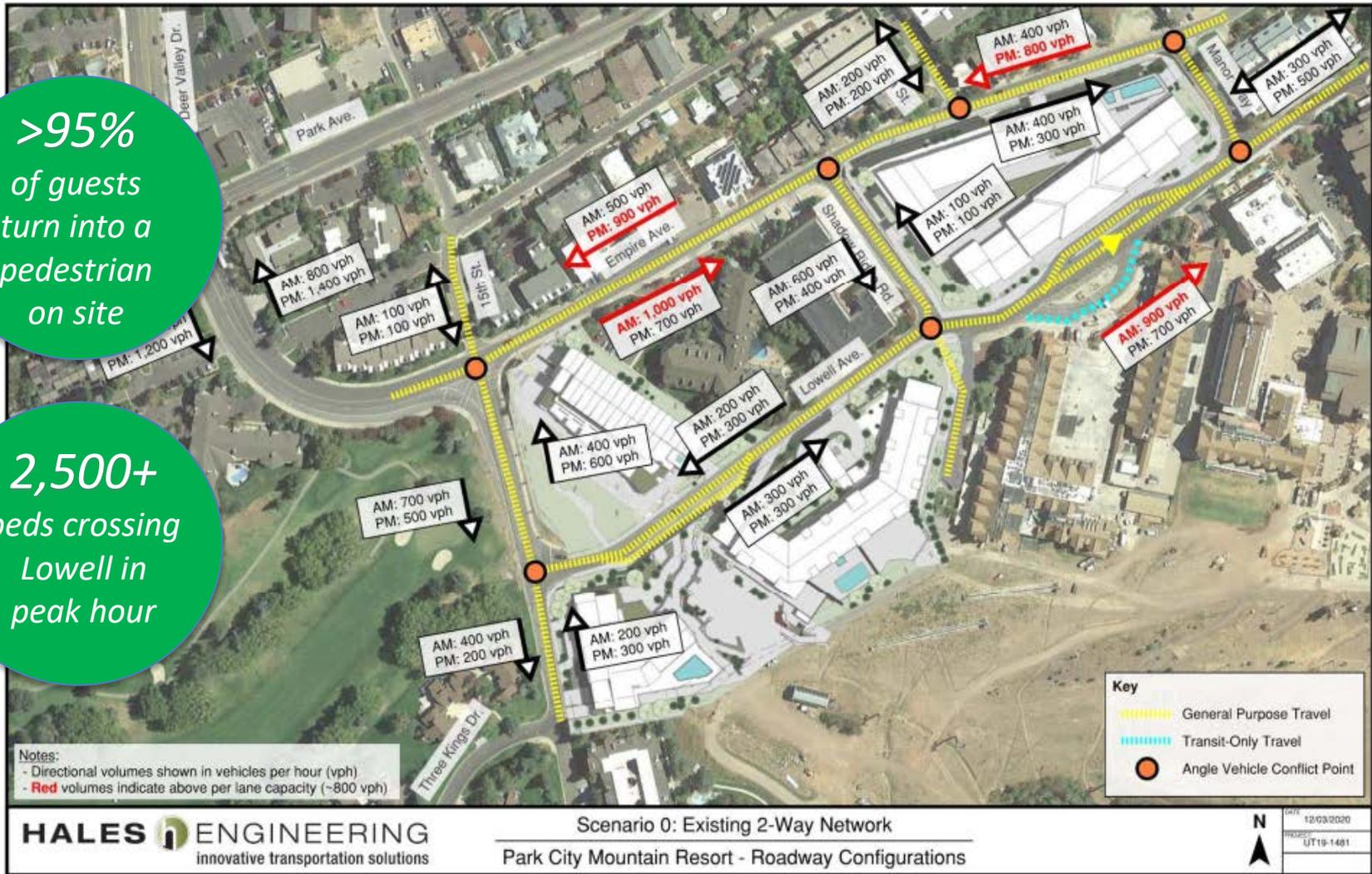


**854**  
people take  
bus or  
shuttle  
**12%**

# Current Conditions

>95%  
of guests  
turn into a  
pedestrian  
on site

2,500+  
peds crossing  
Lowell in  
peak hour



# People-Based Analysis

## City's Desired Future Design Conditions



*+ new  
development*



*+ emerging  
trends*



*+ city goals*



*+ reduced  
parking*



***= opportunity to reduce vehicles***



# People-Based Analysis

## Potential Future Design Conditions

assuming  
**400**  
fewer cars  
parking in  
peak hour

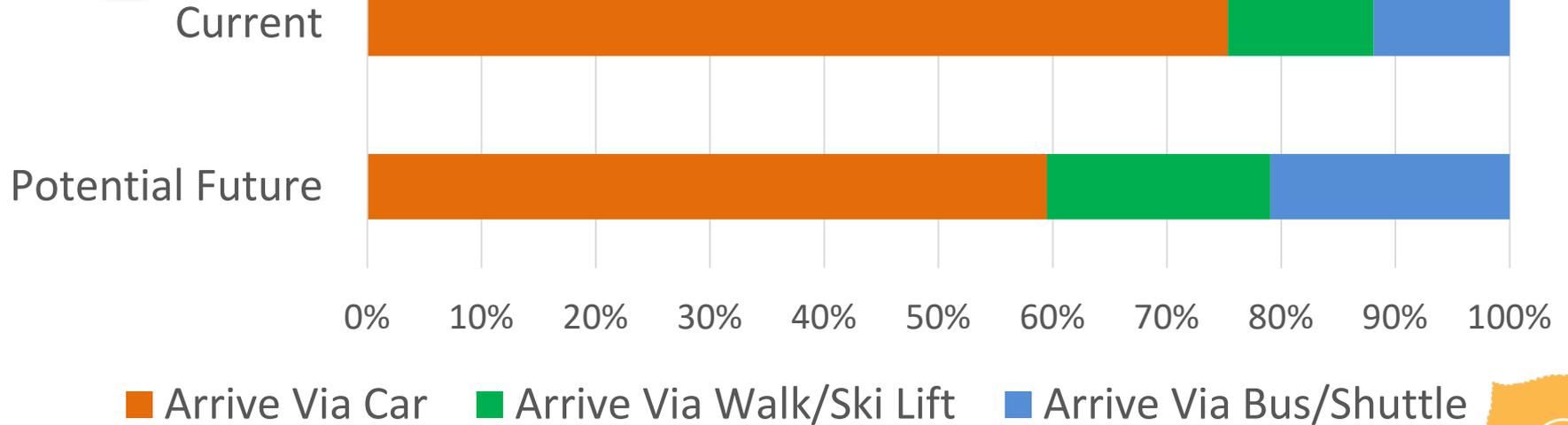
Peak Hour Statistics			
			
<b>7,191</b> people arrive in peak hour	<b>4,331</b> people arrive via car <b>60%</b>	<b>1,425</b> people walk or take ski lift <b>20%</b>	<b>1,425</b> people take bus or shuttle <b>20%</b>



# People-Based Analysis

## Potential Future Design Conditions

assuming  
400  
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# Transportation Evaluation Criteria

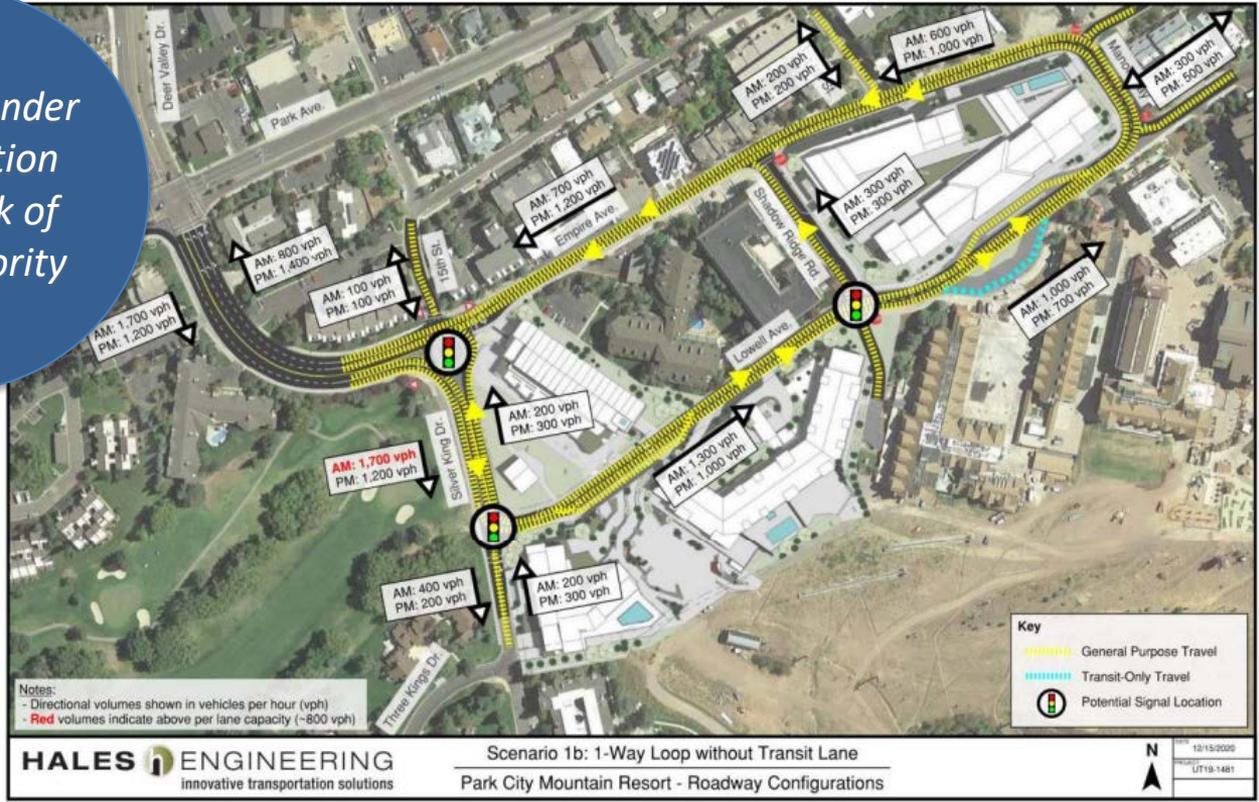
<b>Transit time/reliability</b>	<b>Roadway volume to capacity</b>
<b>Transit rider experience</b>	<b>Consistency with City goals</b>
<b>Ped/vehicle conflicts (including ped/bike safety)</b>	<b>Transit/traffic conflicts</b>
<b>Flexibility – seasonal/future (including summer ops)</b>	<b>Local resident impact (including emergency response times)</b>
<b>Other major considerations</b>	<b>Consensus from base owners</b>



# Transportation Circulation Scenarios

## Original Proposal

*no longer under consideration due to lack of transit priority*



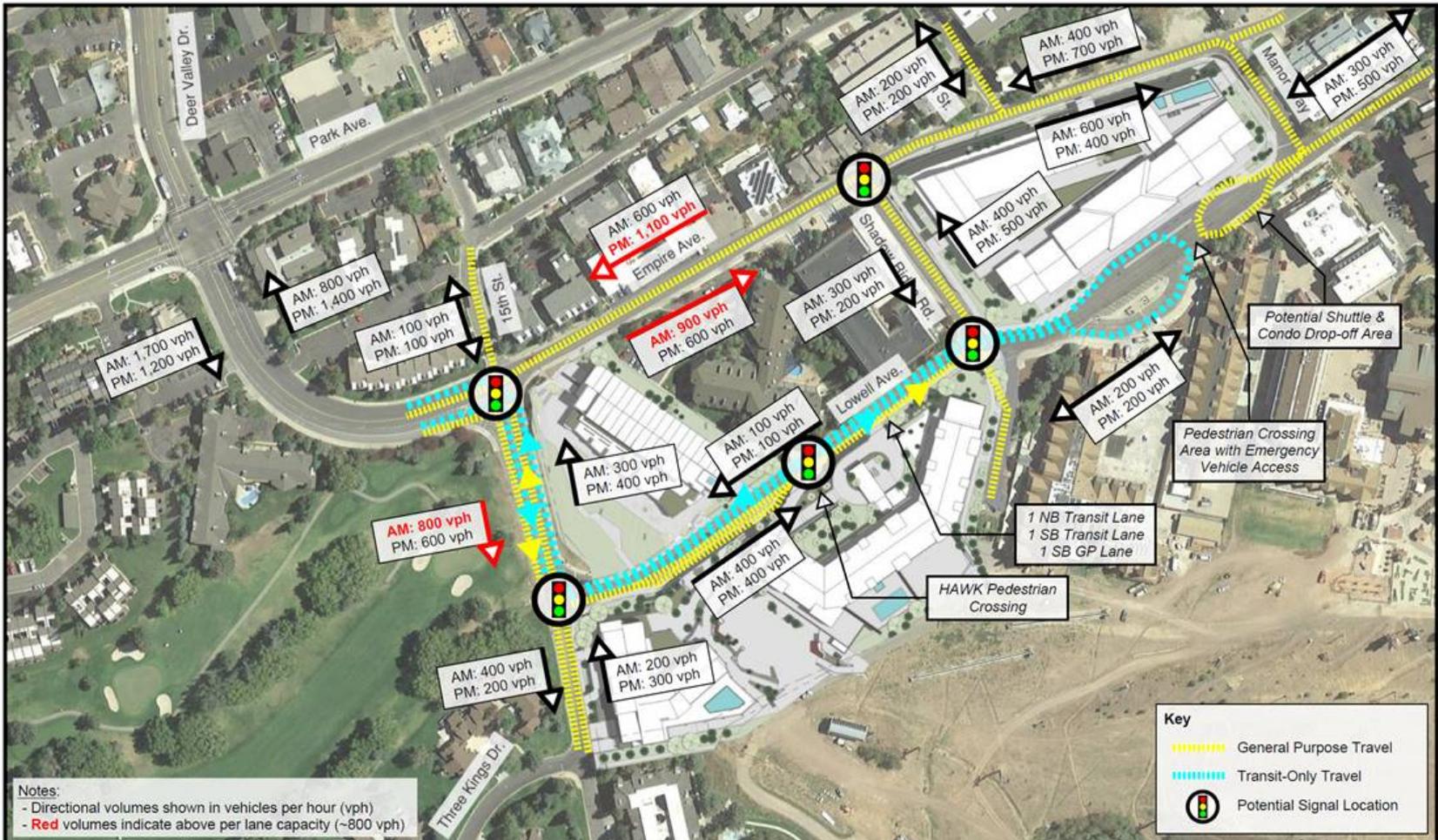
# Transportation Circulation Scenarios

## Scenario 3b: Above Grade North Bus Loop

*no longer under consideration due to location of bus stop and distance to existing businesses*



# Scenario 2b



# Scenario 2b

## Description

- Exclusive bus lanes
- 4 new signals
- 1 new pedestrian HAWK signal
- 1 lane for drop offs on Lowell (southbound)
- 2-way traffic on Empire

## Advantages

- ✓ Faster transit travel times
- ✓ Space for 8 bus bays
- ✓ Opportunity for car-free ped crossing on Lowell

## Concerns

- ! Congestion/loadout times on Empire in afternoon





# Scenario 3a

## Description

- Exclusive bus lanes
- Buses travel under buildings in Lot E and C
- Bus stop at Lowell and Shadow Ridge

*Variations of this option under development/evaluation*

## Advantages

- ✓ Major advantage = bus stop location closer to slopes
- ✓ Shorter overall transit distance

## Concerns

- ! Moving bus stop from current location and consensus from existing base owners
- ! Cost and feasibility (variations under consideration)



# Questions for the Planning Commission

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

- 1. Whether or not the applicant and staff should approach Vail Park City to consider expanding their off-site parking strategies;*
- 2. Whether or not the Planning Commission agrees with the evaluation criteria for the circulation scenarios; and*
- 3. Questions or concerns with the three potential circulation scenarios.*



# Topics For 2/17 Meeting

- 1. City's final circulation recommendations and analysis***
- 2. Parking***
- 3. Applicant's TDM***

# Topics For 3/17 Meeting

- 1. Applicant's Traffic and Parking Management Operations Plan Applicant's TDM***
- 2. Applicant's Construction Phasing and Mitigation Plan***
- 3. Proposed Landscape Plan and Open Space calculations***



# Comparison Chart

	1998 Plan (SF)	Proposed Design (SF)	% Change	Parking Above Grade (SF)	Total Mass Above Grade (SF)	% change
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<b>Parcel B</b>						
Gross Residential SF	294,000	215,200	-27%			
Res. Support and Com. And Acc. Uses (10%)	29,400	18,150	-38%			
Resort Accessory Use	-	-				
Retail/Commercial	-	2,100				
<b>Total Parcel B</b>	<b>323,400</b>	<b>235,450</b>	<b>-27%</b>	<b>113,500</b>	<b>348,950</b>	<b>8%</b>

<b>Parcel C</b>						
Gross Residential SF	159,000	143,463	-10%			
Res. Support and Com. And Acc. Uses (10%)	15,900	<b>53,967</b>	239%			
Resort Accessory Use	18,000	17,000	-6%			
Retail/Commercial	-	6,520				
<b>Total Parcel C</b>	<b>192,900</b>	<b>220,950</b>	<b>15%</b>	<b>3,208</b>	<b>224,158</b>	<b>16%</b>

<b>Parcel D</b>						
Gross Residential SF	93,000	57,238	-38%			
Res. Support and Com. And Acc. Uses (10%)	9,300	1,688	-82%			
Resort Accessory Use	-	-				
Retail/Commercial	-	21,148				
<b>Total Parcel D</b>	<b>102,300</b>	<b>80,074</b>	<b>-22%</b>	<b>15,265</b>	<b>95,339</b>	<b>-7%</b>

<b>Parcel E</b>						
Gross Residential SF	141,000	89,519	-37%			
Res. Support and Com. And Acc. Uses (10%)	14,100	12,798	-9%			
Resort Accessory Use	32,000	3,530	-89%			
Retail/Commercial	-	10,602				
<b>Total Parcel E</b>	<b>187,100</b>	<b>116,449</b>	<b>-38%</b>	<b>-</b>	<b>116,449</b>	<b>-38%</b>

<b>Total Development</b>	<b>805,700</b>	<b>652,923</b>	<b>-19%</b>	<b>131,973</b>	<b>784,896</b>	<b>-3%</b>
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	<b>Peak Building Heights</b>	
	<b>1998 Plan (ft.)*</b>	<b>Proposed Design (ft.)</b>
<b>Parcel B</b>	78	76 @ Lowell Ave.
<b>Parcel C</b>	75	75 @ Courtyard on Lowell
<b>Parcel D</b>	60	74 @ garage on Empire
<b>Parcel E</b>	83	88 @ Courtyard on Silver King

\* 1998 Building heights are taken from the Volumetrics section of the 1998 MPS, and are not measured from existing grade as required by the LMC.



# People-Based Analysis

Mode	# People in AM Peak Hour (Current Conditions)
<b>Total</b>	<b>7,191</b>
Walking from Offsite	634 (9%)
Town and Silver Star Lifts	282 (4%)
Arriving in Personal Vehicles	3,886 (54%)
Park City Bus System	384 (5%)
Personal Drop Off/Pick Up	1,125 (16%)
Shuttles (hotel, private)	480 (7%)
Ride-hail	400 (6%)

