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# PCM BASE AREA

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Request to Amend the 1998 Development Agreement

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Planning Commission Work Session and Public Hearing  
May 12, 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](#).

Next meeting 5/19 – Setbacks and Building Height  
Tentative - 6/16 – Transportation and Circulation, Construction  
Phasing  
7/21 – Findings of Fact and Conditions of Approval



# Off Street Parking

Applicant is seeking a **502** off street parking stall exception.

- 1. Does the Planning Commission find the Parking analysis supports a determination to decrease the required number of Parking Spaces?*
- 2. What degree of specificity is required now to justify the requested parking reduction and what can be addressed at CUP application or as Conditions of Approval to MPD?*



# Applicant's Parking Proposal

Maintain 1,200 day-skier parking stalls in structures on Parcels B and E.

- 760 on Parcel B
- 440 in Parcel E
- Applicant will charge for day-skier parking.
- *COA manage to 800 stalls through pricing and other parking management strategies in order to achieve necessary 20% vehicle reduction and modal split goals and for intersection to function effectively.*
- *COA meet with City 2x/yr. to review parking and pricing strategy, actual demand and peak day protocols.*



# Applicant's Parking Proposal

Applicant is proposing 521 parking stalls for residential and commercial uses where 1,023 stalls are required based on the following LMC requirements:

Land Use	Parking Rate
Hotel	1 space per room plus 5 spaces per 1,000 sf of separately leasable commercial space
Condominium	<1,000 sf: 1 space per dwelling unit 1,000 – 2,000 sf: 1.5 spaces per dwelling unit >2,000 sf: 2 spaces per dwelling unit
Retail & Service Commercial, Minor	3 spaces per 1,000 sf of net leasable space
Retail & Service Commercial, Major	5 spaces per 1,000 sf of net leasable space
Multi-tenant commercial complex	3.5 spaces per 1,000 sf of leasable floor area
Meetings space	5 spaces per 1,000 square feet
Restaurant, standard and bar	10 spaces per 1,000 square feet net leasable area

# Commercial and Residential Parking

Applicant is proposing 1 stall per occupied hotel room, condominium unit, and affordable housing unit, for **383-452 stalls where 555 stalls are required.**

**~100 stalls for commercial uses where 468 stalls are required.**

However, most commercial use patrons will be captured via day skier, hotel, or condo parking and do not need to be double counted for parking. Canyons has 95% capture ratio.



# 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. 1721 stalls ~30% off street parking stall exception. Many mixed-use developments look for 1/3 parking stall reduction.

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

*COA for Valet parking* will be required for the Hotel Building.

COA for updated parking analysis based on actual parking demand at each CUP and reviewed with City 2x/yr.



# 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 vehicle reduction and modal split goals through *paid parking and increased transit service and amenities*.

Applicant submitted Revised 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. Will be reviewed at next transportation/circulation meeting.



# 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 from other Resorts?*

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, nor does the City want the additional *traffic and congestion* parking will bring.



# Employee Parking

Applicant is proposing to use 200 stalls at Quinn's Junction Park and Ride M-Th, and 300 stalls at Richardson Flats F-Sun for employee parking served by PC Transit.

Quinn's Park and Ride is first come first served and ***can not be reserved***. City anticipates significant demand for this lot.

More options exist to ***expand 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.

Staff recommends applicant and Resort clarify and memorialize their *employee transportation plans and work with existing base area businesses to assure sufficient parking and transportation.*



# Parking Issues to Consider

1. 502 parking stall exception.
2. When is a more detailed PMP and TDM most appropriate?
3. Employee parking.
4. Shared parking for special/community events.
5. Parking for cyclists.

