



**PARK CITY MUNICIPAL CORPORATION
SPECIAL PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
OCTOBER 30, 2024**

COMMISSIONERS IN ATTENDANCE: Chair Sarah Hall (via Zoom), Laura Suesser, John Frontero, Henry Sigg, Rick Shand, Christin Van Dine, Bill Johnson

EX OFFICIO: Rebecca Ward, Planning Director; John Robertson, City Engineer; Tim Sanderson, Transportation Planning Director

1. ROLL CALL

Chair Sarah Hall called the meeting to order at 5:30 p.m. She noted that all Commissioners are present in Council Chambers, but she is attending via Zoom.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, reminded those participating in the public hearing later on in the meeting to state their full name and to limit their comments to three minutes or less. All comments should be directed to the Commission rather than the applicant. The City asks that all public comments be civil and address matters before the Commission.

Commissioner Christin Van Dine shared a disclosure with the Commission and explained that she is an owner and is on the Board of the Lakeside Homeowners Association ("HOA"). That will not impact her decisions on the Deer Valley project moving forward.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. REGULAR AGENDA

- A. Snow Park Village Base Area – Deer Valley Report 13th Amended and Restated Large Scale Master Planned Development Permit and Phase I Conditional Use Permit** – The Applicant Proposes a Three-Level Parking Garage with 1,971 Parking Spaces, an Underground Transit Hub Adjacent to Snow Park Lodge, a Conceptual Site and Circulation Plan, and

Road and Utility Improvements. MPC PL-21-04767, CUP PL-21-048111,
Subdivision PL-22-05168.

Director Ward reported that the item scheduled for review is the Snow Park Village Base Area. She will share introductory slides and then the applicant will present. The applicant team will provide the information requested by the Commission during the October 9, 2024, Planning Commission Meeting. Additionally, the City Engineer, Transportation Planning Director, and WCG consultants are available to answer questions as needed.

For Snow Park Village, there are a few additional meetings scheduled for this year, with the possibility of continued review in 2025. On November 13, 2024, and December 11, 2024, there will be in-depth reviews. The Conditional Use Permit ("CUP") and Master Planned Development ("MPD") modifications currently before the Commission for review are related to Phase I. Director Ward explained that Phase I is the parking structure, underground transit hub, and road, utility, and pedestrian improvements. The applicant will come forward with Phase II at a later date for the vertical development.

The focus of the current meeting discussion is the transportation component of the Snow Park Village. The criteria the Planning Commission is reviewing are as follows:

- The Planning Commission must find the project addresses and mitigates traffic;
- The applicant must provide a plan to discourage the use of motorized vehicles and encourage other forms of transportation.

Director Ward reported that the following is reviewed through the CUP process:

- Traffic considerations and capacity of the existing streets in the area;
- Internal vehicular circulation;
- Emergency vehicle access;
- Location and amount of parking.

During the meeting, the applicant will address the density, uses, trip generation, and traffic as well as parking, transit facilities, pedestrian and bicyclist connectivity, ski lift and gondola alignment, and transportation demand management ("TDM"). Todd Bennett reported that throughout this process, Deer Valley has listened carefully to feedback from the community and key stakeholders. The concerns and ideas brought forward by many community members have been invaluable and have been incorporated into the plan.

Deer Valley believes that by closely working with neighbors, a plan has been developed that balances the operational needs of the resort with the priorities of the community. During the presentation, the focus will be on the critical elements of the development, including traffic circulation and transportation. Care has been taken to ensure that the plan meets both current and future needs. In addition, there has been work done with some of the best transportation consultants and traffic engineers on comprehensive studies. There is confidence that the data-driven solutions will enhance circulation

efficiency and improve the overall guest experience. It was noted that Deer Valley has decades of experience managing complex resort operations. Deer Valley understands how critical a frictionless arrival and transportation experience is to the overall guest satisfaction and to the community. There is confidence that this can be done well.

Deer Valley is committed to minimizing impacts on the surrounding community by ensuring that the development integrates seamlessly with the broader transportation network. Hannah Tyler introduced herself to the Commission and reminded those present that this discussion is part of Phase I of the Snow Park development project. The focus for Phase I is the roadway improvements, parking garage, and new transit center. Also at the Planning Commission Meeting were the technical consultants and design team, who she asked to introduce themselves. Connor Dinsmore stated that he is with Alliance Engineering and is the Civil Engineer on the project. Wade Budge stated that he was there on behalf of Deer Valley. Jeff Kovel is with Skylab Architecture and is a Founding Principal and Design Director. Jon Nepstad explained that he is with Fehr & Peers and is there to support the traffic analysis. John Gard stated that is also from Fehr & Peers. Kat Schultz reported that she is with GBD Architects, who is the architect of record.

Ms. Tyler reported that there has been close work with Staff to break up project discussions into topics so there can be a more thorough review. At the Planning Commission Meeting in November, the focus will be on the Construction Mitigation Plan, project phasing, and sustainability efforts. Any remaining questions or comments will be addressed at that time. Following that meeting, there will be an open house with the community to talk about those same topics. At the December meeting, the intention is to finalize any outstanding items so there can be possible action taken at that time.

At the current Planning Commission Meeting, the topics that will be addressed include:

- Roadway Circulation;
- Traffic Impact Study;
- Right-of-Way Improvements and Transportation;
- Parking Garage Circulation;
- Land Management Code.

Ms. Tyler took a moment to respond to a request made during the last Planning Commission discussion on the item. The Commission wanted to know more about the gondola alignment and the Carpenter Lift relocation. She noted that those two pieces are part of the Phase II application, but a plan was submitted to Staff. It is included in the Staff Report. The new gondola will replace the Silver Lake Express Lift. There will be a similar alignment maintained and that will transport guests from Snow Park to Park Peak with a mid-station at Silver Lake Lodge. The Carpenter Lift will then need to be relocated so the gondola can gain elevation coming out of Snow Park, as the gondola is being brought into the Base Village. However, the top terminal of Carpenter will remain the same and the overall alignment will remain the same. A second gondola is planned that

will connect Deer Valley East Village to Park Peak with a lodge between. The phasing will be shared as part of the overall construction phasing discussion in November.

There were two additional comments made by the Planning Commission at the last meeting that there is a desire to address before the technical aspects of the presentation began. The first is the Deer Valley Skier Shuttle. Last winter, the shuttle saw over 50,000 rides. Those trips were short at one mile or less and the average wait time was six minutes. The service is available to HOAs within their Master Plan. It is funded by each unit within the participating HOAs. The Commission asked Deer Valley to consider expanding that service to Park Meadows. However, the shuttle service is designed to address the last-mile transit connections for the HOAs within the Master Plan. Park Meadows already has access to the City transit system through fixed routes. As a result, Deer Valley believes expanding the service to Park Meadows would be inefficient and would actually increase the number of vehicle miles traveled. The City transit system already provides buses that come to the current transit stop and future transit center.

As for access through Deer Crest, Deer Valley has an operating agreement to manage the ski terrain and infrastructure within Deer Crest. Deer Valley logo vehicles are used to transport staff to maintain and operate the ski infrastructure in Deer Crest. The agreement in place is strictly for the operations of the ski resort and does not provide general employee access beyond that. The City also has an agreement that Deer Valley is not party to.

Ms. Tyler reported that the Deer Valley presentation will focus on how the project meets specific CUP approval criteria, including the capacity of existing streets, internal circulation, emergency vehicle access, public safety, and the location and amount of parking. As the plan evolved, three circulation priorities were identified by the community:

- Maintain the basis of the existing circulation and flow around the loop;
- Doe Pass Road becomes the primary entry for day skiers arriving at Deer Valley;
- Prioritize transit-first policy.

Ms. Tyler shared the Site Circulation Plan map with the Commission. The overall flow of the loop is two-way, with a dedicated shared managed lane heading south. There is a new roundabout at the Doe Pass Road intersection and the two-way traffic continues past Royal Street and the entrance to Trails End. The road turns one way heading into the transit center for all user groups. As guests and transit vehicles exit the transit center, they return to two-way traffic on the east side of Deer Valley Drive. There can then be a turn on Doe Pass Road for the day skier parking or it is possible to exit to the north.

Ms. Tyler reviewed the Shared Managed Lane Circulation map. It is designed to accommodate transit vehicles and can also be used by EMS vehicles. There has been close work with Staff and third-party consultants on this lane. The intention is for the lane to begin after the Y intersection on the west side of Deer Valley. It will go counterclockwise and the lane will continue into the transit center. The lane then picks

up on the east side of Deer Valley Drive at the end of the development. She explained that this has been pushed to the end of the development to enable turn pockets, landscape barriers, and additional crosswalk infrastructure within the development boundary.

Ms. Tyler next reviewed a Circulation map with the Commission. She highlighted the delivery and loading zone areas on the map. There are three delivery and loading zones identified in this plan. The first is the current Snow Park loading dock, which will be maintained, but the technology will be upgraded to improve it for vendors and staff. The other loading docks will be off Doe Pass Road and at the north end of the parking garage. Those will enable Deer Valley to receive goods and move goods to various areas. The loading docks will be pulled away from the street and pulled into the building so guests and the community will not necessarily see those activities take place.

The Emergency Services Circulation map was shared. Ms. Tyler reported that there has been close work with the Park City Fire District to ensure that the emergency vehicle access meets their needs. There are key routes identified that will be maintained and cleared year-round. Additionally, the ski clinic on the east side of Snow Park Lodge that exists currently will be maintained. Ms. Tyler reviewed the Off-Site Parking map. She explained that there is currently a successful partnership with Park City Transit. There is a direct transit route from Richardson Flat Park and Ride to Snow Park. Last season, there were over 30,000 riders on that. The incentive program has been expanded for staff and guests. There was increased awareness of that route at the end of the season last year, so it is expected that there will be more ridership this year. There is also a new partnership with Jordanelle State Park for additional parking that will supplement the day skier parking. There will be private shuttles provided from that lot to Deer Valley East Village. There is also a \$15 million investment in a regionally significant off-site parking facility in partnership with Park City Municipal. Ms. Tyler added that transit is also provided to and from all of the employee housing locations throughout the region.

Mr. Gard shared information about the updated Traffic Impact Study. He reported that a lot of changes have occurred since the 2022 analysis. This includes the analysis methods, new data, information pertaining to single occupancy vehicle trips, parking requirements, and so on. Mr. Gard explained that new traffic data was collected as part of this study. In February 2024, traffic data was collected on three different weekends, including Presidents' Day weekend. He pointed out that Presidents' Day weekend was one of the top five busiest days of the ski year. The travel demand model is the model used to predict the growth in traffic over time. It has changed slightly. The Vissim Microsimulation Model was used for this analysis, which is a state-of-the-art traffic operations model.

Mr. Gard presented a slide with the analysis scenarios included in the October 2024 Traffic Impact Study. The study is included as an Appendix to the Staff Report. Friday and Saturday conditions were examined and Saturdays were busier in general. Three different weekends were counted. The study area was shown, with nine intersections.

Additional information about the Vissim model was shared. Mr. Gard explained that this is the highest-end microsimulation model that is available on the market. When these models are used, they must be calibrated to match what exists. The top photo shown was from drone footage on February 17, 2024. On the bottom was the microsimulation model replicating the queue. He shared an additional example at Doe Pass Road to further illustrate some of the existing conditions in the simulation model.

The trip-generating land uses were considered and used in the analysis. Mr. Gard shared a Snow Park Village Trip Generation table with the Commission. It speaks to the complexity of trip generation based on the number of land uses. From an overall trip generation perspective, there is a 1% increase in AM peak hour traffic. He explained that a 1% increase is not perceptible to the general driving public. The PM peak hour increase is 159 inbound trips and 50 outbound trips. He presented a Traffic Impact Study table with some projected 2030 conditions. The standard level of service ("LOS") in the City is LOS D. The table shows the intersections operating at LOS E or LOS F in 2030. There was information about what would happen if there was no project and if there was a proposed project. At the Y intersection, there would be an improvement to LOS D. At the intersection at Deer Valley Drive West and Doe Pass Road, it would transition from a stop sign to a roundabout. That roundabout would improve operations from LOS F to D.

Commissioner Bill Johnson asked about Table 1 in the report for Intersection 9. Mr. Gard explained that in that table, the PM peak hour shows the intersection today as 42 seconds of delay. The roundabout looks at all the delays at all approaches combined. It is not just one movement that is considered, but all of the movements through that intersection. By 2030, even without the project, the LOS will decline to LOS F with 61 seconds instead.

Commissioner Laura Suesser asked why 2030 is being used as the marker. It was clarified that the analysis was for 2030 and 2040. There are LOS results for both markers. There should not be any substantial changes based on the travel behavior associated with the project between 2030 and 2040, but there will be some minor background growth.

Mr. Nepstad shared information about Single Occupant Vehicle ("SOV") Trips. During the last meeting, there was some Commission discussion about the number of SOV arriving in the Snow Park area. The Park City Forward plan does mention that 58% of the auto trips in the Deer Valley community area were SOV. However, that number was based on a home interview survey that was done on behalf of that plan. Direct field observations were done on three weekends and the data shows a lower number at 48%. The number of SOV on Friday was higher than on Saturday and was closer to 55-60%.

Mr. Nepstad reviewed the MPD requirements for reduced parking, which are as follows:

- The proposed number of vehicles required by the occupants of the project based on the proposed use and occupancy;

- A parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy parking;
- Parking needs for non-dwelling uses, including traffic attracted to commercial uses from off-site;
- An analysis of time periods of use for each of the uses in the project and opportunities for shared parking by different uses;
- A plan to discourage the use of motorized vehicles and encourage other forms of transportation;
- Provisions for overflow parking during peak periods;
- 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.

Mr. Nepstad reported that the skier parking is reduced by 20%. In addition, the parking for non-skier traffic is reduced by 15%. This means there is a reduction in day skier parking as well as the traditional land uses. He referenced the aggressive transit program, and transit investment, as well as the management policies and programs.

When it comes to the second point about a parking comparison of projects that are a similar size with similar occupancy, it was noted that there are not a lot of similar projects. However, it is possible to compare the paid parking. Mr. Nepstad explained that paid parking at resorts is fairly new. There are not a lot of examples currently, but the presentation Park City Mountain Resort has given to the City in the past was cited. In addition, resorts in Big Cottonwood Canyon, particularly Solitude Mountain Resort, have seen dramatic and positive results as a result of a paid and reserved parking program.

The third bullet point was discussed. The vast majority of those who will partake in the food and beverage and retail uses are people already at the site. Mr. Nepstad does not believe many people will drive to Deer Valley in order to shop and dine exclusively. In that sense, there is a shared parking opportunity, because visitors are there for skiing, but might remain for other uses. Other bullet points were considered. There are many traffic demand management ("TDM") efforts to discourage the use of motorized vehicles and encourage other forms of transportation. As for overflow parking during peak periods, there will be overflow parking on the loop at the end of this process. There is a desire to increase communication about the amount of parking available on the site. When it comes to potential adverse impacts, he believes the community's desire to have less parking is being met through this plan. There will be a highly managed parking situation.

Mr. Nepstad reviewed the TDM Measures table. Deer Valley has been focused on ongoing and future TDM measures. The chart included some measures that are already in place, such as employee transit and housing, education and promotion, and the consideration of special events. Some of the new programs listed include bicycle amenities and perks, parking management, real-time messaging, and the appointment of a TDM Coordinator. There is a desire to think about all four seasons in the management.

Deer Valley is committed to learning from other communities and resorts when it comes to TDM measures. What is shown in the table is not static and will evolve in the future.

Mr. Dinsmore reported that he will review intersection and roadway improvements throughout the loop. Eight different intersections will be discussed. The first is the Y intersection. Mr. Dinsmore reported that the main improvement there is the installation of a traffic signal. The existing Deer Valley Drive West that goes straight through the intersection will remain as it is today. The Deer Valley Drive East section will be widened to the north slightly within the right-of-way to accommodate three lanes in this area. That will allow for a left and right turn pocket at the intersection. Bicycle movement will remain the same as it is today and pedestrian crosswalks will be provided at the light for safe travel across the road. Moving southbound on Deer Valley Drive West and after the bridge, it is proposed to restripe the existing asphalt for the shared managed lane.

Passenger vehicles entering the site will stay on Deer Valley Drive West to go to the passenger drop off and day skier parking or will turn onto Deer Valley Drive East for ski school drop off as well as additional day skier parking. At previous Planning Commission Meetings, there were questions about why different intersection controls were proposed throughout the project. Mr. Dinsmore reported that at the Y intersection, the proposal is a traffic signal instead of a roundabout due to right-of-way constraints, potential impacts to surrounding sensitive areas, and the proximity of the bridge to the intersection.

Mr. Gard explained that the concern with a roundabout is that it can lock up once traffic gets in the middle of it, so people cannot pass through. In this case, a roundabout would provide less flexibility for traffic management. The traffic signal is a better solution in this particular location. Mr. Gard shared a video of the Y intersection simulation during AM and PM peak hours. Commissioner Suesser mentioned the crosswalks shown. On the northwest corner, there is no sidewalk there. She wondered whether those improvements were anticipated because that would be useful. It was stated that there is work being done with the City to see whether a sidewalk can be placed in that area for connectivity.

The area moving down Deer Valley Drive West was discussed next. Mr. Dinmore explained that in this area, the plan is to maintain the existing pavement section and sidewalk in front of the Aspen Wood Condominiums. There is 33 feet of asphalt and that will be used to restripe. Three 11-foot lanes will be created to accommodate the shared managed lane. At the portion of Deer Valley Drive West where the travel lanes are split by a landscape island, the proposal is to widen the southbound travel lane into the landscape island to accommodate the shared managed lane. No widening is proposed outside of the right-of-way in this area. He shared a cross-section for reference.

Mr. Nepstad discussed the shared managed lane. He explained that there have been a lot of discussions about the best path forward and the shared managed lane was determined. It will be counterclockwise and will start at the Y intersection and go down Deer Valley Drive West, past the Doe Pass Road roundabout, into the mobility hub. It picks up again further north past Doe Pass Road. He expressed support for the lane.

Commissioner Suesser asked for some clarification. Currently, there are two lanes of traffic with one in each direction, bicycle lanes on both sides and a multi-modal path on the inside of the loop. She wanted to know if the bicycle lanes would be eliminated to create the three lanes. Mr. Nepstad reported that there will still be a shoulder. During the summer months, bicyclists will have a dedicated 10 to 12-foot lane, so there is no reason to have a bicycle lane at that point. This design considers the year-round uses.

Mr. Dinsmore next reviewed the area where Doe Pass Road intersects Deer Valley Drive West. He explained that a roundabout is proposed in this area as well as improvements to Doe Pass Road so traffic can flow in and out of the site more fluidly. As cars and buses travel southbound into the site, vehicles looking to drop off passengers will stay on Deer Valley Drive West and go down into the transit center. Vehicles looking to park will go through the roundabout onto Doe Pass Road to enter the parking garage itself. There will be two southbound lanes provided at the roundabout to promote the shared managed lane so there is clear access through the roundabout and into the transit hub. The rest of the lanes entering the roundabout will be one lane in their respective direction. There will be a crosswalk across Deer Valley Drive West after the roundabout for pedestrians to enter the site. There will also be a crosswalk across Doe Pass Road for pedestrians.

With the re-grading of Deer Valley Drive West, the proposal is to lower and reconnect Royal Street and regrade a portion of Royal Street. A roundabout was chosen to promote constant flow in and out of the site. Mr. Gard stated that the reason for the roundabout in this location as opposed to the Y intersection has to do with the characteristics. Roundabouts work best when traffic volumes are fairly balanced on all approaches. While that is not the case at the Y intersection, that is the case in this particular location. The placement of crosswalks has been carefully thought through in this area as well.

Commissioner John Frontero asked for additional information about the crosswalks. He wanted to know if there would be a button pedestrians would push and flashing lights to stop traffic flows. Mr. Gard explained that what is currently envisioned is a flashing beacon. Commissioner Suesser wanted clarification about how Royal Street and Deer Valley Drive West operate at a peak hour in the morning. Mr. Gard stated that the roundabout would create gaps in traffic so vehicles could make the outbound left. It was added that the day skier traffic that goes to the day skier parking lot will not pass that roundabout.

Mr. Dinsmore reviewed the Transit Center Entry information. Past the roundabout on Royal Street, there is proposed to be two-way traffic to Trails End Road on Deer Valley Drive West. After Trails End Road, Deer Valley Drive West becomes a one-way traffic flow and ramps down into the transit hub, which will be located underground and below the proposed ski beach. Due to the grading between the entry ramp and Trails End Road, a retaining wall is needed to separate the two roads. The proposed shared managed lane will be the outermost lane and continue into the transit hub, where buses will have

designated spots for drop-offs. The center lane on the ramp will be for shuttles and passenger vehicles whereas the innermost lane will be for passenger vehicles.

The proposal is to regrade Trails End Road and create an intersection at Deer Valley Drive West with the hotel entrance and drop-off across the street. Along with re-grading the road, there is a five-foot sidewalk proposed from the roundabout up to Trails End. Trails End residents will be able to access the site through the ski beach at the end of the road or from the sidewalk. The end of Trails End Road will be used as a fire truck turnaround for emergency vehicles. The plan is to install removable bollards at the end of Trails End Road and will maintain mountain access for maintenance vehicles. During the summer months, emergency vehicles will be able to drive across the ski beach to get to Deer Valley Drive East in case of an emergency. During the winter months, there will be access through the transit hub. Across from Trails End Road, a hotel drop-off is proposed. There is a ramp that goes off the hotel drop-off and drops into the garage.

The Transit Center Exit was discussed. Mr. Dinsmore explained that the one-way exit ramp leaves the hub and connects to Deer Valley Drive East. As vehicles exit the transit hub, they will merge into one lane where they will get on the exit ramp. South of the transit exit ramp and next to the Snow Park Lodge is a ski school drop-off. The intention is to create a safe and convenient drop-off for the ski school by separating the users from passenger vehicles and transit users. The drop-off is proposed to be on grade with the plaza and Snow Park Lodge. Moving north, the proposal is to restripe Deer Valley Drive East and provide landscape islands to create safe left turn pockets for neighboring condominiums. Enhanced pedestrian crosswalks are proposed. Five-foot wide sidewalk is proposed to be installed on the east side of the road by Powder Run, which will connect the sidewalks from Black Diamond down to the Red Stag Lodge. On the project side, a 12-foot wide sidewalk is proposed that will also have some connections to the plaza.

Mr. Dinsmore reviewed the Doe Pass Road and Deer Valley Drive East Intersection. He explained that the proposal is to upgrade Doe Pass Road to accommodate two eastbound traffic lanes and two westbound traffic lanes. There is also a proposal to have an on-grade transit pull-off area that can accommodate four buses. One of the stalls where buses park will also have a bus charging location. On the south side of Doe Pass Road, there is a loading dock entrance on the far left, the P3 garage entrance in the center, and the P2 garage entrance on the right side. The P3 garage entrance has an internal ramp that goes down to the lowest level. A pedestrian bridge is proposed across and above Doe Pass Road so there can be safe pedestrian crossing. Underneath Doe Pass Road, there is a tunnel connecting the lowest level parking garage from north to south.

There is a six-foot wide sidewalk on the south side of Doe Pass Road and a 12-foot wide sidewalk on the north side of Doe Pass Road. That 12-foot wide sidewalk provides connectivity to the ponds. Also on the south side, there is a sidewalk that goes up into the plaza. North of the P1 parking entrance, there is a three-way stop intersection at Deer Valley Drive East and Doe Pass Road. This will allow traffic movements in each direction to be controlled. Passenger vehicles that drop off at the transit hub and want to park will

either turn left through the intersection to enter one of the three garage entrances on Doe Pass Road or stay straight to enter the garage that is off Deer Valley Drive East.

On Deer Valley Drive East, there is the P3 lowest-level garage entrance, which will be for day skier parking. It is also proposed that there be an event space pull-off, so vehicles can pull off the road and unload without impeding traffic. Along with the road widening, the plan is to widen the existing sidewalk around the ponds to 12 feet. Mr. Dinsmore pointed out the shared managed lane, which will promote transit priority leaving the site.

Mr. Dinsmore discussed the Queen Esther Drive and Solamere Drive areas. The plan is to widen the road to accommodate left turn and merge lanes in and out of these intersections. Along with the road widening, widening is needed to accommodate the shared managed lane that will continue around the loop to the Y intersection. The proposal is to widen the existing sidewalk around the ponds to 12 feet. Moving past Solamere Drive to the west, the plan is to widen the road to accommodate the shared managed lane. The idea is to widen the road to the north in these areas and stay within the right-of-way. He clarified that the curb will be widened to reach 33 feet of asphalt. Mr. Gard reported that the dedicated left-turn lanes shown in the exhibit are a result of the amount of left-turn traffic that is present as well as the through traffic in each direction.

Ms. Schultz discussed the parking garage circulation. As a reminder, the MPD criteria require the project to facilitate transit improvements for passenger drop-off, shuttle services, and buses. Additionally, the project is required to develop an enhanced public transit center. Ms. Schultz reported that there will be a reduction in parking by encouraging alternative means of transportation. The new transit center provides an elevated arrival experience with a convenient connection to Snow Park Lodge, Carpenter Lift, the new gondola, and the village. In addition, there will be a bus driver lounge and charging station for electric buses provided along Doe Pass Road. Upon arriving at the village, day skiers will access the parking from Doe Pass Road. It is also possible to arrive along Deer Valley Drive East at the lowest level of parking near the event center.

Those dropping-off skiers will access the drop-off area via Deer Valley Drive West and will use the ramp down to the transit hub. The ski school drop-off location has been selected because it will be a safe and convenient location for parents. Ms. Schultz discussed how pedestrians and bicyclists will access the village. There are multiple options, as shown in the A Walkable Village map. Each of the black and white triangles indicates locations that can be used by bicyclists and pedestrians to enter the village. There are over 200 bicycle parking racks that will be distributed for convenient parking. Additionally, there is a proposal to have an enclosed room for employee bicycle parking.

P1 – Upper-Level Parking and Circulation was discussed. Ms. Schultz presented a map for reference. Pedestrians have multiple internal options inside the garage to reach the village. As for the transit center, the buses arrive through the shared managed lane. There is a dedicated bus loading and unloading area. Two bus lanes accommodate the stacking of up to six buses at one time. Upon exiting, buses are given priority to exit first.

Within the transit center, there will be "Yield To Buses," signage placed. In addition, there will be Deer Valley staff present to manage the vehicles and ensure buses have priority.

Shuttles will enter the transit center through the center lane. There is a dedicated shuttle loading and unloading area proposed. Ms. Schultz reported that there is room for up to six shuttles at one time. There are also three passenger drop-off lanes that can accommodate up to 21 vehicles at one time. She noted that there are multiple options to exit the transit center. For example, there are elevators on the south end adjacent to Snow Park Lodge, a grand stair in the middle of the transit center, and there are escalators. A rendering of the transit center was shared to provide additional context.

P2 – Middle-Level Parking and Circulation was shared. Ms. Schultz explained that this is the middle level of the parking garage and is accessed from Doe Pass Road. The white area shown is day skier parking and the purple area is gated off and is designated private parking. Deer Valley staff will be managing this parking level as well as the level below.

P3 – Lower Level Parking and Circulation was reviewed. Ms. Schultz noted that there is a tunnel that connects below Doe Pass Road. Not only is it possible to access via Doe Pass Road, but it is also possible to access directly from Deer Valley Drive East. She pointed out the employee bicycle parking, which is an enclosed area that can be accessed by both elevators and ramps so employees can park their bicycles in a secure location.

Commissioner Henry Sigg asked how to access the plaza level from P3. He wondered whether it was only possible to access it by elevator. Ms. Schultz reported that there are elevators. In addition, it is possible to connect with escalators and stairs. Commissioner Suesser asked if the tunnel was drivable or walkable. Ms. Schultz clarified that it is a drivable tunnel, but there is a six-foot sidewalk through there as well. Commissioner Suesser wanted to know if the day skier circulation includes the club parking or if the club parking is included in the private parking section. Ms. Schultz reported that club parking will be included in the private parking. Private parking is shown on the map in purple.

Commissioner Johnson does not see the circulation plan for delivery and essential services. He asked if there was enough clearance for turnarounds. Ms. Schultz pointed out the dark area underneath the purple on the drawing. This is loading for the commercial functions on the south side. A semi-truck cannot turn around there but can back in and head back out. There is a loading dock that operates similarly elsewhere on the side.

Commissioner Rick Shand believed that on the lefthand side of the map, there is a ramp to access P3. It is also possible to access P3 through the underground passageway from the building to the right and from Deer Valley Drive East. In the case of a failure, each one of the two buildings has a means of egress. Ms. Schultz confirmed that there are multiple egress paths for vehicles and pedestrians. Commissioner Sigg asked about the capacity of the elevators. Ms. Schultz stated that there have been some studies done. She does not have exact numbers but can obtain that information for the Commission.

Commissioner Suesser asked to revisit the circulation along Doe Pass Road. Mr. Dinsmore reported that there is a bus pull-off on Doe Pass Road on the north side, so buses that are going clockwise around the loop will stop in that pull-off and go through the transit hub and back around. Ms. Schultz reported that work was done with the Staff to discuss what the bus pull-out would look like. That is where the driver's lounge will be located. She reiterated that there will be a bus charger in that location as well. Commissioner Suesser wanted more information about the access to the plaza from Doe Pass Road. Ms. Schultz reported that there are multiple location points contemplated.

Mr. Kovel shared a preview of the Phase II program locations for context. He clarified that there are still some moving pieces and this is not finalized. The light blue areas on the map indicate ski services. There are two buildings proposed and the gondola. To the right of that are the medium blue areas, which indicate the hotel, restaurant, and retail components. He pointed out the residential and the event centers on the drawing.

Commissioner Suesser asked if there was outdoor space associated with the event center, which was confirmed. Mr. Kovel reported that there are multiple spaces, both landscaped and hardscaped. He next shared a drawing to illustrate the building setbacks. The project is an MPD and in the MPD requirements, there is a boundary setback of 25 feet around the perimeter. There will be conformance with the setback around the entire project boundary. In the drawing, the blue line is the property line and the red is the setback.

There will be a base height of 45 feet above the 1955 USGS topography. Mr. Kovel reported that this was approved in February 2021 by the Park City Planning Director. The height was set to establish a consistent and understandable limit for the community. He explained that the Phase I development is far below the height limit in all cases. The tallest area of elevation in Phase I is approximately 23 feet of the 45-foot height limit.

The exterior materials for the project were reviewed. Mr. Kovel explained that the intention is to have a palette that reflects the Deer Valley design guidelines. The primary material in Phase I includes stone cladding around the base. He shared example images of the materials, including timber decking, timber structure, metal panel, corrugated metal, corrugated formed concrete, metal door, and smooth panel formed concrete.

Mr. Kovel shared a drawing of the building elevations starting from Deer Valley East. The dark area shown on the drawing is the transit exit. There is a canopy proposed for signage and lighting. To the left, there is a service access door. Moving right, there is village access, where pedestrians and bicyclists can filter in and out of the village. He pointed out the P1 parking entry and exit on the drawings and the village access. The drawings illustrate the scale that is being created with the project. The P3 parking entry and exit were reviewed. Commissioner Suesser asked about the parking garage elevation drawing. The dashed lines below indicate parking garage levels. She wondered whether those would be excavated, which was confirmed. The dark line is an

estimate of the current grade. Discussions were had about the existing grade and the proposed excavation.

The Deer Valley North elevation drawing was shared. Mr. Kovel explained that this looks at the loading area underneath the event center. The dark area indicates the loading dock and adjacent to that, on either side, there are some pedestrian doors, a fire exit, and staff access. This is where the corrugated metal panel will be used. To the west, the stone will be used. He pointed out some of the different material placements. Mr. Kovel shared additional drawings and made note of the proposed bus driver lounge. The parking garage elevation for Doe Pass Road was reviewed. He pointed out some berming in the landscape to minimize the height of some of the stone walls to create a more natural landscape. The green areas shown on the south elevation are manufactured berms.

The transit entry parking garage elevation drawing was reviewed. Mr. Kovel explained that the drawing shown looks east. He outlined some of the exterior materials. The façade of the transit center entrance was shared. There are four zones: pedestrian and bicycle access into the transit center and the three lanes of traffic entering the center.

Mr. Kovel shared information about open space and snow storage. The light green shown on the map indicates open space and the total site area is 24.3 acres. 18.1 acres is essentially the non-building space, so a significant portion of the site is being left as open space. The open space areas include plazas, gondolas, ski beach, sidewalks, bicycle parking, pond access, and so on. The detailed design of the landscape is largely part of Phase II. The dark blue areas are snow melt areas and the light blue is snow storage.

The Planning Commission took a short break before opening the public hearing.

Chair Hall opened the public hearing.

Nancy Palmintere explained that she had some questions about the proposal. As she understands it, Deer Valley has attempted to be good neighbors to the surrounding neighborhoods. However, with respect to the St. Regis residences, she wants to understand how someone from there could access the Deer Valley complex. Ms. Palmintere also wants to know how far someone with an impaired ability to walk will need to move to access a gondola or chair lift from the new transit hub that is proposed.

Kim Tessiatore represents Powder Run, which is the 33-unit complex located along Deer Valley Drive East. It is just north of the Snow Park Lodge and directly across the street from where the new development will be located. This is arguably the property that will be most impacted by the new rendition of the proposed development. In her email to the Commission, she requested that there be an investigation into reversing the traffic flow for the buses. There is agreement that the Snow Park development is a generational opportunity, but right now, Deer Valley is putting expediency in front of the best plan.

Powder Run started meeting with Deer Valley in March, as soon as the new proposal was unveiled. Residents have expressed apprehension regarding the increased traffic flow on Deer Valley Drive East, especially between Doe Pass Road and the ski school drop-off. Residents are specifically worried about the fact that virtually all bus traffic, shuttle traffic, and drop-off traffic will merge into one lane, exit out in front of the Powder Run A Building, and turn left only 100 yards from their driveway. There are concerns about backups in front of their property. Ms. Tessiatore believes this poses a safety concern for Powder Run residents trying to walk to the property in the morning and returning at night. It also presents a noise and light nuisance for the property. Additionally, it significantly impairs reasonable and safe egress from their driveway. She explained that there is only one driveway for Powder Run. Turning right or left out of there will become virtually impossible. Rather than opposing the plan, residents have proposed a solution that will reverse the flow of the bus traffic and make it a clockwise pattern.

In their proposed plan, the buses would turn left at the signalized Y intersection, follow the loop around, and allow for the buses to turn right into the transit center. Coming out of the complex, the buses would again turn right and merge back in. The drop-off traffic could continue on Deer Valley Drive West and flow into the parking structure rather than exiting the parking structure and doing a loop. That would also reduce traffic on Deer Valley Drive East between the exit and Doe Pass Road. Ms. Tessiatore urged the Commission to look into the reversal of the traffic for increased efficiency and safety.

Bill Watson mentioned the club membership and pointed out that those are day skiers. The club members are currently parking with the rest of the day skiers and he wonders why there is an exemption for those numbers in what has been proposed.

Allison Kitching thanked Deer Valley and everyone involved in this process because the plan includes tunneling. She feels this is a win for the community. Additionally, she is excited about the community involvement with Protect the Loop and the fact that the City and Deer Valley have been willing to listen to the concerns expressed by the community.

Ms. Kitching supports the shared managed lane and thinks it is a terrific idea. She would love for that lane to go all the way to Highway 40 and Highway 80. Even if it cannot be done right now, there could be a commitment made that a connection will be explored in the future. Ms. Kitching discussed the Fehr & Peers traffic analysis. She was thrilled to see that it went all the way to the roundabout. Her request is that geometric configuration improvement solutions in other parts of the loop be considered in some other areas.

Tom Miller stated that he lives at Fawn Grove, which is near the applicant's property. The presentation on October 9, 2024, showed a 12-foot expansion of sidewalk, and now that has been changed to 8 feet to 12 feet. He believes this will not expand any further into Fawn Grove property, as it will be shifted over to the other side of the road, but would like confirmation. Mr. Miller also noted that on the other side of Fawn Grove, there is very little room to stand and wait for buses. In the winter, people are actually standing on the snow banks waiting for the bus to come through. There are some safety concerns.

Rob Deyerberg expressed his appreciation that Deer Valley and the City have listened to comments and have made some modifications. He understands the shared managed lane, but that means it is much wider for Deer Valley Drive East and Deer Valley Drive West and there are already problems crossing the street during busy times. He asked that this safety issue be considered, especially when it comes to those staying in the condominiums and homes on the other side of the road. He pointed out that people trying to cross will likely have ski gear with them. Mr. Deyerberg stressed the importance of enforcement for the shared managed lane because some will use it to pass vehicles.

Becky Robertson noted that there has been a lot of discussion about the reduction of parking spaces and how the parking spaces will be allocated. However, she wants to ensure that this will not result in an increase in the days with overflow parking. Ms. Robertson believed on one of the slides, there was a one-way shared lane considered for the egress outbound for all of the special events. That would essentially push all of the outbound traffic onto one side of the loop, which is not something she feels is best.

Bob Boone explained that he is the President of the American Flag HOA and he sent a letter to the Planning Commission yesterday. With respect to the parking reduction, he feels it is important that the ski club parking be considered day skier parking since that is what it is. As a result, the 20% reduction is not being satisfied. Mr. Boone asked the Commission to look at whether a roundabout should be placed at the bottom of Royal Street at Deer Valley Drive West. Currently, that intersection has a LOS D and it is a difficult lefthand turn in the mornings. With this proposal, there will be two lanes of traffic, making conditions more difficult. Deer Valley says there is not enough right-of-way at that intersection for a roundabout, but he disagrees. In Exhibit 24, it shows there is sufficient right-of-way room and it has the same amount as the location at Doe Pass Road and Deer Valley Drive West. If there is not enough right-of-way, Deer Valley can create enough space for the roundabout as it did at Doe Pass Road.

Andrew Walter stated that he is the President of the Black Bear HOA. He thanked everyone for taking their time on this application and for listening to feedback. Mr. Walter expressed his support for the Protect the Loop effort. He requested that this not be thought of as a Deer Valley conversation but as an Alterra Mountain Company conversation. There is work being done with a different entity than just Deer Valley. As for Appendix F, he asked that this be distributed more broadly to the community.

Allison Keenan agrees with comments from Mr. Watson and Ms. Kitching. Without knowing land uses, it is impossible to calculate daily trip generation. She explained that daily trip generation is the foundation of the Fehr & Peers estimation of additional daily traffic to and from Snow Park as well as the basis for approximating additional peak traffic and the viability of intersections. Changes in land use from a 2022 and 2023 Fehr & Peers traffic report resulted in 1,109 fewer gross daily trips. If land uses are not confirmed in conjunction with Phase I, daily trips could be understated by more than 200%.

Trip generation must also be based on actual current-day skier and staff parking. The five parking lots at the base of Deer Valley have 1,340 spaces. An additional 142 overflow spaces along Deer Valley Drive are authorized on certain peak days. Currently, there are 1,482 parking spaces authorized. In the 2024 Fehr & Peers report, 1,700 parking spaces are being used. This is a difference of 218 parking spaces. Having an inaccurate baseline for current parking results in inaccurate trip generation numbers. Ms. Keenan stated that 218 parking spaces equate to 654 additional trips. Parking reductions must be based on existing day skier and staff parking of 1,482 spaces on peak days. A 20% parking reduction results in 1,186 day skier parking spaces rather than the 1,360 spaces proposed. Any ski club parking must be included in the day skier parking numbers.

The Fehr & Peers representatives noted that AM peak traffic will increase minimally. However, PM peak traffic is estimated to increase by 15%. Between potential changes to land uses that have yet to be confirmed and an inaccurate baseline being used for parking, daily trip generation could be three times what is included in the 2024 report. Ms. Keenan supports the Snow Park development, provided it complies with the LMC and Conditions of Approval for the right-of-way vacation. It is imperative that land uses be confirmed and stipulated as part of Phase I. Parking reductions must be based on actual current-day skier parking. The Planning Commission cannot ensure that the project addresses and mitigates traffic without transparent and accurate information.

Laurel Barry stated that she is President of In The Trees and appreciates all of the collaboration so far. She would like the Commission to request information about the existing conditions of the roads, sidewalks, and bus stops. The proposed improvements could be overlayed on top of the existing conditions. She feels that would make it easier to evaluate what is actually being proposed and the associated impacts.

David Liv believes there is a serious issue with the traffic on the section of Deer Valley Drive from the circle to the Y. In the traffic report, it seemed the only data relevant to that had to do with the Mellow Mountain Road and Deer Valley Drive intersection. He does not feel that is the best data because it only addresses the traffic at the very end. It might be better to obtain some additional data to more accurately evaluate the traffic conditions.

Angela Moschetta stated that throughout the right-of-way vacation application process, the City did not stand up for the residents and Staff never asked Deer Valley for alternatives, despite the code providing for that. The people responsible for the latest presentation previously stated that undergrounding was not possible. Throughout that process and the lift appeal, there have been many experts providing inaccurate or incomplete information. In those instances, the responsibility was placed on the Planning Commission to dig into the details. That is the same situation she is seeing occur now.

Ms. Moschetta noted that there was an HOA that was supportive of Deer Valley throughout the right-of-way vacation process and is now taking a different position because they do not feel listened to. She does not believe that anyone at Deer Valley has had meaningful conversations with the people from Protect the Loop. While she is

grateful for some of the changes that have been made, she pointed out that the changes were the result of community feedback and input. She encouraged Commissioners to look into the numbers themselves and not necessarily take the presentations at face value. There needs to be measurable and legitimate parking reductions based on the numbers that currently exist rather than numbers there is no historical support for.

Maureen Murtaugh wanted to speak to the accessibility of the information. As she was reviewing the materials that were turned in, she had to look back at past agendas as well. She would like to see the information presented in a way that is more accessible to the community. Materials should show where the proposal started and where it is now. Having to look at four or five different places to find information is somewhat excessive.

There were no further comments. The public hearing was continued.

Chair Hall noted that Staff has a presentation slide that outlines the CUP and MPD requirements. That can be a guiding tool for the Commission during the discussions.

Commissioner Suesser asked about the existing parking at Snow Park, with and without the overflow parking on the street. She would like confirmation on the current number so there is a clear baseline. Mr. Budge reported that the current parking with respect to the surface lots is approximately 1,700 spots. That includes the parking that is done along Doe Pass Road. The intention of the proposal is to reduce parking so the day skier parking is limited to 1,360, and the 611, which would be the balance of the parking, would be used to accommodate the new uses. The 611 parking spots will be discussed in connection to this application, but will also be discussed further during Phase II.

Commissioner Suesser asked for a breakdown of the 1,700 parking spots and how that number was arrived at. She noted that some surface parking was expanded a few years ago. Mr. Budge reiterated that the 1,700 number reflects the current conditions. Doe Pass Road is only parked for overflow parking and that will be eliminated with the garage. Ms. Tyler clarified that Does Pass Road is parked separately from the on-street parking because it is private property. There is the ability to park on Doe Pass Road. The 1,340 number mentioned earlier is for lots one through six and does not include Doe Pass Road. She reported that Deer Valley will come back with more detailed information in the future.

Commissioner Suesser believed the 1,340 number does not include the on-street parking that happens on peak days. This was confirmed. With the addition of on-street parking and the Doe Pass Road parking, that is what reaches approximately the 1,700 number. The intention is that this project will ultimately eliminate the current on-street parking.

Chair Hall noted that there was a lot of public comment received. She asked the applicant team to address some of those comments and concerns. For example, enforcement of the shared managed lane and the parking reduction numbers. Mr. Budge explained that the team would answer all of the questions posed by members of the community. Some can be answered at the current meeting and some can be addressed at a future meeting.

The item relative to Fawn Grove will be addressed in the future as well as the added width and how that interacts with crosswalks. One of the comments was about how the land uses are being handled. He pointed out that the current thinking for Phase II has been shared. It is expected that an approval for Phase I would state there is an assumption for a certain range and mixture of uses. If something different is brought back in Phase II, then there would need to be an analysis to determine whether that creates a different impact in terms of parking. There is confidence that a careful analysis has been done.

Mr. Budge mentioned the comments related to the Y down to the Marsac roundabout. He explained that those are not under their control. They are a stakeholder and there is a desire to cooperate with the City and the Utah Department of Transportation ("UDOT"). UDOT greatly influences the Marsac roundabout, because it is under their ownership.

Commissioner Suesser noted that the gondola is in Phase II and it is a requirement under the City Council approval of the vacation of the right-of-way. There needs to be a commitment to the gondola in Phase II. Mr. Budge confirmed that the transportation elements must be committed to. The location will be shown in greater detail at a future meeting. At the beginning of the current meeting, there was information shared about the anticipated alignment relative to the current lift. It is part of this program, but Phase I needs to be approved in order to move forward with the next phase of the project. Commissioner Sigg wants to better understand when the gondola will move forward. Mr. Budge reported that the next meeting will be about construction mitigation. As part of that, there will be information shared about the construction schedule. How those elements fit into the schedule will be reviewed at that time to provide additional clarity.

Commissioner Van Dine believed that off of Doe Pass Road, there is an entrance to P2 and P3. There is no parking entrance on Deer Valley Drive East other than where the event center is located. Ms. Tyler clarified that there is an entrance into the south garage off Deer Valley Drive East. When exiting the transit hub, Commissioner Van Dine wanted to understand whether there will be right turns out. It was stated that there will be opportunities for right turns out of the transit hub. Commissioner Van Dine thought there should be some limitation there, because if someone is trying to make a right turn and cannot because of the traffic, which will create backups. She wondered whether there was a way to limit that or make it a two-lane turn. It is important that traffic exiting the hub is able to move continuously. Commissioner Johnson explained that egress is a concern and additional information would be beneficial for the Planning Commission to review.

Commissioner Van Dine asked if there is a crosswalk proposed at Solamere Drive. It was reported that there is a crosswalk at Queen Esther Drive proposed. Commissioner Van Dine wanted to know how far Solamere residents need to walk to access a walking path. Mr. Dinsmore stated that there is a path that goes from Solamere to Queen Esther. Commissioner Van Dine asked about the traffic breakdowns. She wanted to understand the days and hours the intersections that operate at a LOS F are at that level during ski season. Having that kind of breakdown of information might be helpful moving forward.

Commissioner Van Dine likes that there will not be skier drop-off on the south side of Doe Pass Road, but that is something that will need to be enforced. As for the condominium complexes along Deer Valley Drive East, she asked which ones offer shuttle service. It would be useful to know that to understand where there will be more pedestrian traffic.

Discussions were had about bus service and the transit options currently available. Mr. Nepstad noted that it is assumed the existing bus stops will remain where they are now. The service planning may change over time, but the assumption is that all current bus stops in both directions will remain. The current bus route was outlined by Mr. Dinsmore.

Commissioner Shand stated that it would be nice to know what type of amenities will be part of Phase II. While the traffic in the morning is difficult, the exit traffic is more challenging. He does not have much of a problem with the day skier parking proposed. There will be parking for the hotel and condominium guests, but those guests are not typically the ones leaving at 5:00 p.m. However, the club parking is something to discuss further, because those will more than likely be locals willing to pay extra for a parking spot. He feels that should be considered in the overall day skier parking equation. He also feels it would be interesting to look into some lefthand-turn options for Royal Drive.

Commissioner Suesser asked where the club skiers currently park. Ms. Tyler reported that there is no club parking at Snow Park currently. Those that belong to the private club are currently parking at Silver Lake. What is proposed here is a different club. Commissioner Sigg wanted to better understand the ridership patterns of the existing club members. Some additional data about how the club will work is needed.

Commissioner Sigg feels there needs to be more information on pedestrian circulation from the parking garage and the elevator capacities. The capacity of the elevators and the ease with which skiers are brought to the plaza level is important. Ms. Tyler reported that two of the elevators will carry 65 people every five minutes. Commissioner Sigg was encouraged by the capacity but wants to make sure the elevators are as efficient as possible. It was noted that there are eight elevators dedicated to the transit center and garages. Additionally, there is an escalator available for visitors to leave the transit center. Ms. Tyler offered to come back with a thorough analysis of the vertical transportation.

Commissioner Frontero stressed the importance of working with Deer Valley to continually find ways to reduce SOV. What he believes is leading to the LOS D, E, and F are the SOV. This new project is an opportunity to explain to guests that carpooling and transit are important. There needs to be fewer SOV brought into the area. Commissioner Frontero believes employees are currently not required to park and ride but can arrive in a vehicle and park. Ms. Tyler confirmed that this is currently the case. Commissioner Frontero suggested a requirement that staff must park at a park and ride or must take a form of public transit. One simple way to reduce the number of SOV at the resort is to attempt to restrict the employees from being able to drive to the resort.

Ms. Tyler reported that there are several strategies listed in the TDM. Deer Valley is trying to incentivize staff to take alternative modes of transportation. Any staff that will park on-site when the project is done will utilize day skier parking stalls. She reiterated that there will be TDM strategies implemented as well. While it is a worthy goal to restrict employee parking on the site, it is not necessarily realistic from an operator's perspective. That being said, it is something that Deer Valley will continue to strive for. Mr. Bennett pointed out that only 10% to 15% of employees park at Snow Park currently.

Commissioner Frontero is pleased to hear the applicant will not continue to seek the permit to park along the loop. As for the new ski club, the use is intended to provide a place for people to come and ski on a daily basis, which is essentially the definition of day skiers. He believes the club parking must be included in the day skier calculation. Commissioner Frontero understands that the right-of-way ordinance specifically prohibits daily ski parking in those 611 spaces. To put the ski club in there is inconsistent. Mr. Budge stated that further analysis will be done. There was support for the earlier suggestion from Commission Sigg about patterns and practices of the existing ski club.

Commissioner Frontero noted that the Commission has not seen anything regarding paid parking. He asked if additional details will be shared at the next meeting. Mr. Budge confirmed that there will be paid parking. Built into the model is the expectation that drivers will react to paid parking similarly to what has been seen in other areas. That will naturally encourage a move towards sharing or multiple occupant arrivals. Commissioner Frontero asked if those details will be available ahead of a vote on Phase I. Mr. Budge confirmed that he will obtain those details for the Commission to consider and review.

Discussions were had about reservation systems at other resorts. Commissioner Frontero appreciates the idea of communication that has been proposed, but he pointed out that those communication systems will not be needed if there is a reservation system in place. He noted that reservations will spread out the morning rush of vehicles.

Commissioner Frontero asked the applicant to consider presenting a five-year plan that outlines how SVO will be reduced. He wants there to be some sort of aspirational plan in place. Each year, it will be possible to check in and see whether there has been progress made. At the next meeting, there will be a focus on construction mitigation. He asked that this include some information about the financing. Certain types of financing are more likely than others to result in faster construction and completion. As a community, it is important to know how long this process will take. The financial mechanism is key.

Commissioner Johnson asked about the capacity for buses within the transit center. It was stated that there can be four buses on Doe Pass Road and six in the transit hub. There has been work done with Park City Transit to ensure that this will sufficiently service the site. Commissioner Johnson wants to hear from Park City Transit and High Valley Transit that what is proposed is considered a sufficient number of spaces.

Transportation Planning Director, Tim Sanderson, introduced himself to the Commission. He reported that there has been work done with Deer Valley on this proposal. The plan for the transit hub is different than the other hubs that exist in Park City currently. The concept for Snow Park is that the underground transit terminal is stop-and-go. It is there to pick up passengers and drop off passengers. Buses will no longer be sitting there, so there will be a steady flow moving through the area. Five bus bays for Park City Transit is considered to be sufficient as is the one bus bay available for High Valley Transit.

City Engineer, John Robertson, noted that there have been a lot of comments and concerns related to the future LOS. From an engineering perspective, the LOS can be addressed in two ways: physical changes (adding lanes and widening roads) or the removal of vehicles. The strategy for Park City is to look into the removal of vehicles. The way to do that is to look into effective TDM strategies. He explained that the idea is to move people rather than vehicles. Everyone is working together to do so effectively.

Mr. Robertson shared a presentation slide to highlight some TDM strategies:

- Recreate 248 - Rapid Transit along the SR-249 corridor;
- Realignment of Marsac Roundabout;
- SR-224 BRT Project with High Valley Transit;
- Increased frequency and service from Richardson Flat Park and Ride;
- Route 20 Tan from Park Meadows;
- Improved bus stop amenities and access improvements;
- Main Street reimaging including gondola to Deer Valley;
- Bicycle and Pedestrian Master Plan.

Mr. Robertson explained that the issue of traffic is complicated, which is the reason many different strategies are being considered. It is important to think of short-term and long-term strategies to improve traffic and improve the flow. Discussions were had about some of the items on the TDM strategies list, including the BRT project with High Valley Transit.

Chair Hall asked about the Y and why a roundabout does not technically work there. Mr. Robertson explained that various solutions can be done in an intersection. Each one has challenges that need to be considered to determine whether that particular solution is the best one for that location. At the Y, there are some right-of-way restrictions and limitations, but when it comes to the distribution of traffic, the majority of flow comes from one direction rather than the other. That can cause queuing to go back in one direction. The roundabout cannot balance out the flow in that area.

Chair Hall pointed out that a lot of the comments about the Y intersection have to do with non-peak times and how what is proposed will make conditions worse. Mr. Robertson reported that the signal timing can be changed remotely. There can be changes according to the time of day, which makes it possible to have a more dynamic response.

Commissioner Shand asked if there was consideration given to reversing the direction of traffic on the loop. Mr. Robertson stated that he would defer to the applicant on that. Commissioner Johnson wanted to know if WCG has reviewed the information. It was confirmed that WCG has done a review of the submitted 2024 Traffic Impact Study.

Chair Hall wanted to hear more about the shared managed lane. Mr. Robertson reported that the shared managed lane is proposed to be operated as a transit-only lane during the winter months. In the summer, it is planned to be used for active modes of transportation. Signage and enforcement measures must be discussed. Chair Hall believed that when Deer Valley is in winter operation, it will be exclusively used for transit. It was stated that it will be exclusive to active transportation the majority of the time in the summer months. During special events, it will likely operate as a transit lane to move people out of the special event area via transit. Communication and outreach is essential.

Commissioner Suesser has heard from members of the community that locals do not take the bus because it takes too long to get from their residences to the final destination. She would like the transportation experts and Deer Valley to review the bus routes to see if there are more efficient ways to move people to the site. She also suggested that a survey be released to the public to better understand the ridership needs. Commissioner Suesser agrees that club parking should be included in day skier parking. There also needs to be something along the north side of Deer Valley Drive East, such as benches or a sidewalk. To encourage bus ridership, it must be convenient and accessible.

Commissioner Suesser wants a better understanding of the event center for the hotel. Additionally, she would like to know the capacity of the hotel event center and the event center in the Deer Valley plans on the north lot. She also asked for specifics on the extent of anticipated excavation and whether the 45-foot height is from existing or final grade.

Chair Hall stated that the primary issue with the application meeting the criteria for the LMC, in regard to transit parking and circulation, is the exit. The PM peak traffic is already an issue and is expected to become worse over time. There needs to be a better exit strategy for all of the skiers. She would like to see some ideas from the applicant. Commissioner Suesser added that she wants Deer Valley to consider some incentives for people to take the bus to the site. That is lacking in some of the plans seen so far.

MOTION: Commissioner Johnson moved to CONTINUE Agenda Item 4A, Snow Park Village Base Area, and the public hearing to the Planning Commission Meeting scheduled for November 13, 2024. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

5. ADJOURNMENT

MOTION: Commissioner Johnson moved to ADJOURN.

The meeting adjourned at approximately 9:22 p.m.

Park City Transportation

Level of Service FAQs



PARK CITY

1881

What is Level of Service? (LOS)

- Measurements used by Engineers to understand operating conditions within a traffic system and how conditions are perceived by drivers and passengers
- Impacted by the physical characteristics (#of lanes) of a road/intersection and the different operating characteristics (signal timing) that occur during times of different traffic volumes
- LOS will change throughout the day, week, month, season
- Acceptable LOS can vary between agencies depending on City goals and the ability to expand an intersection.
- Some agencies no longer use LOS as a tool to analyze the impacts of development on a transportation system.

How Do You Improve LOS?

Traditional:

- Adding left or right turn pockets
- Additional lanes and widening intersections and roads
- Changing signal timing

Looking ahead (PC Forward):

What if road widening is opposite of community goals?

Modern approaches:

- Transit
- Parking reductions
- Mobility = bike/ped/etc.
- Transportation Demand Strategies

How Do You Improve LOS?

- Communities throughout the world are focusing on moving people and not vehicles. They focus on all users of their transportation system and offering multiple choices of transportation modes.

Other Communities:

- Vail – Strives to manage their system by allowing a LOS that will vary during the day and time of year.
- Boulder, CO - accepts LOS D
- SLC – Doesn't plan around LOS. They plan around non-car investments. Transit, bike, ped.



How Do You Grade LOS?

The time a vehicle waits at an intersection, defines LOS levels as follows:

- A: ≤ 10 seconds (what happens in 10 seconds?)
- B: 10–20 seconds (same...)
- C: 20–35 seconds (same.....)
- D: 35–55 seconds
- E: 55–80 seconds
- F: > 80 seconds

Key Park City Networks

Intersection	Winter PM Peak Hour	
	Delay (Seconds)	LOS
Kearns Boulevard (SR-248)/Park Avenue (SR-224)	38.4	D
Empire Avenue/Park Avenue (SR-224)/ Deer Valley Drive (SR-224)	90.5	F
Bonanza Drive/Deer Valley Drive (SR-224)	128.7	F
Monitor Drive/Bonanza Drive/Kearns Boulevard (SR-248)	121.3	F
Comstock Drive/Kearns Boulevard (SR-248)	31	C
Aerie Drive/Deer Valley Drive (SR-224)	34.8	D/WBR
Marsac Avenue (SR-224)/Deer Valley Drive (SR-224)	82.2	F
Sunnyside Drive/Rossie Hill Drive/Deer Valley Drive	102.5	F/NBL

What Determines Whether an Intersection Warrants a Traffic Signal?

An engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location determines whether installation of a traffic control signal is justified at a particular location. These warrants are also major factors in the analysis:

- Eight-Hour Vehicular Volume
- Four-Hour Vehicular Volume
- Peak Hour
- Pedestrian Volume
- School Crossing
- Coordinated Signal System
- Crash Experience
- Roadway Network



How Would You Manage this Signal?



Most Effective TDM? Moving People, Not Cars



Transportation Demand Strategies

- Recreate 248 – Rapid Transit along the SR-248 corridor
- Realignment of Marsac Roundabout
- SR-224 BRT Project w/HVT
- Increased frequency and service from Richardson Flat Park and Ride
- Route 20 Tan from Park Meadows
- Improved Bus Stop amenities and access improvements
- Main Street Reimagining including Gondola to DV
- Bike and Ped Master Plan

Transportation Demand Strategies

TDM, or simply demand management, is a set of strategies to maximize traveler choices.

Strategies:

- **Cost-based strategies:** Roadway pricing, parking fees, and public transit subsidies
- **Supply-based strategies:** Roadway reductions, restrictions, and parking reductions
- **Supportive strategies:** Ride sharing, carsharing, trip planning assistance, and education and outreach
- **Reducing demand:** Reducing the number of single-rider vehicle trips
- **Redistributing demand:** Spreading out travel demand in time or space
- **Maximizing choices:** Providing travelers with more options for their travel, such as work location, route, and time of travel

TDM can lead to improved mobility, reduced congestion, and lower vehicle emissions.

Shared Managed Lane

Transit System Benefits

Inbound: Improvements for PM peak hours

- Bus travel times are anticipated to improve by approximately 10 seconds in the PM peak hour.

Outbound: Improvements for PM peak hours

- Bus travel times are anticipated to improve by approximately 16 seconds in the PM peak hour

Operational Uses

- Winter to be used exclusively for transit services
- Summer to be used for active transportation users only
- Provides space for use during and emergencies