



**PARK CITY MUNICIPAL CORPORATION
PLANNING COMMISSION MEETING MINUTES
COUNCIL CHAMBERS
MARSAC MUNICIPAL BUILDING
JANUARY 22, 2025**

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

EX OFFICIO: Rebecca Ward, Planning Director; Virgil Lund, Planner II

1. ROLL CALL

Chair Sarah Hall called the Planning Commission Meeting to order at 5:30 p.m. All Commissioners were present, with Commissioner Laura Suesser attending via Zoom.

2. STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

Planning Director, Rebecca Ward, shared information about public comments during the Planning Commission Meeting. She asked those sharing comments to state their full name, sign in, limit comments to three minutes or less, and direct comments to the Commission. Additionally, she asked that the comments be related to the item that is scheduled for review. She stressed the importance of civility during comment periods.

Commissioner Christin Van Dine disclosed that she owns property in Lower Deer Valley Lakeside. She also serves on the Homeowners Association (“HOA”) Board. However, that will not impact her decisions on the Deer Valley-related agenda items.

3. PUBLIC COMMUNICATIONS

There were no public communications.

4. CONTINUATIONS

- A. Parcel PCA-S-79-C – Extension of Approval –** The Applicant Proposes a Two-Year Extension of Ordinance 2023-03 Approving the Zoning Map Amendment to Rezone a Six-Acre Pod from Recreation and Open Space to Estate within Parcel PCA-S-79-C (Bransford Parcel). PL-24-06306.

Chair Hall opened the public hearing. There were no comments. The public hearing was continued to the February 12, 2025, Planning Commission Meeting.

MOTION: Commissioner Van Dine moved to CONTINUE Parcel PCA-S-79-C – Extension of Approval and the public hearing to the February 12, 2025, meeting. Commissioner Frontero seconded the motion. The motion passed unanimously.

5. REGULAR AGENDA

- A. 2250 Deer Valley Drive South – Amendment to the Flagstaff Development Agreement Technical Reports** – The Applicant Proposes to Update the Flagstaff Technical Reports #5 Open Space Management Plan and #13 Wildlife Management Plan Related to the Flagstaff Development Agreement, Master Planned Development, and the Conditional Use Permit Approving the Installation of Lift 7. PL-24-06258.

Planner II, Virgil Lund, presented the Staff Report and explained that this item relates to 2250 Deer Valley Drive South. He shared the Flagstaff Technical Reports Addendums – Wildlife Management and Open Space presentation slides with the Commission. He explained that what is before the Commission is an amendment to the Flagstaff Technical Reports: #13 Wildlife Management Plan and #5 Open Space Management Plan.

Planner Lund discussed the Lift 7 Conditional Use Permit (“CUP”) that was approved in May 2024. He read Conditions of Approval #13 and #26 to the Commission:

- Condition of Approval #13:
 - “The Applicant must submit an application to amend Technical Report #5 Open Space Management Plan which shall include a substitution of the designated Undeveloped Recreation Open Space impacted by this application and adjustment of Developed Recreation Open Space Areas, with a minimum 111-acre replacement of the Undeveloped Recreation Open Space, and any proposed additional mitigation measures from the result of increased lift disturbance within Undeveloped Recreation Open Space. The Applicant shall submit the application to the Planning Department within three months of this Conditional Use Permit approval. Planning Commission review and approval must be obtained within six months of the date of Planning Commission approval of this Conditional Use Permit. This approval will expire if either deadline is not met or extended by the Planning Commission.” (Exhibit E).
- Condition of Approval #26:
 - “The Applicant must submit a modification application to amend Technical Report #13 Wildlife Management Plan which shall include updated Wildlife Data. The Applicant shall submit a modification application to the Planning Department within three months of this Conditional Use Permit approval. The modification must be reviewed and approved by the Planning Commission within six months of the date of Planning Commission approval of this Conditional Use Permit.”

Planner Lund reported that updates to the Technical Reports include the following:

- Maps showing the replacement of Undeveloped Recreation Open Space with Developed Recreation Open Space within the Flagstaff annexation area;
- Wildlife assessment documenting the existing wildlife in the annexation area and how it has changed since the original Wildlife Technical Report;
- Proposed habitat disturbance from the ski lift and ski run construction;
- Recommended best management practices for the exchange areas.

These updates do not constitute new plans but are considered addendums to the existing plans. Planner Lund explained that in December, the applicant submitted an updated draft report with the following changes made to the original report:

- The original 2001 reports approved by the Planning Commission are still applicable to all other areas not covered explicitly by this update;
- Updated map on Page 2 showing the exchange areas are overlaid on the existing Open Space map;
- Existing conditions data was updated for the exchange areas, including counts and total distances of hiking and bicycle trails, as seen on Page 10;
- Viewshed analysis completed for the exchange areas, seen on Pages 10 and 11;
- Removed the proposed alterations to the Undeveloped Recreation Open Space and Developed Recreation Open Space definitions.

The applicant was required to exchange 111 acres from Developed Recreation Open Space to Undeveloped Recreation Open Space. Planner Lund shared a map that indicates where that will occur. Photographs were presented to the Commission to better illustrate the exchange areas, including a photo of the west exchange area and east exchange area. The Undeveloped Recreation Open Space areas comply with the objectives of Undeveloped Recreation Open Space because they are heavily vegetated with steep slopes. He explained that there are approximately 92 acres of very steep slopes that the exchange areas will help to preserve from additional development.

The proposed exchange areas comply with the Sensitive Land Overlay ("SLO") requirements regarding ridgelines. The purple line on the map shows a designated ridgeline. The new exchange area will prohibit development on or near that designated ridgeline. The proposed exchange areas also comply with the SLO requirements for wildlife habitat and the applicant submitted updated wildlife data. Conditions of Approval the Commission imposed as part of the Ski Lift 7 CUP relate to construction timing, sensitive and specially valued species, wildlife connections, and wildlife conflicts.

Staff recommends the Planning Commission discuss the findings from the updated wildlife data and determine whether additional Conditions of Approval are required. It is also recommended that a public hearing be opened and the addendums be considered.

The applicant representative, Jason Boal, explained that he is with Snell & Wilmer. He expressed appreciation for the Staff efforts and the thorough review that was conducted.

Also attending the meeting virtually is Kristina Kachur Webb from Logan Simpson. Mr. Boal explained that when the Lift 7 CUP was approved, there were Conditions of Approval to state that the reports needed to be updated. This included an exchange of land from Developed Recreation Open Space into Undeveloped Recreation Open Space. Some on-site analysis was done and two areas were identified for the 111 acres, which is the same acreage as the Lift 7 project area. Those areas are identified as the west exchange area and the east exchange area in the report submitted.

The Developed Recreation Open Space definition from 2001 was shared. Mr. Boal explained that this definition was important as adequate areas were determined for both Developed Recreation Open Space and Undeveloped Recreation Open Space. It is important to understand what each of those consists of. He explained that the Developed Recreation Open Space consists of areas served by ski lifts and contains a preponderance of graded and/or ski runs and summer trails. The areas are designed for and receive the bulk of recreation use in the area. On the other hand, the Undeveloped Recreation Open Space may be skied in the winter, but it typically contains some summer trails and has not been heavily modified for those purposes. It is dominated by naturally occurring, unfragmented native vegetation. It is also important for maintaining scenic viewsheds and wildlife habitat. Those were the founding principles used when determining which areas would be appropriate for this exchange. Mr. Boal stated that the west and east areas were determined to be appropriate for the classification change.

There was an on-site visit with Logan Simpson where all three of the areas were reviewed. The idea was to better understand what each of the sites consisted of and to determine which categories the areas appropriately fit into. Those details have been included in the submitted report. There are also example images from each of the areas. Mr. Boal noted that both the east and west parcels remain heavily vegetated. There has not been development, but there are some trails, which is consistent with the Undeveloped Recreation Open Space definition. These areas have not been heavily modified.

Bio-West also conducted several on-site visits to understand the wildlife area within the Lift 7 location and exchange areas. The Lift 7 Habitat Disturbance Map was included in the submitted materials. The Lift 7 area does not possess high-value vegetation and is less visible than the areas converting from Developed Recreation Open Space to Undeveloped Recreation Open Space. Converting the Lift 7 area to a Developed Recreation Open Space will result in some overall loss of Sagebrush Steppe and Aspen Forest habitat types. However, the redesignation of the existing Developed Recreation Open Space exchange areas into Undeveloped Recreation Open Space will result in a net gain of Mixed Aspen/Conifer Forest and Mixed Conifer habitat. The exchange areas have substantially fewer existing trails and building infrastructure than the Lift 7 area.

Commissioner Bill Johnson asked if all of the clearing and grading had been completed for the lift runs. He wants to understand what still needs to be cleared and graded. The applicant, Hannah Tyler, reported that there is one ski run that is part of the Phase II application. It was realigned based on a recommendation from the Open Space Study. That is the only run that has not been cleared because approval is still needed for that. The rest

of the scope of the Lift 7 pod has been cleared. Commissioner Johnson had a suggestion to adjust Condition of Approval #21 to mention a 300-foot buffer on either side of the clearing area and to state that the clearance survey shall be performed on all areas scheduled to be cleared, no more than one week prior to the disturbance. If the work has already been done, he noted that this could be captured in the condition language.

Commissioner Suesser made a comment to provide additional clarity. She believes the Developed Recreation Open permits ski lift operations and ski lift infrastructure whereas the Undeveloped Recreation Open Space does not. Ms. Tyler confirmed this.

Chair Hall opened the public hearing. There were no comments. The hearing was closed.

Commissioner John Frontero asked if there would be a presentation on the #13 Wildlife Management Plan. Mr. Boal explained that the wildlife report was included with the information the Commission received. It includes the best management practices and recommendations. He reiterated that the report includes the wildlife analysis and there were not many changes from the 2001 report as far as the habitat that exists on the site.

MOTION: Commissioner Frontero moved to APPROVE the 2250 Deer Valley Drive South – Amendment to the Flagstaff Development Agreement Technical Reports, amending the Flagstaff Development Agreement Technical Report #5 Open Space Management Plan and Technical Report #13 Wildlife Management Plan, as shown in Exhibit A. The motion was seconded by Commissioner Johnson. The motion passed with the unanimous consent of the Commission.

- B. Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit, Phase I Conditional Use Permit, and Subdivision** – 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. MPD PL-21-04767, CUP PL-21-04811, and Subdivision PL-22-05168.

Director Ward presented the Staff Report and explained that the application relates to the Snow Park Village Base Area. She shared slides for Snow Park Village Phase I – Parking and Transit Center. The original proposal in 2021 was a three-phase development where the first phase would be parking on the south parcel followed by vertical development and the north parcel. After the City Council approved the vacation of a portion of the Deer Valley Drive right-of-way, the applicant worked to revise the plans to maximize the day skier parking at 1,360 and limit the parking for the other uses on site to no more than 611.

The applicant also shifted the transit center closer to the Snow Park Base and situated it underground. As part of those revisions, the applicant combined the phasing so the south and north parcel parking areas would be constructed as part of Phase I, with vertical development being part of Phase II. There are still outstanding items for this application, including the distinction between day skier parking and ski club parking, the 250 parking

spaces designated for the ski club parking, updates to the Transportation Demand Management (“TDM”) Plan, and the traffic and parking evaluations related to the Construction Mitigation Plan. The plan elements are being reviewed by third-party consultants for discussion during the February 26, 2025, Planning Commission Meeting.

The applicant is requesting to shift some of those reviews to the Phase II CUP review. The applicant submitted a Draft Final Action Letter for the Planning Commission to provide input on. Additionally, Staff recommends consideration of Conditions of Approval if the Phase I construction for the parking moves forward. Recommended conditions are:

- Require evaluation of density, uses, and traffic as part of Phase II;
- Require updated TDM Plan as part of Phase II;
- Outline Phase I requirements related to circulation and transit;
- Ensure Phase I conduit and infrastructure support future development.

Director Ward noted that the Traffic Impact Study (“TIS”) submitted for Phase I is based on certain square footage that are proposed, but those are in flux. That TIS would need to be updated if the uses and square footages change. Additionally, she stated that Phase I sets the foundation for the area and establishes vehicle, pedestrian, bicycle, and transit circulation. It also establishes the platform for the height of the Phase II development. Additional Conditions of Approval would require that the modifications to the density allocated in the Deer Valley Master Planned Development (“MPD”) could not be increased. Any changes would have to be a reduction in the density.

As for the TDM Plan, there are updates recommended to establish a plan that has specific and measurable strategies to reduce traffic, especially during peak times. Staff recommends that be updated and continue to be discussed as part of the Phase II CUP process, especially as it relates to updates to the five-year plan and the goals proposed by the applicant. Strategies include free lockers for transit riders and increasing amenities for park and ride facilities. In the original TDM Plan from the applicant, there was a proposal to offer child care for employees. There is an opportunity to discuss how that would fit in with increased density in the Snow Park Village. The additional Conditions of Approval would be related to the circulation and transportation improvements.

More information is needed and is currently under review as far as construction mitigation, specifically regarding the off-site parking and traffic during construction. In the original application, there was a request for 1,789 parking spaces. Through the vacation process, there is a maximum of 1,360 day skier parking stalls. With the 611 parking spaces that remain, Staff would recommend building in flexibility that it could be reduced if the updated TIS or TDM Plan shows that there are opportunities for further reductions to vehicles coming to the site. During the February 26, 2025, Planning Commission Meeting, the following items will be discussed by the Planning Commission:

- Updated Construction Mitigation and Phasing Plan, including traffic management and off-site parking facilities during construction;

- Proposed amendments to the Deery Valley MPD (including gondola construction, affordable housing, and parking requirements).

Staff is recommending the Planning Commission conduct a public hearing, discuss the proposed Conditions of Approval, and provide input to the applicant regarding information required for Final Action. Director Ward reported that the applicant has a presentation prepared. The applicant and Staff draft conditions can also be shared for reference.

The applicant, Hannah Tyler, introduced herself as Vice-President of Resort Planning for Deer Valley. She noted that Legal Counsel, Wade Budge, is present and will walk through some of the proposed Conditions of Approval. Mr. Budge explained that the idea was to capture all of the feedback received from previous Planning Commission Meetings. At the last meeting, there were discussions about preparing conditions and submitting them to Staff. This was done on January 7, 2025, when Conditions of Approval were submitted as well as a proposed 13th amendment and some plat notes. He explained that the intention is to review the proposed Conditions of Approval and receive feedback.

Commissioner Johnson believes the Commission is being asked to review the Conditions of Approval proposed by the applicant. Mr. Budge clarified that there are Staff recommendations the Commission can review as well. He explained that there is a desire to receive feedback on the potential conditions so a full set can be brought back.

There was a brief break while technical difficulties for virtual participants were resolved.

Mr. Budge explained that the Conditions of Approval have been broken into four main categories: parking, access and transit, pedestrian and bicycle connectivity, and construction mitigation. Within these conditions, there is acknowledgment that certain topics will need to be finalized as part of Phase II. Some other topics are in the 13th Amendment, but those can be pulled out and added to the conditions. He suggested the Commission discussion focus on the conditions and what there might be approval for.

Mr. Budge read the first conditions that are proposed, including ones related to parking:

1. Development of the project shall comply with the Vacation Ordinance;
2. The approval of the CUP is conditioned upon the following:
 - a. Parking within Lot 1 parking structures shall be limited to 1,971 spaces;
 - b. Of the approved 1,971 parking spaces, only 1,360 parking spaces shall be designated for day skier and resort guest use;
 - c. The remaining up to 611 parking spaces of the approved 1,971 parking spaces shall be for uses described and to be designated and approved as part of the future Phase II application to the Planning Commission;

- d. Paid parking shall be implemented for the use of the public day skier area of the parking structure;
- e. Applicant shall reduce single-occupancy trips and promote carpooling through its programming and operation of the parking structure and associated arrival and departure areas;
- f. Applicant shall employ best available technology in the management of the parking structure, including adopting systems to advise skiers of parking status and opportunities for off-site parking;
- g. Applicant will operate a paid system for its public day skier areas, the details of which will be established, determined, and administered by the applicant;
- h. Applicant shall evaluate its parking program annually and shall actively consider available technologies to improve the function of the parking structure and to reduce traffic impacts in and out of the parking structure, including programs involving possible carpool and transit incentives, reservations, and user notifications;
- i. Applicant shall implement employee parking plans to facilitate the arrival and departure of employees at times to minimize traffic impacts;
- j. Applicant shall coordinate with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.
- k. Applicant shall make available, during peak times, off-site parking areas, including at Richardson Flat and a shared parking facility with the City being contemplated near State Road 248 and Highway 40;
- l. Applicant will work with the City to identify additional off-site parking opportunities along or connected to existing transit routes, as they may be updated by the City;
- m. Applicant will no longer utilize Deer Valley Drive East road areas for public parking, as had been allowed by the 12th MPD.
- n. The Phase II application will include updated TIS and TDM studies and reports should programming for development on top of the parking structure vary materially from the assumptions included in the Phase I TIS and TDM.

Mr. Budge further discussed the proposed parking conditions. He referenced 2(C), which talks about the remaining 611 parking spaces. The reason for that approach is that while

there is a program for what is intended for the vertical application, the application still needs to be fine-tuned and submitted. 2(F) is a condition that addresses some of the comments that have come from the Planning Commission in the past. He noted that the best available technology might look different by the time this work is complete. Condition 2(G) reiterates the importance of having a paid system for the day skier areas.

Condition 2(H) mentions annual reviews that will consider how the best available technologies have been working. Mr. Budge explained that there can be discussions about when adjustments should be made during those annual reviews. It was noted that the annual reviews are intended to take place with the City, but that can be clarified in the language. There have been conversations about a program called Monitor, Meeting, and Adjust ("MMA"). The MMA process can take place during high seasons so reviews are taking place more often. The condition simply reflects a formal annual process as well. The resort can report what was employed in terms of the best available technologies, what the successes were, what the challenges were, and what adjustments can be made.

Mr. Budge reported that there was a Deer Valley success this past weekend related to transit incentives. It worked out so well that there was no on-street parking. Different incentives are being implemented now, but the Conditions of Approval can formalize some of those considerations. Condition 2(I) talks about employee parking plans and 2(J) has to do with the longer term concept that was discussed previously. There will be work done with the commercial offerings to make sure there are activities in place to spread out the departure times. He believes this will work for a number of reasons. Restaurant tenants want to have people at their restaurants, so there will likely be activities like happy hours, specials, and other promotions to attract people to the restaurants and other entertainment venues. That is what the proposed language in 2(J) is attempting to capture. Condition of Approval 2(K) mentions the obligation to work on off-site opportunities, including Richardson Flat, which is being used currently.

2(M) has to do with the commitment to no longer have on-street parking. Mr. Budge explained that on-street parking is a right in the 12th Amendment, but the proposed 13th Amendment states that on-street parking would no longer be available. That is reiterated in the Condition of Approval. He noted that there are conditions related to other focus areas, such as access and transit, but he asked for comments related to parking.

Commissioner Frontero asked about the four sections. Mr. Budge reminded Commissioners that there are sections related to parking, access and transit, pedestrian and bicycle connectivity, and construction mitigation. It was determined that the Commission will first discuss the proposed parking conditions. Commissioner Suesser asked that Conditions of Approval from Staff be reviewed so there is a clear understanding of what is recommended by both the applicant and Staff. Director Ward reported that Staff recommends clarification on the language in 2(G). The suggestion is to update that to reflect the language in the ordinance and resolution for the vacation of the right-of-way. Specificity for paid system implementation is also suggested.

As for 2(H), there is a recommendation from Staff. Director Ward explained that clarification is requested to state that the plan for each ski season will be presented to Staff for communication to the Commission. Providing an overview of the plan for the ski season would be beneficial as well as a report at the end of the ski season. This will provide an opportunity to review what worked, what was effective, and what could be changed. Commissioner Suesser asked if data would be required. Director Ward reported that what was proposed in the TDM Plan was to track the number of vehicles on the site and the occupancy of the vehicles. It would be appropriate to include that information.

For 2(M), the recommendation is to clarify that parking is prohibited on the Deer Valley loop. It is also recommended that people not be allowed to go into residential areas around the loop. As for 2(N), the recommendation in the Staff Report is applicable here. Regardless of whether the traffic changes based on the uses and square footage, Staff recommends that the TDM Plan continues to be updated and reviewed as part of the Phase II CUP. Chair Hall asked if the City has any proposals to ensure there is no off-street parking taking place. Director Ward noted that there is a recommendation that could be incorporated related to the placement of signs. Mr. Budge believes the Planning Commission is asking for clarification in 2(M) that it is the whole loop and that there be the same kind of cooperation language that is found later on in the conditions in 4(E).

Director Ward reported that there is another Condition of Approval that is drafted in the Staff Report. It relates to the uses and making sure the TDM is separated from the TIS so there are two separate Conditions of Approval. Staff wants the TDM to continue to be reviewed regardless of whether the uses change. Mr. Budge appreciated the clarification.

Chair Hall asked for additional discussion about the condition of an annual report. She reminded those present that the Staff recommendation is for a discussion ahead of the ski season and after the ski season. The applicant previously clarified that the review process will involve the City. Chair Hall asked who in the City will be involved in that review. Director Ward stated that there is a desire for the review to be done in conjunction with the Planning Department and then brought before the Planning Commission.

Commissioner Suesser agrees with the Staff recommendations that have been made so far. Chair Hall believes there is consensus among the Commissioners for the Staff recommendations. She asked that any additional comments about the applicant's conditions be shared. Director Ward clarified that there is one more Staff recommendation related to the parking, which is that the ski club parking be included in the 1,360 maximum unless during Phase II the applicant can demonstrate that it does not contribute to the traffic during peak periods. She suggested adding a new condition to the list or adding clarification to the 2(B) language proposed by the applicant. Commissioners expressed support to modify Condition of Approval 2(B) as suggested.

Commissioner Frontero believed the suggestion is to start with the ski club parking in the 1,360. It is then on the applicant to show the Planning Department or Planning Commission that it warrants moving to a different category based on evidence from the year. Director Ward stated that additional considerations could include building flexibility on defined peak

days, so there is a shift and the day skier parking is reduced on those peak days if there are 250 ski club spaces. There are a few ways to approach that.

Mr. Budge explained that what has been submitted to date does not include ski club details. The submitted materials state that there is a desire to have a ski club. It is difficult to accept a Condition of Approval for a use that is not currently before the Commission. There still needs to be enough parking space available to offer a high-quality experience to visitors. There is a willingness to discuss the ski club and relevant conditions when it is brought forward for Planning Commission consideration, but it is not part of this application. What is currently being discussed is the day skier parking and parking for other uses. The ski club is a commercial use and is entitled to have associated parking.

Todd Bennett, the President and COO of Deer Valley, explained that the resort is trying to be transparent about the different uses. The details of the ski club are still being finalized, as it is still several years out from the launch of the club. In terms of numbers, guests, and traffic, there is still more that needs to be determined. He understands what the concerns are from the Planning Commission based on some of the past comments.

Commissioner Rick Shand stated that the 1,360 is everything in the parking garage whereas the 611 would be allocated for everything on the deck or above. He believes there is a level of trust between the applicant and the Planning Commission to figure out the 611 parking spaces as the uses on the deck become better determined.

Commissioner Henry Sigg pointed out that this is a phased application. As a result, certain aspects are undefined. That creates some level of complication, because of the unknown elements. If every one of the club users becomes a single-ride occupant, that could create issues. The Commission is trying to drive initiatives for transportation, ride share, carpooling, and mass transit. He noted that members of the ski club might need to participate in that model. The fact that there are undefined elements in the subsequent phases that could additionally come off of the 1,360 parking spaces is also difficult. The numbers will continue to change as the building program, heights, and uses are defined.

Commissioner Johnson stated that the ski club parking worries him, but if it is possible to fit the club's needs into the 1,360 parking spaces, then he is supportive. He referenced the TIS and noted that the largest percentage change within the peak hour for the level of service ("LOS") summary table was the Deer Valley Drive and Marsac intersection. He stressed the importance of having 1,360-day skier parking spaces be the cap. Commissioner Johnson appreciates the transparency about the planned ski club, but it has caused some concerns about the amount of parking that is needed for the use.

Additional discussions were had about parking and the definition of a day skier. Chair Hall explained that a club skier could be seen as a day skier, but under another lens, it is also possible to see a club skier as a commercial user. There is not a strong definition for this. Commissioner Shand noted that the best information the Commission has now is the 1,360 parking spaces and the 611 parking spaces. The Commission needs to make decisions

based on those numbers. There needs to be a level of trust between the two parties since some of the details will be determined during Phase II of the project.

Commissioner Frontero asked about the timeline for the ski club information. Ms. Tyler reported that those details will be included with the Phase II application, which will hopefully be submitted within the next six to 12 months. The data that goes into the creation of the club and what the program will look like will be submitted as part of Phase II. She pointed out that not all future club members will come to the resort to ski. There will be a draw for other reasons that do not currently exist with the current resort. This club is being programmed as more of an experience and a draw that is separate from the draw of Deer Valley Resort. Mr. Bennett explained that it is anticipated the ski club will have more added to it. The intention is to make it a different experience for members.

Commissioner Frontero stated that he is not prepared to make a final decision until he sees what the ski club programming looks like. He suggested waiting to make a decision on how day skiing is categorized until the applicant provides further programming details. He asked if there was a way to wait on this decision until there are more programming details made available. Director Ward explained that this is what the applicant has requested. Any references to the 250 ski club parking stalls would be removed from the documents the Commission is being asked to approve. The 1,360 cap for the day skier parking would stay in place. As part of Phase II, the 611 spaces would be reviewed based on the proposed vertical development. Commissioner Shand asked how the 611 parking spaces will be allocated. He wanted to know where that number came from and if there is a breakdown based on the hotel, retail establishments, employees, and so on. Ms. Tyler reported that there is a proposed unit mix in the plan set. The Land Management Code ("LMC") defines parking allocation by use and that land use mix has been applied. The 611 parking spaces came from the square footage of the hotel, residential, and commercial uses. She reported that the 611 spaces are a 20% reduction request.

Commissioner Frontero finds the current proposal for employee parking to be lacking in specificity and details. He is still not certain what the plan is for current and new employees. While he understands it is not possible to control guest behavior, it is possible to encourage certain behaviors. There is more control over the employees arrive at the site. Certain employees could be shuttled into the facility from a park-and-ride lot or another location. This application lacks specifics about how the bulk of the employees will be brought to the resort. Mr. Bennett reported that the vast majority of employees who work at Deer Valley today are not parking their personal vehicles on the site. He offered to bring forward details about what is being done currently at a future meeting. The vast majority of employees are not driving there, but are using public transit or are coming on different shuttle routes. A minority of the 3,000 employees drive to the site.

Commissioner Suesser asked about the proposed Condition of Approval 2(E). She thinks more specificity about how the applicant plans to promote carpooling should be included there. Commissioner Suesser agrees with Commissioner Frontero regarding employee parking. There is not enough specificity included in Condition of Approval 2(I). More is needed there to explain how the applicant will facilitate employee parking plans. She also

wants to see more details in the Condition of Approval 2(K) language. In Condition of Approval 2(L), she feels the applicant should be required to identify additional off-site parking separately and not just with the City. That clarification would be beneficial. Commissioner Suesser also feels a reservation system should be part of the plan from the outset of the parking structure and not something simply considered in the future.

Mr. Bennett addressed the comments related to the parking reservation system. He would like both parties to be aligned on the outcome. There is no desire for people to come into Deer Valley if there are no parking spaces available for them. That is not a good guest experience and is also not a good experience for the City. There is openness to the idea of a reservation system, but there is a desire to maintain flexibility and use that reservation system when it can address certain problems. If a problem does not exist, then the reservation system will simply add more friction to the customer experience. However, he acknowledged that there are many times when a reservation system could be valuable. The request is to have some flexibility when it comes to that system.

Commissioner Frontero asked when a reservation system would be considered valuable. Mr. Bennett explained that it would be valuable when there are a lot of vehicles coming into an area with no parking. He noted that there are some ski resorts where it is possible to drive quite far up the canyon before realizing there are no parking spots available. That is not a good guest experience, so there is a desire to prevent those kinds of issues at Deer Valley. He does not want to see extra vehicles in the area unnecessarily. If there was a pattern where guests were arriving at Snow Park and there was no parking available, that would be an example of a reservation system needing to be implemented.

Commissioner Frontero suggested that the applicant consider signage. For example, signage stated there was a one-half-hour wait to get out of the parking lot. That type of signage could encourage visitors to depart later and make the most of the other amenities on site. The signage could be most effectively used at the end of the day. Mr. Bennett liked the suggestion and noted that there might be other ways to communicate that as well.

Commissioner Johnson noted that despite the work done by Fehr & Peers, he still struggles with the ingress/egress of the transit hub. He wants to know what would happen if a light needed to be implemented because it is backed up in the hub area. Director Ward explained that this will be considered in the access and transit conditions.

Commissioner Suesser asked if there was consensus on the Staff recommendations in the Staff Report related to parking. She believes those revisions should be implemented in the Conditions of Approval included in the Final Action Letter. Director Ward shared a high-level overview of the discussions the Commission has had during the meeting so far. Any references to the ski club parking would be removed. The 1,360 cap for day skier parking would remain. The 611 parking spaces and uses will be evaluated as part of Phase II. For Condition of Approval 2(H), there would be a review beforehand to outline the plan for the TDM. This would take place ahead of the upcoming ski season. There would also be a summary report at the end to see whether the strategies have been effective. That would be reviewed by Staff and then presented to the Planning Commission as an update. For

Condition of Approval 2(M), the request is to add clarification to state that parking is prohibited on the Deer Valley loop. 2(H) should separate out that the TDM Plan would continue to be reviewed as part of Phase II.

Chair Hall believes there is consensus on all of the items listed by Director Ward. Other Commissioners agreed with that statement. Chair Hall stated that there were a few other notes related to parking. This includes the addition of specificity to some of the proposed Conditions of Approval. For 2(K) she asked that it be available for more than peak hours.

The next set of proposed conditions were shared, which relate to access and transit:

- o. The City and applicant will enter into an Operations Agreement for the transit hub;
- p. Doe Pass Road shall be improved as depicted in Exhibit 5 to the 13th MPD and shall allow perpetual public access rights, including emergency, utility, and transportation easements, as confirmed in the Snow Park Plat;
- q. Applicant shall construct and cause to be operated a multi-modal mobility hub on-site as depicted in the Snow Park Plat;
- r. The project shall include an enhanced public transit center to accommodate transit, resort/lodging vehicles, and drop-off lanes, as further described in the 13th MPD;
- s. Applicant shall coordinate public transportation services and use of the multi-modal mobility hub;
- t. Applicant shall include in its Phase II application details on the location and construction of the gondola to Silver Lake, and its location on the parking structure approved hereby;
- u. Applicant shall utilize traffic signals as outlined in the traffic management plans included with the application, including implementation of transit signal preemption to improve transit travel times;
- v. Applicant shall design and work with the City to implement, at applicant's cost, dedicated bus-only lanes along the Deer Valley Drive East/West loop. These lanes will be shared mobility lanes which will be available for recreational uses when not limited to buses during the ski season;

- w. Applicant shall incentivize employee transit programs to facilitate public and private transit of employees to the project;
- x. Applicant shall utilize the TDM Plan and identify a staff member of the applicant to oversee the TDM program, as it may be updated in connection with the Phase II application;
- y. The staff member responsible for the TDM program shall be regularly available to City Staff to present on efforts to accommodate arrival and departure traffic impacts in connection with winter holidays, competitions, and other seasonal heavy traffic periods, together with plans within the project to attract skiers to businesses and amenities that may delay peak departure times.

Mr. Budge discussed the proposed Conditions of Approval related to access and transit. Commissioner Frontero likes the idea of regularly making new data available to the City, but he does not believe there necessarily needs to be a presentation made to the Planning Commission. There could be a monthly update letter each month from the resort. That letter could outline what is working, what is a challenge, and what will be implemented next. A short program update would be preferred rather than a full presentation.

Commissioner Suesser disagrees with the comment from Commissioner Frontero. She pointed out that presentations made at a Planning Commission level will keep members of the public informed about the progress. Public input about what is working or not working would also be meaningful. She shared additional comments about the access and transit Conditions of Approval. Commissioner Suesser supports the Staff recommendations that were included in the Staff Report. As for the traffic report that was provided, she believes it is relevant to the access and transit section. The failing intersections could be addressed if Deer Valley would consider using Deer Hollow Road access to Highway 40 for exiting traffic at the end of the day. That would go a long way in alleviating the traffic throughout Park City from Snow Park down to SR-248 and SR-224. She asked that Deer Valley consider letting ski traffic and employees exit to Highway 40. Additionally, she would like to see more incentives related to transit ridership, more amenities available to day skiers, and more incentives for the longer approach.

Chair Hall suggested that the Commission finish discussing the access and transit conditions and then she will open the public hearing. After that, the construction mitigation information can be reviewed. Chair Hall shared comments about the access and transit language proposed. She was hoping to see something about the childcare drop-off for the ski school. In addition, she would like to see more information about the gondola. The shared mobility lane also needs to be emphasized as part of the Active Transportation Plan for spring, summer, and fall. Director Ward asked for Commission input on the recommended Conditions of Approval specific to transit. For example, the right-of-way improvements, shared managed lane, enhanced public transit center, Doe Pass Road bus bays, end-of-line public transit operator lounge, and transit stop improvements. These are recommended to

be added to the section. As for Condition of Approval 2(O), it is recommended that there be clarifications and additions made there.

Commissioner Shand asked about the impact of the East Village. He specifically wants to know about the parking and car counts. He feels that Commissioner Suesser brought up some strong points with respect to Deer Hollow Road access, but that is a private road. Mr. Bennett shared information about the East Village operations so far this year. It opened on December 31, 2024. The team was proud that it opened in 2024. There are three lifts operating there. He shared information about the different runs and noted that Green Monster is now the longest run in Utah. There are approximately 20 new trails open in that area and there will be 100 next year. The three lifts that are there now will increase to 10 lifts next year. As for the base operation, it is in the 250 range as far as the vehicles parked there. He reported that there is a rental facility and a ski school desk.

Commissioner Shand asked about the capacity of day skier parking there. Mr. Bennett reported that next year, it will be 1,200. Chair Hall asked for any additional comments related to the access and transit conditions. Director Ward noted that the only other transit-related condition was the communications and power infrastructure that transit needs for their operations. Commissioner Suesser expressed support for Staff recommendations.

Chair Hall opened the public hearing.

Allison Keenan supports Deer Valley's development rights for the Snow Park Base. Over the past year, there have been positive changes made to the proposed site and circulation plans, including the underground drop-off and the transit center at the base. As the Planning Commission reviews the MPD and CUP applications, Commissioners must ensure the project is in compliance with the LMC and Conditions of Approval. To help mitigate traffic, one of the Conditions of Approval outlined in Resolution-24-2023 is a reduction in day skier parking to 1,360 spaces. There are currently 1,340 spaces in the lots, plus 142 overflow spaces on the road on peak days, for a total of 1,482 spaces.

In response to questions about the claim of 1,700 current spaces on peak days, Mr. Budge and Ms. Tyler stated that there are additional spaces on Doe Pass Road, which is owned by Deer Valley. Suggesting there are an additional 218 spaces on Doe Pass Road is implausible. In her opinion, Deer Valley should be required to provide specific details about the 1,700 current spaces or it should not be included as a Finding of Fact. 1,360 parking spaces is a reduction in parking on peak days, but she does not believe it is a 20% reduction from the current conditions. 1,360 parking spaces are more than the current parking lots hold. Ms. Keenan does not believe this is adequate mitigation. All commercial uses, including the proposed ski club and its allotted parking, will be part of the Phase II application. If Phase I is approved, she feels there must be a specific Condition of Approval for Phase II to state that additional day skier parking is prohibited.

The Planning Commission must evaluate internal vehicular circulation and the capacity of existing streets. The middle driveway exit from P3 onto Doe Pass Road receives a LOS F and the majority of day skier parking is located in level P3. The intersection of Mellow

Mountain Road and Deer Valley Drive and the Marsac roundabout remains at a LOS F. The Rossie Hill and Sunnyside intersections will also function at a LOS F. The existing streets cannot handle additional traffic. Ms. Keenan does not believe the trip generation numbers add up. When evaluating the CUP, she asked that the Commission focus on total potential trips and traffic created by the development rather than assumed reductions. Ms. Keenan supports the development of the Snow Park Base Area but believes that traffic related to the development must be addressed and mitigated in Phase I. Further mitigations must be included as Conditions of Approval in Phase II.

Steve Hancock shared a comment about the reservation system for the parking garage. Another way to address the use is with dynamic pricing. He does not believe the parking garage should ever be 100% full and there should always be at least a few spaces empty. Dynamic pricing could be a generator of funds to build better employee housing or address other needs. As for getting visitors to use transit, that will always be difficult. One way that can be encouraged is by improving the user experience. Something that appeared to be an improvement in the plan was the placement of the bus drop-off area. Mr. Hancock suggested that the lift open 20 minutes early for those who arrive via transit.

Bill Watson stated that Deer Valley has done a great job of getting van service to the Solamere area. He believes traffic is down slightly because people love using the vans. If there are more vans available, it might be possible to make a noticeable change in traffic levels. Mr. Watson noted that the East Village area is making a positive difference.

Robert Dune believes the real issue is the number of vehicles on the road. Regardless of the number of occupants each vehicle has, it is necessary to decrease the number of vehicles on the road. There have been discussions about other traffic mitigation measures, but those do not move the needle enough. The submitted traffic study confirms that. The question that needs to be asked of Deer Valley is whether further reduction to the 1,360 parking spaces would help to mitigate traffic in the Snow Park area and Park City. Reduced parking spaces can be a traffic mitigation measure. Mr. Dune feels that ski club members are day skiers and that issue should be resolved.

Carol Chenevere shared comments about the linger longer idea. Where she lives, it is not possible to leave her house to go anywhere from 2:30 p.m. to 7:00 p.m. on a peak day. Having someone wait until 5:00 p.m. to leave will not improve her situation. The more vehicles that are brought into the area, the more difficult it will be for the people who live in the area. She urged the Commission to think beyond the day skier experience.

Phil Palmintere asked to review the third slide in the PowerPoint presentation. His comment relates to the proposed Condition of Approval 2(D). He believes paid parking is the most effective tool Deer Valley has to address the traffic issues. To change individual skier behavior, paid parking needs to be seriously considered. Mr. Palmintere encouraged Deer Valley to implement dynamic pricing for parking and asked the Commission to make sure 2(D) is on a daily basis without annual parking passes available. Mr. Palmintere also mentioned the intersection of public day skiers and ski club members. There has been some

back and forth, but he wants to know if ski club parking is part of day skier parking. That issue needs to be finalized in the near future.

There were no further comments. The hearing was continued to February 26, 2025.

Mr. Budge reviewed additional conditions for pedestrian and bicycle connectivity:

3. Applicant shall coordinate public pedestrian and bicycle use within the project as follows:
 - a. Applicant shall provide pedestrian and bicycle non-winter access through the plaza above the parking structure in a location to be identified in the Phase II application;
 - b. Public pedestrian and bicycle access shall be provided through a combination of 5-foot sidewalks and 10-to-12-foot multi-use paths, as detailed in the Pedestrian Circulation and Mobility Plan;
 - c. Applicant shall provide bicycle repair tools and dedicated bicycle parking at key locations to be identified as part of vertical construction above the parking structure.

Mr. Budge reported that some additional conditions, as listed in the Staff Report, will be added to this section as well. For example, conditions related to the shared managed lane and bicycle share. His suggestion is to add language to describe how there will be coordination with efforts from the County and others to promote bicycle use.

Mr. Budge next reviewed the Conditions of Approval related to construction mitigation:

4. During the construction of the project, the applicant shall comply with the following mitigation measures:
 - a. Applicant shall appoint a compliance representative who shall report to the Building Department daily, including information on construction hours and delivery times;
 - b. During the ski season, applicant shall collaborate with the City to increase the frequency of the Deer Valley Express bus route from Richardson Flat to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the amount of additional public transit necessary and as determined by the City's Transportation Director. Applicant shall also work with the City on enhancements to the operation and use of the Richardson Flat parking area;

- c. During the 2025-2027 winters, or until the parking structure is complete, or whichever date is later, applicant shall create and manage a parking system for all types of users at the Snow Park Base, including a reservation system designed and implemented by applicant;
- d. Prior to submitting a Building Permit application, applicant shall submit a Parking Plan for employee and visitor parking, including construction parking, and shall analyze and detail any carpooling opportunities along with other alternatives to parking at the Snow Park Base area. The Building Official shall receive the plan, and may require answers to questions on the plan, prior to Building Permit approval;
- e. Parking on Deer Valley Drive and public rights-of-way is prohibited (Doe Pass is not a public right-of-way for purposes of this condition). Applicant shall support the City's installation of temporary signs prohibiting day skier parking in surrounding residential areas and support the City's monitoring of these areas;
- f. Prior to submitting a Building Permit application, the applicant shall submit a Construction Employee Parking Plan that outlines the number of parking spaces at the Snow Park Base reserved for construction workers. The plan shall describe the number of anticipated construction workers in each construction phase, the number of construction vehicles accommodated on the construction site, and the plan to require construction employees to park off-site and adequate accommodations for construction employees and their equipment. The plan will also detail parking areas outside the municipality for construction labor and shuttle routes from outside of Park City locations for construction labor. The Building Official shall receive the plan, and may require answers to questions on the plan, prior to Building Permit approval;
- g. Construction employee parking outside of the approved Building Permit limits of disturbance area or in a location not explicitly approved through the employee parking plan is prohibited;
- h. Prior to submitting a Building Permit application, applicant shall submit a plan showing large vehicle parking required at each phase of construction, as well as the allocated area for the large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicles of the parking restrictions and requirements. The plan shall be approved by Chief Building Official prior to Building Permit;
- i. Any on-site fuel tanks must have secondary containment approved by the Environmental Coordinator;

- j. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment;
- k. Large vehicle parking is prohibited in areas open to the public;
- l. Large vehicle parking is prohibited within rights-of-way;
- m. The job site shall have the oversight of a full-time project supervisor who will be responsible for inspecting all trucks and drivers to ensure that only approved equipment and drivers will be operating construction vehicles/equipment. The job site supervisor will be in direct communication with City inspection and code enforcement Staff to monitor the job;
- n. Applicant shall submit a plan regarding construction materials and supplies, including the possibility of stockpiling materials on or near the site to reduce the number of delivery trips to the construction site. At least 72 hours prior to a large delivery or concrete pour, the contractor shall notify impacted properties along the trucking route to ensure awareness of the work. Flaggers must be stationed at any point where construction traffic will merge with day-to-day traffic;
- o. Deliveries are prohibited outside of approved construction work hours unless otherwise approved by the Chief Building Official;
- p. Prior to submitting a Building Permit application, the applicant shall submit to the Building Official a plan regarding the scope and phasing of utility, roadway, and parking structure construction and completion;
- q. Applicant's construction mitigation plan shall include a Recycling and Waste Management Plan which targets diversion of 75% of the waste materials generated from all phases of construction, by weight, from the landfill. This includes structural wood, concrete, and asphalt;
- r. Applicant shall submit a plan for the installation and maintenance of a truck wash on the construction site within the Limits of Disturbance to control dust and mud. The plan shall include the characteristics of the site, including gravel and drainage, and must be approved by the Building Department prior to the Building Permit submittal;
- s. Applicant shall provide a detailed plan for street sweeping;

- t. A construction compliance representative shall be appointed and shall report to the Building Department daily, including a decibel reading report when required by the Chief Building Official;
- u. Except for emergencies, requests for exceptions to the noise regulations in MCPC Section 6-3-8(G) should be made at least one working day in advance or they may be denied;
- v. At the time of Building Permit submittal, a Geotechnical Report, Grading and Drainage Plans, and Compaction and Erosion Control Plans will be required. Applicant shall provide a Noise Management Plan for trucks proposed to go uphill for excavation and hauling. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections for dump trucks and hauling equipment;
- w. Inspections of the hauling sites are required at the end of each construction season;
- x. A Storm Water Management Plan shall be obtained and followed pursuant to the requirements of the State, including a concrete truck washout area and erosion control protections;
- y. The Storm Water Management Plan shall address installation of silt fences or straw bales within drainage channels, minimal soil disturbance within drainage areas, blown straw media within the drainage, detention basins, and retention ponds;
- z. Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing and shall include (1) the name, address, and phone number of the contractor, (2) the name, address, and phone number of the person responsible for the project, and (3) the phone number of the party to call in case of emergency;
- aa. In the summer of 2025, applicant shall provide transit priority through the construction area to maintain schedules;
- bb. In the summer of 2026, applicant shall provide a location for transit turnaround, due to limited access to the Snow Park Base. A temporary transit turnaround and terminal shall be provided at one of the following locations: Deer Valley Drive East or West close to the Snow Park Base, in which a shuttle would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which trams would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West. The Transit Director

and Building Official shall determine and approve modifications of these locations if warranted by operational feedback;

- cc. During the winter season, during construction, and until the transit center opens, applicant will provide tram services between the parking area and Snow Park during normal hours that remain open to the public, during the ski season;
- dd. During the summer of 2027, applicant shall prioritize transit through the construction area to maintain transit schedules;
- ee. All portions of the Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times;
- ff. Access to the entrance to Royal Street must be maintained throughout the project;
- gg. Access around Snow Park Lodge must be maintained through the summer of 2028;
- hh. Temporary traffic lighting is acceptable during non-working hours and when traffic is at a minimum (i.e., not during events and concerts). During working hours and events, traffic control must be accomplished via flaggers or another plan must be in place that will give priority to emergency vehicles;
- ii. The Park City Fire District will require emergency plans as part of the building permit review. Those plans must detail how access will be maintained for emergency vehicles.

Mr. Budge explained that all previous discussions with the Commission have been taken into account and incorporated into the various Conditions of Approval that are proposed. He noted that suggestions from Staff have also been incorporated into the conditions.

Chair Hall referenced 4(CC). She asked about the parking area that people will be transported to and whether it will only occur in the winter once construction is done. Mr. Budge reported that the tram service will run to the public parking area. Some additional specificity can be added if that is desired by the Commission. Chair Hall mentioned condition 4(F) and asked if there is a minimum requirement for construction workers parked off-site. For instance, a certain percentage or number. Mr. Budge explained that it will be dynamic because there is very little parking on-site for construction. Ms. Tyler confirmed that there is not a lot of parking on-site and the focus is on staff and guests.

Commissioner Sigg asked if there is a more forceful way to mandate the subcontractors. He noted that there is a need to mitigate the traffic impacts of single-occupant vehicles coming

to the job site. Mr. Budge explained that there are some trades where the truck needs to be on-site in order to handle the work, but there will be coordination to ensure that only occurs when the work is being done. A need must be shown in order for the truck to come to the site. The contractor has built successfully in Silver Lake and other areas, so there is familiarity with the fact that this is a neighborhood where it is not appropriate to run trucks up and down. Chair Hall would like to add language for clarity.

Commissioner Johnson suggested adding a continuous minimum drop-off number that is supplemented with off-site shuttle service. He thinks a provision could be added for the Fugitive Dust Control Plan, but he is not sure whether that is beyond the purview of the Planning Commission. For Condition of Approval 3(C), he suggested adding covered and non-covered. Chair Hall asked if the parking will comply with the current parking LMC. Director Ward stated that it will as part of Phase II with the enclosed bicycle storage and bicycle parking. She explained that the Summit County Bike Share will require the infrastructure to be installed as part of the parking structure construction.

Chair Hall noted that there are a lot of external links to different plans and applications. It would be useful to link all of those together so it is possible to reference the correct information. She asked that this be done ahead of the final draft. Chair Hall would like to see some more language related to the skier calculations in the Findings of Fact section. Having more information about the current parking numbers and how those were determined would be useful. Commissioner Frontero pointed out that there have been a number of public comments about the current parking numbers, so it would be beneficial to have verifiable data to point to in order to explain what the reduction is based on.

Commissioner Shand noted that there have been a lot of different ideas about how to mitigate traffic. He believes it needs to be a combination of methods. There is not one single solution that will solve the traffic problems. There is a case to be made for paid parking and for reservation systems. He noted that the parking at East Village will help out as well as the expanded parking at the base of the Deer Crest gondola. There is not one solution that will solve the problem, but many solutions that are used thoughtfully.

Chair Hall mentioned the Findings of Fact related to the shared mobility lane. She would like to see more emphasis on active transportation. Since this is a new tool, she wants to see more specificity included in the language. Director Ward read the following Shared Managed Lane recommended condition language from the Staff Report:

- The applicant shall construct a shared managed lane along the Deer Valley Drive loop that complies with the plans reviewed by the Planning Commission on December 20, 2024. During the ski season, the City shall designate the shared managed lane for public transit and emergency vehicle use only. Outside of the ski season, the City may designate the shared managed lane for public transit and emergency vehicle use for special events, peak traffic days, etc. When not designated for public transit and emergency vehicles, the City may designate the lane for bicyclists. The applicant shall work with the City to prepare a signage/stripping plan for the shared managed lane that will be consistent with required signage to indicate seasonal restrictions.

The applicant shall coordinate with City Police, Planning, Engineering, Transportation Planning, and Public Works and the Park City Fire District and High Valley Transit on shared managed lane use and safety, including signage, striping, monitoring, and enforcement.

If there are additional considerations the Commission would like Staff to evaluate, those items can be brought back for review at the meeting in February. Chair Hall is supportive of the shared mobility lane concept. Commissioner Suesser expressed support for Staff recommendations related to pedestrian and bicycle connectivity as well as construction mitigation. She supports their recommended Conditions of Approval. Discussions were had about other Staff recommendations included in the Staff Report. Director Ward believes there is Commission consensus on the TIS updates and the recommendation to separate out the TDM evaluation so it is continued as part of Phase II.

Chair Hall noted that the decision about the club skiers is being delayed to Phase II. If the Commission that hears Phase II decides that club skiers are day skiers, then that will be the decision made at that time and there will essentially be no club skier parking. Commissioner Suesser noted that the members of the club could be transported to the hill with shuttles. Deer Valley shuttles could pick up the ski club members rather than allotting parking spaces for the members to park. That is a possible option to explore.

Director Ward noted that there was a recommendation made to add to the conditions from the applicant. This will ensure the gondola is constructed with Phase II vertical development. There appears to be consensus that the TDM be continued into Phase II and consensus on the Summit County Bike Share. For the conditions related to transit, the request was to clarify the shared managed lane in the Findings of Fact and the Conditions of Approval. As for the conduit and infrastructure for future development, that would include consideration of future telecommunications and ways to incorporate conduit and fiber as part of Phase I to minimize potential towers. It was reiterated that there is consensus on the Staff recommendations that have been presented.

MOTION: Commissioner Johnson moved to CONTINUE the Snow Park Village Base Area – Deer Valley Resort 13th Amended and Restated Large Scale Master Planned Development Permit, Phase I Conditional Use Permit and Subdivision, and the public hearing to the February 26, 2025, meeting. The motion was seconded by Commissioner Van Dine. The motion passed with the unanimous consent of the Commission.

6. ADJOURNMENT

The meeting adjourned at approximately 8:12 p.m.