

Planning Commission Work Session Review Status

City Goals, Priorities and Project Alignment

- Park City Vision 2020
- Lower DV Neighborhood General Plan

Transportation Goals

Key Concerns from City Staff

Site Circulation and Access

Proposed Street Plans and Sections

- Overall Transportation Improvement Plan
- Y Intersection Improvement Plan
- Deer Valley Drive West Improvement Plan
- Doe Pass Road Improvement Plan
- Deer Valley Drive East Improvement Plan
- 3D Street View Renderings

Trip Generation Estimates

Overview of Transportation Demand Management (TDM)

- TDM Summary Exhibit

THIS IS WHERE WE HAVE BEEN...

April 13, 2021 – Conditional Use Permit (CUP) Application Submitted

July 28, 2021 – Planning Commission Work Session

- Review of CUP Application
- Project Overview

August 25, 2021 – Planning Commission Work Session

- MPD Amendment (concurrent with CUP)
- Proposed Site Circulation and Access
- Parking Requirements based on Conceptual Density and Uses
- Transit and Mobility Hub

September 22, 2021 – Planning Commission Work Session

- Site Design and Building Elevations
- Proposed Schematic Transit and Mobility Center Plan
- Proposed Schematic Event Center Plan
- Proposed Active Transportation Plan
- Parking Allocation Plan
- Snow Park Lodge Drop-off Plan
- Signage and Wayfinding Strategy
- Service Area Plans

October 27, 2021 – Planning Commission Work Session

- Proposed Site Circulation and Wayfinding
- Proposed Street Plans and Sections
- Overview of Transportation Demand Management (TDM)
- LMC Parking Analysis
- Parking Management Plan

THIS IS WHERE WE ARE HEADING...

December 8, 2021 – Planning Commission Work Session

- Field Trip
- Transportation, Circulation, and Access
- Proposed Street Sections / Profiles / Transit Lanes
- Trip Generation
- Overview of Transportation Demand Management (TDM)
- LMC Parking Analysis

January 29, 2021 – Planning Commission

PARK CITY VISION 2020 STRATEGIC PILLARS

#1 ENVIRONMENTAL LEADERSHIP

SNOW PARK GUIDING PRINCIPLES

A DESTINATION LIKE NO OTHER...

- Create a unique resort base village to attract future generations
- Enhance the guest experience with every opportunity
- Celebrate year-round activities and amenities
- Compact and walkable plan focused on the pedestrian
- Attract on-mountain residents to easily access and experience Snow Park

A FIRST AND LASTING IMPRESSION...

- Improve the arrival and departure sequence - first and last impressions
- First class dynamic parking experience with integrated technology
- Diversify and integrate multi-modal transportation options
- Strategically separate skier parking from staff and residential parking
- Seamless transition from parking to plaza retail to lifts
- Expand the ski beach to lengthen the day and disperse departing traffic

ENJOYABLE GUEST EXPERIENCE...

- Minimize pedestrian and vehicular conflicts
- Optimize solar aspect for ski beach and plaza exposure
- Optimize up-mountain views
- Diversify and modernize food and beverage offerings
- Modify and reposition lifts to optimize operations and disperse skier traffic
- Convert one lift to gondola to improve mountain transportation network
- Strategically integrate service facilities and minimize visual exposure

BEING GOOD NEIGHBORS...

- Comply with existing entitlements with no variance requests
- Permeable and neighbor-friendly arrangement of buildings
- Connect and expand area wide trail network
- Integrate community benefit amenities

#2 TRANSPORTATION INNOVATION

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#3 SUSTAINABLE TOURISM

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#4 ARTS, CULTURE AND LOCAL ECONOMY

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#5 AFFORDABILITY AND EQUITY

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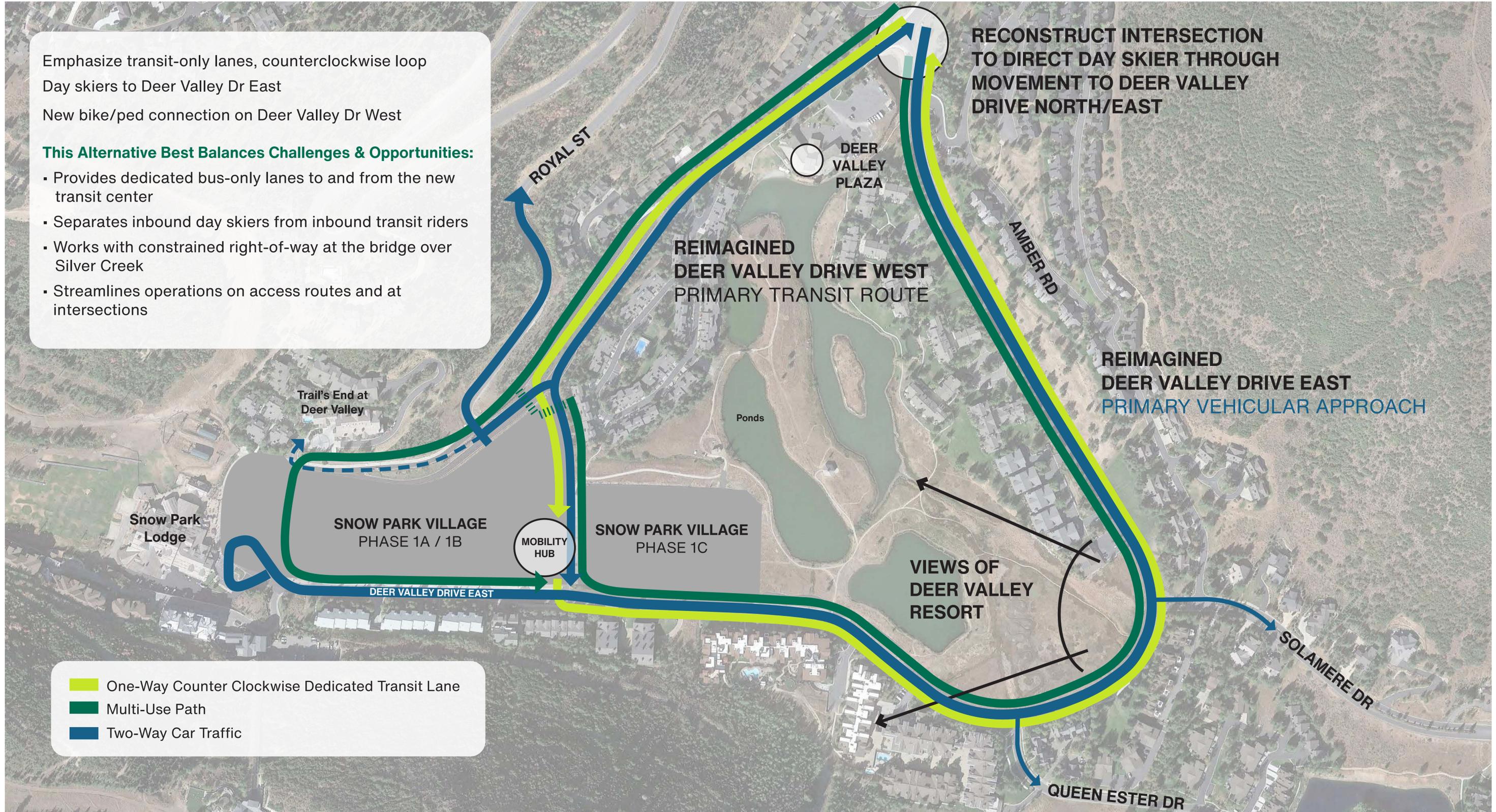
Transportation Goals

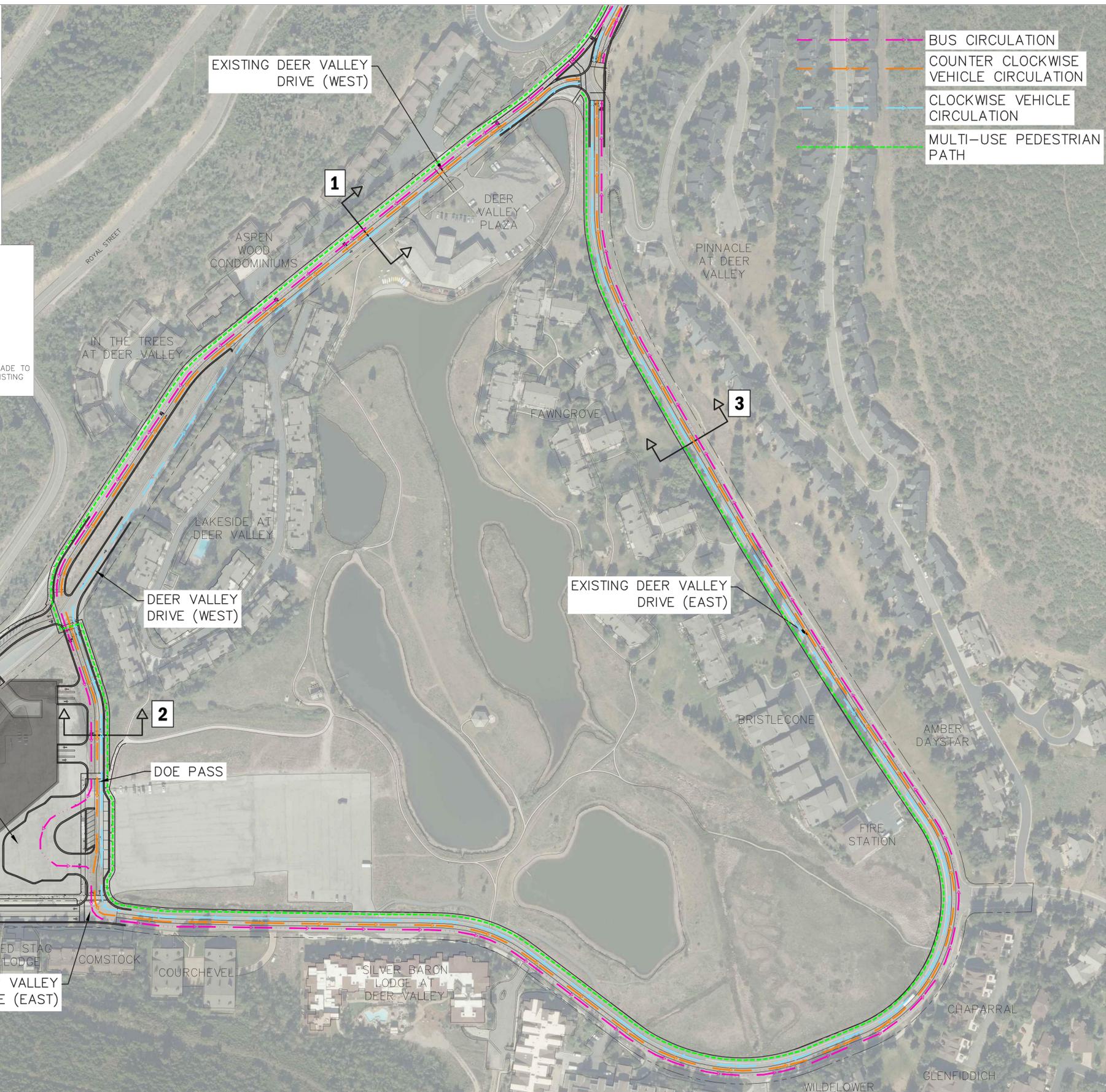
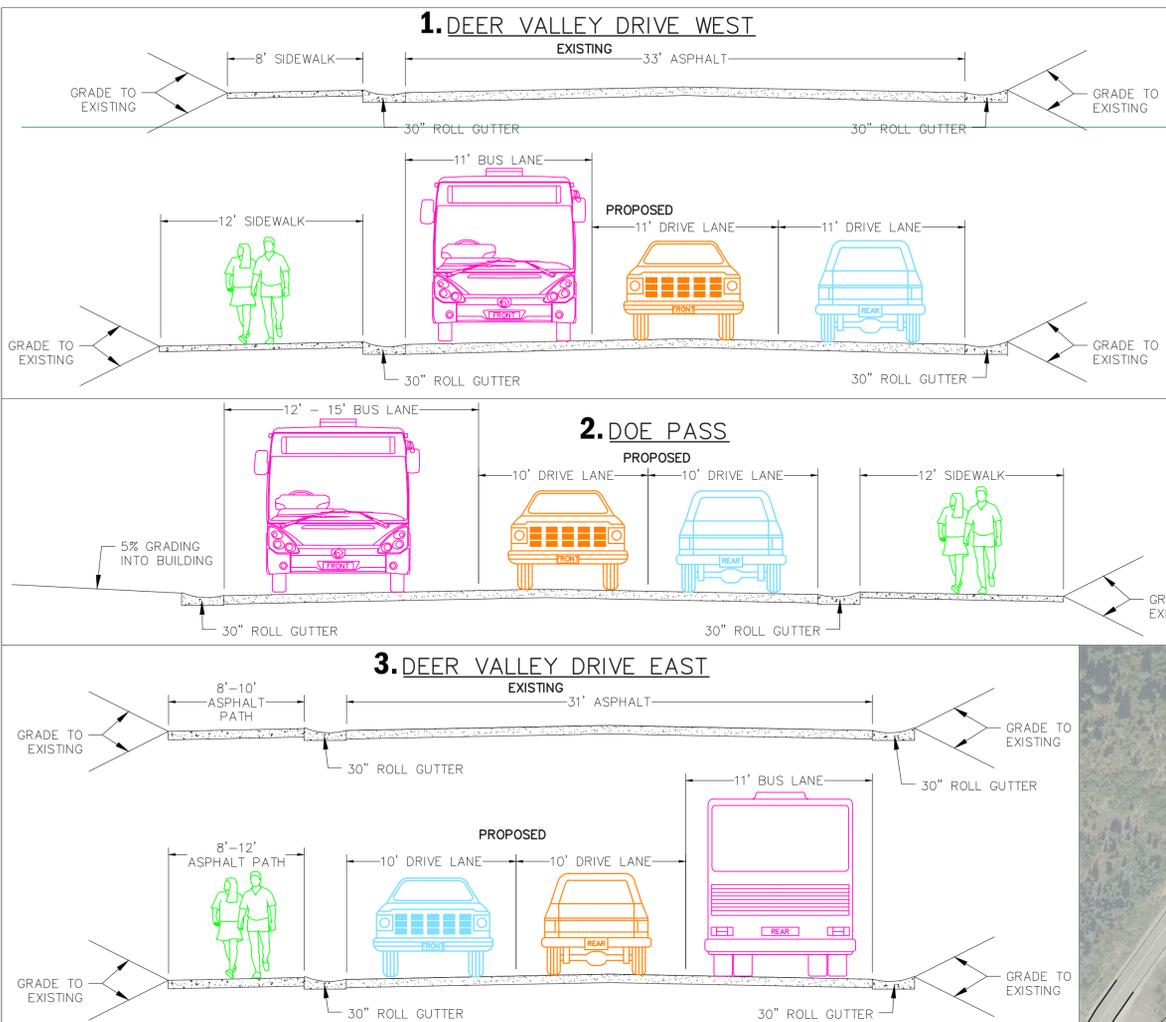
- 1** Align Snow Park Village proposal with the City's modal hierarchy by providing high-quality walking, bicycling, and transit facilities as integral elements of the village.
- 2** To the greatest extent possible, minimize adding more pavement to the existing transportation network.
- 3** Maintain operational flexibility for all modes, the ski resort, and emergency vehicles by providing viable connections in all directions with manual traffic control if necessary.
- 4** Simplify intersections (and intersection operations) by reducing their footprints and streamlining the number of travel lanes at each:
 - a. Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West
 - b. Deer Valley Drive West / Doe Pass Road
 - c. Deer Valley Drive East / Doe Pass Road
- 5** Support the City's vision of a world-class transit system by constructing a six-bay transit hub on-site, which will be connected to the broader Park City and Hi Valley transit networks via direct, on-street bus-only lanes and equipping buses with signal preemption hardware for the newly-signalized intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West.
- 6** In keeping with the community's general aesthetic, reduce visual clutter generated by traffic signals and other overhead infrastructure.

ISSUE	COMMENT	RESPONSE
Traffic Analysis Study Area	Reconsider trip generation estimates, increase the number of study intersections	Revised trip generation estimates Expanding study intersections for updated Traffic Analysis
Parking Supply and Operations	Reevaluate parking supply, expand on operations details	Operations will rely on the latest tech and DV customer service Pricing will be determined at a later date
Driveway Conflicts	Specific concerns about conflicts on Doe Pass Road	Deer Valley will manage driveway access on Doe Pass road Install new multi-use path on north curb to avoid vehicle conflicts Latest proposal includes bus-only lane to transit hub
Transportation Demand Management Plan	Provide additional detail on how measures will be achieved	Updated plan including monitoring program and accounting of existing program offerings
Transit Service	Demonstrate that transit service will be prioritized	Transit signal pre-emption at new Y-intersection Bus-only lanes to and from the new transit center
Pedestrian and Cycling Infrastructure	Provide high-quality infrastructure for all modes	Multi-use path along west curb of DVD West Connections to existing, well-used infrastructure

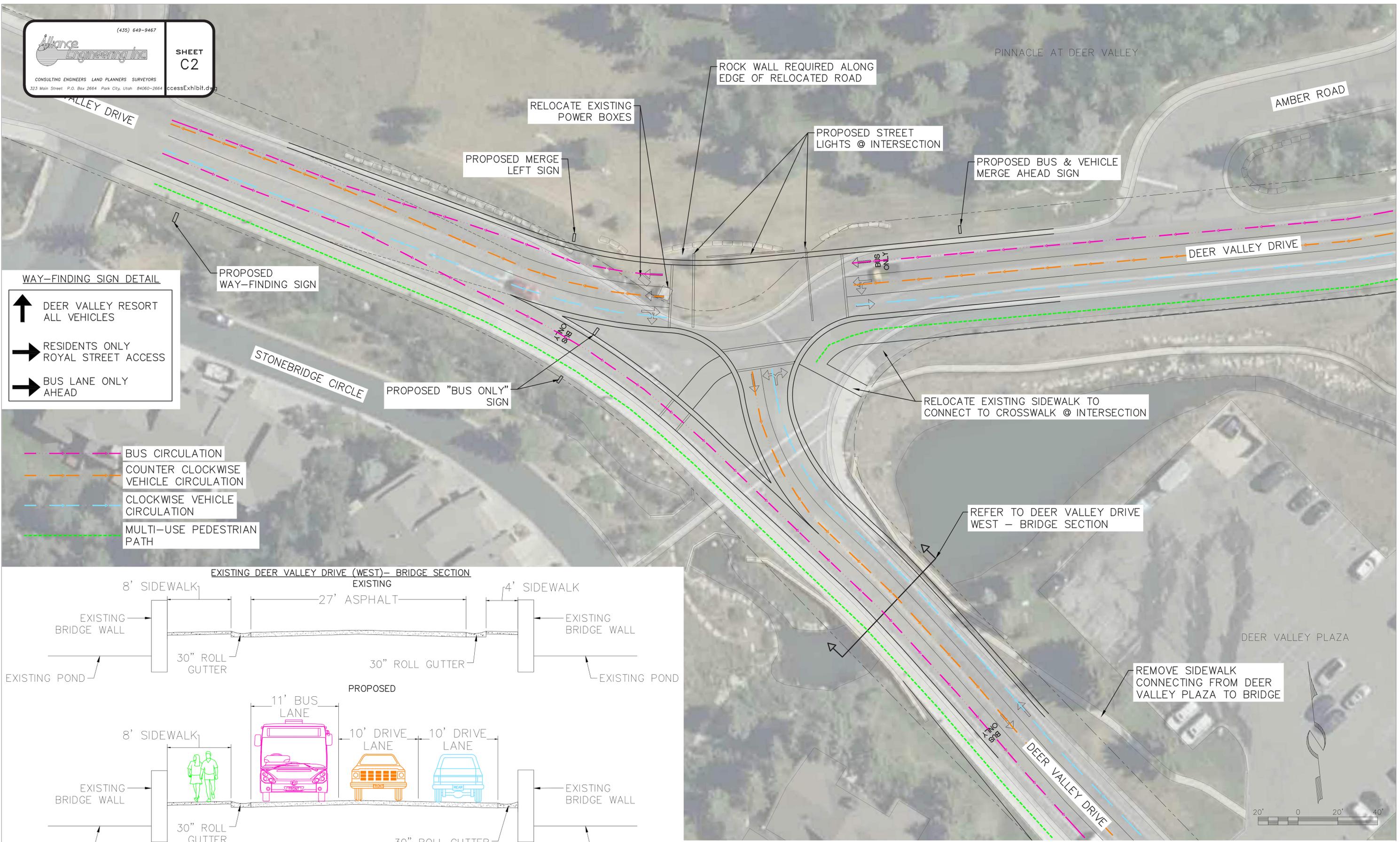
DEVELOPED WITH SEVERAL GOALS IN MIND:

- **Align Snow Park Proposal with City's goals and modal hierarchy**
- **Minimize need for new/additional pavement**
- **Maintain flexible operations for all: transit, Deer Valley, emergency vehicles**
- **Simplify intersections and their operations as much as possible**
- **Support the City's vision of a world-class transit system**
- **Minimize visual clutter from overhead infrastructure**





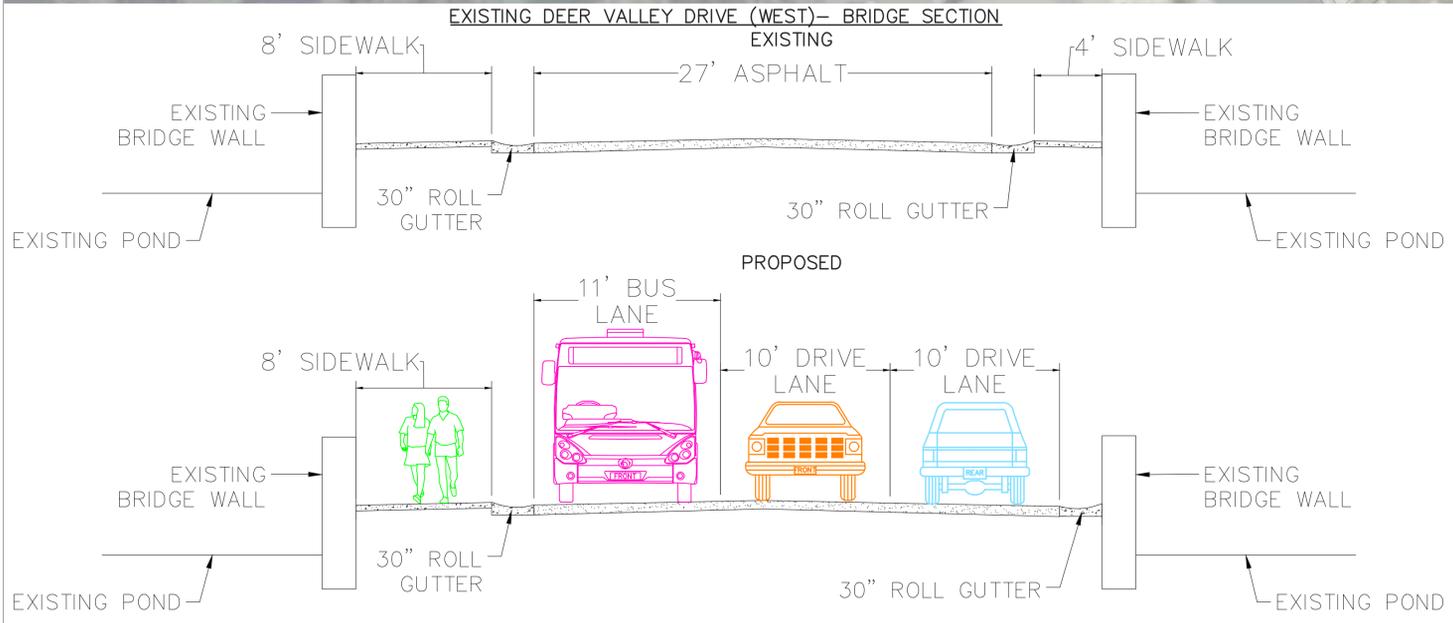
Alliance Engineering Inc.
 (435) 649-9467
 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664
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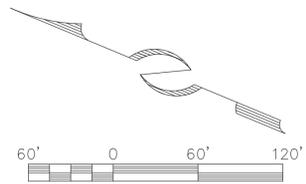
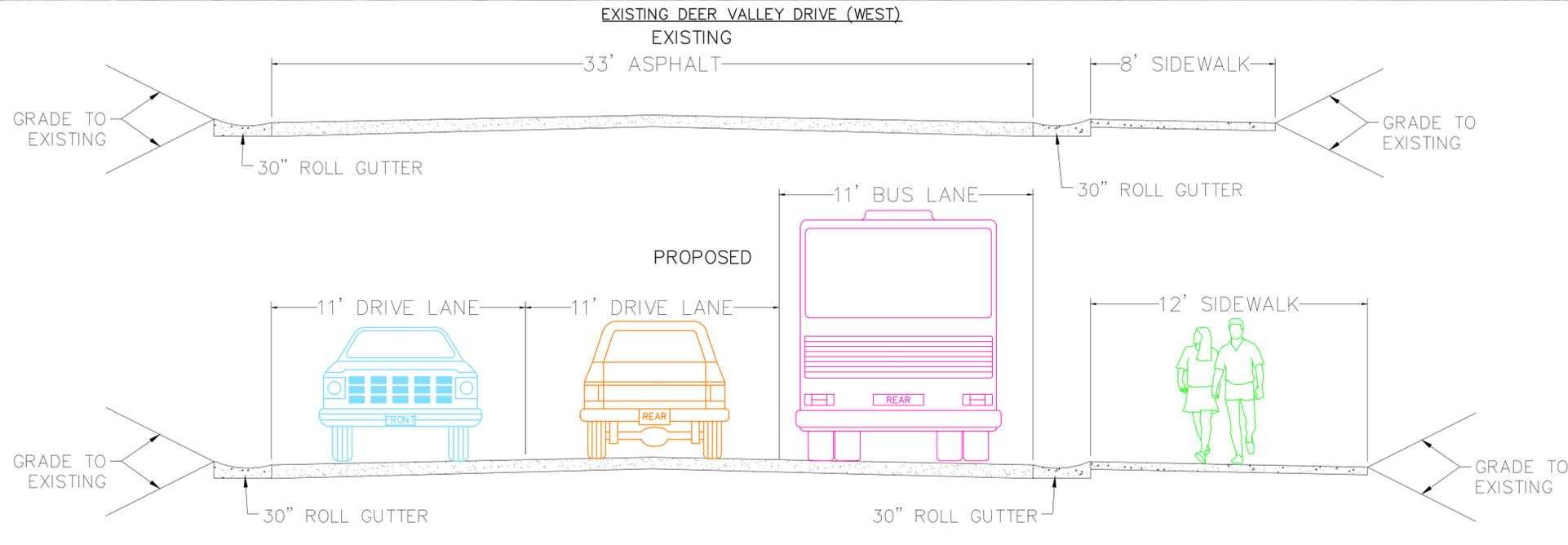
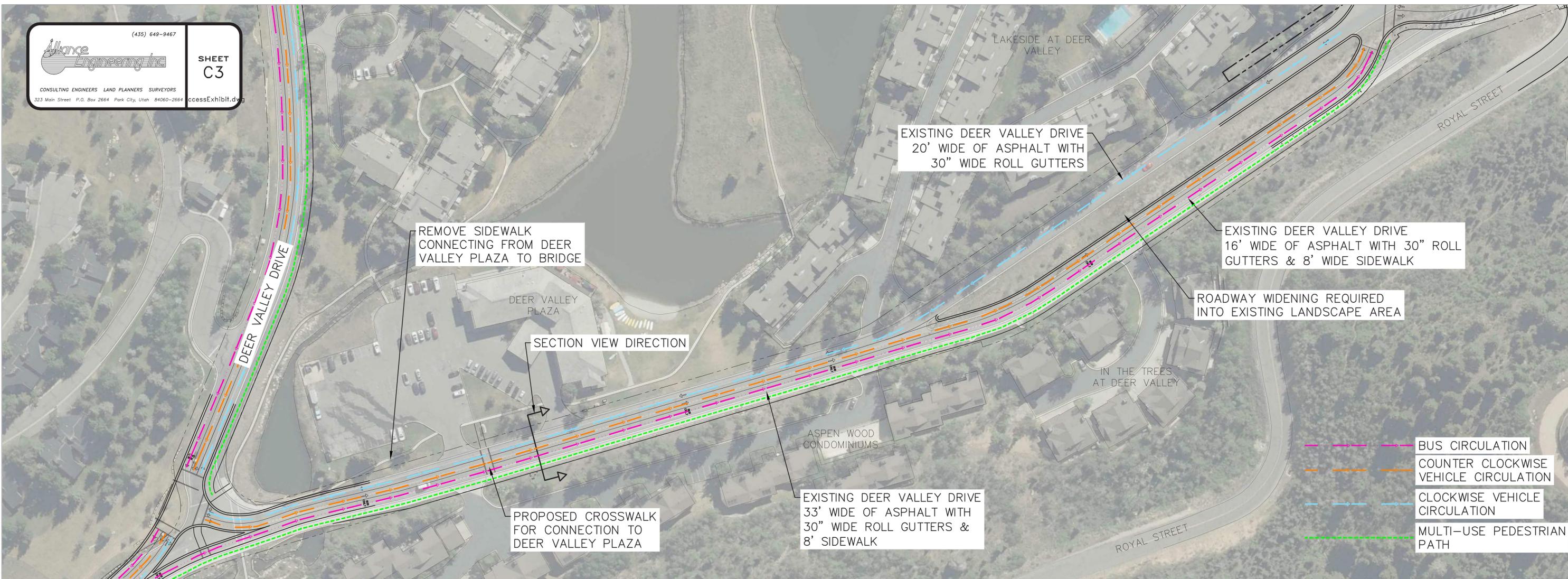


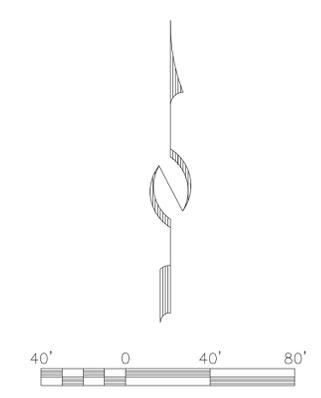
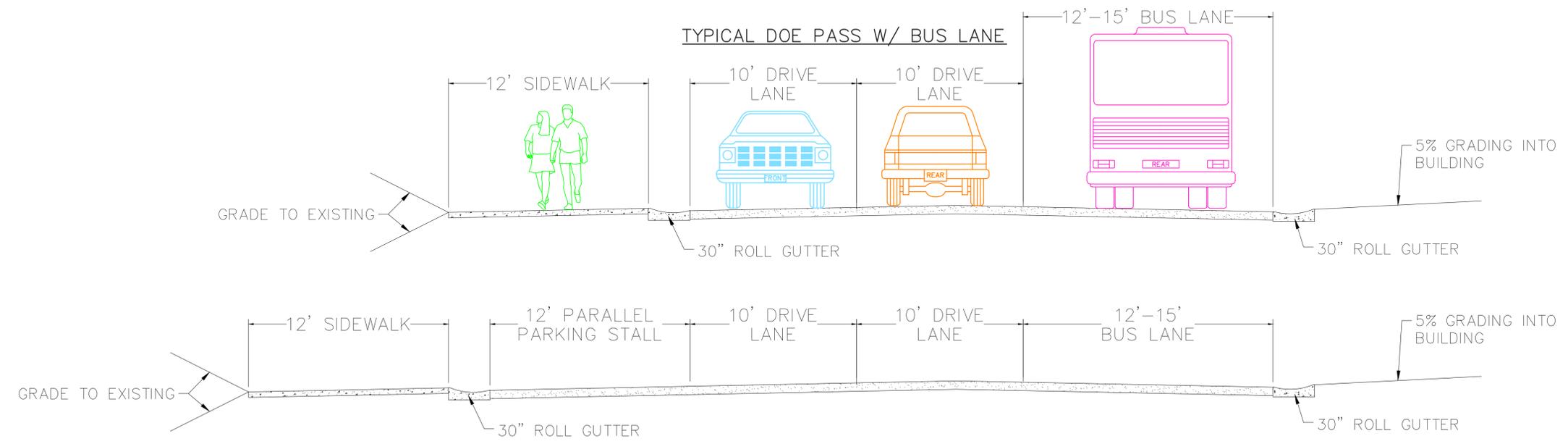
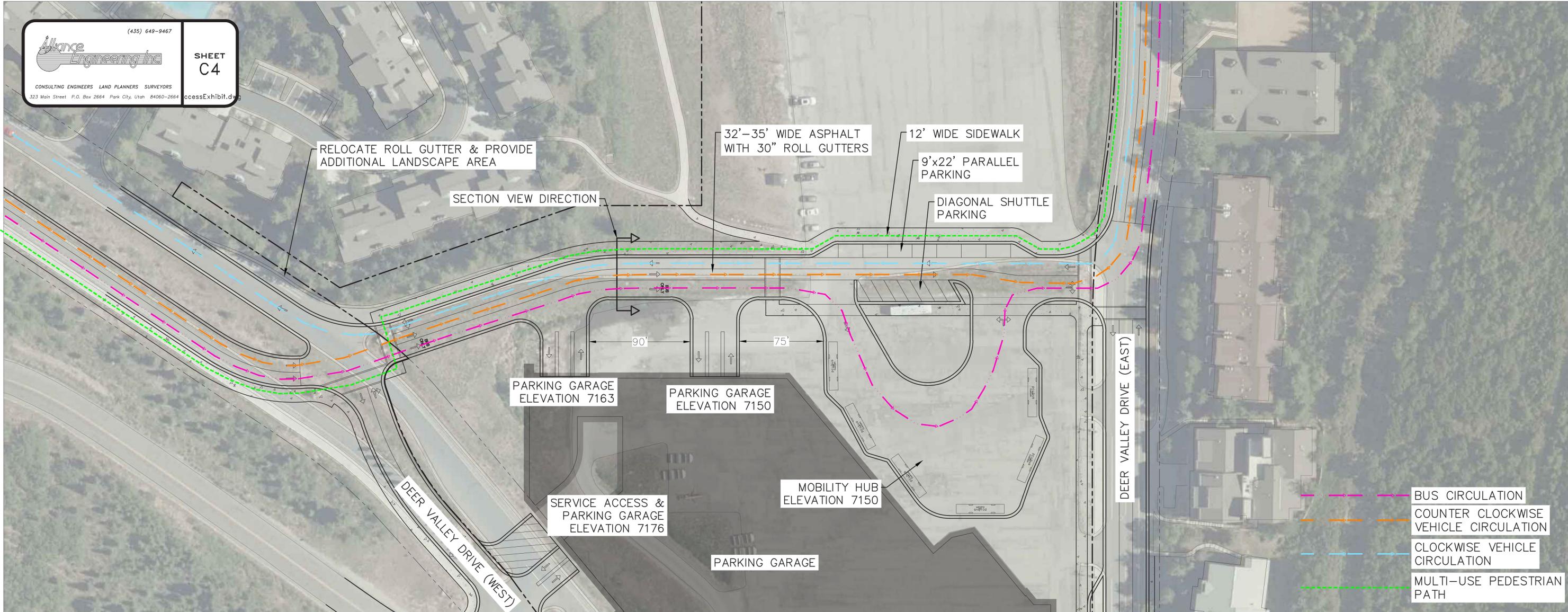
WAY-FINDING SIGN DETAIL

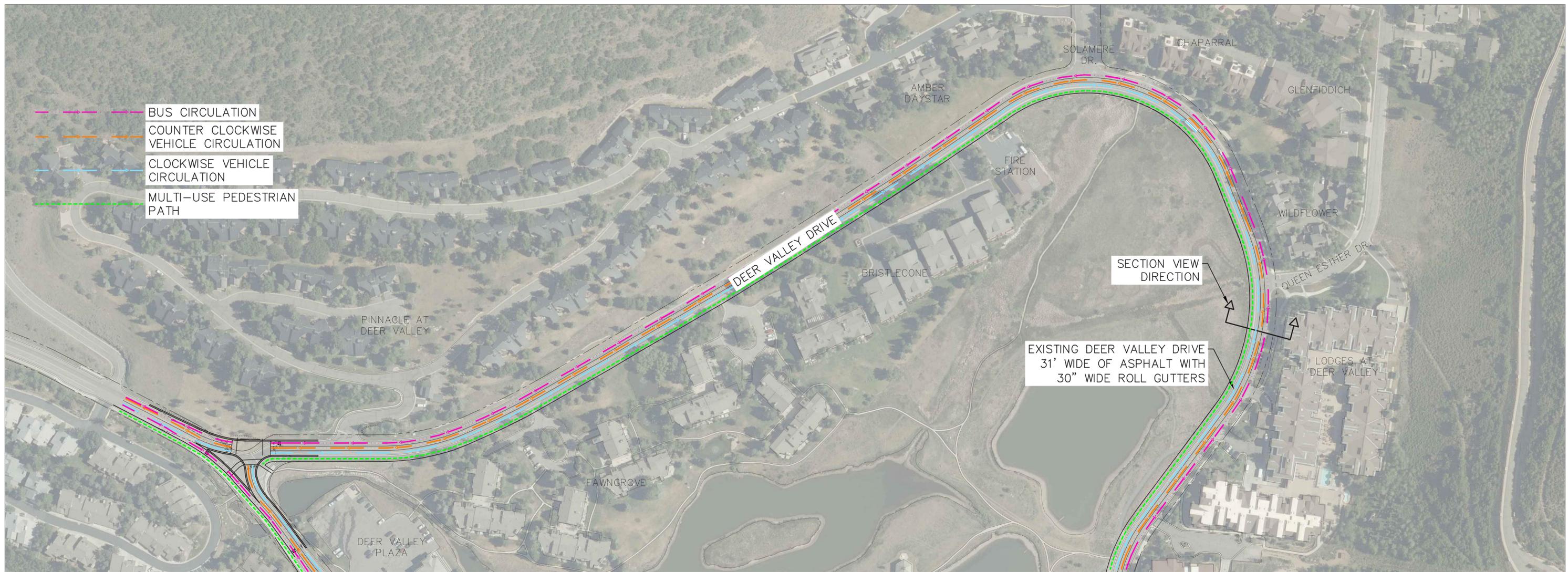
- DEER VALLEY RESORT ALL VEHICLES
- RESIDENTS ONLY ROYAL STREET ACCESS
- BUS LANE ONLY AHEAD

- BUS CIRCULATION
- COUNTER CLOCKWISE VEHICLE CIRCULATION
- CLOCKWISE VEHICLE CIRCULATION
- MULTI-USE PEDESTRIAN PATH

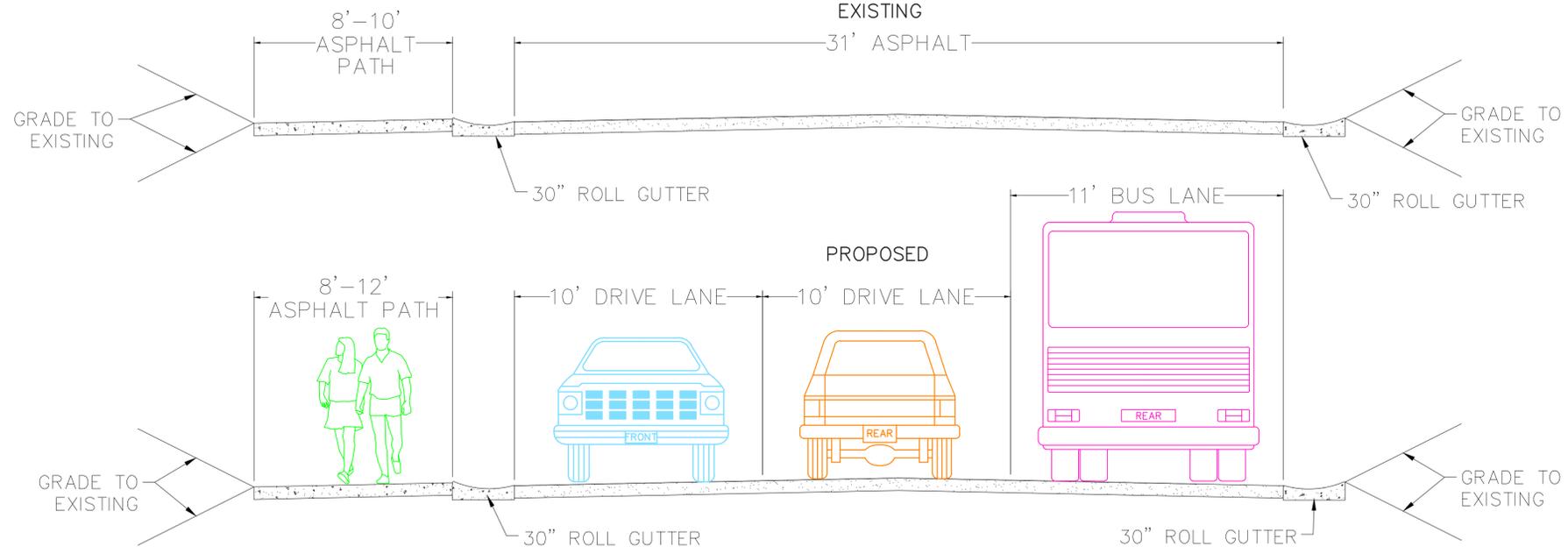








DEER VALLEY DRIVE (EAST/NORTH)
EXISTING



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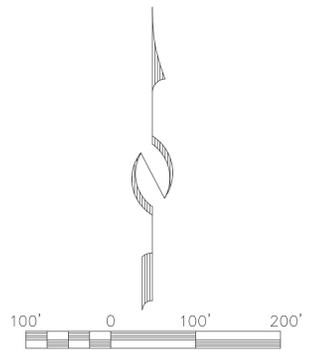
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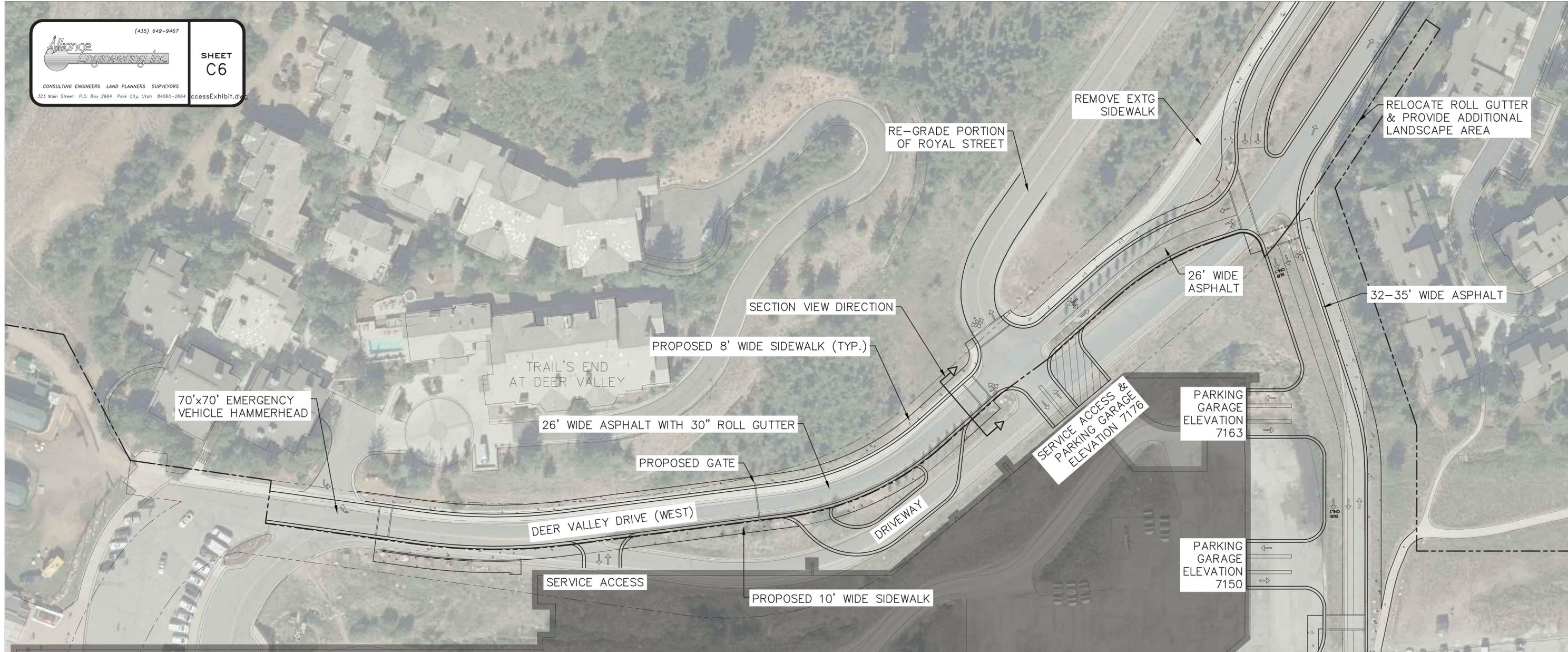
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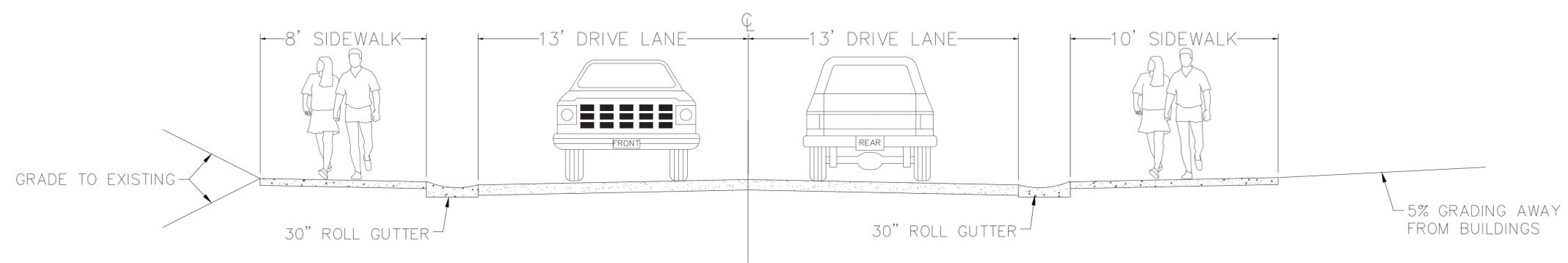
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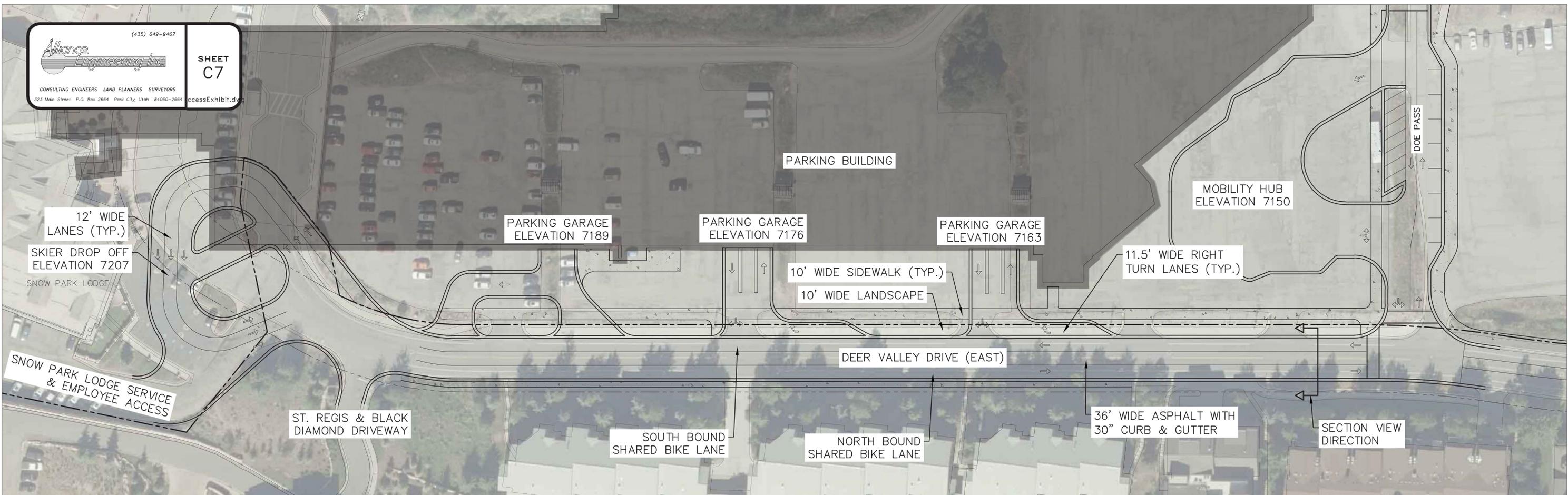
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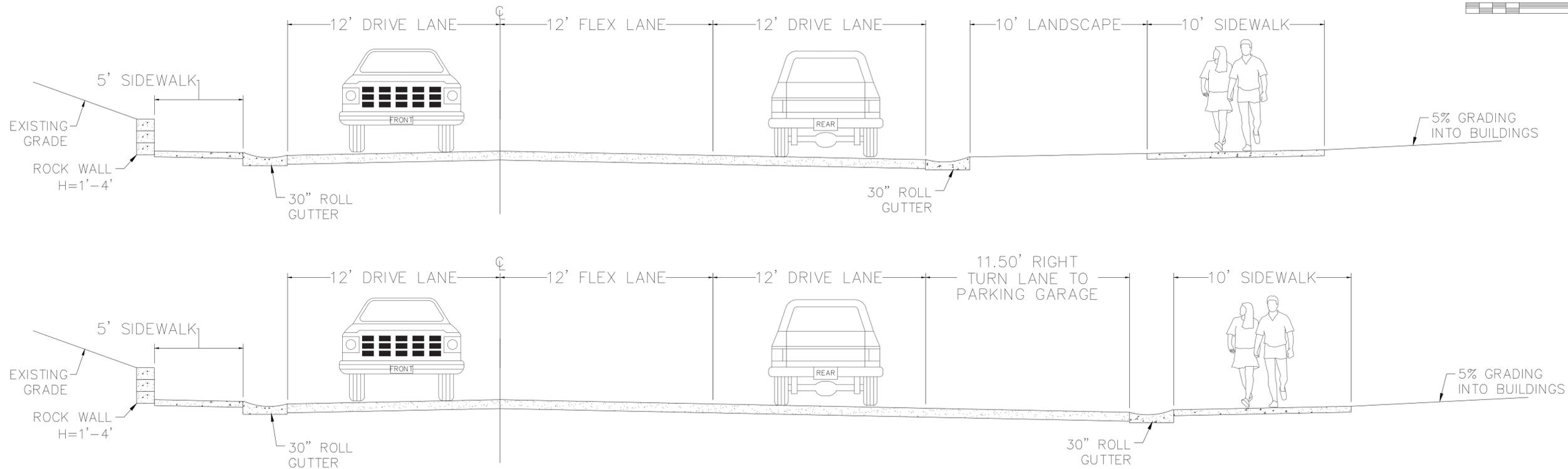
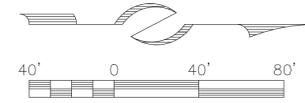


TYPICAL DEER VALLEY DRIVE (WEST)





TYPICAL DEER VALLEY DRIVE (EAST)







Architectural modeling is conceptual and utilized for general massing compliance with development requirements

TRIP GENERATION ESTIMATES (TRAFFIC)

	DAILY			AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Traffic	6,450	6,658	13,108	825	325	1,150	486	969	1,455
New Trips	1,102	1,102	2,204	88	78	166	102	99	201
Total Trips	7,552	7,760	15,312	913	403	1,316	588	1,068	1,656

- Estimates for new trips generated by Snow Park represent approximately 15% of existing traffic
- The vast majority of trips are generated by the ski area - Snow Park village does not change that
- The nature of the proposed uses may decrease PM outbound trips, as more day skiers are enticed to linger longer and enjoy new amenities

FLEXIBLE TRANSPORTATION OPTIONS

Deer Valley has and will continue to operate a comprehensive Transportation Demand Management (TDM) program. This TDM program will be adapted as transportation options evolve in and around Park City.

ENCOURAGING GOOD BEHAVIOR

CARROTS (INCENTIVES)

- Subsidized transit passes
- Employee shuttles
- Staff housing
- On-site childcare
- Carpooling/ride-matching platform
- TDM coordinator on-site

STICKS (DISINCENTIVES)

- Parking pricing



APPROVED PCMC TDM MEASURE	INCLUDED IN SNOW PARK TDM PLAN?
Targeted Bicycle Parking	Yes, ubiquitous
Bike Repair Tools	Yes, at mobility hub
Real-Time Travel Information	Yes, through base area
Evening Recreation Opportunities and Amenities	Yes, fundamental to Deer Valley
Provide Staff Housing	Yes
Implement Efficient Parking	Yes, fundamental to proposal
Parking Supply/Demand Management	Yes, fundamental to proposal
Appoint TDM Coordinator	Yes, ongoing role
Provide Tailored Information and Promotions	Yes
Operate Employee Transit	Yes, continuing existing service
Subsidize Public Transit Passes	Yes

TDM MONITORING

Collaboration with the City and other key destinations is critical to achieving the City's mode shift goal. To that end, Deer Valley's TDM coordinator intends to meet with City staff and other TDM coordinators before and after each ski season to discuss:

- What's worked well
- What could be improved
- Recorded data from common sources (RideOn program, traffic counts)