



DEER VALLEY SNOW PARK

COMMUNITY BENEFITS





DEER VALLEY SNOW PARK

DISCUSSION TOPICS

1. Deer Valley CUP / MPD
2. Alternative Plans
3. Traffic Simulation
4. ROW Vacation Petition
5. Good Cause & Community Benefits / No Material Injury

DEER VALLEY MPD HISTORICAL SUMMARY

- Deer Valley has developed a plan to develop the long-entitled parking lots and to create a new front door for the resort
- Special Exception Permit Issued 1978
- 12 Amendments To-Date
- Total MPD Unit Equivalents = 2,110
- Total Remaining Snow Park Unit Equivalents = 209.75
- The Most Recent Discussion with the Planning Commission was in January 2023 when Planning Commission reviewed traffic mitigation and recommended City Council review the request for a Right of Way Vacation
- **No Formal Site Plan has been Established for Snow Park Village Development Site through the Adoption of Development Agreements**
 - As Such, Deer Valley Resort is Proposing the Improvements to the Area, Including but not Limited to the Overall Site Plan and New Roadway Configurations as part of the Conditional Use Permit Submittal
- **The Right-of-Way Vacation critical to the success of this plan**
 - New Drop-off and multiple arrival points
 - World Class Transit Hub
 - Greatly elevated facilities for all modes of transportation

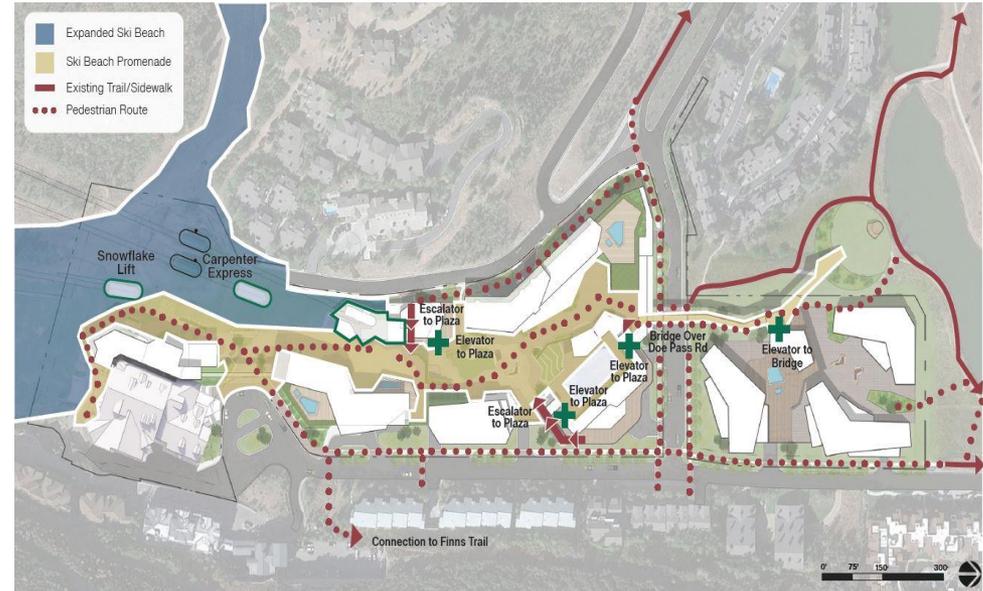
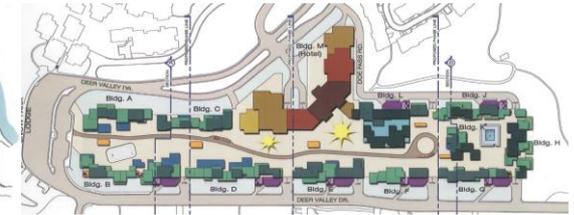


**A RESORT &
COMMUNITY BASED
CONCEPT PLAN**



Previous Plans: Not a Resort Based Plan

- No Mobility Hub
- Does not align with Park City Transportation Goals
- Does not align with Lower Deer Valley General Plan
- Does not include roadway improvements for transportation bikes and pedestrians
- No partnership to improve traffic through buses
- Not a world class resort experience
- Limited to no Après Ski experience
- Does not reduce pedestrian & vehicular conflicts
- No gondola from Snow Park to Silver Lake
- Limited utility upgrades
- Walking up hill to lifts instead of on grade
- Longer walking distances to lifts
- Not a connected village, no ski-in or ski beach
- Little to no community benefits, no community activities
- More residents, more traffic generation
- Not possible to construct a ski bridge



DEER VALLEY SNOW PARK

PREVIOUS VERSIONS





Previous Plans, Not a Resort Based Plan

- Longer walking distances
- No tram/shuttle
- No Transit Hub
- Does not remove vehicular & pedestrian conflicts.
- Does not align with Park City Transportation Goals
- Does not align with Lower Deer Valley Neighborhood General Plan
- Limited to no Après Ski experiences
- No Gondola from Snow Park to Silver Lake
- 2,000+ parking stalls

DEER VALLEY SNOW PARK

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DEER VALLEY SNOW PARK

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DEER VALLEY SNOW PARK

PREVIOUS VERSIONS



The Proposed Plan, Checks All Boxes

- ✓ Improved safety by removing pedestrian / vehicular conflicts at the drop-off area
- ✓ Transit hub for 6 buses in a covered garage with lockers, restrooms, waiting area, and driver facilities vs 4 on street bus stops exposed to the elements
- ✓ Multi-use path that will be a safer and a better experience around the loop and across the new plaza.
- ✓ A plan that aligns with Park City Transportation Goals
- ✓ A plan that aligns with Lower Deer Valley Neighborhood General Plan
- ✓ Includes roadway improvements for bikes, pedestrians, and buses
- ✓ Creates a world class resort experience
- ✓ Après Ski experiences during the wintertime and Après Bike in the summertime
- ✓ Gondola from Snow Park to Silver Lake
- ✓ Utility upgrades in Deer Valley Drive West

DEER VALLEY SNOW PARK

PREVIOUS VERSIONS



TRAFFIC CIRCULATION



TRAFFIC SIMULATION

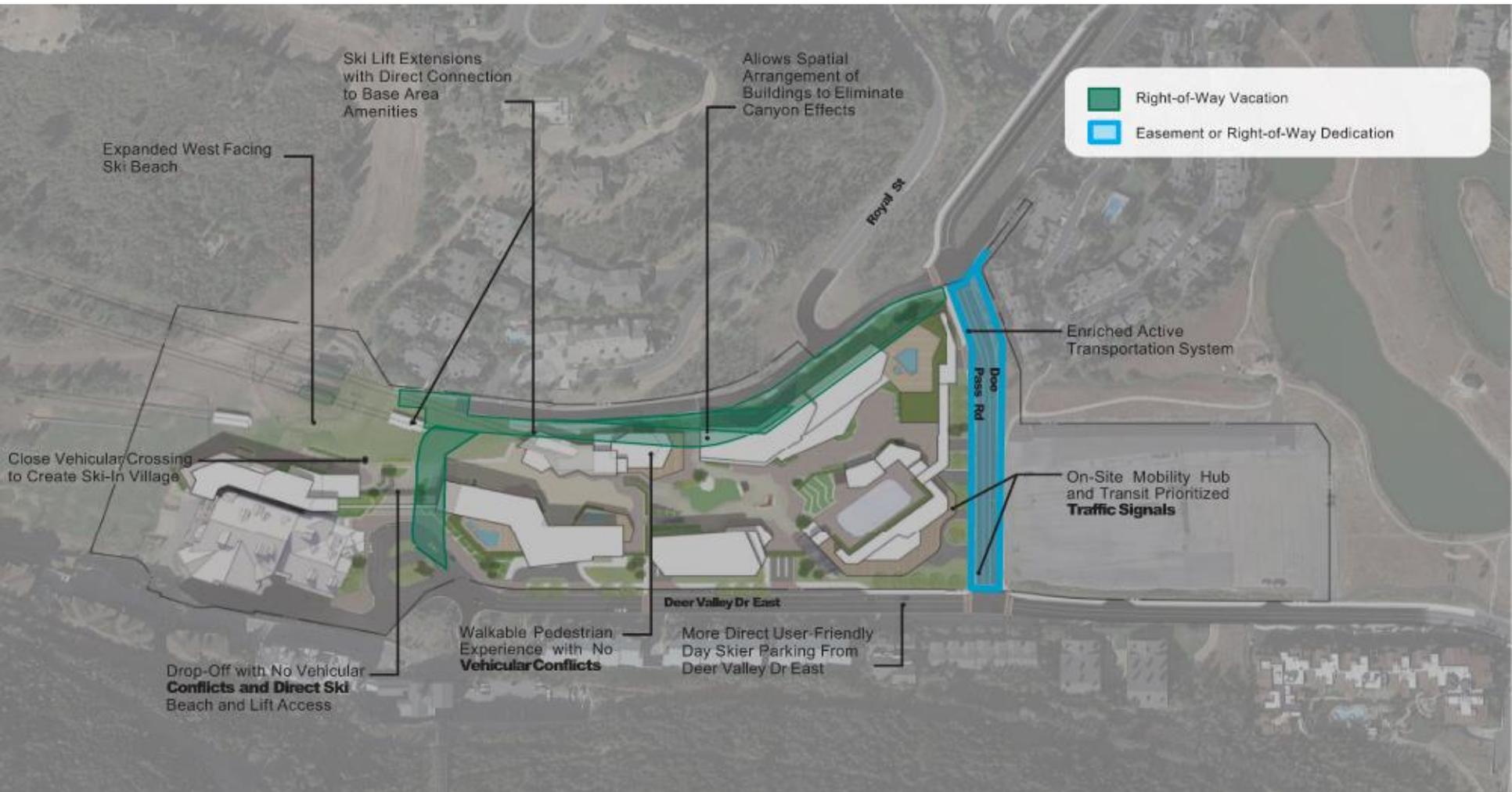


https://youtu.be/_j5-VfNKYvk

<https://youtu.be/TXnpcQLQviY>

RIGHT-OF-WAY VACATION





DEER VALLEY SNOW PARK

ROW Vacation



-  PARTIAL VACATION OF DEER VALLEY DRIVE EAST SECTION "B" (2,794.29 SF)
-  PARTIAL VACATION OF DEER VALLEY DRIVE WEST SECTION "C" (18,411.93 SF)
-  PARTIAL VACATION OF DEER VALLEY DRIVE SOUTH SECTION "D" (70,602.36 SF)
-  VACATION OF A DEDICATION OF RIGHT-OF-WAY ORDINANCE NO. 95-59 (22,721.40 SF)

TRAIL'S END AT DEER VALLEY
FOURTH AMENDED
ENTRY NO.: 867530

PROJECT BOUNDARY

ROYAL ST. (A PUBLIC ROAD)
DEER VALLEY DRIVE (WEST)

LAKESIDE AT DEER VALLEY
CONDOMINIUMS
ENTRY NO. 159016

PARCEL
PC-745

DOE PASS

LOT 1
CONTAINS 722,330 SQ FT
(16.08 ACRES)

LOT 2
CONTAINS 218,908 SQ FT
(5.03 ACRES)

SNOW PARK LODGE

CURRENT PETITION
PARTIAL VACATION OF
DEER VALLEY DRIVE
EAST SECTION "B"

CONCEPTUAL MODIFICATION OF PARTIAL
VACATION OF DEER VALLEY DRIVE EAST
SECTION "B" TO ALIGN CLOSER TO NEW
SKIER DROP-OFF GEOMETRY

DEER VALLEY DRIVE EAST SECTION "B"
ENTRY NO. 189988
(A 60' WIDE PUBLIC RIGHT-OF-WAY)

DEER VALLEY DRIVE (EAST)

DEER CREST HOTEL
SUBDIVISION PLAT
ENTRY NO. 736261

POWDER RUN CONDOMINIUMS
ENTRY NO. 241128



dw
Engineering & Planning

(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
312 West 20th Street, P.O. Box 20000, Park City, Utah 84002-0004

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

R.O.W. VACATION EXHIBIT
SNOWPARK VILLAGE DEVELOPMENT

FOR: DEER VALLEY
JOB NO.: 11-1-18
DATE: 02/13/2023
FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\ROW Vacation

SHEET
1

DEER VALLEY SNOW PARK

ROW Vacation

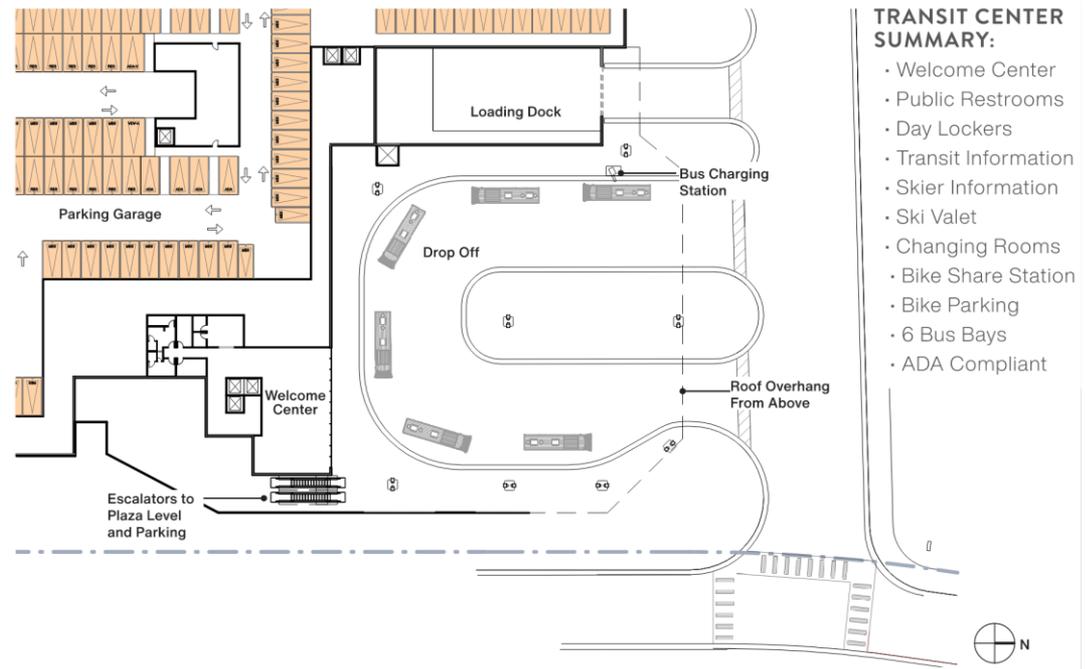


GOOD CAUSE & COMMUNITY BENEFITS



A Better Experience for the Rider

- Transit hub connected to the new loop and future transportation infrastructure
- Arrival and departure in a weather protected environment
- Walkable grades removed via escalators & elevators
- Supports city wide transportation goals
- ADA Compliant
- Public restrooms, changing rooms, day lockers
- Welcome center with real time transit data
- Six dedicated bus stops and bike share station
- Bike parking
- Driver amenities and bus charging station
- Minimizes pedestrian and transit vehicle conflicts
- Direct access to wellness & event space above
- Safer arrival & departure experience
- End of Route service
- Endorsed by High Valley Transit



DEER VALLEY SNOW PARK

World Class Transit Hub





DEER VALLEY SNOW PARK

World Class Transit Hub

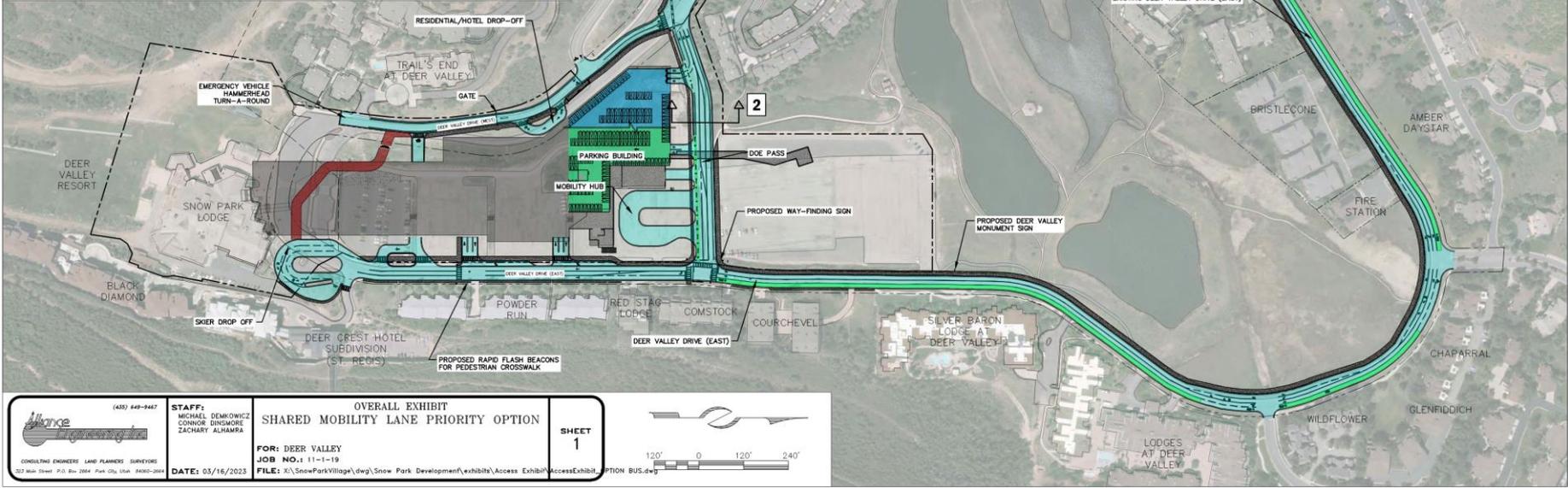
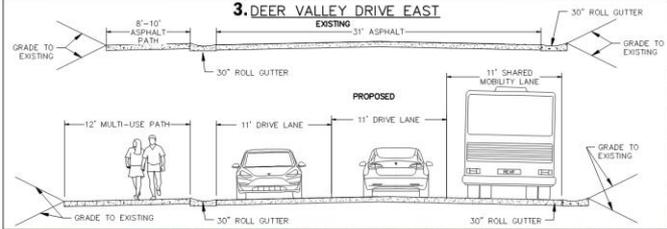
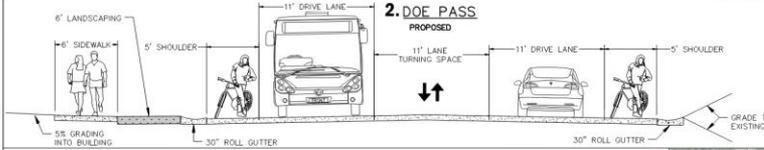
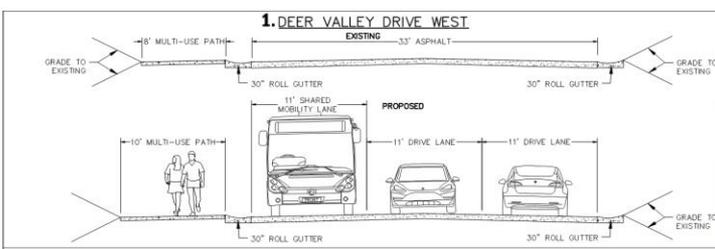




DEER VALLEY SNOW PARK

World Class Transit Hub





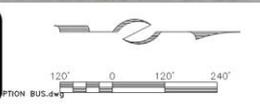
(435) 648-9447

STAFF:
MICHAEL DEMKOWICZ
CONNOR SINGHORE
ZACHARY ALHAMRA

DATE: 03/16/2023

OVERALL EXHIBIT
SHARED MOBILITY LANE PRIORITY OPTION

FOR: DEER VALLEY
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\Access Exhibit\AccessExhibit OPTION BUS.dwg

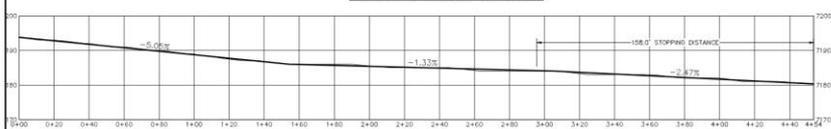


DEER VALLEY SNOW PARK

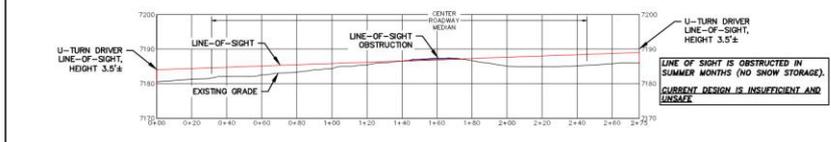
SML, MULT-USE PATH & ROAD IMPROVMENTS



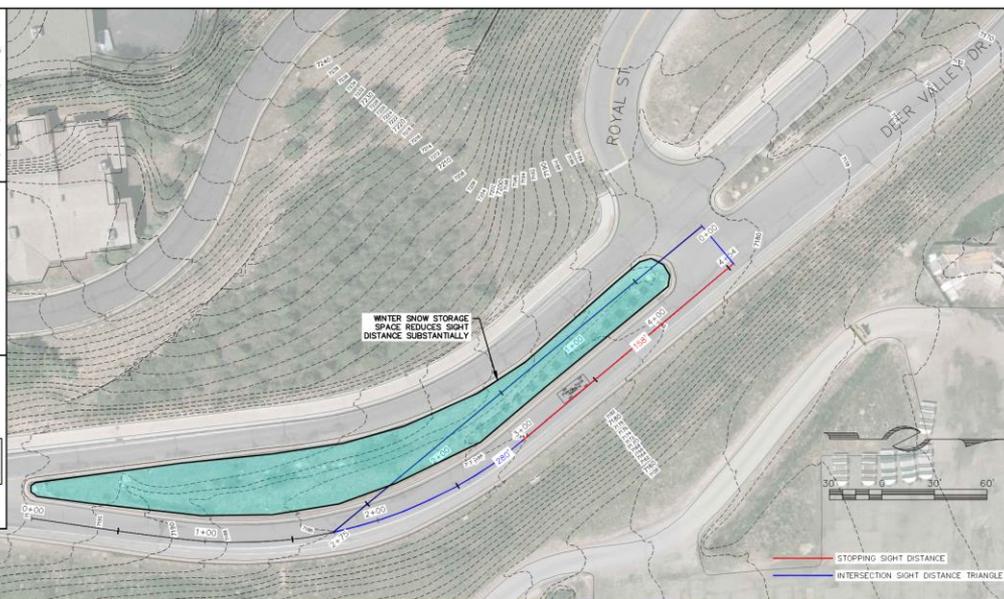
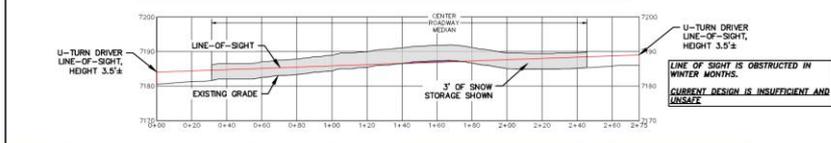
EXISTING ROAD PROFILE



EXISTING ROAD SIGHT PROFILE – NO SNOW STORAGE



EXISTING ROAD SIGHT PROFILE – 3' SNOW STORAGE SHOWN

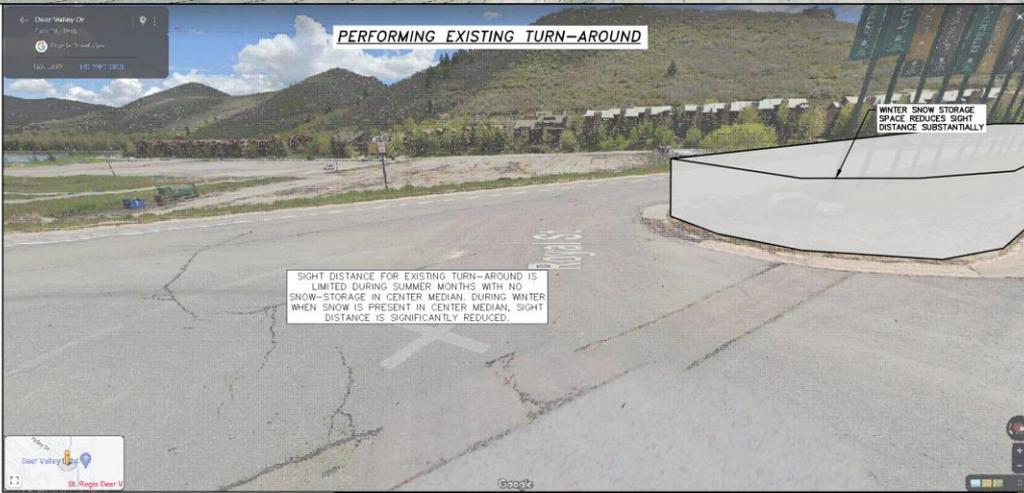


AASHTO TABLE 3-2 STOPPING SIGHT DISTANCE ON GRADES

EXISTING DESIGN SPEED: 25 MPH
 DOWNGRADE: 3% (APPROXIMATED FROM EXISTING PROFILE)
 STOPPING SIGHT DISTANCE: 158 LF

NARRATIVE:

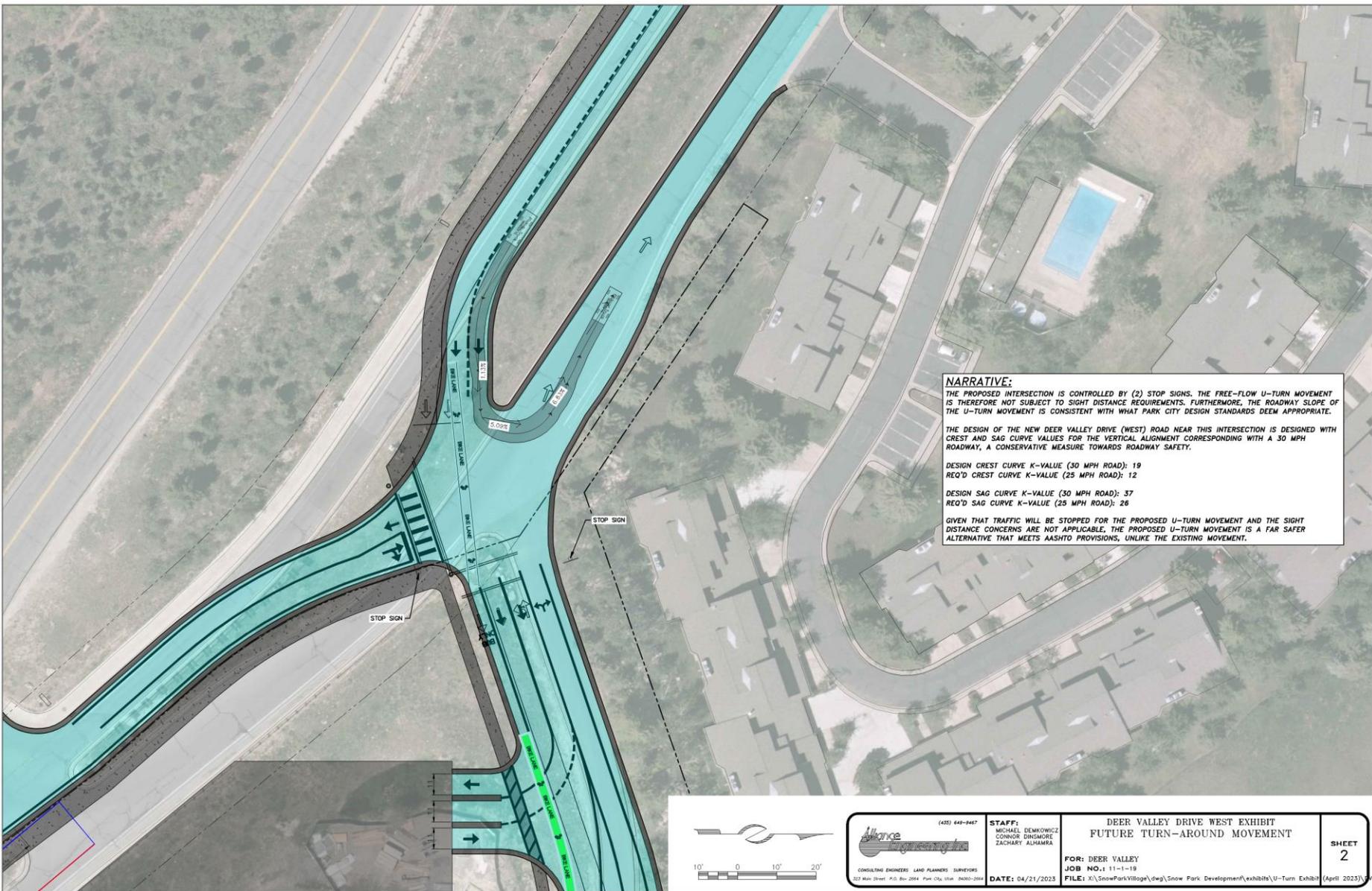
THE TURN-AROUND AT THE ROYAL STREET INTERSECTION DOES NOT MEET AASHTO STANDARDS. AS ILLUSTRATED IN THIS EXHIBIT, AASHTO STANDARDS SPECIFY THAT A CLEAR SIGHT DISTANCE, INDICATED AS THE HYPOTENUSE OF A RIGHT TRIANGLE OF LEG 280' IN LENGTH, SHALL EXIST FOR SUFFICIENT SAFETY OF THE TURNING MOVEMENT. THE CENTER MEDIAN OF THE ROADWAY OBSTRUCTS THIS SIGHT DISTANCE IN THE SUMMER MONTHS AND THIS SIGHT DISTANCE IS SUBSTANTIALLY REDUCED DURING WINTER MONTHS WHEN THE MEDIAN IS USED FOR SNOW STORAGE. A STOPPING SIGHT DISTANCE OF 158 LF IS REQUIRED PER AASHTO TABLE 3-2 FOR A 25 MPH ROADWAY OF SLOPE APPROXIMATELY 3%. THIS STOPPING SIGHT DISTANCE IS NOT MET DUE TO OBSTRUCTIONS, RENDERING THIS TURNING MOVEMENT VULNERABLE TO TRAFFIC COLLISIONS.



| | | | |
|---|--|---|------------|
| <p>(405) 642-9467 CONSULTING ENGINEERS / LAND PLANNERS / SURVEYORS 323 Main Street, P.O. Box 2004, Park City, Utah 84002-2004</p> | STAFF: MICHAEL DEMKOWICZ CONOR DUNSMORE ZACHARY ALHAMBRA | DEER VALLEY DRIVE WEST EXHIBIT EXISTING TURN-AROUND SIGHT DISTANCE | SHEET 1 |
| | FOR: DEER VALLEY JOB NO.: 11-1-19 FILE: X:\SnowPark\illage\dwg\Snow Park Development\exhibits\U-Turn Exhibit (April 2023) | DATE: 04/21/2023 | |

DEER VALLEY SNOW PARK
 NO MATERIAL HARM





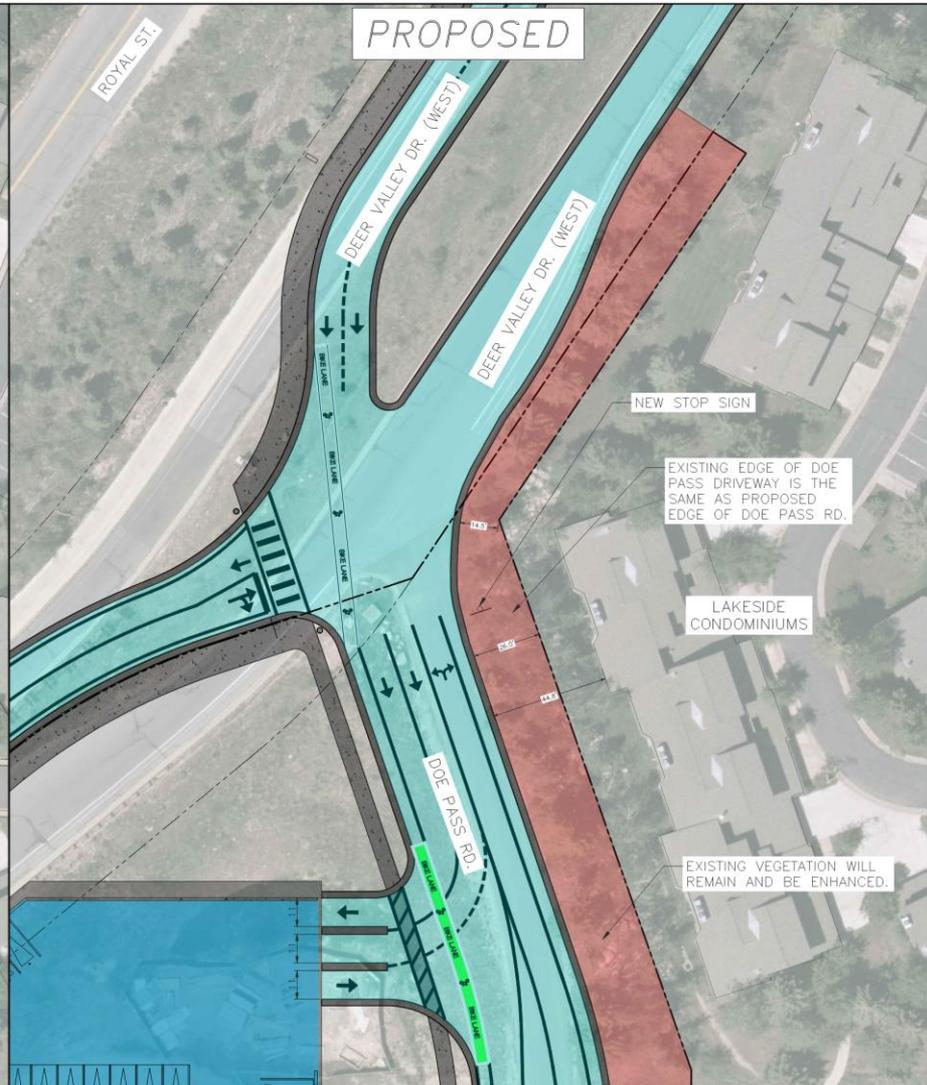
NARRATIVE:
 THE PROPOSED INTERSECTION IS CONTROLLED BY (2) STOP SIGNS. THE FREE-FLOW U-TURN MOVEMENT IS THEREFORE NOT SUBJECT TO SIGHT DISTANCE REQUIREMENTS. FURTHERMORE, THE ROADWAY SLOPE OF THE U-TURN MOVEMENT IS CONSISTENT WITH WHAT PARK CITY DESIGN STANDARDS DEEM APPROPRIATE.
 THE DESIGN OF THE NEW DEER VALLEY DRIVE (WEST) ROAD NEAR THIS INTERSECTING IS DESIGNED WITH CREST AND SAG CURVE VALUES FOR THE VERTICAL ALIGNMENT CORRESPONDING WITH A 30 MPH ROADWAY, A CONSERVATIVE MEASURE TOWARDS ROADWAY SAFETY.
 DESIGN CREST CURVE K-VALUE (30 MPH ROAD): 19
 REQ'D CREST CURVE K-VALUE (25 MPH ROAD): 12
 DESIGN SAG CURVE K-VALUE (30 MPH ROAD): 37
 REQ'D SAG CURVE K-VALUE (25 MPH ROAD): 26
 GIVEN THAT TRAFFIC WILL BE STOPPED FOR THE PROPOSED U-TURN MOVEMENT AND THE SIGHT DISTANCE CONCERNS ARE NOT APPLICABLE, THE PROPOSED U-TURN MOVEMENT IS A FAR SAFER ALTERNATIVE THAT MEETS AASHTO PROVISIONS, UNLIKE THE EXISTING MOVEMENT.

| | | | |
|---|---|---|-------------------|
|  (435) 649-8467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 322 Main Street P.O. Box 2014 Park City, Utah 84060-2014 | STAFF: MICHAEL DEMKOWICZ CONNOR DINGMIRE ZACHARY ALHAMBRA | DEER VALLEY DRIVE WEST EXHIBIT FUTURE TURN-AROUND MOVEMENT | SHEET 2 |
| | FOR: DEER VALLEY JOB NO.: 11-1-19 DATE: 04/21/2023 FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\U-Turn Exhibit (April 2023).dwg | | |

DEER VALLEY SNOW PARK

NO MATERIAL HARM





| | | | |
|--|---|--|--------------------------|
|  CONSULTING ENGINEERS LAND PLANNERS SURVEYORS <small>107 Main Street P.O. Box 2054 Park City, Utah 84060-2054</small> | (435) 648-9467 STAFF: MICHAEL DEMKOWICZ CONNOR EINHORN ZACHARY ALHAMRA | LAKESIDE & DOE PASS DR. EXHIBIT SHARED MOBILITY LANE PRIORITY OPTION | SHEET 1 |
| | FOR: DEER VALLEY JOB NO.: 11-1-19 DATE: 04/10/2023 | FILE: X:\SnowParkVillage\dwg\Snow Park Development\exhibits\Access Exhibit\23.04.10\Exh | |

DEER VALLEY SNOW PARK

NO MATERIAL HARM



The project transforms the Lodge and parking lots at Snow Park into a vibrant, mixed-use mountain village.

Skiing will be extended downhill into the fabric of the village, creating locations for skier services, food and beverage, a luxury hotel and unique residential offerings – enhancing the visitor experience year-round.



EXISTING



PROPOSED

DEER VALLEY SNOW PARK

A WORLD CLASS VILLAGE AT SNOW PARK



LETTERS OF SUPPORT



Powder Run at Deer Valley Owners Association
P.O. Box 680876
Park City, UT 84068

July 14, 2022

To Park City Planning Commissioners and Park City Planning Staff:

Powder Run is a 33 unit complex located along Deer Valley Drive East, just north of Snow Park Lodge and directly across the street from the parking lots that will become the new base area. We have been meeting regularly with Deer Valley staff to review the status of the project and collaborate on potential solutions that satisfy the concerns of our property owners. We have also engaged with Park City Planning Staff and Deer Valley together regarding some of our concerns, and those discussions have been helpful and fruitful.

On behalf of the Powder Run at Deer Valley Owners Association, I am writing to express our current support of Deer Valley Resort's Snow Park development. From our perspective as members of the Park City community, the Lower Deer Valley community, and the Powder Run community, the proposed development is a net positive.

The current development proposal balances the concerns and interests of many stakeholders, including Powder Run homeowners. There are three aspects of the proposal that are key for our continued support: First, the resort's decision to not seek additional density and height variances are very important considerations for Powder Run and appropriately balances the concerns of all. Additionally, we view as a critical aspect of the development plan, the street vacation proposal which integrates the on-snow activities with the new development and shifts major traffic patterns to the lower side of the development. Finally, we acknowledge the resort has addressed various and sometimes competing traffic and parking considerations with a well-thought-out and integrated traffic management plan that does not include a bus lane.

We understand that Deer Valley is working closely with the other impacted owners within Lower Deer Valley and is seeking a solution that is something that the community at large can support. We continue to actively engage with Deer Valley on a regular basis to consider how the short-term and long-term impacts could affect our owners. Deer Valley continues to be an open and fair partner in this process, being clear about the resort's needs while listening and responding respectfully to our concerns as immediately adjacent neighbors.

We look forward to the positive changes the new Snow Park base will bring. The Powder Run at Deer Valley Owners Association supports Deer Valley's plan and asks the Planning Commission to endorse it as well.

Sincerely,

Kim Kishlatore, President
Powder Run at Deer Valley Owners Association

February 22, 2022

To Whom It May Concern:

I am writing on behalf of the Trails End Condominium community in support of the Deer Valley Resort's proposed right-of-way vacation and dedication as a part of the Snow Park Village redevelopment. As you may know, Trails End Condominiums directly abuts Deer Valley Resort's existing Carpenter Express and Silver Lake Express lifts and drop-off areas.

Deer Valley Resort has been an excellent partner over the past few years as they have developed their proposed plan for the Snow Park Village redevelopment. They have worked very closely with our community and been very transparent as their plan has evolved and impacts to our development have changed.

We are generally supportive of the proposed right-of-way vacation and dedication, expanded ski beach, and overall village concept as we believe they will enhance the Lower Deer Valley experience for residents and guests. As a direct abutter to the proposed Snow Park Village, we believe the proposed right-of-way dedication, vacation and vehicle control gate will greatly mitigate the impacts to the neighboring residential community. We believe the proposed plan will improve the overall traffic and transportation flow for the base area as well as provide amenities that currently do not exist for the neighborhood.

We are eager to experience the proposed Snow Park Village as it is developed and look forward to continuing to work with Deer Valley Resort and Park City throughout the process.

Sincerely,

Rick Finlayson
President Trails End Lodge
909 630-3676

Alexandra Ananth

From: Stu Foster <mfedres@yahoo.com>
Sent: Monday, December 19, 2022 1:10 PM
To: Planning_Mail
Subject: [External] DV Snow Park Redevelopment

[CAUTION] This is an external email.

Having had a chance to review the plans for Snow Park at the recent open house we feel that it is important for all voices to be heard. In our view, the redevelopment plan is a huge win for Park City, residents of Deer Valley, visitors and the resort itself. The update of what is now a tired 80's site is great news for the city, in bringing an up to date, world class ski base to an already recognized top tier resort. The addition of a hotel and dining options can only enhance the area. The traffic and road situation can only improve from the current situation.

As an upper deer valley resident, I loved the idea of a gondola running after hours as a means to access the base area without needing a car. We can see property values and the allure of our town as a tourist destination only enhanced by this plan. We would urge the planning commission and city council to give the go ahead on this and let's get it done. Regards,

Stu and Gorgia Foster

December 19, 2022

To Park City Planning Commissioners and City Planning Staff,

My husband Joe and I have been owners at Comstock Lodge, 2650 Deer Valley Drive East, Park City, since 2010. During that time we have enjoyed the tremendous activities provided by Deer Valley in the winter, summer and fall. We have also been looking forward to the day when Deer Valley Resort's Snow Park base area will be developed to fulfill the last major piece of its visionary master plan approved in 1977.

The resort's decision not to seek additional density or height variances speaks volumes about its commitment to the local community. In addition, the resort has addressed traffic and parking with a well-thought-out and integrated traffic management plan. Since residents and guests of our building access Deer Valley from Deer Valley Drive East, we have been highly interested in potential traffic flow changes and any impacts to our guests and the building. The resort team members responded with multiple meetings and a high level of engagement with us.

Over the past year, we have read many documents provided, and updated by Alterra/Deer Valley, including analysis by consultants, reports, charts, tables and other materials of the entire project. Additionally, I have had several in-person meetings, Zoom sessions and Teams presentations with Jake Romney, Alterra Director of Development. After sharing my concerns with Mr. Romney, he addressed all questions and concerns and suggested alternatives to address critical issues. In particular, he reviewed several maps, charts and tables that showed the roads, traffic flow, traffic volumes, vehicle level of service, parking lots, plaza, lifts, ski beach, ski check, options for a bike lane, transit and/or flex lane, and many other aspects of the plan. He also presented traffic simulation software which showed various scenarios of the traffic flowing into, and out of Lower Deer Valley at peak times during ski season. Recently, I attended the informational Open House at Snow Park Lodge where I was able to meet and discuss the project with several members of the Deer Valley Snow Park Project Team. They answered my questions and addressed concerns expressed to them. The Open House was an excellent public event to present their plan.

Deer Valley Resort has been, and continues to be an open and responsive partner. They have worked closely to consider the community, and the requirements placed on them by the City to be transit-focused and environmentally conscious. Deer Valley Resort President and COO Todd Bennett also has sustainability as a top priority. This is rare these days with development projects, and very much appreciated.

My husband and I fully support Deer Valley's plan and urge Planning Commissioners to submit a positive recommendation of the current plan for approval by the City Council. We believe the proposal is a positive one for the community, for guests who wish to visit a world-class ski resort, and for visitors to a resort that provides amenities that currently do not exist.

Thank-you for this opportunity to express our support for Deer Valley's Snow Park project.

Sincerely,

Jeanne & Joseph Graessmann
Comstock Lodge, Unit 301
jg22301@hotmail.com

Alexandra Ananth

From: planning
Sent: Tuesday, January 3, 2023 8:55 AM
To: Alexandra Ananth
Subject: FW: [External] Support for Proposed Snowpark Development

From: Brian Kincaid <bnk45@gmail.com>
Sent: Monday, January 2, 2023 2:34 PM
To: planning <planning@parkcity.org>
Cc: shiraheddy@caltradrivestory@gmail.com
Subject: [External] Support for Proposed Snowpark Development

[CAUTION] This is an external email.

To the Commissioners of the Park City Planning Commission Concerning the Proposed Development of Snowpark by Alterra/Deer Valley

My wife and I have been full-time residents of Park City since March 2020. We live in Park Meadows. We own a condo at the Silver Baron Lodge. We purchased the condo about 8 years ago and, before moving to Park City full time, used it in winter and summer to visit Park City. When we purchased the condo, one of the considerations in our decision to buy the unit was the prospect of the Snowpark parking lots being developed into a ski village. Prior to moving into our house in Sept 2022, we lived for 15 months in our condo giving us a very good perspective on resort traffic once it reopened for the 2020-21 ski season.

We are excited about the proposed development of Snowpark and believe it will enhance the skiing experience for locals and visitors alike. Based on our experience at the Silver Baron Lodge, we don't think it will make the traffic situation any worse. Most visitors to Deer Valley don't rent cars or if they do, only use them for the trip to and from the airport. While here, they use transportation provided by their lodging, take an Uber, use the bus or walk.

Further we believe that the existence of the village and its amenities will induce many DTV users to stay for ages ski activities, including dinner, therapy dispersing disparate times. We don't think the closure of the loop will adversely affect traffic. Most people only use one side or the other, not both, on the same journey.

We are somewhat skeptical of the proposal to put a 3rd lane on DV Drive East given the width of the road. We suspect this aspect of the Deer Valley proposal is their attempt to meet the Planning Commission's request for measures to increase the use of public transportation. The reality is that most people, ourselves included, prefer to use their own vehicles and the creation of a dedicated lane for buses is unlikely to change people's preferences. We think the planning commission just needs to be pragmatic about this.

We are also skeptical about the proposal to add traffic lights at the Y. The alternating system people use now works fine and traffic lights are just going to add delays.

Alexandra Ananth

From: oriesantillo@gmail.com
Sent: Monday, December 19, 2022 12:29 AM
To: Planning_Mail
Subject: [External] Snow Park

[CAUTION] This is an external email.

I say it is a go project; it will bring value to our community financially and by reputation. Vall is dragging down the reputation of Park City. Alterra and DV will add value and enhance PC and DV reputations. The city needs a Master Plan to integrate this growth. Oris Santillo

Sent from my iPhone

DEER VALLEY SNOW PARK
Letters of Support





DEER VALLEY SNOW PARK

A WORLD CLASS VILLAGE AT SNOW PARK

