
Deer Valley Snow Park Village

Petition to Vacate Public Right-Of-Way

City Council
3/16/2023



AGENDA

1. Staff Team

- **Gretchen Milliken – Planning Director**
- **Alexandra Ananth – Sr. Planner**
- **John Robertson – City Engineer**
- **Wall Consulting Group – Jeremy Searle, City's Transportation Consultant**

2. Applicant's Presentation - 30 minutes

3. Public Input – 90 minutes

4. City Council Discussion – 30 minutes



PURPOSE





Procedural issue - the City Council should consider:

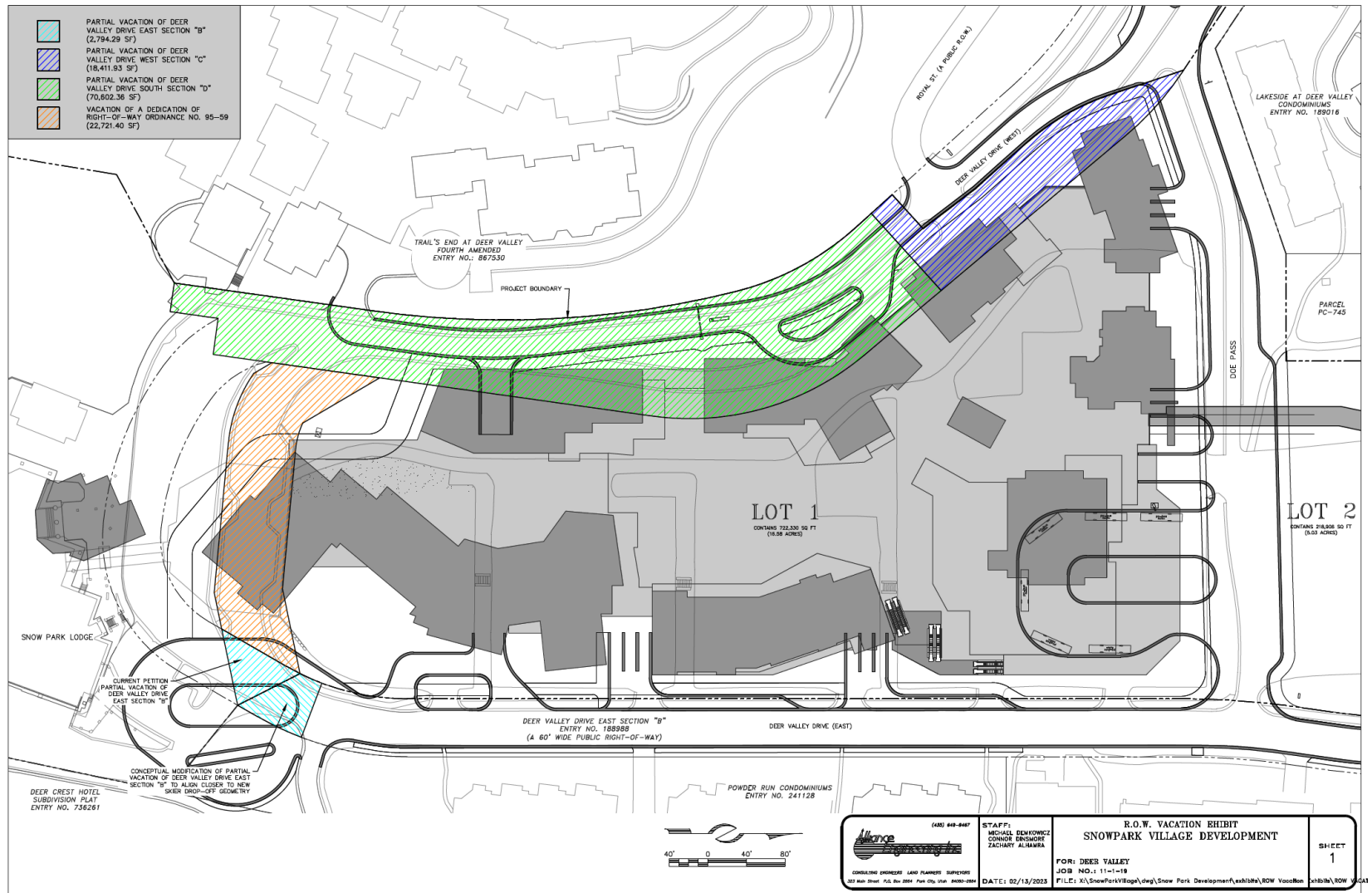
- **Whether the proposed changes to circulation and overall Snow Park Village project design justify the vacation of portions of Deer Valley Drive public Right-Of-Way (ROW).**

ROW VACATION

Vacation of public ROW requires findings of:


- 1. Good Cause for the proposed vacation; and**
- 2. That neither the public nor any person will be materially injured by the 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)



DEER CREST HOTEL
SUBDIVISION PLAT
ENTRY NO. 736261



 <small>CONSULTING ENGINEERS AND PLANNERS INCORPORATED 203 Main Street, P.O. Box 2004, Park City, Utah 84060-2004</small>	<small>(435) 648-8467</small>	STAFF: MICHAEL BENEFIONE CONOR DRISMORE ZACHARY ALANBERA	R.O.W. VACATION EXHIBIT SNOWPARK VILLAGE DEVELOPMENT	SHEET 1
	FOR: DEER VALLEY <small>JOB NO.: 11-14-19</small>		<small>DATE: 02/13/2023</small> <small>FILE: X:\SnowParkVillage.dwg\Snow Park Development\exhibit\ROW Vacation Exhibit ROW VAC</small>	



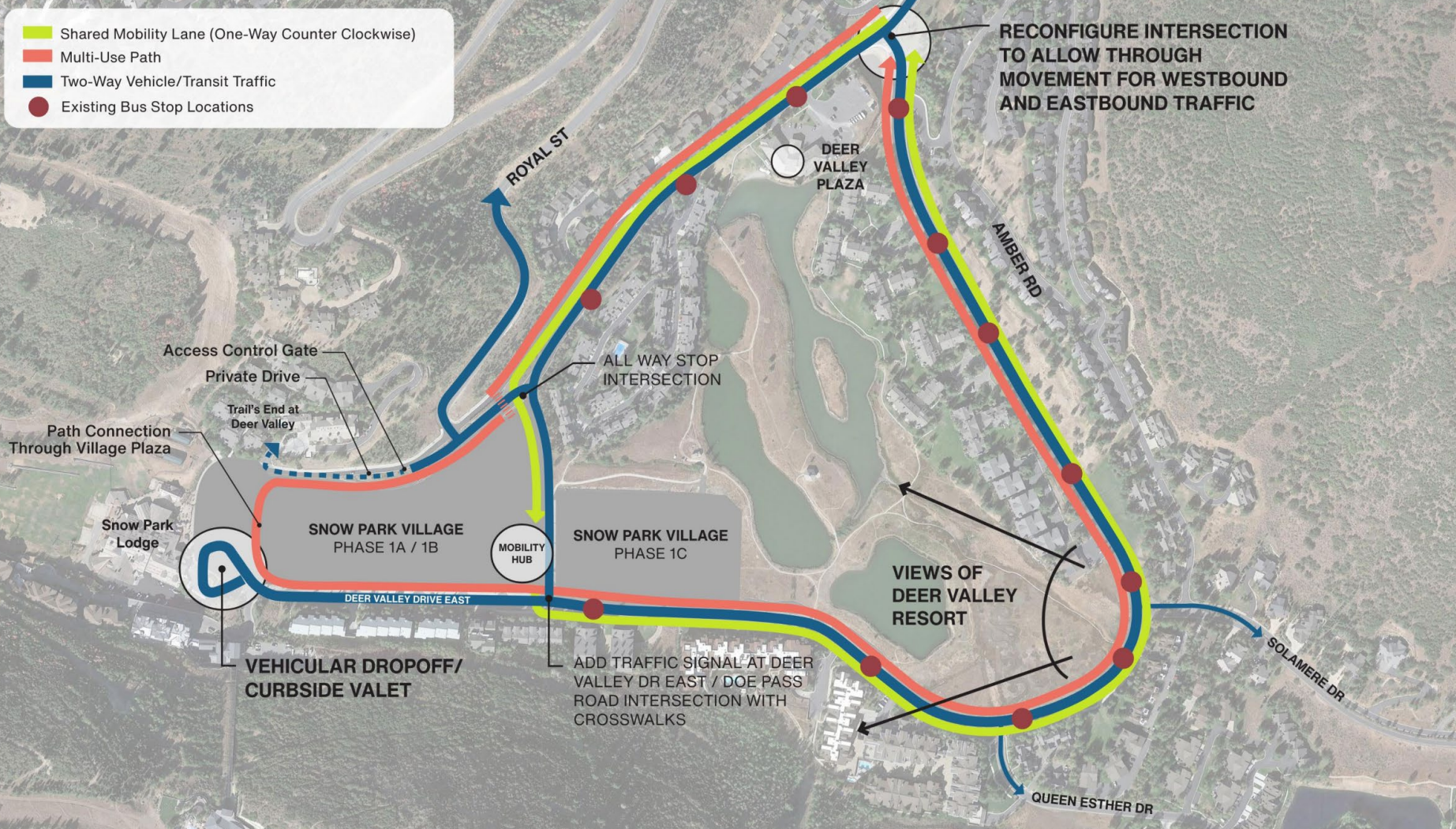
(48) 04-04-07

STAFF:
MICHAEL DEMONIKO
JENNIFER BISHOP
ZACHARY ALHAMBRA

SITE BOUNDARY EXHIBIT
SNOWPARK VILLAGE DEVELOPMENT

SHEET

- █ Shared Mobility Lane (One-Way Counter Clockwise)
- █ Multi-Use Path
- █ Two-Way Vehicle/Transit Traffic
- Existing Bus Stop Locations



RECONFIGURE INTERSECTION TO ALLOW THROUGH MOVEMENT FOR WESTBOUND AND EASTBOUND TRAFFIC

ROYAL ST

DEER VALLEY PLAZA

AMBER RD

Access Control Gate

Private Drive

Trail's End at Deer Valley

Path Connection Through Village Plaza

Snow Park Lodge

SNOW PARK VILLAGE PHASE 1A / 1B

MOBILITY HUB

SNOW PARK VILLAGE PHASE 1C

DEER VALLEY DRIVE EAST

ALL WAY STOP INTERSECTION

VIEWS OF DEER VALLEY RESORT

VEHICULAR DROPOFF/ CURBSIDE VALET

ADD TRAFFIC SIGNAL AT DEER VALLEY DR EAST / DOE PASS ROAD INTERSECTION WITH CROSSWALKS

SOLAMERE DR

QUEEN ESTHER DR

ADD'L INFO

See Planning Department's project webpage:
<https://www.parkcity.org/departments/planning/deer-valley-2021-applications;>

Public Comments can be sent to:
planning@parkcity.org

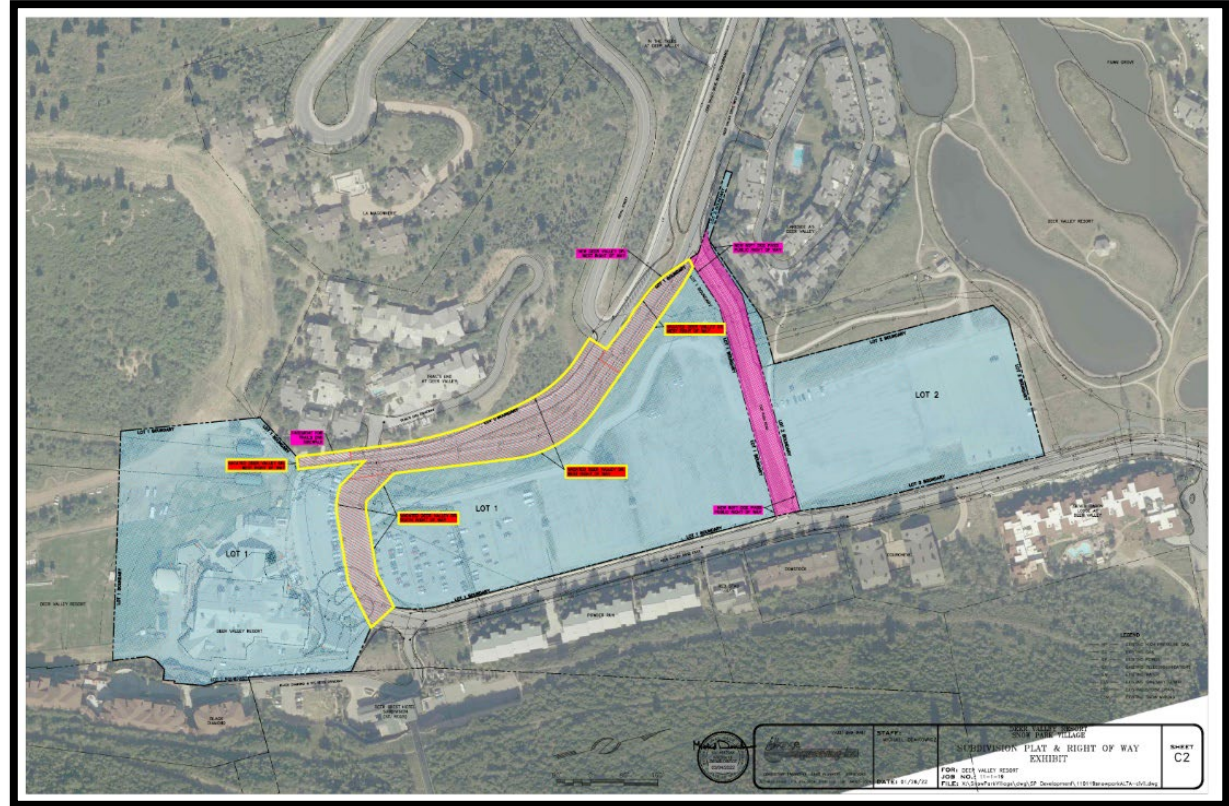


OTHER APPLICATIONS

1. **Amend the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit (MPD Permit) with a new Thirteenth Amendment (MPD);**
2. **Conditional Use Permit**
 - **Phase 1** including the proposed Snow Park Village Parking Structure, Transit Center, and overall Site Plan.
 - **Phase 2** would consist of the South Parcel Residential and Hotel Development (future application).
 - **Phase 3** would consist of the North Parcel Residential Development (future application); and

APPLICATIONS

3. Subdivision Application including Petition for City to vacate portion of Deer Valley Drive ROW and for applicant to dedicate Doe Pass Road to City.

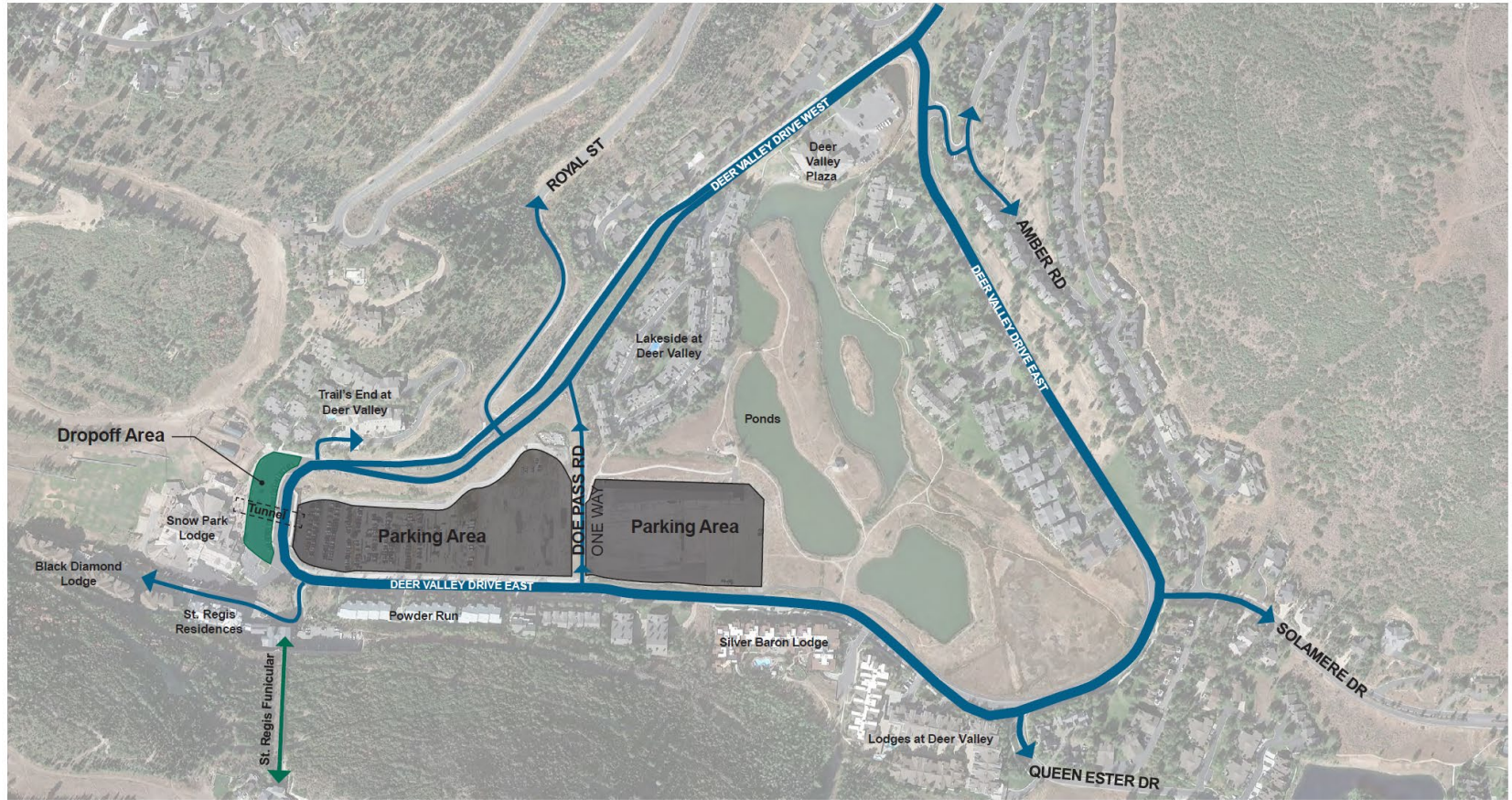


MPD

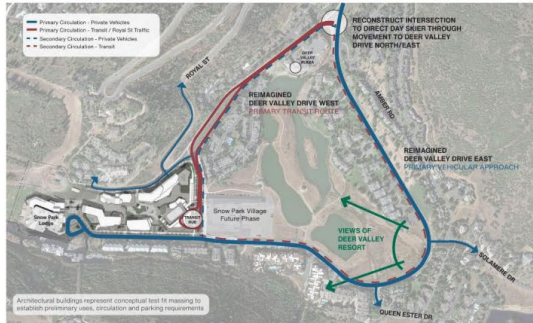
- 1. 1977 Special Exception Permit amended 12 times most recently 2016 - No approved site plan.**
- 2. MPD authorizes 209.75 UE's of Density at 28-45 feet in Height, and 21,890 SF of general commercial are allowed in the Snow Park Village (442,000 SF of dev.).**
- 3. LMC, City's Affordable Housing Resolution, General Plan and Adopted Transportation Plans apply.**
- 4. Will adhere to LMC 25' Setbacks, 60% Open Space Req's. with Vacation of ROW.**

TRANSPORTATION GOALS FOR SPV

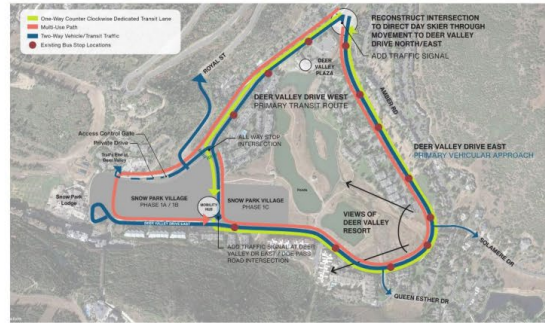
1. Emergency egress to US-40 ([GPlan Neighborhood 8.4](#));
2. Prioritizing transit use with dedicated bus lanes between the Y-intersection and the Resort ([15-6-5\(G\)\(8\)](#));
3. New Transit Station at DVR ([15-6-5\(G\)\(8\)](#));
4. Separated pedestrian and bike access ([15-6-5\(G\)\(5\)](#));
5. Paid and reservation parking as a tool to support increased transit use ([15-6-5\(E\)](#));
6. Annual Review of DVRs Transportation Demand Management to produce a measurable a modal shift; (City's Adopted [Transportation Demand Management Plan](#)).



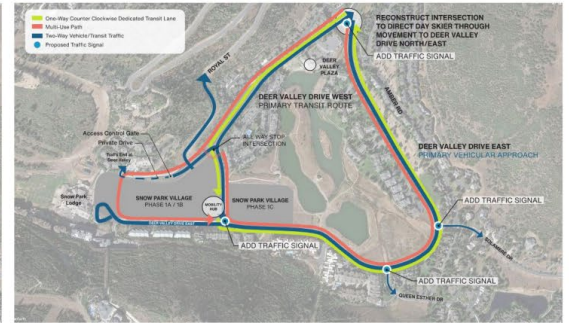
APRIL 2021



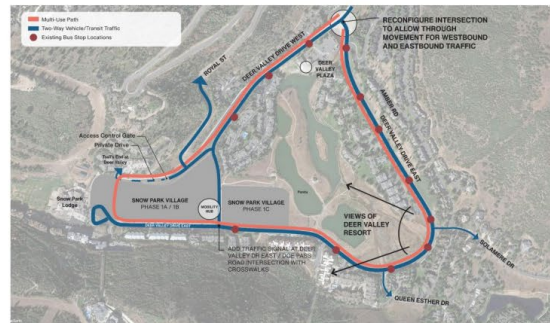
MARCH 2022



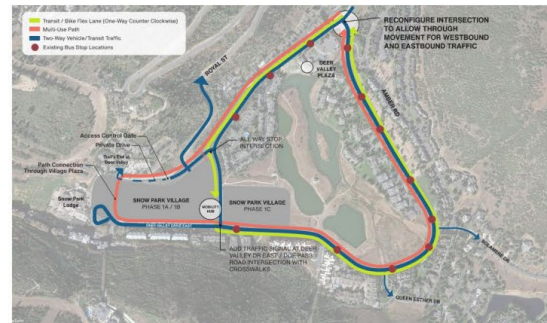
APRIL 2022



JULY 2022

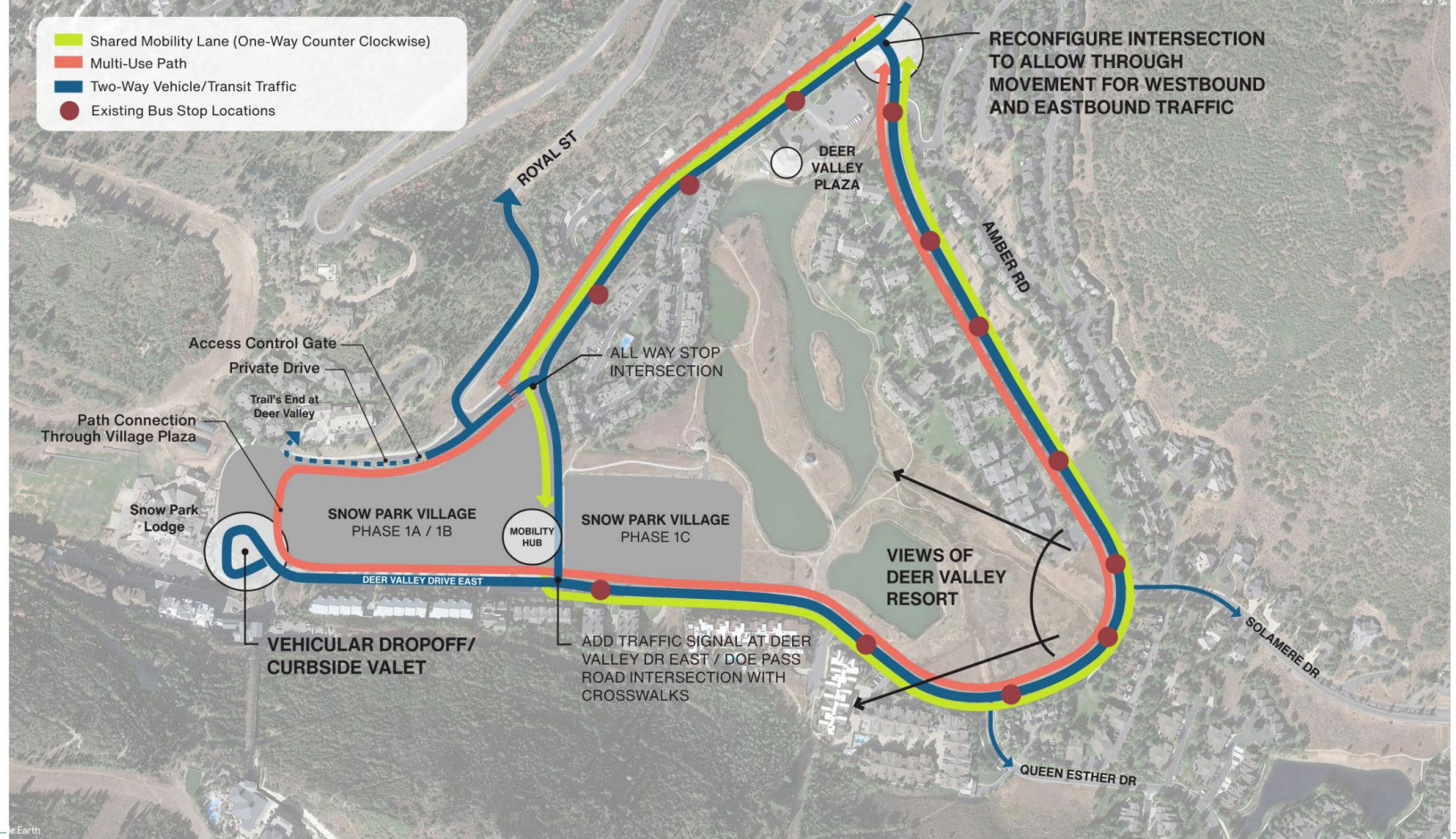


PREFERRED CIRCULATION PLAN



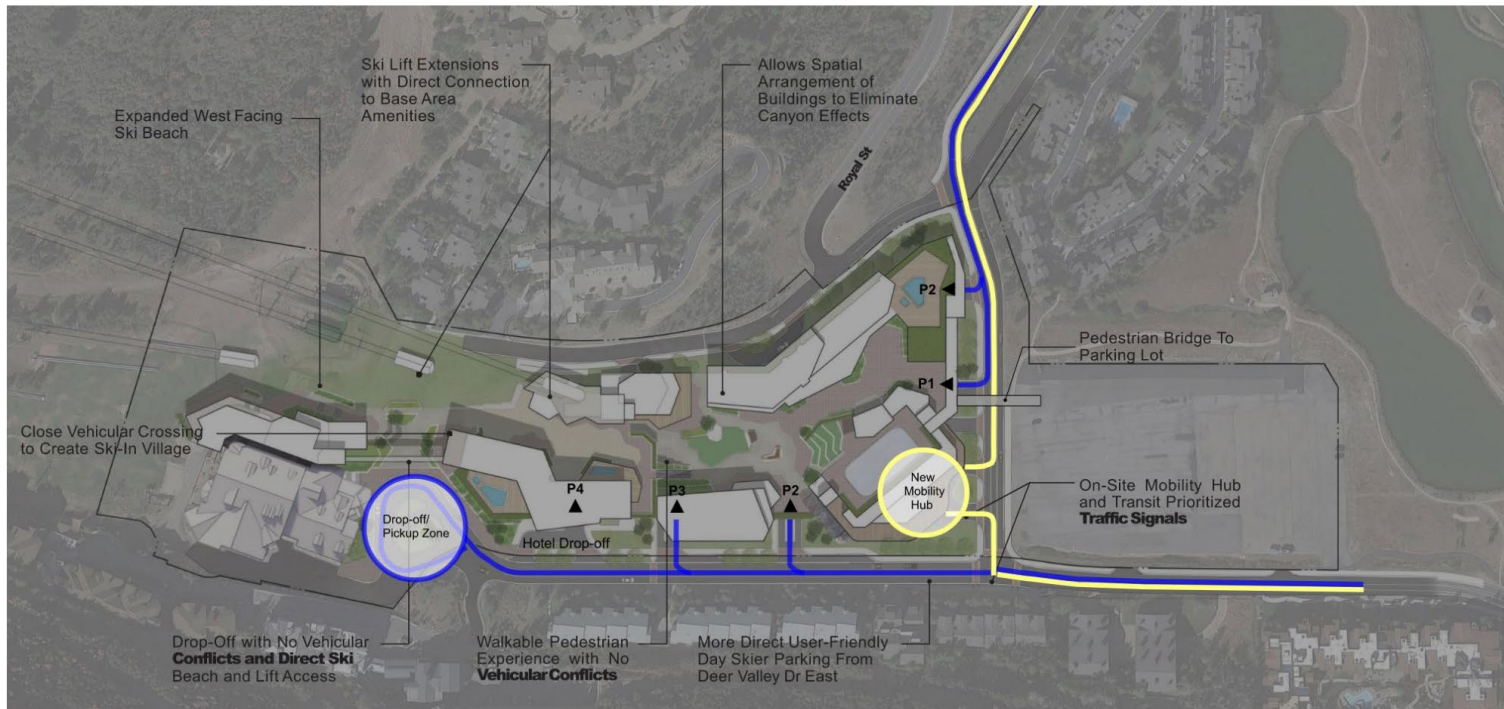
PREFERRED CIRCULATION PLAN

History since Joint Meeting in March



ADDRESSING QUESTIONS & CONCERNS

How will I arrive at Snow Park?

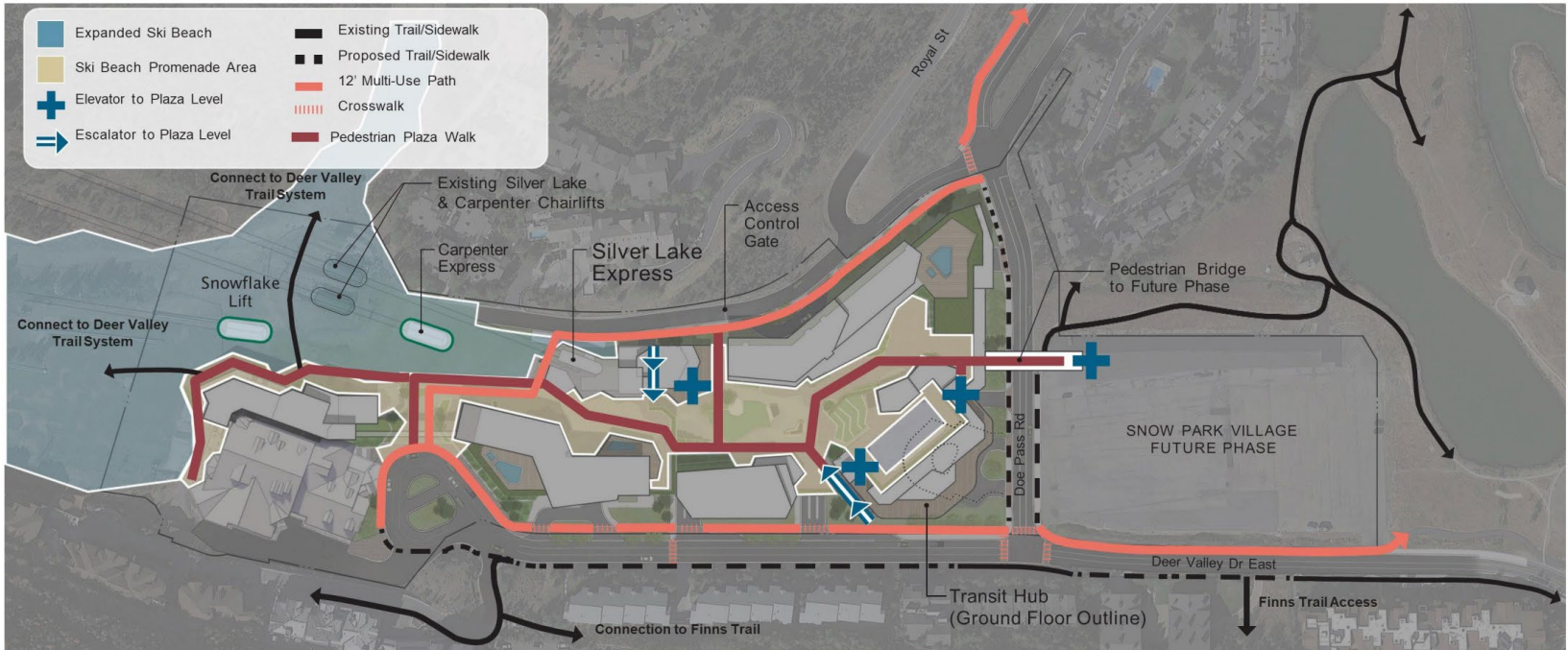


DAY SKIER ARRIVAL

- Direct access to the parking garage from Doe Pass Road to P2
- Parking garage access from Deer Valley Drive East to P2 and P3
- Parking levels P2 and P3 connected internally for efficiency
- Elevators and/or escalators are provided where a grade change between the garage and the plaza occurs for direct access to lifts
- Parking technology to identify open spaces
- 10' clear garage heights and 10' x 20' parking stalls

ADDRESSING QUESTIONS & CONCERNS

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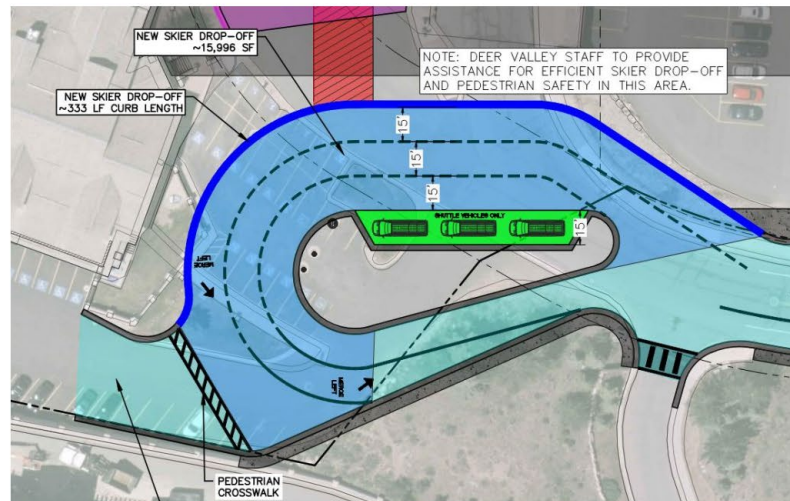


MULTI-USE PATH ARRIVAL

- 12' multi-use paths are provided around the entire Deer Valley Drive loop and will be kept clear across the new plaza
- Multi-Use paths lead pedestrians directly to the Village, where there are multiple convenient access points into the Village
- Elevators and/or escalators are provided where a grade change between the path and the plaza occurs
- The Village plaza is a highly activated pedestrian space that connects the Village amenities and buildings directly to the resort chairlifts
- Crosswalks equipped with rapid flashing beacons making the multi-use path safer

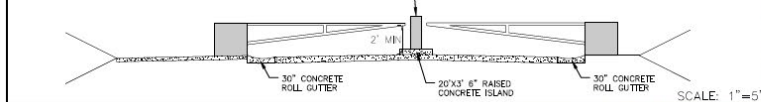
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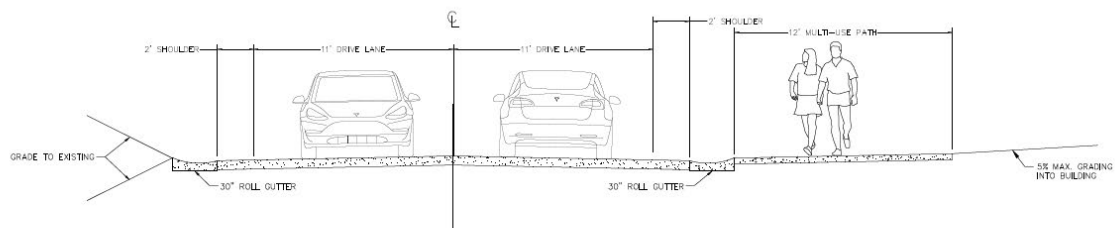
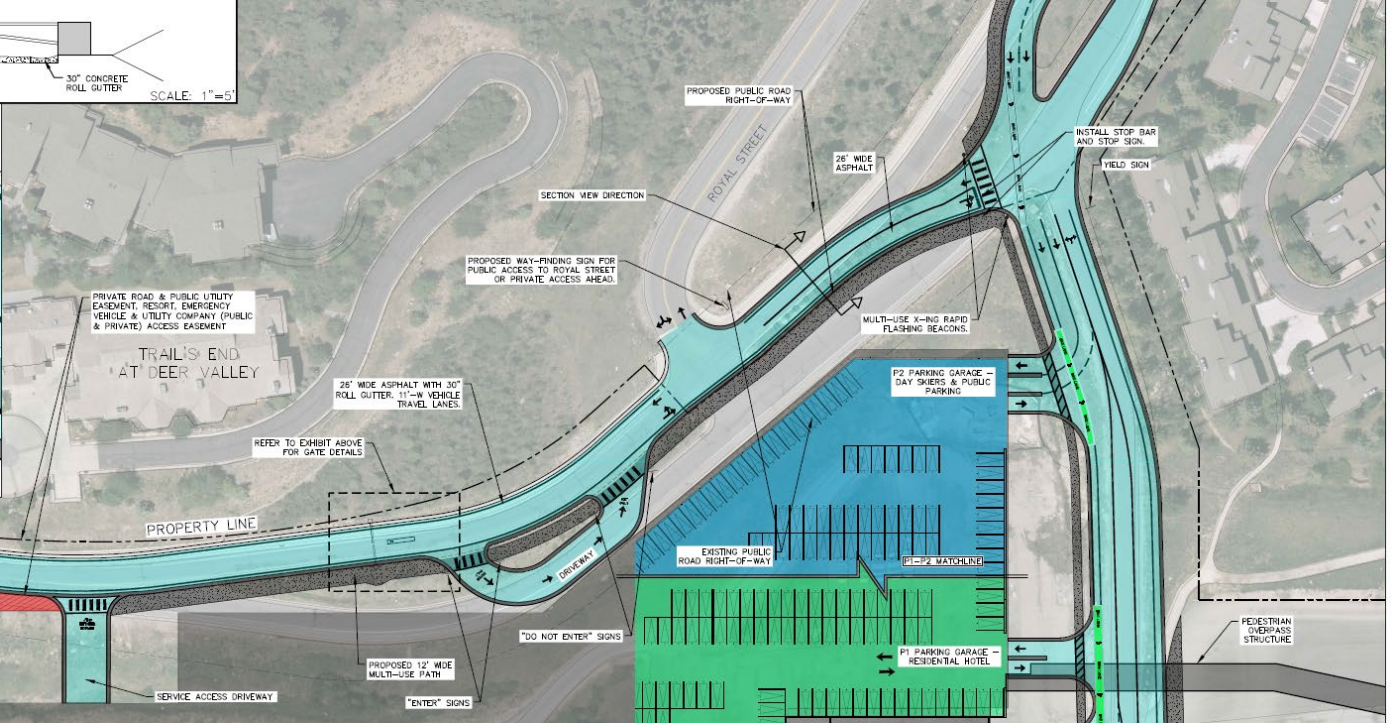
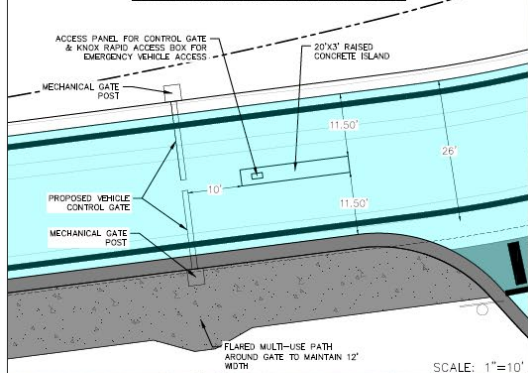


DROP-OFF ARRIVAL EXPERIENCE

1. Safer drop-off that eliminates the pedestrian vehicular conflict that exists today
2. Space for shuttles to drop-off and pickup throughout the day
3. Direct on grade access to ski school and lifts
4. An overall reduction in walking distances for all guests from arrival point to lift access



VEHICLE CONTROL GATE PLAN VIEW DETAIL



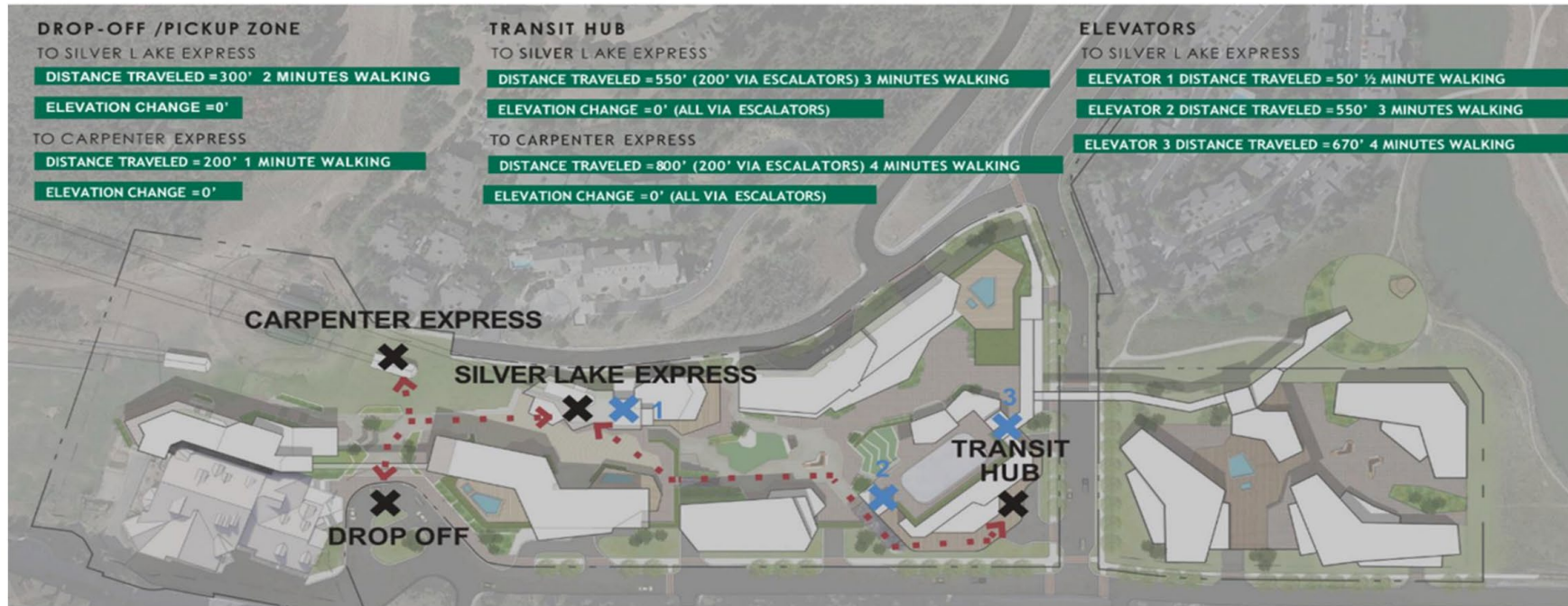
EMERGENCY VEHICLE ACCESS
PATH TO BE CLEAR OF SNOW AND
OBSTRUCTIONS AT ALL TIMES.

ALL PEDESTRIAN PLAZA AND
PARKING GARAGE DRIVEWAYS
TO HAVE SNOW MELT SYSTEM.

DURING EXTREME SNOW
CONDITIONS DEER VALLEY WILL
INITIATE OFF-SITE SNOW STORAGE.

ADDRESSING QUESTIONS & CONCERNS

How will I arrive at Snow Park?

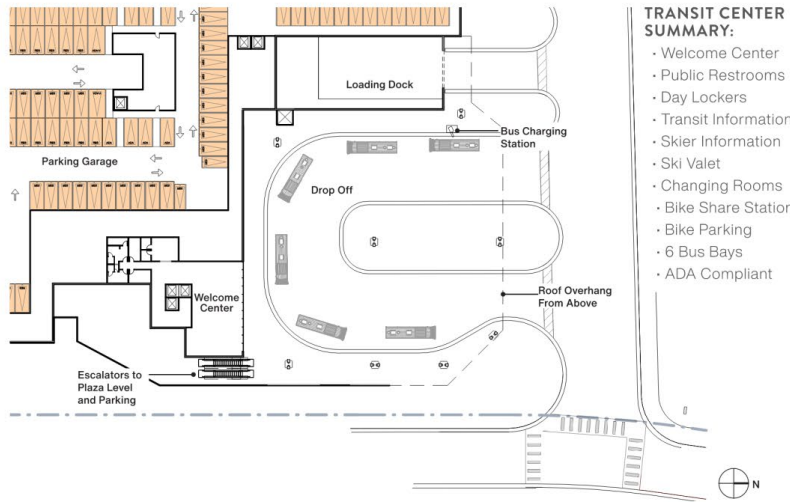


WALKING AFTER ARRIVAL EXPERIENCE

- Carpenter Lift & Silver Lake Gondola will be about 100' closer to the drop off
- Parking on average will be about 700' closer to the lifts
- No more walking up hill as any grade changes are done by escalator or elevator eliminating about 12' to 70' of elevation gain.

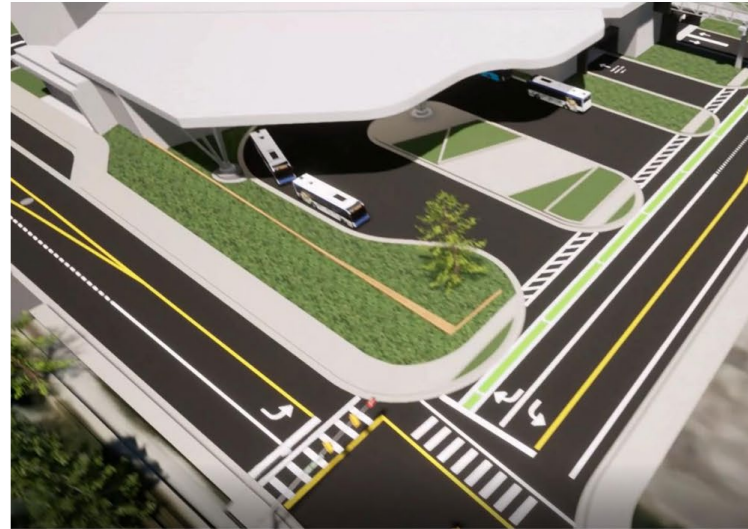
ADDRESSING QUESTIONS & CONCERNS

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TRANSIT CENTER SUMMARY:

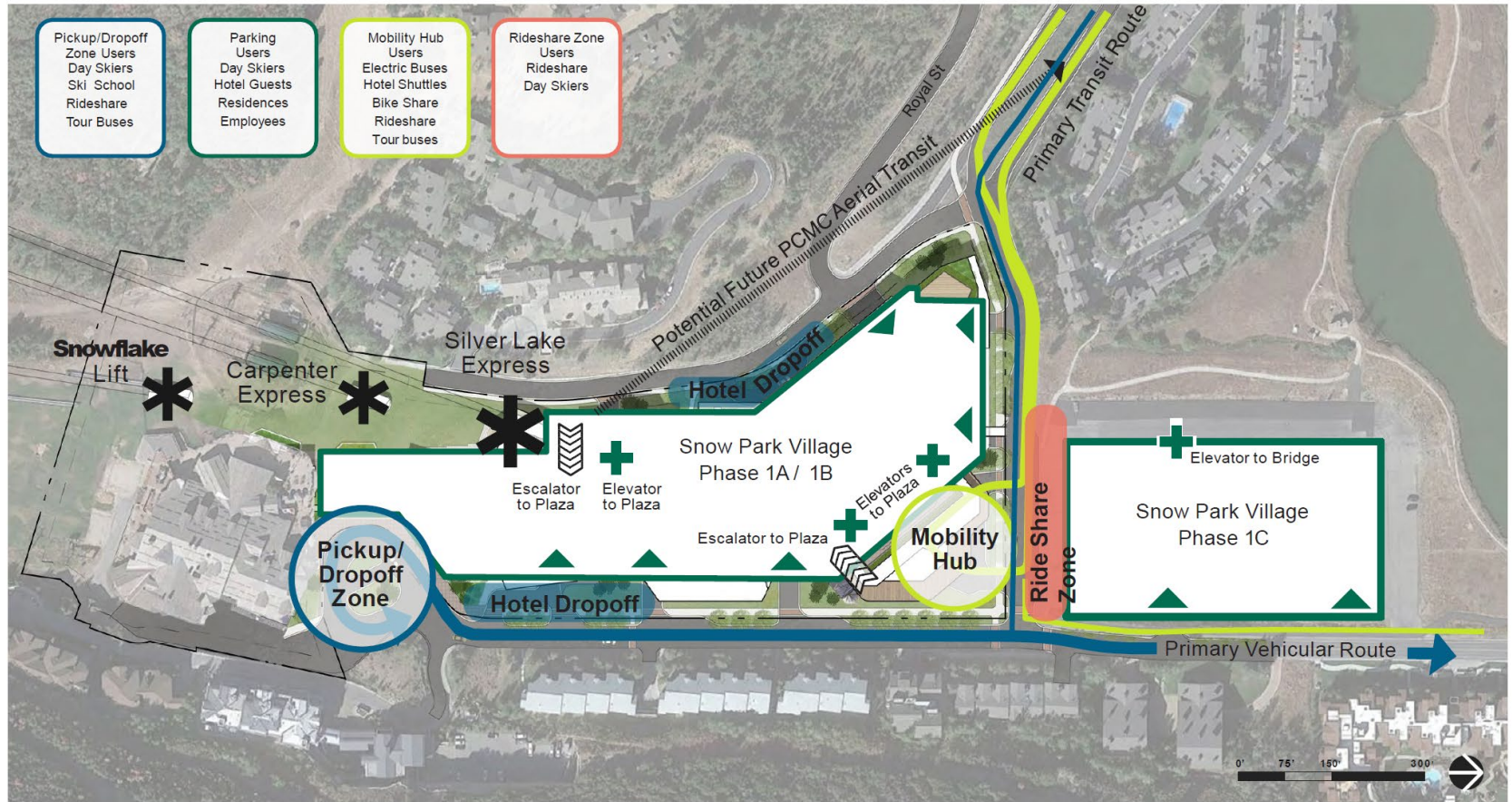
- Welcome Center
- Public Restrooms
- Day Lockers
- Transit Information
- Skier Information
- Ski Valet
- Changing Rooms
- Bike Share Station
- Bike Parking
- 6 Bus Bays
- ADA Compliant



TRANSIT HUB ARRIVAL / DEPARTURE EXPERIENCE, THE NEW FRONT DOOR

- State-of-the-art Transit Hub with room for 6 buses within a covered garage next to restrooms, waiting area, lockers, and driver facilities
- Removes pedestrian vehicular conflict making the transit arrival experience safer
- Transit hub connected to the shared mobility lane making buses faster
- Elevators and/or escalators are provided where a grade change between the transit hub and the plaza occurs





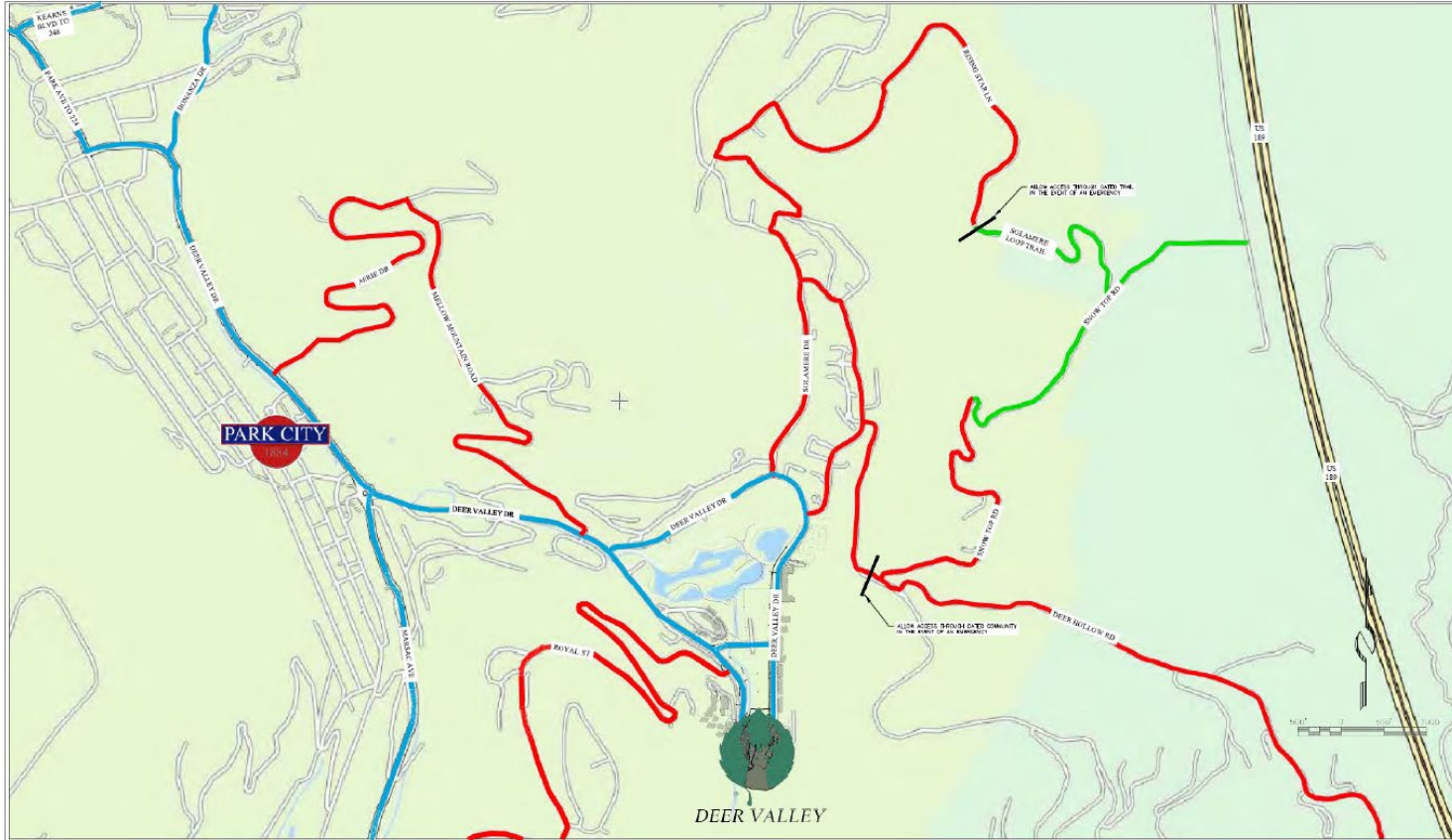


PARKING

Vehicle Trips Associated with Full Parking Build-Out vs. Parking Reductions

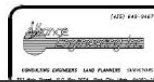
	New Daily Trips	Trips Entering	Trips Exiting	New AM Peak Hour Trips*	New PM Peak Hour Trips*
20% Parking Reduction (1810 stalls)	2,276	1,138	1,138	162	204
Fully Parked (2,262 parking stalls)	2,462	1,231	1,231	175	225

* For comparison purposes Existing AM/PM Peak Hour Trips are 796 and 813 Trips respectively.



Snow Park Project Always Considered Part of DV MPD's Emergency Egress Plan

LEGEND	
EMERGENCY ACCESS ROUTE (MAIN ROADS)	
EMERGENCY ACCESS ROUTE (SECONDARY ROADS)	
EMERGENCY ACCESS ROUTE (DIRT ROADS)	



STAFF:
NICHOL BERNOWICZ
JACOB WETZER

EMERGENCY ACCESS EXHIBIT
SNOW PARK VILLAGE

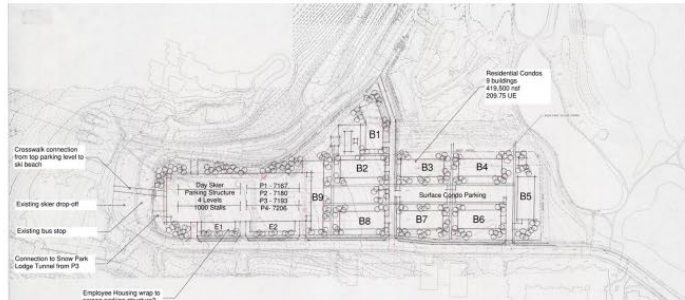
FOR: DEER VALLEY
JOB NO.: 11-1-19

SHEET
1
OF
2

FILED: C:\Users\jacob.wetzer\Desktop\Projects\Snow Park Development\Plan\Bldg\Emergency Access\CAE2.rvt

ADDRESSING QUESTIONS & CONCERNS

Have you looked at plans that don't include a ROW vacation?



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 transportation bikes and pedestrians
- ✓ Creates a world class resort experience