



Planning Department

February 26, 2025

Applicant:
Deer Valley Resort Company
Deer Valley Development Company

CC: Hannah Tyler, Applicant Representative

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 2250 Deer Valley Drive South

Zoning District: Residential Development

Applications: Master Planned Development Modification – PL-21-04767
Conditional Use Permit – PL-21-04811

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: February 26, 2025

Project Summary: Deer Valley Master Planned Development Modification
Snow Park Village Phase I Conditional Use Permit

The Applicant proposes:

- Up to 1,971 parking spaces in a three-level partially underground public and private parking structure,
- An underground public transit center, and
- Road, utility, and pedestrian and pathway improvements.

Action Taken

On February 26, 2025, the Planning Commission conducted a public hearing and approved the Thirteenth Amended and Restated Large Scale Master Planned Development Permit and Snow Park Village Phase I Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 2250 Deer Valley Drive South contains Snow Park Lodge and surface-level parking lots ("the property").
2. The property is in the Residential Development Zoning District and is subject to the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016 ("the Deer Valley MPD") (Attachment 1).
3. The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet) and 21,890 square feet of commercial and support space for the development of Snow Park Village on 14.93 acres in the general area of the existing surface-level parking lots.
4. On February 18, 2021, the Applicant applied to the Planning Commission for a substantive modification to the Deer Valley MPD for Snow Park Village (PL-21-04767, Modification Application).
5. The Deer Valley MPD Paragraph (C)(1) requires Planning Commission review of a Conditional Use Permit (CUP) for Snow Park Village.
6. A parking structure in the Residential Development Zoning District requires Planning Commission review of a CUP (Land Management Code (LMC) Section 15-2.13-2(B)(29)).
7. The Applicant proposes constructing Snow Park Village in two phases:
 - a. Phase I – up to 1,971 parking spaces in a three-level partially underground public and private parking structure, an underground public transit center, and road, utility, and pedestrian and pathway improvements.
 - b. Phase II – vertical development.
8. On April 13, 2021, the Applicant applied for Planning Commission review of the Snow Park Village Phase I CUP (PL-21-04811, CUP Application).
9. According to the 2014 General Plan, the Snow Park Village CUP will be reviewed for compatibility, mass, and scale; however, it does not have any flexibility to adjust the parameters of the MPD in terms of height and building pads. To ensure the best design to protect view corridors and improve circulation, additional flexibility for height and building pads is likely to be necessary. As the last large development to be built in the Lower Deer Valley neighborhood, compatibility, view corridors, circulation, and connectivity is a priority for future design.
10. On September 30, 2021, the Applicant petitioned the City to vacate a portion of Deer Valley Drive to allow for a more efficient design with a larger Snow Park Village plaza area. On January 31, 2022, the Applicant supplemented the request with updated legal descriptions for the Deer Valley Drive vacation.

2021 – 2023 Snow Park Village Phase I Review

11. On July 28, 2021, August 25, 2021, September 22, 2021, October 27, 2021, December 8, 2021, and February 9, 2022, the Planning Commission conducted work sessions.

12. On March 15, 2022, the Planning Commission and City Council conducted a joint meeting.
13. On December 19, 2022, the Planning Commission conducted a work session.
14. On January 18, 2023, the Planning Commission held a public hearing and outlined recommendations for City Council consideration regarding the Applicant's requested vacation of a portion of Deer Valley Drive.

Ordinance No. 2023-56 Vacating a Portion of Deer Valley Drive

15. The City Council conducted public meetings on March 16, 2023, June 1, 2023, June 15, 2023, July 6, 2023, August 29, 2023, September 28, 2023, October 26, 2023, November 2, 2023, November 16, 2023, November 30, 2023, December 5, 2023, and December 14, 2023.
16. On December 14, 2023, the City Council approved Ordinance No. 2023-56 vacating a portion of Deer Valley Drive.
17. Ordinance No. 2023-56 requires the Applicant in part to:
 - a. Reduce the number of parking spaces designated for day skier use to 1,360 and restrict day skiers from parking in spaces reserved for hotel, residential, dining, retail, entertainment, and commercial uses.
 - b. Implement paid parking upon completion of parking structure.
 - c. Facilitate a new site plan for a public transit center to accommodate transit, resort/lodging vehicles, and drop off lanes.
 - d. Dedicate public access and right-of-way easements over an expanded Doe Pass Road.
 - e. Install a gondola between Snow Park and Silver Lake to connect to Mayflower [Deer Valley East Village in Wasatch County].
 - f. Request the Planning Commission approve up to 15,000 additional square feet at the current Deer Valley maintenance facilities south of Silver Lake and up to 15,000 additional square feet of restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.
 - g. Realign the Carpenter lift to extend into Snow Park Village and allow for the gondola.
 - h. Submit to the Planning Commission skier, day use, and employee parking plans and full connection of proposed gondola alignment including Highway 40 and Mayflower [Deer Valley East Village in Wasatch County] in amended mitigation plans.

Resolution No. 24-2023 Authorizing the Mayor to Execute a Non-Binding Letter of Intent Regarding a Public-Private Partnership with Deer Valley

18. On December 14, 2023, the City Council approved Resolution No. 24-2023 authorizing the Mayor to execute a non-binding letter of intent for a public-private partnership with Deer Valley for a regional off-site parking and transportation facility intended to be located near S.R. 248.
19. Resolution No. 24-2023 requires the Applicant in part to:
 - a. Limit parking for Snow Park Village to 1,971 spaces by capping day skier parking spaces to 1,360 and limiting remaining parking spaces to no more than 611.

- b. Install a Lift 7 circulator lift along the new gondola alignment to provide a beginner ski pod.
- c. Maintain temporary public access during construction.
- d. Regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction.
- e. Calculate Unit Equivalents and support and accessory uses according to the 2022 LMC for all phases of Snow Park Village.

2024 – 2025 Snow Park Village Phase I Review

- 20. On July 9, 2024, the Applicant submitted updated plans based on the requirements of Ordinance No. 2023-56 and Resolution No. 24-2023.
- 21. The Applicant updated requested modifications to the Deer Valley MPD:
 - a. Clarify that Unit Equivalents and support and accessory uses for Snow Park Village are calculated based on the 2022 LMC.
 - b. Establish building height based on the February 18, 2021 Planning Director Determination of Natural Grade.
 - c. Update Paragraph G regarding parking to reflect the Snow Park Village Conditions of Approval.
 - d. Outline Applicant obligations to improve Doe Pass Road and to grant a perpetual public use easement for perpetual public access rights, including emergency, utility, and vehicular access over Doe Pass Road.
 - e. Outline Applicant commitment to construct the public transit center.
 - f. Outline Applicant requirement to realign Carpenter Express and install a gondola connecting Snow Park Village to Park Peak with a stop in the Silver Lake area.
 - g. Increase square footage up to 15,000 at the current Deer Valley maintenance facilities south of Silver Lake.
 - h. Increase square footage up to 15,000 for restaurant/commercial facilities for expansion of public or skier service at Silver Lake Lodge.
 - i. Increase the acreage for Snow Park Village from 14.93 to 24.28.
- 22. On September 11, 2024, the Planning Commission conducted a work session.
- 23. The Planning Commission held public hearings on October 9, 2024, October 30, 2024, November 13, 2024, December 11, 2024, January 22, 2025, and February 26, 2025.
- 24. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 28, 2024, January 9, 2025, and February 11, 2025. Staff published notice on the City's website and Utah Public Notice website on August 23, 2024, September 24, 2024, October 9, 2024, October 28, 2024, November 22, 2024, January 3, 2025, and February 10, 2025. The *Park Record* published courtesy notice on August 28, 2024, September 28, 2024, October 12, 2024, October 30, 2024, November 27, 2024, January 8, 2025, and February 12, 2025.
- 25. Referenced herein are the Applicant's plans dated December 20, 2024 (Attachment 2) and the Applicant's updated narrative dated January 31, 2025 (Attachment 3).

Master Planned Development Criteria

26. LMC Chapter 15-6 outlines the requirements for MPDs. MPD criteria that are also addressed through CUP criteria are analyzed in the CUP section below.

- a. **Public Outreach** – The Applicant conducted neighborhood meetings on January 10, 2024, March 26, 2024, June 3, 2024, September 12, 2024, and November 14, 2024 (LMC Section 15-6-4(C)).
- b. **Additional Studies** – The Deer Valley MPD Paragraph J requires the Applicant to submit updated technical reports for traffic monitoring, water systems, and sewer systems.
 - i. The Applicant submitted the October 2024 Snow Park Village Traffic Impact Study (“the 2024 TIS”) prepared by Fehr and Peers (Attachment 4). The City’s third-party consultant, Wall Consultant Group, reviewed the 2024 TIS to verify conformance with the 2023 Park City TIS Guidelines.
 - ii. The Applicant submitted utility plans (Attachment 2, Exhibit 31). The utility plans were reviewed by the Development Review Committee on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024.
 - iii. Resolution No. 2024-23 requires the Applicant to update their Application with a Construction Mitigation Plan that maintains temporary public access and regulates permitted times for truck trips to minimize soil hauling resulting from excavation. The Applicant submitted a Construction Mitigation and Phasing Plan dated November 6, 2024 (Attachment 5). The Planning Commission reviewed the Construction Mitigation and Phasing Plan on November 13, 2024.
 1. The Applicant proposes a five-year timeline to construct Snow Park Village while ski operations within the Snow Park Base area continue.
 2. The Applicant proposes offsite parking areas during construction, including coordination with the City on potential increased parking at Richardson Flat and increased transit service to the Snow Park Base.
 3. The Applicant is working on and utilizing other off-site parking areas during construction, including at the Jordanelle State Park.
 4. The Applicant estimates excavation of 467,000 cubic yards for the construction of Snow Park Village with 195,000 cubic yards in 2025, 224,000 cubic yards in 2026, and 48,000 cubic yards in 2027. The Applicant proposes hauling excavated soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.
 - iv. Resolution No. 2024-23 requires the Applicant to submit skier, day use, and employee parking plans and the full gondola alignment.

The Applicant submitted an updated Transportation Demand Management Plan for skier, day use, and employee parking mitigation (Attachment 6). The Applicant submitted a supplemental memo on parking reduction criteria dated October 23, 2024 (Attachment 7). The Applicant submitted the proposed gondola alignment (Attachment 8).

- c. **Perimeter Setback** – Snow Park Village is subject to a 25-foot perimeter Setback (LMC Section 15-6-5(C)(1)). The proposed parking structure meets the 25-foot perimeter Setback. At-grade sidewalks and pathways are exceptions to Setbacks in the Residential Development Zoning District (LMC Section 15-2.13-3). At-grade sidewalks and pathways are proposed to be constructed within Setbacks.
- d. **Open Space** – The Deer Valley MPD Paragraph M establishes parcels for commercial and support space and designates all remaining property landscaped Open Space to remain substantially free from structures, roads, and parking lots except as otherwise approved.
 - i. Exhibit 1 of the Deer Valley MPD allocates Snow Park Village construction on 14.93 acres.
 - ii. The Applicant proposes creating one 24.28-acre Lot encompassing Snow Park Lodge, associated Open Space, and Snow Park Village. 18.1 acres are proposed to remain without a Building Footprint. 14.92 acres within the 24.28-acre Lot are proposed to be Open Space, a total of 61% (Attachment 3, Exhibit 23A). Landscaped areas are proposed within the perimeter Setback along Deer Valley Drive, in the Snow Park Lodge area, and throughout the Snow Park Village plaza atop the parking structure. Buildings are proposed within 9.36 acres. The Applicant must demonstrate as part of the Phase II vertical development CUP that compliance with the Open Space requirement in LMC Chapter 15-6-5(D).
- e. **Building Height** – On February 22, 2021, the Planning Director issued a Natural Grade Determination to establish the foundation for measuring Snow Park Village height (Attachment 3, Exhibit 22). The Deer Valley MPD establishes a maximum height of 28 to 45 feet from the Natural Grade Determination. The Applicant's Phase I parking structure is 23 feet at its highest point above the Natural Grade Determination and is below the allowed height. Vertical development as part of the Phase II CUP must comply with the maximum height established in the Deer Valley MPD.
- f. **Site Planning** – Vertical development will be evaluated as part of the Phase II CUP and refined at that time. The Phase I CUP is limited to the parking structure, which is partially underground in the general area of the existing surface-level parking lots. Adequate internal vehicle, pedestrian, and bicycle circulation, as conditioned, are provided (Attachment 2, Exhibits 26-28). The site plan includes 27,878 square feet (0.64 acres) of snow storage (Attachment 3, Exhibit 23A). The Applicant also proposes 17,920 square feet snow melt for the Snow Park Lodge, 98,510 square feet snow melt for the Snow Park Village plaza, 25,837 square feet snow

melt for the hotel, and 19,768 square feet for vehicles, including the ramp to the public transit center (Attachment 3, Exhibit 23B).

- g. **Landscape** – The Applicant will be required to submit landscape plans as part of the Phase II vertical development CUP that comply with Wildland Urban-Interface, waterwise landscaping, and mechanical equipment and service and delivery screening requirements.
- h. **Lighting** – The Applicant will be required to install outdoor lighting that complies with the dark sky and parking structure lighting requirements.
- i. **Sensitive Lands Compliance** – Snow Park Village is not within the Sensitive Land Overlay.
- j. **Employee/Affordable Housing** – Condition of Approval 4 requires the Applicant to address employee/affordable housing obligations as part of the Phase II vertical development CUP.
- k. **Child Care** – The Phase I parking structure does not increase child care demand for current operations. The Planning Commission may evaluate child care demand as part of the Phase II vertical development CUP.
- l. **Mine Hazards** – There are no known Physical Mine Hazards on the property.
- m. **Historic Mine Waste Mitigation** – The property is not within the Park City Soils Ordinance Boundary.
- n. **Historic Sites** – No Historic Structures or Sites designated on the Park City Historic Sites Inventory are within the property.
- o. **Sustainability** – The Sustainability team coordinated with the Applicant on the proposed Snow Park Sustainability Plan (Attachment 9). Sustainability related to vertical development will be evaluated as part of the Phase II CUP. The Sustainability team recommends Condition of Approval 33.
 - i. For the Phase I CUP, the Applicant commits to:
 1. Removing asphalt surface parking lots to minimize heat absorption.
 2. Installing infrastructure to support Electric Vehicle Charging and usage.
 3. Working with the City to increase public transportation to decrease carbon emissions from guests and employees.
 4. Implementing efficient storm water and snow melt collection systems and processing stations to reuse water for the snow making ponds.
 5. Reusing/recycling existing asphalt pavement for general projects.
 6. Establishing targets to reduce embodied carbon emissions associated with the parking garage construction materials such as low-carbon concrete and steel (Attachment 3, Paragraph 6.5).

Conditional Use Permit Criteria

27. LMC Section 15-1-10(E) outlines CUP review criteria:

- a. **Size and Location of Site** – The site has long been envisioned for Snow Park Village. In 1977, the City approved a Special Exception Permit for the Deer Valley MPD, which has been amended 12 times through 2016. The Deer Valley MPD outlines 209.75 Residential Unit Equivalents, 21,890 square feet of commercial and support space, and support commercial as defined in the LMC at the time of application. Additionally, the 2014 General Plan anticipates Snow Park Village: “[t]he opportunity exists for a true ‘village’ base area to be built that is complementary to the surrounding multifamily condominiums set around the periphery of the parking lots.” The Applicant proposes creating a 24.28-acre Lot for Snow Park Village that includes the existing Snow Park Lodge and the surface-level parking lots proposed to be redeveloped (Attachment 2, Exhibit 3B).
- b. **Traffic Considerations** – According to the 2014 General Plan, “[e]ssential to the continued success of Deer Valley is the ongoing collaboration between the City and Deer Valley Resort to manage traffic flows in and out of Deer Valley Drive. As the base area and surrounding neighborhoods build out, it is essential that priority be given to alternative modes of public transportation. Alternatives should be studied and implemented with a goal of connectivity between Deer Valley, Main Street, and the Swede Alley transit center. In addition, the use of park-and-ride facilities should be explored for employees on a regular basis and visitors during the busiest times of the season.”
- c. As part of the Phase I CUP, the Applicant submitted the 2024 TIS and proposes the following modifications for traffic circulation within the Deer Valley Drive loop:
 - i. Keep the road network north of what is known as the “Y-intersection” (Deer Valley Drive and Deer Valley Drive East – north and east portion of the loop).
 - ii. Construct an underground public transit center near the Snow Park Base for transit and passenger vehicle pick-up and drop-off in a one-way loop from Deer Valley Drive West, exiting on Deer Valley Drive East.
 - iii. Install a roundabout at the Deer Valley Drive West and Doe Pass Road intersection.
 - iv. Install three-way stop signs at the Deer Valley Drive East and Doe Pass Road intersection.
 - v. Install a traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
 - vi. Provide left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
 - vii. Construct a Shared Managed Lane for express transit access to the underground transit center (Attachment 2, Exhibits 25-30).
- d. The Applicant’s 2024 TIS is based on:

- i. 100 Multi-Unit Dwellings
 - ii. 120 hotel rooms
 - 1. 8,000 square feet of food and beverage
 - 2. 8,000 square feet of meeting/ballroom space
 - 3. 8,000 square feet of spa space
 - iii. 30,000 square feet of commercial/retail space
 - iv. 15,000 square feet of event center space
 - v. 15,000 square feet of ski club space
- e. The Applicant's TIS indicates at full buildout one on-site driveway will operate at a Level of Service (LOS) F: the middle driveway within the parking structure (P3) and Doe Pass Road. Condition of Approval 28 requires the Applicant to implement mitigation strategies that improve this to a LOS D or better as part of the Phase II vertical development CUP submittal.
- f. On peak days, some of the intersections within the Lower Deer Valley neighborhood and beyond currently operate at a LOS F. In other words, vested development rights without any mitigation results in more intersections that underperform during peak periods. Two off-site intersections are likely to continue to operate at a LOS F during peak periods: the Marsac roundabout and the intersection of Mellow Mountain Road and Deer Valley Drive. Condition of Approval 27 requires the Applicant to submit an updated TIS and TDM Plan as part of the Phase II vertical development CUP to further decrease single-occupancy vehicle trips during peak periods.
- g. **Transportation Demand Management Plan** – The Applicant's Phase I CUP TDM Plan includes:
 - i. Installing a Deer Valley-funded and managed traffic monitoring station at the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons.
 - ii. Implementing paid parking. The Applicant will operate a paid system for its day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.
 - iii. Offering ski shuttle service as described in the below conditions.
 - iv. Making available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.
 - v. Incentivizing employees to carpool and take transit through the "Ride On" or similar program.
 - vi. Providing accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, and text messaging.
 - vii. Coordinating with the City and UDOT on variable message boards.

- viii. Appointing a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.
- ix. Evaluating the parking program annually and actively considering 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.
- h. **Utility Capacity** – The Development Review Committee evaluated Snow Park Village on April 6, 2021, February 7, 2023, September 17, 2024, and December 17, 2024. The Deer Valley MPD and Development Review Committee require Conditions of Approval incorporated below.
- i. **Emergency Vehicle Access** –
 - i. On June 15, 2017, the City Council approved an amendment to the 1995 Deer Crest Settlement Agreement that allows emergency egress from Deer Valley Drive to Highway 40 on Deer Hollow Road for official vehicles (police, fire, and emergency medical), and for the public when an evacuation is necessary to protect human life, during a natural disaster, or for a major public safety event determined by the Park City Fire Marshal, Park City Police Chief, Wasatch County Fire Chief, or other public safety officer of similar rank in Park City or Wasatch County.
 - ii. The Applicant proposes a Shared Managed Lane to serve not only transit, but emergency vehicles along the Deer Valley Drive loop (Attachment 2, Exhibit 11).
 - iii. The Park City Fire District requires Conditions of Approval incorporated below.
- j. **Off-Street Parking** – Existing day skier parking for Snow Park is governed by Section G of the Deer Valley MPD: *If the capacity of the surface parking lots in the Snow Park Community is exceeded 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.*
 - i. In 2019, Snow Park surface-level parking capacity was 1,250 spaces.
 - ii. In November of 2019, the Planning Director approved an Administrative Permit for an additional 90 parking spaces in lot 5 for a total of 1,340.
 - iii. On December 19, 2019, the City Council approved limited on-street parking spaces along Deer Valley Drive loop not to exceed 10% of the operating days of each ski season.
 - iv. According to the Applicant, the Applicant has surface parking lots that, together with allowed street parking, equal approximately 1,700 vehicles on peak ski days during the ski season.
 - v. Ordinance No. 2023-56 requires the Applicant to reduce peak parking by 20% for no more than 1,360 day skier parking spaces.

- vi. The Planning Commission may decrease the number of parking spaces based on a parking analysis submitted by the Applicant (LMC Section 15-6-5(E)).
- vii. Phase I day skier parking is analyzed below.
- viii. Parking related to all other uses not to exceed 611 parking spaces will be evaluated as part of the Phase II vertical development CUP.
- ix. Phase I day skier parking reduction criteria are outlined in a Fehr and Peers memorandum dated October 23, 2024 (Attachment 7):
 - 1. **Vehicles required by project use and occupancy** – To reduce vehicles traveling to the site, Ordinance No. 2023-56 requires the Applicant to restrict day skier parking to no more than 1,360 spaces, to implement paid parking upon completion of the parking structure, and to prohibit day skiers from parking in spaces reserved for vertical development uses.
 - 2. **Parking Comparison** – The Applicant’s Fehr and Peers memorandum dated October 23, 2024 (Attachment 7) outlines parking comparisons.
 - a. The Applicant proposes parking reservations during construction, but not as a long-term TDM strategy, noting their ski pass structure requires ski reservations during certain peak periods. Condition of Approval 27 requires continued review of the Applicant’s TDM Plan as part of the Phase II vertical development CUP to explore opportunities to further reduce single-occupancy vehicles.
 - 3. **Parking for traffic drawn from off-site** – This will be evaluated as part of the Phase II vertical development CUP.
 - 4. **Shared Parking analysis** – This will be evaluated as part of the Phase II vertical development CUP. Day skiers are prohibited from parking in spaces reserved for vertical development uses.
 - 5. **Plan to encourage other forms of transportation** – The Applicant proposes improvements to transit amenities with a transit center accessed by a Shared Managed Lane and through Deer Valley Drive loop circulation improvements. The Applicant is required to implement a TDM Plan, including paid parking after completion of the parking structure to reduce single-occupancy vehicles.
 - 6. **Provision for overflow parking during peak periods** – The Applicant committed to pay the City \$15 million to be used with the City for a regional off-site parking and transportation facility. Conditions of Approval require the Applicant to secure off-site parking during construction.
 - 7. **Potential adverse impacts of parking reduction on surrounding neighborhood** – On December 19, 2019, the

City Council approved on-street day skier parking within the Deer Valley Drive loop for up to 142 spaces not to exceed 10% of the operating days. The Applicant requests 1,360 day skier parking spaces within the proposed parking structure. Upon approval of the Phase I CUP, on-street parking on Deer Valley Drive is prohibited. Additionally, the Applicant will offer shuttle service to the extent described in the below conditions.

- x. The Applicant proposes a three-level partially underground parking structure with 284 spaces on Level P1, 753 spaces on Level P2, and 934 spaces on Level P3. Level P3 is connected below Doe Pass Road providing access to both the north and south portions of the parking structure.
- xi. **Parking Space Dimensions** – LMC Section 15-3-3(F) requires parking spaces to be at least nine feet wide by 18 feet long. The Applicant proposes parking spaces that exceed the minimum dimensions and are ten feet wide and 18 feet long. The Applicant proposes an 11-foot floor-to-ceiling minimum clearance height to accommodate roof cargo boxes.
- k. **Internal Vehicular Circulation** – The Applicant proposes a transit center with separated bus, shuttle, and passenger drop-off lanes indicated in the attached plans (Attachment 2, Exhibit 15).
 - i. The Applicant proposes parking structure access points in various locations including an access point to P1 from Deer Valley Drive East, access to P2 along Doe Pass Road, access to P3 along Deer Valley Drive East, and an underground connection between the north and south parking structures below Doe Pass Road for P3 access (Attachment 2, Exhibits 13B-14).
- l. **Pedestrian Circulation** – The Deer Valley MPD Paragraph L establishes four types of trails in Deer Valley, including pedestrian paths connecting parcels together within a community and connecting paths connecting communities together. Pedestrian paths are required to be a minimum of five feet wide and a 10- to 15-foot-wide easement for each pedestrian path is required to be dedicated to the City and shown on the recorded plat. The Applicant proposes five- to six-foot-wide sidewalks and eight- to twelve-foot-wide multi-use paths along Deer Valley Drive West and Deer Valley Drive East. The Applicant proposes a 12-foot-wide multi-use path along Doe Pass Road and pedestrian pathways throughout the proposed Snow Park Village plaza connected by a pedestrian bridge over Doe Pass Road (Attachment 2, Exhibits 10A-10B). The Applicant proposes installing crosswalk flashing beacons on Doe Pass Road, Deer Valley Drive West, and Deer Valley Drive East (Attachment 2, Exhibit 25).
- m. **Fencing and Screening** – Fencing is not proposed. The Applicant is required to screen mechanical equipment, trash and recycling, and service and loading/unloading areas when viewed from the rights-of-way and to separate from adjoining uses.

- n. **Building mass, bulk, and orientation** – The proposed parking structure is partially underground and establishes the platform for the Phase II vertical development CUP. Building mass, bulk, and orientation will be reviewed as part of the Phase II vertical Development CUP. The height limitations outlined in the Deer Valley MPD remain in effect.
- o. **Physical Design and Compatibility** – The parking structure is proposed to be constructed primarily over the existing surface parking footprint and will provide the foundation for vertical development. The Applicant proposes stacked stone, metal, and concrete materials for the parking structure (Attachment 2, Exhibit 16). The physical design and compatibility, as conditioned, must comply with LMC Chapter 15-5 *Architectural Review* and the Deer Valley Design Guidelines.
- p. **Noise, Vibration, Odors, Steam, Mechanical Factors** – The Applicant is subject to the Noise regulations in Municipal Code of Park City Chapter 6-3. Conditions of Approval require compliance with LMC regulations regarding the location of and screening of mechanical equipment. The Applicant is required to provide sufficient ventilation for the underground transit center.
- q. **Control of Delivery and Service Vehicles** – The Applicant proposes a loading dock along Doe Pass Road on P2 and Deer Valley Drive East near a proposed event center on P3 (Attachment 2, Exhibits 13B-13D). The Applicant proposes accessing the loading dock near the proposed event center on Parcel PC-745, requiring an access and encroachment easement.
- r. **Loading and Unloading Zones** – The Applicant's site plan includes service and delivery access and loading/unloading areas that are kept separate from pedestrian areas.
- s. **Ownership and Management** – The parking structure is proposed to be constructed on one Lot under the ownership and operation of Deer Valley Resort Company and Deer Valley Development Company. The Applicant proposes a condominium plat for the parking structure to be evaluated by the Planning Commission at a future date. The Applicant proposes condominium plats for the vertical development to be evaluated by the Planning Commission at a future date.
- t. **Environmentally Sensitive Lands** – Snow Park Village is not within the Sensitive Land Overlay or Soils Ordinance Boundary. The development is proposed primarily within the area previously disturbed for the construction of the surface-level parking lots.
- u. **General Plan** – The General Plan for the Lower Deer Valley Neighborhood emphasizes maintaining the world-class resort experience, creating a village base area that is complementary to the surrounding neighborhood, encouraging alternative modes of transportation, and expanding winter and summer recreation amenities.

Conclusions of Law

Master Planned Development

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the Land Management Code;
2. Meets the minimum requirements of Section 15-6-5;
3. Provides the highest value of Open Space, as determined by the Planning Commission;
4. Strengthens and enhances the resort character of Park City;
5. Compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
6. Is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
7. Provides amenities to the community so that there is no net loss of community amenities;
8. Is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete;
9. Meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;
10. Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;
11. Was noticed and the Planning Commission held a public hearing in accordance with this Chapter;
12. Incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;
13. Addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;
14. Addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;
15. Addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;
16. Addresses and mitigates traffic; and
17. Addresses the long-term operation of the project.

Conditional Use Permit

Phase I of Snow Park Village, as conditioned:

1. Complies with all requirements of the LMC;
2. The use will be compatible with surrounding structures in use, scale, mass and circulation; and
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

Limitations of Phase I Conditional Use Permit

1. This Final Action Letter is limited to Phase I.
2. **Density** – The Deer Valley MPD establishes 209.75 Residential Unit Equivalents (419,500 square feet), 21,890 square feet of commercial and support space, and accessory uses for Snow Park Village. One Unit Equivalent devoted to residential use is 2,000 square feet and one Unit Equivalent devoted to commercial use is 1,000 square feet. Any change proposed as part of the Phase II vertical development CUP may not increase the total density for Snow Park Village.
3. **Ski Club Parking Not Approved** – The Planning Commission currently finds that ski club parking is day skier parking. If the Applicant proposes ski club parking in addition to the 1,360 day skier parking spaces as part of the Phase II vertical development CUP, the Applicant must obtain approval from the City Council and Planning Commission at the time of the Phase II application.
4. **Employee/Affordable Housing Compliance** – The Applicant is required to submit an updated Housing Mitigation Plan as part of the Phase II vertical development CUP. Calculation of Affordable Unit Equivalents (AUEs) for the Applicant's Housing Mitigation Plan will be based on the final use and density proposed. Planning Commission review of the proposed Housing Mitigation Plan is required as part of the Phase II vertical development CUP for a recommendation to the Housing Authority. Housing Authority approval of the Housing Mitigation Plan is required prior to Planning Commission Final Action on the Phase II vertical development CUP.

Annual Temporary Transportation and Parking Plan Review Until Parking Structure is Completed

5. Until the completion of the parking structure, prior to each summer construction season (early spring) the Applicant must submit an updated plan for temporary transportation and parking to the Planning Department no later than March 30 each year, beginning in 2026. The Planning Commission shall review the updated plan for temporary transportation and parking no later than the regularly scheduled meeting on the fourth Wednesday in May each year. During the annual review, the Planning Commission may provide comments and guidance to mitigate traffic and parking impacts during the parking structure construction period. The temporary transportation and parking plan shall include at a minimum the following for the upcoming summer construction and ski season:
 - a. An update on construction phasing.
 - b. Available on-site parking spaces.
 - c. Parking reservation plans.
 - d. Agreements for off-site parking and the number of off-site parking spaces.
 - e. Employee transportation plans. The Applicant shall submit data and an inventory and parking management plan for employees with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park for Planning Commission review annually. Unless otherwise approved by the Planning

- Commission, the Applicant shall not exceed an average of 10% of employee parking at Snow Park on peak days.
- f. A traffic memo addressing circulation, drop-off locations, and capacity.
 - g. Temporary drop-off locations and capacity.
 - h. The intended operational plan for drop-off locations for efficient queue times.
 - i. Transit circulation and drop-off prioritization.
 - j. Reports on any Applicant-operated shuttle services.
 - k. The plan to communicate to employees, guests, and visitors the transportation and parking limitations in the Snow Park Base area during construction.

Parking Structure

6. **Day Skier and Parking Limitations** – Approval of this Phase I CUP eliminates on-street parking within the Deer Valley Drive loop and Doe Pass Road after April 21, 2025, or the end of the 2024-25 ski season. The Applicant is prohibited from using Deer Valley Drive loop for parking as had been allowed by the Deer Valley MPD.
 - a. Parking within the Snow Park Village parking structure is limited to no more than 1,971 spaces.
 - b. Of the 1,971 parking spaces, no more than 1,360 parking spaces shall be designated for day skier parking.
 - c. The remaining up to 611 parking spaces shall be for uses approved as part of the Phase II vertical development CUP.
 - d. Day skier parking in the up to 611 parking spaces is prohibited.
 - e. Phase I off-street parking is for approved on-site day skier and on-site residential/commercial uses only, as may be further authorized or limited by a City approved Public Improvement District. Parking may not be separately sold, leased or sublet. However, temporary special event parking may be approved by the City special event permit process.
7. **Electric Vehicle Charging Station Infrastructure** – LMC Section 15-3-11(B) requires the Applicant to install Electric Vehicle Charging Station Infrastructure for 50% of the first 100 required Off-Street parking spaces and for 5% of required Off-Street parking spaces above 100. LMC Section 15-3-11(D) requires the Applicant to install Electric Vehicle Charging Stations for 5% of required Off-Street parking spaces for the first 200 parking spaces.
8. **Bicycle Parking** – The Applicant will install outdoor covered and non-covered bike parking for 197 bikes and bicycle repair tools at key locations throughout the 24.28-acre site that meet the requirements of LMC Section 15-3-9 in a location to be reviewed as part of the Phase II vertical development CUP. Enclosed bicycle storage requirements will be evaluated during the Phase II vertical development CUP.
9. **Bike Share Installations** – There is a governmental bike share station currently administered by Summit County at the Snow Park Lodge. The Applicant shall continue to coordinate with the operating entity on the installation of a new and/or temporary relocation of the bike share station during project construction.

The Applicant proposes enhanced bicycle access and improvements as a traffic mitigation measure. As part of the Phase I building permit, the Applicant must coordinate with the City and operating entity to ensure adequate conduit for future bike share station installations in locations that are open and accessible to the public, proximate to transit, and accessible for bike share service vehicles. The Applicant will be required to enter into a license agreement with the operating entity regarding the location, operation, and maintenance of the bike share facilities. As this provides a traffic mitigation measure, the Applicant must work with the operating entity on compensation for the capital and operating expenses of this location.

Transportation Demand Management Plan for Phase I

10. As part of the Phase I CUP, the Applicant is required to implement the following TDM Plan:

- a. Install a Deer Valley-funded and managed traffic monitoring station at or near the Deer Valley Drive/Deer Valley Drive East/Deer Valley Drive West intersection to track ongoing traffic counts, record queueing via still imagery, and conduct year-over-year comparisons. The Traffic monitoring station shall be installed no later than the proposed traffic light at this intersection.
- b. Implement paid parking. The Applicant will operate a paid system for use of its public day skier parking beginning with the completion of the parking structure. The Applicant will be responsible for administering the paid parking program.
- c. To the extent a skier shuttle program is administered by Deer Valley, make available the Deer Valley skier shuttles to any Homeowner Association in the Lower Deer Valley community that would like to opt in and pay for the service.
- d. Make available during the ski season off-site parking areas including a shared parking facility with the City being contemplated near S.R. 248 and Highway 40.
- e. To complement public transit service where employee housing exists and supplement certain areas for employees where public transit may not yet exist.
- f. Incentivize employees to carpool and take transit through the “Ride On” or other similar program. The Applicant shall submit data and an inventory and parking management plan for employees with measurable goals consistent with single-occupancy vehicle reduction targets of the TDM Plan regarding employee parking at Snow Park for Planning Commission review annually. Unless otherwise approved by the Planning Commission, the Applicant shall not exceed an average of 10% of employee parking at Snow Park on peak days.
- g. Provide accurate parking and traffic information to employees and guests in real time, including through the Deer Valley app, website, text messaging. Coordinate with the City and UDOT on variable message boards.

- h. Appoint a TDM Coordinator to coordinate with the City on data collection and traffic and transit operations.
- i. The Applicant shall evaluate its parking program annually and 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. The Applicant shall provide periodic updates and reports to the City regarding the results of the Applicant's activities relative to managing traffic to and from the parking structure.

Transportation Demand Management Plan for Phase II

11. The Planning Commission will evaluate the use of the up to 611 parking spaces for the vertical development as part of the Phase II vertical development CUP based on proposed uses and density and the findings and evaluation of the updated TIS and TDM Plan. In addition to the TDM Plan for Phase I, as part of the Phase II vertical development CUP, the Applicant must submit an updated TDM Plan that considers and evaluates the behavior of those traveling to and from Snow Park Village from single-occupancy vehicles to other modes of transportation. In addition to the Phase I TDM Plan, the Phase II TDM Plan may include:
 - a. Applicant coordination with amenity and commercial operators to promote use of amenities and commercial areas to help distribute times for departures from the parking structure.
 - b. Enhanced child care for employees to reduce single-occupancy vehicle trips.
 - c. Incentives for those taking transit, including potential benefits like free ski locker storage.
 - d. Operation of shuttles.
 - e. Details on ski school and ski club drop-off area operations to demonstrate alignment with estimated queue times described in the TIS.
 - f. Additional parking system management.

Right-of-Way Improvements

12. The Applicant is responsible for obtaining permission for temporary and permanent encroachments that may be required for right-of-way improvements for road, pedestrian, and bicyclist improvements prior to submitting a building permit for the Phase I CUP.
13. The Applicant will construct:
 - a. A roundabout at the Deer Valley West and Doe Pass Road intersection.
 - b. Three-way stop signs at Deer Valley Drive East and Doe Pass Road.
 - c. A traffic signal at Deer Valley Drive West and Deer Valley Drive East intersection to mitigate intersection delays.
 - d. Left turn pockets at Solamere Drive and Queen Esther Drive intersections on Deer Valley Drive East.
 - e. A Shared Managed Lane (SML) for express transit access to the underground transit center and improved transit service around the loop during peak times/special events.
14. During the ski season, the City shall designate the SML for public transit and emergency vehicle use only. Outside of the ski season, the City may designate

the SML 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 prepare a signage/stripping plan for the SML that will be consistent with required signage to indicate seasonal restrictions as approved by the City Engineer. The Applicant shall coordinate with the City on SML use and safety, including signage, striping, monitoring, and supporting City enforcement.

15. The Applicant is required to mill and overlay Doe Pass Road and Deer Valley Drive from the Marsac roundabout intersection with S.R. 224 and around the Deer Valley Drive loop as required by the City immediately upon substantial completion of material delivery for all phases of construction.

Pedestrian and Multi-Use Pathway Improvements

16. The Applicant shall provide pedestrian and bicycle access through the plaza above the parking structure in a location to be identified in the Phase II vertical development CUP.
17. Public pedestrian and bicycle circulation shall be provided through a combination of five-foot sidewalks and 10- to 12-foot-wide multi-use pathways detailed in the attached plans.

Enhanced Public Transit Center

18. The Applicant shall construct and cause to be operated a new underground public transit center that accommodates public transit agencies, shuttles, and passenger drop-off in substantial compliance with the attached plans. The public transit center design details at the building permit phase shall include a minimum interior height of at least 13 feet six inches to accommodate public transit buses, and sufficient interior lighting, ventilation, acoustic considerations, and safe passenger loading and unloading protected areas to address the general passenger and visitor experience. No Certificate of Occupancy for the Phase II vertical development CUP will be issued until the underground transit center is complete. Unless otherwise approved by Park City Transit or by special event permit, Charter Over-the-Road (OTR) Coach Buses are prohibited from entering the public transit center due to height clearance and the potential for travel delays and traffic congestion. Charter OTR Coach Buses must be directed to the westernmost bay on Doe Pass Road to load/unload passengers.

Doe Pass Road

19. **Perpetual Public Access** – The Applicant shall improve Doe Pass Road as depicted in the attached plans and shall grant perpetual public access rights, including emergency, utility, and transportation easements in a form approved by the City Engineer and City Attorney.
20. **Bus Bays** – The Applicant shall construct four bus bays on Doe Pass Road in substantial compliance with the attached plans. The three eastern public transit bus bays shall be painted and striped BUS ONLY areas. The two easternmost transit bus bays on Doe Pass Road nearest to Deer Valley Drive East shall be

designated for electric charging for public transit buses. The Applicant shall provide the required charging infrastructure and utilities to support two bus bay overhead pantograph electric chargers on Doe Pass Road that power two charging buses at one time. The Applicant shall install conduit and infrastructure for both overhead pantograph electric chargers and will install at the Applicant's expense the first pantograph electric charger. If a second pantograph electric charger is needed, the City will install the second utilizing the conduit installed by the Applicant. The Applicant shall coordinate with the City on the specifications and footprint required for overhead pantograph chargers and associated bus charging infrastructure. The associated infrastructure shall be integrated into the final building permit designs, be easily accessible for maintenance, and comply with the screening and landscaping requirements of LMC Section 15-5-5.

End-of-Line Public Transit Operator Lounge

21. The Applicant shall construct a public transit operator lounge in a location proposed by the Applicant and evaluated by the City. The end-of-line transit operator lounge shall be on the same street level as the Doe Pass Road bus bays and provide transit operators line-of-sight to the bus bays, and quick access from the bus bays to the lounge.

Deer Valley Drive Loop Transit Stop Improvements

22. Prior to building permit submittal, the Applicant shall coordinate with the City regarding temporary improvements and relocations of transit stops within the project area during construction.

Public Transit Agreement

23. The Applicant shall enter into an access, operations and maintenance agreement for the public transit center, Doe Pass Road bus bays, and end-of-line public transit operator lounge prior to recording the Snow Park Village Subdivision parking structure condominium plat with Summit County. The agreement shall detail the roles and responsibilities between the City and Deer Valley in terms of providing and paying for operations and maintenance, safety and security, and access.

Transit-Related Communications and Power Infrastructure

24. The Applicant shall support the City's traffic light management including the City coordination with UDOT.
25. In coordination with the City, the Applicant shall install Intelligent Transportation System infrastructure to support future digital signage, monitoring, video feeds, and public wi-fi with operational technology vaults and/or access points for the transit center, Doe Pass Road transit facilities, and Deer Valley Drive loop transit.

Conduit for Future Infrastructure

26. The Applicant shall coordinate with the City on opportunities to install sufficient conduit to support future infrastructure:

- a. Conduit for fiber and cellular infrastructure to minimize future road cuts for development of 5G, to address public communications, and evolving infrastructure needs.
 - i. Establish critical pathways for redundancy and growth.
 - ii. Minimize the need for tall macro-cell tower infrastructure with considerations for integrated installations that protect mountain town aesthetics. Smart-city technologies to create a connected and forward-thinking community.
- b. The Applicant shall coordinate with the City regarding partnership and agreements for shared system resources related to common facilities, including:
 - i. Handholes
 - ii. Vaults
 - iii. Access Points
 - iv. Splice Enclosures

Phase II Vertical Development Conditional Use Permit Application Requirements

- 27. The Applicant is required to submit an updated TIS and TDM Plan as part of their Phase II application.
- 28. The Applicant shall address the LOS for the middle driveway within the parking structure (P3) and Doe Pass Road. The Applicant must implement mitigation strategies that improve this LOS as part of the Phase II vertical development CUP submittal.
- 29. The Applicant shall submit the details on the installation of the gondola connecting Snow Park Village to Silver Lake that services or connects to another gondola servicing the base facilities of Deer Valley East Village. These details will include the bottom terminal location and final route and construction phasing. Completion of the gondola is anticipated before 2029. Additional details and conditions related to the gondola will be decided as part of the Phase II vertical development CUP, including completion of the gondola and issuance of Certificates of Occupancy related to Phase II vertical development.
- 30. The Applicant must demonstrate compliance with LMC Section 15-6-5(D) *Open Space*.
- 31. The Applicant must submit landscape plans that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical equipment and service and delivery screening. The landscape plan shall for vertical development include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.
- 32. The Phase II vertical development site plan must include a minimum of 27,878 square feet (0.64 acres) of snow storage on site.
- 33. The Applicant must submit an updated Sustainability Plan and provide information about building types and energy use as part of the Phase II CUP.
- 34. Trail access shall be addressed as part of the Phase II CUP.

Building Permit Submittal Requirements

35. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
36. Final utility plans shall be submitted with the building permit.
37. Dry utility infrastructure must be located on the property and shown on building plans prior to building permit issuance to ensure that utility companies verify that the areas provided for their facilities are viable and that exposed meters and boxes can be screened.
38. The Snyderville Basin Water Reclamation District's review and approval of the utility plans for conformance to the District's standards is a condition precedent to building permit issuance.
39. The Applicant is obligated to agree in writing to construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Utilities Director and City Engineer at the time of issuance of the building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of the City, and shall evidence to the satisfaction of the City the ability of the Applicant to comply with such agreements.
40. All water, storm water, and fiber infrastructure must first be approved by the Public Utilities Engineer and meet the current Park City Municipal Standard Plans, Drawings, and Specifications.
41. A geotechnical report, grading, compaction, erosion and drainage plans shall be submitted with the building permit plans.
42. A stormwater run-off and drainage plan shall be submitted with the building plans and approved by the City prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage shall not exceed predevelopment drainage.
43. The Applicant's building permit plans shall include detailed information regarding mechanical equipment, which shall be screened when visible from public rights-of-way and Doe Pass Road. The Applicant commits to locating all mechanical systems in internal machine and mechanical rooms consistent with applicable codes. Roof-mounted equipment will be shielded and screened.
44. A mandatory recycling program including recycling facilities that accommodate the option of dual-stream recycling is required for the site. The building permit plans must show recycling facility capacity for tenants, residents, users, operators, and owners. Recycling facilities must include but are not limited to glass, paper, plastic, cans, cardboard, or other household or commercially generated recyclable and scrap materials.
 - a. Centralized trash and recycling containers shall be in a completely enclosed structure with a pedestrian door and truck door or gate, designed with materials compatible with the principal structures within the MPD, constructed of masonry, steel, or other substantial materials
 - b. Openings of trash and recycling shall be oriented away from public view or screened.
45. Prior to submitting a building permit, the Applicant shall submit documentation of

an access and encroachment easement proposed on Parcel PC-745 for the loading dock near the proposed event center.

46. The Applicant must submit landscape plans for the Phase I parking structure that comply with Municipal Code of Park City Chapter 11-21 *Wildland Urban-Interface*, LMC Section 15-5-5(N) waterwise landscaping, and mechanical equipment and service and delivery screening. The landscape plan shall adequately screen the exposed facades of the parking structure and must include a phasing plan that outlines the timeline for viable plantings and landscaping protections in consideration of overall project construction and timelines.
47. **Park City Fire District Building Permit Requirements** – unless otherwise approved by the Fire District:
 - a. Cul-de-sacs must be a minimum of 90 feet in diameter. This includes drop-off areas.
 - b. The inside radius of all roundabouts must be no less than 28 feet.
 - c. All fire vehicle access roads must be no less than 20 feet wide. This includes areas in the parking structure that are considered fire vehicle access roads.
 - d. All fire vehicle access roads must have a vertical clearance of no less than 13 feet six inches.
 - e. The Applicant must provide detail showing how the Aerial Fire Apparatus Roads requirements in Section of D105 of the International Fire Code will be met or provide a detail showing the location of protected stairwells with access to each roof. Please note that if the second option is chosen, additional access will be required on the west, north, and east sides of the structure that will allow firefighter access to the deck level of the structure.
 - f. Access capable of supporting a fire apparatus weighing up to 70,000 pounds across the top of the structure connecting Deer Valley Drive East and Deer Valley Drive West must be provided. The access will be required to be kept clear during the ski season as determined by Deer Valley Resort winter operation dates. The access may be blocked for snowmaking up to 30 days prior to Deer Valley Mountain Resort winter opening date and for snow removal up to 30 days after Deer Valley Mountain Resort winter closing date.
 - g. The location of the FDCs will be reviewed at the building permit phase.
 - h. All portions of the parking structure that include a fire vehicle access road in which the fire vehicle must travel below grade must be of IA construction.
 - i. The Applicant must show that the parking structure will be protected with an NFPA 13 fire sprinkler system designed to the Ordinary Hazard 2 requirements.
 - j. All sidewalk curbs must be “rolled” and all sidewalks must be designed to withstand the weight of a fire apparatus.
 - k. Access to the top of the structure has not been evaluated. This will be reviewed at the building permit phase. Submittal documents for the parking structure must include details of the structures being built on top of the structure. These details must include construction type, maximum

height as measured from the lowest level of fire vehicle access, and square footage.

The Park City Fire District will not consider any requests to waive high-rise requirements for structures built on top of the parking structure. Signs and Lighting

48. **Master Sign Plan** – The Applicant is required to submit a Master Sign Plan application that complies with Municipal Code of Park City Title 12 *Sign Code* to establish visual compatibility and consistency for signage throughout Snow Park Village. Individual signs proposed to be installed within Snow Park Village require compliance with the Master Sign Plan and a sign permit application submittal and approval.
49. **Dark Sky Compliant Lights** – Outdoor lighting must be Fully Shielded, down-directed, with bulbs 3,000 degrees Kelvin or less. Outdoor lighting shall not exceed 2,500 Lumens per light of 100,000 Lumens per acre.
50. **Interior Parking Structure Lighting** – Light sources within the first 30 feet of the open parking structure entryways must be partially shielded to direct light inward.

Deer Valley Master Planned Development Modification

51. The modifications to the Thirteenth Amended Deer Valley MPD are limited to those described herein in a form to be approved by the City Attorney's Office. A Fourteenth Amended Deer Valley MPD will be required for the Phase II vertical development CUP to address Unit Equivalents, uses, and affordable housing.

Construction Mitigation and Phasing Plan

52. A Construction Mitigation Plan (CMP) shall be submitted in compliance with the Municipal Code for review and approval by the City as a condition precedent to issuance of any grading or building permits. The CMP shall be updated as necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project.
53. The Applicant shall include at a minimum the following in the CMP:
 - a. The Applicant shall appoint a construction compliance representative who shall report to the Building Department daily, including information on construction hours and delivery times.
 - b. The Applicant shall collaborate with the City to increase the frequency of the Deer Valley Express route from the any identified or proposed off-site parking area to the Snow Park Base during construction and shall contribute financially (annually) in a manner commensurate with the additional public transit necessary and as determined by the City. As the Applicant continues to use the Richardson Flat parking area, the Applicant shall 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, whichever date is later, the Applicant shall create and manage a reservation parking system for all types of users at the Snow Park Base.

- d. Parking on Deer Valley Drive and public rights-of-way is prohibited. The Applicant will support the City's parking enforcement efforts.
- e. **Construction Vehicle Parking –**
 - i. 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 offsite in locations out of the City boundary unless otherwise approved with adequate transportation accommodation provided by the Applicant for construction employees and their equipment.
 - ii. 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.
- f. **Construction Delivery Vehicle Parking –**
 - i. Prior to submitting a building permit application, the Applicant shall submit a plan showing large vehicle parking required for each phase of construction, as well as the allocated area for large vehicle parking. The plan shall include information on general contractor responsibility to notify all large vehicle drivers of the parking restrictions and requirements. The plan shall be reviewed and updated as required by the Chief Building Official prior to building permit issuance and as needed throughout construction.
 - ii. Any onsite fuel tanks must have secondary containment approved by the Environmental Coordinator.
 - iii. A construction compliance representative shall be appointed and shall report to the Building Department daily, including safety specifications for equipment.
 - iv. Large vehicle parking is prohibited in areas open to the public.
 - v. Large vehicle parking is prohibited within rights-of-way.
 - vi. 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 inspectors and code enforcement staff to monitor the job.
 - vii. The 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.
 - viii. Deliveries are prohibited outside of approved construction work

hours unless otherwise approved by the Chief Building Official.

- g. **Construction Phasing** – Prior to submitting a building permit application, the Applicant shall submit a plan regarding the scope and phasing of utility, roadway, and parking structure construction and completion.
- h. **Trash Management and Recycling** – The Applicant's CMP 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.
- i. **Control of Dust and Mud** – The 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 for review and approval by the Building Department prior to building permit issuance.
 - i. The Applicant shall provide a detailed plan for street sweeping.
 - ii. The Applicant shall submit a fugitive dust control plan.
- j. **Noise Ordinance** – 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.
 - i. Except for emergencies, requests for exceptions to the noise regulations in MPCP Section 6-3-8(G) should be made to the Chief Building Official at least one working day in advance or they may be denied.
 - ii. The Applicant shall provide a noise management plan for trucks proposed to go uphill for excavation and hauling.
- k. **Grading and Excavation** – At the time of building permit submittal, a geotechnical report, grading and drainage plans, and compaction and erosion control plans will be required. A construction compliance representative shall be appointed and shall report to the Building Department daily, including reports of regular inspections of dump trucks and hauling equipment.
 - i. Inspections of the hauling sites are required at the end of each construction season.
- l. **Erosion Control Practices** – A storm water pollution prevention plan (SWPPP) shall be obtained and followed pursuant to the requirements of the state, including a concrete truck washout area and erosion control protections.
 - i. The SWPPP shall address installation of slit fences or straw bales within drainage channels, minimal soil disturbance within drainage areas, blown straw media within the drainage, detention basin, and retention ponds.
- m. **Construction Sign Requirements** – Construction signage and area protection must be provided in multiple locations along the Limits of Disturbance fencing, and each sign shall not exceed 12 square feet in size, six feet in height, and letter type of more than four inches, 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 party to call in case of emergency.

n. Public Transit During Construction –

- i. In the summer of 2025, the Applicant shall provide transit priority through the construction area to maintain schedules.
- ii. In the summer of 2026, the 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 street-legal shuttles would be required to provide service along the unserved route, or Deer Valley Drive East at the designated parking lot in which street-legal shuttles would be required to provide service to the Snow Park Base as well as along Deer Valley Drive West.
- iii. Additional street-legal shuttles can be provided by the Applicant or the City (on a cost per hours basis). Should the Applicant provide additional transit or street-legal shuttle services, they would be required to operate over the normal service span and remain open to the public.
- iv. During the winter of 2026-2027, a street-legal shuttle will be required to transport along Deer Valley Drive East to the Snow Park Base.
- v. During the summer of 2027, the Applicant shall prioritize transit through the construction area to maintain schedules.
- vi. During the summer of 2027, the winter of 2027-2028, the summer of 2028, the winter of 2028-2029, and the summer of 2029, the Applicant shall provide street-legal shuttle service to transport along Deer Valley Drive East to the Snow Park Base that operates over the normal service span and is open to the public.
- vii. These Conditions of Approval may be modified in the annual temporary transportation and parking plan review during parking structure construction.

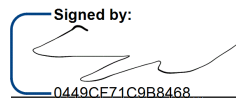
o. Park City Fire District Conditions During Construction –

- i. All portions of Snow Park Lodge must be within 150 feet of a fire vehicle access road at all times.
- ii. Access to the entrance to Royal Street must be maintained throughout the project.
- iii. Access around Snow Park Lodge must be maintained through the project.
- iv. 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.

- v. 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.
 - p. **Soils** – The property is outside the Soils Ordinance Boundary and not regulated by the City for mine related impacts. The Applicant must handle mine waste or mine waste-impacted soils in accordance with Resolution No. 24-2023, state, and federal law. As described in Resolution No. 24-2023, if impacted soils are encountered an amendment to the Soils Ordinance may be requested by the Applicant to facilitate the reduction of impacts to facilitate safe and efficient development.
 - i. The Applicant is required to haul excavation soil within the Snow Park ski area and not outside the ski area unless required by environmental regulations.
 - ii. The Applicant shall regulate permitted times for truck trips to minimize soil hauling resulting from excavation during construction in coordination with the Building Department.
54. Prior to building permit submittal, the Applicant shall obtain Planning Commission approval of a Snow Park Subdivision. Subdivision plat recordation is required prior to building permit issuance.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5060 or email planning@parkcity.org.

Sincerely,

Signed by:

0449CE71C9B8468

4/2/2025

Sarah Hall, Planning Commission Chair

CC: Rebecca Ward, Planning Director
Alec Barton, Senior Planner

ATTACHMENTS

- 1 – Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit dated November 30, 2016
- 2 – Snow Park Village Plan Set dated December 20, 2024
- 3 – Updated Applicant Narrative
- 4 – 2024 Traffic Impact Study
- 5 – Construction Mitigation and Phasing Plan
- 6 – Transportation Demand Management Plan
- 7 – Supplemental Memo, Parking Reduction Criteria
- 8 – Proposed Gondola Alignment
- 9 – Snow Park Sustainability Plan