
Deer Valley Snow Park Base Area Redevelopment

Planning Commission Work Session
1/18/2023



AGENDA

1. **Staff Presentation – 20 minutes**
 - **Alexandra Ananth – Sr. Planner**
 - **Matt Neeley, Director of Transportation**
 - **John Robertson – City Engineer**
 - **Wall Consulting Group – City’s Independent Traffic Engineer**
2. **Applicant’s Presentation - 45 minutes**
3. **Planning Commission Questions – 15 minutes**
4. **Public Input – 30-45 minutes**
5. **Planning Commission Discussion – 60-75 minutes**

This meeting will end at 8:30. Additional meetings with public input will follow. Comments can be emailed to planning@parkcity.org



PURPOSE

A. The Planning Commission should determine whether it is ready to make a recommendation to Council on the Applicant's overall site, circulation, and parking plan, or if they need additional time and consideration.

APPLICATION

1. **Amend** the Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit (MPD) with a new **Thirteenth Amendment**;
2. **Conditional Use Permit for Phase 1 only.**
 - **Phase 1** includes the Snow Park Conceptual Site and Circulation Plan and request to vacate ROW, South Parcel Parking Structure, ~~Request for a 20% reduction in the LMC required number of Parking stalls,~~ new Transit Center, Road and Utility Improvements.
 - **Phase 2 & 3** will include future Hotel, Residential, and Commercial Development (future CUP applications).

RESPONSES

- A. Request for circulation alternative that does not rely on vacation of public ROW. *Applicant requests a review of plans submitted;*
- B. *Alternative C, Shared Mobility Lane (SML), is City's preferred option;*
- C. Long Term Traffic Congestion Mitigation;
- D. Snow Park Transit Center;
- E. Width of Deer Valley Drive;
- F. Ownership of Doe Pass Rd;
- G. Traffic Signals;
- H. Emergency Evacuation

TRANSPORTATION GOALS FOR SPV

1. Prioritizing and incentivizing increased transit use with dedicated bus lanes between the Y-intersection and the Resort and an improved transit station at the Resort; ([15-6-5\(G\)\(8\)](#))
2. Prioritizing safe pedestrian and bike access and connectivity to and around the site, including the popular “Deer Valley Loop;” ([15-6-5\(G\)\(5\)](#))
3. Right sizing parking and using paid parking as a tool to support increased transit use; ([15-6-5\(E\)](#))
4. An actionable TDM program for the Resort that prioritizes transit and ensures a modal shift is achieved through annual review; (City’s Adopted [Transportation Demand Management Plan](#)) and
5. Sufficient emergency egress to US-40. ([GPlan Neighborhood 8.4](#))

PARK CITY FORWARD



a transportation blueprint

- Develop a Park Once community
- Collaborate with regional partners on long-range transportation solutions
- Identity, manage and mitigate traffic during peak conditions • Expand our world-class biking and walking infrastructure.
- Proactively review and analyze disruptive transportation and transit ideas and innovation
- Continue to develop and improve the internal Park City Transit system

Immediate Priority Initiative Highlights

- Short-Range Transit Plan
- Improved Winter Peak Day Operations
 - Increased Bus Service
 - Micro Transit Pilot





Short Term Priority Initiative Highlights

- 224 BRT (Per HVT, completed by 2025)
- Citywide Bus Stop Improvements
- Short-term transit solutions on SR248
- Advancing technological solutions
- Lower Deer Valley Drive / SR 224

Long Term Priority Initiative Highlights

- Advancing SR 248 as a major transit corridor
- Study of Bonanza Drive is included in the Bonanza District Small Area launching soon;
- Establishing a regional working transportation group.
- Summit County and MAG have formed a Wasatch Back Regional Planning Organization (RPO) focused on transportation.



Deer Valley Snow Park Village Redevelopment

Opportunity to apply PC Forward Vision/Goals/Guiding Principles and reimagine community transit services and connections by:

Completion of a new transit hub serving the City and County transit.



Installation of the Shared Mobility Lane that allows:

- Increases overall system efficiency by providing a space for Transit to pass congestion along the loop during winter operations.
- Increases the safety and capacity for multiple active transportation modes during non-winter seasons.
- Provides a place for emergency vehicles to access if the loop is congested.

PURPOSE

A. The Planning Commission should determine whether it is ready to make a recommendation to Council on the Applicant's overall site, circulation, and parking plans, or if they need additional time and consideration.