



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
December 19, 2022**

NOTICE OF HYBRID IN-PERSON AND ELECTRONIC MEETING: The Planning Commission of Park City, Utah will hold a special meeting with an anchor location for public participation at The Prospector Theater, 2175 Sidewinder Drive, Park City, Utah 84060 on Monday, December 19, 2022. Planning Commission members may participate in person or connect electronically by Zoom or phone. Members of the public may attend in person or participate electronically. Public comments will also be accepted virtually. To comment virtually raise your hand on Zoom through <https://us02web.zoom.us/j/81834369207>. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

Regular Agenda

Deer Valley Snow Park Base Area Redevelopment - Substantive Amendment to the MPD; Conditional Use Permit for Phase 1; Petition to Vacate Right-of-Way - The Planning Commission Will Hold a Work Session With a Focus On the Applicant's Transportation, Circulation, Parking, and Right-Of-Way Transfer Plans. PL-21-04767 & PL-21-04811. (3 Hrs.)
A) Work Session Discussion; B) Public Input
No Action Will Be Taken; In Person Public Comments Will Be Accepted As Time Allows; Written Public Comments Can Be Submitted In Advance To alexandra.ananth@parkcity.org
[Snow Park Staff Report 12.19.2022](#)
[Exhibit A: Anticipated Snow Park Review Schedule](#)
[Exhibit B: Requirements of the Current Deer Valley MPD and Summary of the Park City General Plan for Lower Deer Valley Neighborhood](#)
[Exhibit C: Evaluation Framework and Site Circulation Analysis](#)
[Exhibit D: WCG's Transportation Analysis Review](#)
[Exhibit E: LMC Code Analysis Including Off Street Parking Requirements](#)
[Exhibit F: Park City Fire District Letter Snow Park](#)
[Exhibit G: Applicant's Emergency Egress Plan](#)
[Exhibit H: Snow Park TDM Plan](#)
[Exhibit I: Applicant's Parking Management Plan](#)
[Exhibit J: Deer Valley Overflow Parking 2021-2022 Season](#)
[Exhibit K Applicant's ROW Vacation Exhibit.pdf](#)
[Exhibit L: ROW Vacation Analysis](#)
[Exhibit M: Public Input](#)

Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the Planning Department at 435-615-5060 or planning@parkcity.org at least 24 hours prior to the meeting.

***Parking is available at no charge for Council meeting attendees who park in the China Bridge parking structure.**

Planning Commission Staff Report



Subject: Deer Valley Snow Park Base Area Development
Applications: PL-21-04767 & PL-21-04811
Author: Alexandra Ananth, Senior Planner
Date: December 19, 2022
Type of Item: Substantive Amendment to the MPD; Conditional Use Permit for Phase 1 of the Project; Petition to Vacate Right of Way

Planning Department Recommendation

Hold a Work Session to (I) review the Applicant's Transportation, Circulation, and Parking plans and request to vacate portions of PCMC's Right-of-Way (ROW) to Redevelop the Deer Valley Snow Park base area; (II) take public input; and (III) discuss and respond to the City Council's request to review and provide a recommendation on the Applicant's plans. No approvals or final action are anticipated to be granted at this Work Session. See Exhibit A for a draft Anticipated Snow Park Review Schedule.

Project Description

Applicant: Deer Valley Resort
Location: 2250 Deer Valley Drive South
Zoning District: Residential Development (RD), within the Deer Valley Resort MPD (DV MPD)
Adjacent Land Uses: Residential, Resort, Open Space
Reason for Review: MPDs and CUPs require Planning Commission action¹ and a recommendation to the Housing Authority (as applicable).

Abbreviations

AVO	Average Vehicle Occupancy
CUP	Conditional Use Permit
DA	Development Agreement
DV	Deer Valley Resort
LMC	Land Management Code
MPD	Master Planned Development
PCMC	Park City Municipal Corporation
PMP	Parking Management Plan
RC	Recreation Commercial
ROS	Recreational Open Space
ROW	Right-of-Way
SOV	Single Occupancy Vehicle
TA	Transportation Analysis
TDM	Transportation Demand Management Plan
TNCs	Transportation Network Companies
TSP	Transit Signal Prioritization

Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § [15-15-1](#).

Project Summary

Deer Valley Resort Company (DVR) submitted applications to 1) amend the existing MPD for the expansion and redevelopment of the Snow Park Base Area; and 2) for a Conditional Use Permit (CUP) for Phase 1 of a three-phased redevelopment plan for the Snow Park Base Area and surface parking lots.

Phase 1 includes the Snow Park Conceptual Site and Circulation Plan, the South Parcel Parking Structure, a new Transit Center, a request for parking exceptions, and Road and Utility Improvements (current CUP application). The Applicant also requests the City vacate a portion of Deer Valley Drive Right-of-Way for this phase. Doe Pass Road will become the new loop/connector between Deer Valley Drive West and East, creating a new vehicular loop to the north. Pedestrian and bike access are maintained through the new village public plaza.

Phases 2 and 3 will include future Hotel, Residential, Commercial Development, and Parking and will require additional CUPs from the Planning Commission.

On March 15, 2022, the Planning Commission and City Council held a joint Work Session ([Staff Report](#); [Minutes](#)). Council directed the Applicant to continue to work on circulation plans including alternatives that address the City's transportation goals and consult with the Planning Commission prior to returning to Council on the ROW vacation.

The Applicant has submitted three separate proposals: Alternative A (Dedicated Bus Lane option); Alternative B (Dedicated Bike Lane option); and Alternative C (Shared Mobility Lane option). Alternative C is the preferred option as it best addresses the community's desire to prioritize bikes while also addressing PCMC's transportation and safety goals.

See Exhibit B for Requirements of the Current Deer Valley MPD and Summary of the Park City General Plan for Lower Deer Valley Neighborhood.

Shared Mobility Lane (SML) Alternative C

Alternative C is a result of regular meetings with the Applicant, that balance the desire for bike lanes and transit and transportation priorities. PCMC supports Alternative C and believes it provides the best elements of earlier plans and allows for seasonal flexibility and easing congestion and gridlock. Alternative C includes an 11-foot wide "Shared Mobility Lane" (SML) and two 11-foot-wide vehicular travel lanes from the Y-intersection around the Deer Valley Loop. The SML is contemplated as a bike lane for most of the year but re-purposed for public transit/busses on peak traffic days.

The comprehensive SML plan includes improvements to the Y-intersection, including pedestrian and bike safety improvements; a traffic signal required by Federal warrants

for existing volumes; a new Transit Center; transit signal prioritization; a circulation plan that meets the City's Level of Service requirements; left turn lanes at two (2) critical intersections and a 12-foot-wide multi-use path for pedestrian and bikes around the existing Deer Valley Loop.

See Exhibit C for a detailed Evaluation Framework and Site Circulation Analysis. Exhibit D is the City's Third-Party Review of the Applicant's Transportation Analysis.

Parking

The Applicant is seeking a 20% reduction of required parking or 452 fewer parking stalls than required, for a total of 1,810 parking spaces. The Applicant has stated they would withdraw their parking reduction request and construct LMC-required parking (2,262 stalls) if the Planning Commission prefers to not grant parking reductions.

Parking is essential to any major redevelopment project, particularly with ski area base redevelopment. We support careful consideration of the 20% Off-Street Parking exception requested by the Applicant based on the City's public transit and transportation goals. Generally speaking, if a development provides less free or paid parking, fewer vehicles will seek individual access to the area over time. In our case, we promote public transit and carpooling to reduce traffic and congestion.

Charging for parking is a key and sometimes unpopular strategy to discourage driving to the Resort, however, it is effective and aligns with the City's broader transportation goals. Paid parking is proven to increase the average number of occupants per vehicle (AVO), and a new DV Transit Center and express SML Lane during peak ski season and special events will incentivize public transit ridership. In addition, the Applicant also seeks to reduce required on-site employee parking through satellite lots and shuttles.

See Exhibit E for a LMC Code Analysis Including Off-Street Parking Requirements. Exhibit F is the Park City Fire Districts Conceptual Review Letter. Exhibit G is the Applicant's Emergency Evacuation Map. Exhibit H is the Applicant's Transportation Demand Management Plan (TDM). Exhibit I is the Applicant's Parking Management Plan. Exhibit J is the Applicant's Overflow Parking Dates for the 2021-2022 Ski Season.

The Applicant is not seeking additional Density or Building Height beyond what is allocated to the Snow Park Parcels in the [Deer Valley Twelfth Amended and Restated Large Scale MPD Permit](#) (MPD/DA), dated November 30, 2016, which includes:

- 209.75 Residential Unit Equivalents (1 RUE = 2,000 square feet);
- Approximately 22,000 square feet of Commercial and Commercial Support Space; and
- Building Heights up to 45 feet from Natural Grade (pre-surface parking lots).

Right of Way (ROW) Vacation

The benefits of a ROW vacation should be considered within the context of the LMC, overall development, and the City's long-term transportation goals. Overall, the City

prefers the SLM Plan (Alternative C) because it:

- Responds to deficiencies identified in the previous two submittals (March and July);
- Improves emergency vehicle access;
- Improves the safety of drop-off experience with fewer vehicular conflicts over existing conditions;
- Improves the transit infrastructure, including the new Transit Center and Transit Signal Prioritization (TSP);
- Improves pedestrian and bike connections around the existing Deer Valley Loop across the new Village and public plaza with a 12-foot-wide multi-use path and a transportation connection to Silver Lake Village via a walk-on gondola; and
- Improves the safety of the Y-intersection via signalization for pedestrians, bikes, and vehicles, including crosswalks.

A separate ROW Vacation application was submitted to City Council on September 30, 2021, and supplemented in 2022, requesting the City vacate a portion of Deer Valley Drive West (City ROW). For clarification, there is a section under Deer Valley Drive, specifically the tram turnaround and resort entrance, that Deer Valley has paid taxes on over the years. For the section of the roadway above, despite the lack of a formal dedication by deed or platting, the City has performed annual maintenance and allocated capital improvement funds for over 20 years clearly establishing public use. The only point of the distinction is the Applicant is not seeking the transfer of City property to increase what they may build. The Applicant proposes to relocate access from land they currently own at Deer Valley Drive South and proposes the vacation of portions of Deer Valley Drive West to support the project's overall design concept and accessibility. See Exhibit K: Applicant's ROW Vacation.

Although the Applicant's initial request included the dedication of Doe Pass Road to the City, upon further consideration, City staff believes Doe Pass Road (the new front door to the Resort) is best left in the hands of Deer Valley to own, operate, and manage at services levels associated with higher-end guest and visitor experiences. Pedestrian, bike, and public access is maintained throughout the proposed Village and public plaza areas.

See Exhibit L: Right of Way Vacation Analysis.

Applicant's Submittals

1. [Snow Park Transportation and Circulation Plan](#) dated December 1, 2022;
2. Alternative A: [Circulation Plan Access Exhibits for a dedicated public transit lane](#) (presented at the March 2022 Work Session);
3. Alternative B: [Circulation Plan Access Exhibits for dedicated bike lanes](#) (originally submitted in July 2022); This alternative is in response to the community's desire for separated bike lanes and more equitable distribution of traffic between Deer Valley Drive East and West.
4. Alternative C: [Circulation Plan Access Exhibits for a Shared Mobility Lane](#) (SML, a bike lane most of the year except winter and special events, when used for public

transit); This is the most recent alternative, built to respond to and balance both community sentiment and PCMC transit prioritization and safety goals;

5. A [Transportation Analysis for the Bike Priority Plan](#) dated November 2022;
6. A [Transportation Analysis for the SML Plan](#) dated November 2022 (**Alternative C is the City's preferred transportation street configuration**);
7. A [Transportation Demand Management Plan](#) dated October 2022

Project Background

Deer Valley Resort (previously known as Royal Street Land Company) was originally issued a Special Exception Permit in 1977, which has since been amended twelve times. The Deer Valley [MPD](#) authorizes Densities for nine multi-unit parcels that surround the Snow Park base area, the 2,110 residential units within the MPD, and the Snow Park Village Parcel which currently consist of several surface parking lots.

The Snow Park Village parcel is 14.93 acres and is zoned RD-MPD. The Snow Park Village Parcel is currently authorized for 209.75 Unit Equivalents of Density, although this has changed over time.

See Exhibit B for the Requirements of the Deer Valley MPD and a Summary of the General Plan for the Lower Deer Valley Neighborhood.

Governing Documents

The following documents govern the existing and future Deer Valley Snow Park Base Area:

1. 1977 [Special Exception Permit](#), amended multiple times;
2. [Deer Valley Twelfth Amended and Restated Large Scale MPD Permit](#) (MPD/DA) dated November 30, 2016. **Currently in place**;
3. [Land Management Code](#) (LMC);
4. [Park City Forward: Long Range Transportation Plan](#): 2022;
5. [Affordable Housing Resolution 25-2020](#);
6. 2014 General Plan, including the [Lower Deer Valley Neighborhood](#);
7. Park City's [Transportation Plans](#), including the recently adopted [Park City Forward](#); and
8. [Park City Vision 2020](#) and the four Critical Community Priorities.

The Planning Commission has held six (6) Work Sessions and one (1) Joint Work Session with City Council on the project proposal. Public comment has been heard at all meetings.

Public Meeting Timeline:

- | | |
|-----------------|--|
| July 28, 2021 | Planning Commission conducted an initial work session and held public comment. The applicant gave a high-level presentation of the project. (Staff Report , Minutes) |
| August 25, 2021 | Planning Commission conducted a work session and held |

	public comment. Discussion focused on site circulation and parking (Staff Report , Minutes)
September 22, 2021	Planning Commission conducted a work session and held public comment. Site design, density, building height, and the Transit Center were reviewed and discussed. (Staff Report , Minutes)
October 27, 2021	Planning Commission conducted a work session and held public comment. The Commission reviewed and discussed the submitted Transportation Analysis (Staff Report , Minutes)
December 8, 2021	Planning Commission conducted a work session and held public comment. Discussion focused on the Transportation Analysis (TA) and progress made since the October 27, 2021 Work Session. (Staff Report , Minutes)
February 9, 2022	Planning Commission conducted a work session and held public comment. The Commission reviewed the updated Transportation Analysis, proposed site circulation, and parking reduction request. (Staff Report , Minutes)
March 15, 2022	City Council and Planning Commission conducted a joint work session to discuss the ROW vacation. Council directed the Commission to continue review of the application and return with a recommendation for approval or denial. (Staff Report ; Minutes)

Public Input

Public input received since the March 15th 2022, meeting is attached as Exhibit M.

Exhibits

Exhibit A:	Anticipated Snow Park Review Schedule
Exhibit B:	Deer Valley MPD Requirements and a summary of the General Plan for the Lower Deer Valley Neighborhood
Exhibit C:	Evaluation Framework and Site Circulation Analysis
Exhibit D:	WCGs Transportation Analysis Review
Exhibit E:	LMC Code Analysis Including Off Street Parking Requirements
Exhibit F:	Park City Fire District Letter
Exhibit G:	Applicant's Emergency Evacuation Plan
Exhibit H:	Applicant's Transportation Demand Management Plan
Exhibit I:	Applicant's Parking Management Plan
Exhibit J:	Deer Valley Overflow Parking 2021-2022 Season
Exhibit K:	Applicant's ROW Vacation Exhibit
Exhibit L:	Right of Way Vacation Analysis
Exhibit M:	Public Input

Exhibit A: Anticipated Snow Park Review Schedule

Meeting Date	Time	Anticipated Agenda
12/19/22	3 hrs.	Work Session with Public Input <ul style="list-style-type: none"> - Transportation, Circulation, Parking, ROW Transfer - Possible Recommendation to CC in February - Public Input
1/18/23	3 hrs.	Work Session with Public Input <ul style="list-style-type: none"> - Remaining Transportation questions from 12/19/22 - Possible Recommendation to CC in February - CUP for Garage and Vehicle Control Gate DVD West - Public Input
2/15/23	3 hrs.	Work Session with Public Input <ul style="list-style-type: none"> - Remaining questions on CUP for Garage and Vehicle Control Gate DVD West - Subdivision Plat Review - Public Input
February TDB	2 hrs.	Possible City Council Public Hearing on ROW Vacation <ul style="list-style-type: none"> - Public Input
3/15/22	3 hrs.	Possible Public Hearing with Public Input <ul style="list-style-type: none"> - Subdivision Plat Review - Possible Recommendation to CC - Housing Mitigation Plan Review - Possible Recommendation to CC - MPD Review - Possible Final Action - CUP Review - Possible Final Action - Public Input
April TBD	2 hrs.	Possible City Council Public Hearing <ul style="list-style-type: none"> - Subdivision Plat – Possible Final Action - Housing Mitigation Plan Review – Possible Final Action - Public Input

Exhibit B: Requirements of the Current Deer Valley MPD and Park City's General Plan Summary for the Lower Deer Valley Neighborhood

Deer Valley MPD (Twelfth Amended and Restated Large Scale MPD)

The [MPD](#) states that for projects within the DV MPD, the density limitations of the Sensitive Area Overlay Zone do not apply because Master Planned Developments approved prior to the adoption of the Sensitive Area Overlay Zone are vested in terms of Density. Limits of disturbance, vegetation protection, and building design standards apply.

Required Off-Street Parking for each parcel or portion of the MPD is based on the City's Land Management Code in effect at the time of application for a building permit for the respective portion of the project. Parking may not encroach into zoned Open Space.

Exhibit 2 of the MPD lists commercial and support space allotted to the project. Support Commercial shall be permitted and used as defines in the Code as amended at the time of application. Snow Park Village has 21,890 square feet of Commercial and Support Space Density remaining to develop.

The MPD's affordable housing requirements and status are under review by Housing staff and will be presented in a subsequent Staff Report.

The applicant must submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by the Commission as needed for specific project review.

Pedestrian and bicycle paths are required, and the Deer Valley Trails Master Plan must be updated, as necessary. Paths and Trails shall tie into the bus system which serves Deer Valley and shall form a year-round system. Apart from the Parcels identified in Exhibits 1 and 2, all remaining property is designated "landscaped open space."

The MPD acknowledges that the applicant shall be obligated to construct and convey to the City, water storage, pumping, and transmission lines necessary to store and transmit culinary water, irrigation water, and water for fire flows to all the buildings as required by the City.

The MPD permits 209.75 Authorized Unit Equivalents of Density to the Snow Park Village Parcel, subject to the Conditional Use Review, and notes that the permittee shall file a completed application form supported by the information set forth in Section 15-6 of the City's LMC. Parking is also based on the Code in effect at the time of application.

As noted earlier, there is no approved site plan associated with the Snow Park development parcels other than when the Deer Valley Sixth Amended and Restated Large Scale MPD was approved subject to the rezone of the north 1.48 acres of the

Sports Facility Parcel from RD-MPD to ROS, which effectively created a pool of Commercial Density for designated Parcels

This Zone Change was approved by the City Council on February 7, 1991.

The Planning Department notes that the expansion of the Snow Park Lodge, which is located on two separate parcels across Deer Valley Drive South from the parking lot parcels, is also proposed as part of this project in Phase 2.

Park City's General Plan for the Lower Deer Valley Neighborhood

The Lower Deer Valley neighborhood is dominated by nine large multi-family condominiums authorized by the DV MPD for 383.5 Dwelling Units. Single-family homes exist along the northern edge in subdivisions including Solamere, Morning Star, the Oaks, and Hidden Meadows. Many of these residential units are second homes, although this is changing as more homeowners have begun living full-time in their second homes during the Covid-19 pandemic. Nightly rentals are allowed by most HOAs.

Park City's General Plan for the [Lower Deer Valley Neighborhood](#) notes that future planning should be directed towards maintaining the world-class resort experience and that the arrival experience should be preserved.

The development of the Snow Park Parking Lots will be a tremendous impact on the character of the Lower Deer Valley neighborhood, and it is noted in the General Plan that "the 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." That "compatibility, view corridors circulation and connectivity is a priority for the future design." And that development "could add to the Après Ski experience of dining and shopping, while providing an opportunity to divert load out traffic at the end of the ski day. This may also provide Lower Deer Valley residents increased local amenities that improve walkability and the visitor experience."

The Lower Deer Valley area hosts major events at the Resort such as the Freestyle Championships, mountain bike races, and concerts, which support the Resort and Hospitality industries critical to Park City's economic future.

The General Plan notes that other issues critical to Deer Valley's continued success include:

1. Improved traffic flow and emergency egress to US-40 including priority given to alternative modes of transportation;
2. Housing opportunities for all;
3. World-class hiking and biking trails connecting Deer Valley to the rest of Park City. Gondola transportation should also be explored as a means of decreasing Vehicle Miles Traveled.

Exhibit C: Evaluation Framework and Site Circulation Analysis

The City's review of the Applicant's Transportation and Circulation plan focused on 1) public safety, and 2) reducing vehicular miles traveled (VMT) through prioritization of alternative modes of transportation. These included:

- a. ***Prioritizing and incentivizing transit.*** The Applicant added a Shared Mobility Lane from the Y-intersection to the Transit Center and around the Deer Valley Loop. The SML will be 11-foot-wide and can be accommodated within the existing ROW in most places. It will be utilized as a bike lane most of the year but will be available to buses during peak traffic days and can serve as an emergency vehicle lane as needed. In addition, a new light at the Y-intersection and the intersection of Deer Valley Drive East and Doe Pass Road will include pre-emptive signalization to allow buses to move more quickly through these intersections. Finally, the Applicant included an improved Transit Center on Doe Pass Road that will accommodate up to 6 transit buses, electric bus charging, and a comprehensive indoor passenger and driver amenity area ([15-6-5\(G\)\(8\)](#));
- b. ***Prioritizing safe pedestrian and bike access and connectivity to and around the base area, including the popular "Deer Valley Loop".*** The Applicant proposes to maintain the existing "Loop" for non-vehicular access by way of a 12-foot-wide multi-use path that goes around the entire Deer Valley Loop and across the proposed new village plaza. The Applicant proposes to shorten the existing "Loop" for vehicular access by way of moving the road to the north, below the Village plazas on an improved Doe Pass Road. Multiple access points will allow pedestrians and bicyclists into the new village plaza area. ([15-6-6\(G\)\(8\)](#)), ([General Plan Neighborhood 8.4](#)), and ([15-6-5\(G\)\(5\)](#));
- c. ***Right-sizing parking via paid parking and TDM strategies can offset parking demand when strategically applied.*** PCMC supports a reduction in parking when appropriate mitigation strategies are in place. However, the Applicant is willing to construct the LMC-required parking stalls if desired by the Planning Commission. For consideration, review LMC § ([15-6-5\(E\)](#));
- d. ***An actionable TDM program for the Resort that prioritizes transit and ensures a modal shift is achieved through annual monitoring and review*** (City's Adopted [Transportation Demand Management Plan](#)). The Applicant has submitted a TDM Plan;
- e. ***Sufficient emergency access and egress to US-40.*** The Applicant has provided an emergency egress plan/map ([General Plan Neighborhood 8.4](#)).

Site Circulation Analysis

The following analysis was assisted by the City's independent Transportation Engineer, Wall Consulting Group (WCG), whose Transportation Analysis Review is included as Exhibit D.

The Applicant initially submitted two separate Transportation Alternatives. The original proposal included a Dedicated Bus Lane from the Y-intersection around the Deer Valley

Loop. This plan was presented on March 15, 2022, at the joint Planning Commission and City Council meeting. This proposal supports the City's goals for transit prioritization.

A second proposal focused on Dedicated Bike Lanes was submitted in July 2022 and reflects a circulation concept that leaves much of Deer Valley Drive as it is today – one travel lane in each direction and a shoulder that can accommodate bikes outside the travel lanes. This plan did not include dedicated bus lanes or emergency vehicle access around Deer Valley Loop. This proposal was designed with residential input from Lower Deer Valley neighborhoods.

The third and most recent plan submitted is the Shared Mobility Lane (SML) proposal or Alternative C. This is PCMC's preferred alternative because it includes the community's desired bike lane while also allowing flexibility to prioritize transit at peak times and a safe and accessible option for emergency services.

All three plans include a new Transit Center on Doe Pass Road near the intersection of Deer Valley Drive East. Day skier and ski school drop-off and pick-up areas were relocated to the east of Snow Park Lodge on Deer Valley Drive East, eliminating many conflicts for transit riders at the Drop-off area today. Day skier parking is located on four separate levels within the parking structure, accessible by multiple entrances on both Deer Valley Drive East and Doe Pass Road. Levels P2 and P3 of the garage are interconnected with a ramp. A loading dock for the Snow Park base area village is located off Doe Pass Road. A second traffic signal is likely to be warranted at the intersection of Doe Pass Road and Deer Valley Drive East to prioritize transit.

It is important to note that the number of vehicle trips generated by the project and the Level of Service (LOS is a term used to quantitatively describe operating conditions such as delay at intersections) at key intersections do not change between the three plans. Park City has a goal of operating key intersections at a LOS rating of C or better during peak periods (with A being the best and F unacceptable). Occasionally and intermittently, our system can tolerate LOS D. The Transportation Plans should be evaluated in terms of community priorities and public benefits in combination with City Transportation policies and objectives.

More specifically, the Master Planned Developments LMC § [15-6-6](#), *Required Findings and Conclusions of Law*, requires the following two transportation findings:

- (J) - promotes the Use of non-vehicular forms of transportation through design and by providing trail connections; and
- (P) - addresses and mitigates traffic.

Pros and Cons of the Dedicated Bus Lane

- Improves Emergency Vehicle Access with an additional lane.
- Aligns with the City's Transportation goals and priorities to incentivize transit use through design;
- May reduce traffic if parking and transit are heavily coordinated using pricing and

incentives;

- Includes required traffic safety signals at key intersections, including the Y-intersection and Deer Valley Drive East/Doe Pass Road; and

Pros and Cons of the Dedicated Bike Lane

- Does not improve Emergency Vehicle Access; and
- Does not incentivize transit use through design;
- Does not mitigate traffic and congestion.
- Requires minimal changes to City ROW;
- Allows for shoulder bike lanes in both directions;
- Plan includes limited new traffic signals (although this will change if warrants are met for traffic signals);

Pros and Cons of the Shared Mobility Lane (SML).

- Improves Emergency Vehicle Access with the addition of a travel lane around the Deer Valley Loop;
- ***Prioritizes and incentivizes transit use at peak congestion times;***
- ***May reduce traffic if transit is incentivized during peak hours;***
- Accommodates safety improvements for pedestrians and bikes;
- Prioritizes bikes most of the year;
- Includes required traffic signals at key intersections including the Y-intersection.

TECHNICAL MEMORANDUM

Date: Friday, December 9th, 2022
To: John Robertson, City Engineer
Cc: Alexandra Ananth, Senior Planner
From: Jeremy Searle, PE, PTOE and Gary Horton, SE
Subject: Snow Park Village Independent 3rd Party Review - Planning Commission

Purpose & Background

WCG has been involved as the independent 3rd party review for the Snow Park Village project by Deer Valley since September 2021 and has provided multiple reviews of submitted materials and coordinated with City staff and the Deer Valley team. Through these reviews, meetings, and coordination, the proposed project has become more defined, better aligned with the goals of Park City, and more in tune with the feelings of the surrounding community.

Most recently, WCG was asked to review the updated submitted materials (November 2022) for the proposed Snow Park Village Redevelopment project at Deer Valley and provide comments. The following documents were submitted for review in November 2022.

1. Snow Park Village Transportation Analysis – Transit Priority Alternative, November 2022
2. Snow Park Village Transportation Analysis – Bike Priority Alternative, November 16, 2022
3. Deer Valley Drive Improvement Plan – Bus/Flex Lane Priority Option – November 16, 2022
4. Deer Valley Drive Improvement Plan – Bike Lane Priority Option – November 16, 2022
5. Snow Park Transportation & Circulation Plan, November 22, 2022
6. Snow Park Village TDM Plan, October 2022
7. Autoturn Exhibits – October 11, 2022, and follow up email November 30, 2022

Summary

Generally, WCG finds **that the applicant's transportation analysis is sound**, the concerns identified herein can be conditioned if this project is approved and resolved during final design of the transportation infrastructure. **WCG supports the Shared Managed Lane (SML) Plan** proposed by the applicant, noting that this plan provides the best use of public right of way by providing improvements for transit balanced with bike lanes, while also improving transportation for all modes of travel in a safe manner. The proposed transit priority traffic signals provide Park City the flexibility needed to improve traffic operations while prioritizing transit when needed.

WCG has also reviewed the Applicants parking analysis and request for a 20 percent reduction for required parking. While we have requested more detail on their analysis and assumptions, **WCG supports their overall analysis and reduction request**. The Applicant is proposing to add paid parking, which will result in a decrease in parking demand, In addition, the project will provide shared parking over a variety of uses, further decreasing overall demand. A 20 percent parking reduction also supports PCMC's goals of reducing travel demand on City roadways.

According to the traffic study provided by the Applicant, the proposed project is anticipated to generate 2,276 new daily trips, 162 AM peak hour trips, and 204 PM peak hour trips. Traffic counts for the analysis were collected during peak ski weekends in 2020 (pre-pandemic). The counts represent a peak period traffic count and are adequate for analysis.

Applicant Proposed Mitigation Measures

The Applicant proposes to implement the following mitigation measures to improve traffic operations, safety, active transportation, and transit operations:

1. Reconfiguring the “Y-intersection” and adding signalized traffic control, which helps to establish a new access pattern for visitors while providing safety for pedestrians and bicyclists, as well as transit pre-emption.
2. A new left-turn deceleration and acceleration lane at Solarmere Drive and Queen Esther Drive.
3. Reducing parking demand by implementing paid parking and shared parking for the development.
4. Improving the active transportation network with new or improved trails, safer crossings, and multi-use paths.
5. A new on-site mobility hub with space for six buses and additional amenities.
6. A new traffic signal at the intersection of Doe Pass Road / Deer Valley Drive East with transit signal pre-emption capabilities to expedite transit service into and out of the proposed mobility hub.
7. Either dedicated bike lanes or bike lanes during the summer and dedicated transit lanes during the peak winter season, depending on which transportation alternative is chosen.
8. A detailed transportation demand management plan that outlines measures the applicant is both currently doing and new measures that they plan to implement to reduce travel demand (see Snow Park Village TDM Plan for details).

Identified Concerns

WCG has identified the following concerns and/or recommendations in our review of the latest materials:

1. Park City Municipal Corporation (PCMC) has a stated goal of reducing peak-hour traffic volumes by 20% citywide. The applicant’s project will add to peak hour traffic in the most congested areas of the City.
 - a. It is recommended that PCMC staff and the Applicant identify specific goals that can be measured and achievable. The Deer Valley team has outlined a detailed TDM plan and a monitoring system, the next step is to finalize the plan and identify the objectives that should be met with the annual data monitoring program.
2. The Applicant’s trip distribution assumptions between Deer Valley Drive East and West should be further justified and supported. If the distribution assumed in the TIS is different in reality, additional queuing will result on Deer Valley Drive East and West, as well as Doe Pass Road.
 - a. The most recent plan submitted by the Applicant includes a signal at the “Y-intersection”, which alleviates much of the concern regarding the distribution and potential queuing at that intersection. The signal timing can be adjusted, and

- transit priority can be added to provide flexibility for different distributions and transit needs.
- b. It is recommended that ingress into the parking garages be carefully monitored to ensure that queues do not develop and back up onto City streets. If the Applicant's distribution assumptions are not correct this could further exacerbate this concern.
 - c. Similarly, the drop-off and pick-up area east of Snow Park Lodge should be monitored to ensure queues do not develop and back up onto City streets.
3. The additional VISSIM transportation analysis does not consider actual travel conditions, downstream impacts, or other common causes of delay in the Deer Valley Loop during peak traffic hours or weather/special events. PCMC has provided actual travel times of busses traveling these roads during ski season. **Utilization of this data to calibrate the model could provide a more accurate view of the benefits of the SML to transit during peak congestion times.**
- a. It is recommended that the Applicant refine and calibrate the VISSIM model to better represent actual conditions and provide a better representation of the proposed project conditions.
4. The applicant does not provide enough detail about the assumptions for the pick/up drop off loop of 100 pick/up drop/off vehicles, 50 Transportation Network Company (TNC) vehicles, and 50 Valet vehicles were developed.
- a. WCG has requested additional detail outlining what data was collected to support these assumptions and what happens to the internal circulation if these numbers are low.
5. Some driveway widths do not appear to meet LMC § [15-3-4\(C\)](#) requirements but may facilitate efficient garage ingress.
6. The intersection of Royal Street and a proposed new driveway across the street do not appear to meet LMC § [15-3-3\(H\)](#) requirements.
- a. It is recommended that the Applicant coordinate with City Staff on adjustments to the proposed driveway to meet City code.
7. The driveway spacing of some driveways on Doe Pass Road does not appear to meet LMC § [15-3-3\(H\)](#) requirements
- a. It is recommended that the Application coordinate with City Staff on adjustments to driveway spacing on Doe Pass Road to meet City code.
8. A review of the bus auto-turn templates show that in two locations within the Mobility Hub and at the intersection of Deer Valley Drive East and Doe Pass Road, buses can't make the required turning movements.
- a. It is recommended that adjustments must be made to correct this condition prior to the issuance of any building permits.

As noted previously, these concerns are not fatal flaws and can be conditioned or resolved through the design process. If there are any questions regarding our review please feel free to contact us.

Exhibit E: MPD and CUP Code Analysis, Including Off Street Parking Requirements

(I) Traffic considerations including capacity of the existing Streets in the Area (15-1-10(E)(2))

The Applicant's Transportation Analysis indicates the project will generate 2,276 new daily trips (1,128 entering and 1,138 leaving), including 126 new AM Peak Hour Trips (83 entering and 79 leaving) and 204 new PM Peak Hour Trips (104 entering and 100 leaving) during peak hours. The number of vehicle trips is the same in all Alternatives.

Mitigation measures include a signal at the Y-intersection under all proposed plans. In both the Dedicated Bike Lane and Shared Mobility Lane proposals, analysis assumes 40% of total traffic will use Deer Valley Drive West, and 60% Deer Valley Drive East inbound in the AM Peak Hour, and roughly 80% Deer Valley Drive East and 20% Deer Valley Drive West outbound in the PM Peak Hour. Mitigation is also planned at the Solamere and Queen Esther Drive intersections on Deer Valley East in the form of new left turn pockets to facilitate better inbound left turns, as well as a receiving lane to allow for two-stage left turns out of these roadways.

VEHICULAR FLOW Level of Service Summary



MAIN VEHICULAR FLOW

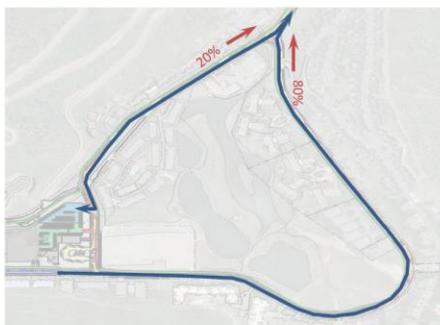
AM MODEL VOLUME ASSUMPTIONS

Vehicles Entering via Deer Valley Drive West

- Day Skiers
- Buses
- Royal Street/Trail's End Residents

Vehicles Entering via Deer Valley Drive East

- Hotel Guests
- Pick-up/Drop-off Users
- Solamere/Queen Esther/Other Residents
- TNC
- Buses
- Valet/Ski-school Users



MAIN VEHICULAR FLOW

PM MODEL VOLUME ASSUMPTIONS

Vehicles Exiting via Deer Valley Drive West

- Buses
- Royal Street/Trail's End Residents

Vehicles Exiting via Deer Valley Drive East

- Day Skiers
- Hotel Guests
- Buses
- Pick-Up/Drop-Off Users
- TNC
- Valet/Ski-School Users

Applicant's Updated Traffic Split

All Plans result in acceptable although decreased LOS at the Solamere and Queen Esther intersections, from existing conditions B (Solamere PM) and A (Queen Esther

AM and PM) to D (a decrease in LOS at the Solamere intersection in the PM) and C (a decrease in LOS at the Queen Esther intersection in the AM and PM) respectively, see Figure below, which details existing and future LOS as key intersections.

The Y-intersection improves in LOS from existing conditions LOS E (Y-intersection PM) to LOS C (an improvement in LOS at the Y-intersection in the PM) due to project mitigation. The reconfigured intersection allows for signalized traffic control improving operations and safety for pedestrians, bicyclists, and vehicles.

INTERSECTION		PEAK HOURS	EXISTING		FUTURE (2040) BUILD - NEW LOOP	
Location		Period	Delays/ Vehicle	LOS	Delays/ Vehicle	LOS
1	Deer Valley Drive East/ Doe Pass Road	AM	-	-	4	A
		PM	-	-	7	A
2	Deer Valley Drive West/ Doe Pass Road	AM	-	-	9	A
		PM	-	-	6	A
3	Deer Valley Drive East/ Queen Esther Drive	AM	6	A	8	A
		PM	9	A	20	C
4	Deer Valley Drive East/ Solamere Drive	AM	7	A	9	A
		PM	11	B	32	D
5	Deer Valley Drive East/ Deer Valley Drive West	AM	15	C	8	A
		PM	39	E	27	C

Applicant’s Transportation Analysis under all Circulation Plans

The Applicant’s Transportation Analysis (TA) shows the capacity of existing streets and intersections will operate at acceptable LOS during peak periods with proposed mitigation in 2040. The Applicant’s TA states that a signal at the Solamere and Queen Esther intersections would mitigate these intersections to a LOS A. However, the neighborhoods indicate a preference for not signaling these intersections.

(II) Emergency Vehicle Access [\(15-1-10\(E\)\(4\)\)](#)

The Applicant’s site plan under both the Dedicated Bike proposal and SML proposal maintain but effectively shorten the existing Deer Valley Loop for vehicles, with Doe Pass Road improved as the new loop road for vehicles. Deer Valley Drive West would be gated south of Royal Street to prevent unauthorized drop-off in this area, and Deer Valley Drive East will end with a proposed new drop-off loop adjacent to the Snow Park Lodge. Emergency vehicle access will continue around the existing loop via access over the plaza in emergencies. The SML proposal includes the addition of a new bike and transit lane around the Deer Valley Loop (by reducing the width of existing travel lanes

from 12 to 11 feet in width and removing the existing shoulder). The new SML Lane will be used by emergency response vehicles when responding to calls for service, which is a significant benefit to the SML proposal over the Dedicated Bike Lane proposal, as limited area is available for vehicles to pull out of the way.

The Park City Fire District reviewed all plans and conceptually approved the proposed SML circulation plan. Under a proposed Condition of Approval, emergency vehicle access across the village plaza must be kept open and clear for emergency vehicles (Exhibit F). PC Fire also notes they are comfortable with the vehicle-controlled gate at Deer Valley Drive West south of Royal Street, with the Condition that a Knox box key switch be installed at the proposed gate for emergency vehicle access.

In addition, Deer Valley submitted a map showing emergency evacuation routes and access to Highway 40 that can be used during an emergency (Exhibit G).

(III) Location and amount of off-Street parking ([15-1-10\(E\)\(5\)](#) and [15-6-5\(E\)\(1\)](#))

The Applicant proposes paid parking with variable pricing based on season and demand. A Transportation Demand Management (TDM) Plan (TDM Exhibit H) and a Parking Management Plan (PMP Exhibit I) were submitted. They require real time parking availability information for guests as they approach the development, as well as within the parking garage. ***The Applicant stated they are willing to agree to a Condition of Approval to meet with the City bi-annually to ensure the TDM and PMP are realized, and that parking pricing adequately incentivizes transit and carpooling.***

The proposed Phase 1 garage contains 1,360 parking stalls on four levels, with each level having a prescribed function. Parking ingress will be managed level by level utilizing Deer Valley Guest Services staff and E-messaging. Entrances to the garage are located on Deer Valley Drive East and Doe Pass Road. There is an internal garage connection between levels P2 and P3. In addition to the garage, 450 surface parking stalls will be maintained on Lot 5, north of Doe Pass Road, for a total of 1,810 parking stalls. The 450 stalls north of Doe Pass Road will be maintained in a garage structure in the future development phase.

Early in the review process, we expressed concerns that traffic, garage entrances and the loading dock on Doe Pass Road (the new connector Loop), may conflict with the Transit Center located on Doe Pass Road, and that some driveways may not meet LMC driveway width and spacing requirements. If the City does not own Doe Pass Road, Deer Valley is required to manage Doe Pass Road and provide sufficient public access.

LMC Parking Requirements

Ski area parking is determined by parking, traffic, and transportation plans consistent with LMC § [15-4-18\(B\)\(6\)](#), [Passenger Tramway and Ski Base Facilities](#). The approval of the original Special Exception Permit and current [MPD](#) accepted the existing parking areas and provide:

“G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time of application for a building permit for such portion of the Project is filed with the City. For purposes of calculating required parking, the project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 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.” (p.4)

The Applicant has agreed to eliminate the need for day-skier on-street overflow parking with the development of the Snow Park structured parking lots, while at the same time promoting and designing a modal shift from general purpose vehicles to public transit and other forms of transportation. On-street parking may still be necessary for major Special Events and remain subject to Special Event permitting.

Deer Valley currently has 1,340 existing parking stalls in the surface parking lots north and south of Doe Pass Road. With the addition of approximately 142 on-street parking stalls, this equates to 1,482 day-skier and employee parking stalls today.

The LMC required Off-Street Parking for the proposed new project is 762 stalls. If 1,500 day-skier parking stalls are added, the total LMC parking requirement is 2,262 stalls for the proposed new Uses, including day-skier parking.

Projected Future Demand By Use			
Use	Existing	Parking Required By Code	Estimated Future Demand with 20% Reduction
Deer Valley Resort Day Skier & Employee	1,350	1,500	1,200
Event Center	0	251	201
Commercial	0	107	86
Subtotal	1,350	1,858	1,487
Residential	0	198	158
Hotel	0	206	165
Subtotal	0	404	323
Total	1,350	2,262	1,810

Applicant’s Table of Parking Demand by Use

The Applicant proposes to provide a total of 1,810 stalls (including day-skier).

Therefore, a reduction of 452 Off-Street Parking stalls is requested for consideration, equating to a total parking reduction of 20% for all Uses, including day skier parking.

The Applicant justifies the reduction with their paid parking plan, TDM, new Transit Center, and a shared parking plan for the proposed development, as new commercial Uses will be ancillary and support day skier visitors, as well as hotel and residential users.

The Applicant's Transportation Analysis calculates paid parking is estimated to reduce parking demand by up to 17% and that TDM strategies, shared parking, and modal adjustments result in up to an additional 9% parking demand reduction. The Applicant concludes a total potential parking demand reduction of up to 26% is possible, yet 20% is ultimately requested by the Applicant.

LMC § [15-6-5\(E\)\(a-g\)](#) states that the Planning Commission may increase or decrease the required number of Off-Street Parking Spaces based upon a Parking analysis submitted by the Applicant at the time of Master Planned Development submittal. The Parking analysis shall contain, at a minimum, the following information:

- a) The proposed number of vehicles required by the occupants of the project based upon the proposed Use and occupancy.

As noted above, the proposed new Uses require 762 parking stalls plus day-skier parking. The Applicant proposes 610 parking stalls plus 1,200 day-skier stalls and thus requests a parking reduction of 20%, or 452 parking stalls.

The Applicant contends that mitigation plans support a 20% parking reduction, and that Snow Park Village will have sufficient parking for the new development Uses and day skier parking.

- b) A Parking comparison of projects of similar size with similar occupancy type to verify the demand for occupancy Parking.

The Applicant acknowledges there is limited data available on paid parking and uses in resort communities but uses Palisades Tahoe (formerly Squaw Valley) as a parking comparison, as well as parking occupancy from the Stein Erickson Lodge, Montage, and actual Deer Valley parking counts from the past several seasons. The data show that a significant percentage of skiers, when incentivized with paid parking and viable transit options, will ride the bus or increase the number of skiers per vehicle. Anecdotal information from Alta's implementation of paid parking last ski season also supports increased occupancy and reduced parking demand.

- c) Parking needs for non-dwelling Uses, including traffic attracted to Commercial Uses from Off-Site.

As mentioned above, the Applicant believes that traffic attracted to the new Uses will predominantly be from visitors already on-site as Resort guests and will therefore create minimal net new parking demand during peak hours.

- d) An analysis of time periods of Use for each of the Uses in the project and opportunities for shared parking by different Uses. This shall be considered only when there is Guarantee by Use covenant and deed restriction.

The Applicant states that an analysis of time periods of Uses for the proposed different uses is not applicable as the parking will be owned and managed by a single entity.

- e) A plan to discourage the Use of motorized vehicles and encourage other forms of transportation.

The Applicant is proposing a Transit Center to accommodate six public transit buses (increase over existing conditions) and proposes the new SML proposal on both sections of Deer Valley Drive and Doe Pass Road, from the Y-intersection. Transit will also be prioritized at the proposed signalized intersections, including Doe Pass Road and Deer Valley Drive East. The Applicant's TDM supports visitor and employee transportation options including new programs to reduce employee parking on site, and a separate dedicated area for skier drop-off equivalent to the amount of drop-off area that exists today. Bike racks will be provided throughout the site, and the Applicant proposes to maintain and improve the 12-foot-wide multi-use path that connects to the Deer Valley Loop. In addition to the separate more pedestrian-oriented multi-use path, the SML proposal will be available for bikers most of the year.

- f) Provisions for overflow Parking during peak periods.

As noted earlier, the Applicant eliminates on-street parking on Deer Valley Drive during normal ski day operations. Historically, DV directed overflow parking to parking lots at the Treasure Mountain Middle School. During the Covid impacted ski season of 2020-2021, the DV used Treasure on five days, and the maximum number of vehicles parked at the school was 92 vehicles. DV did not utilize Treasure for the 2021-2022 ski season but used on-street overflow parking on 12 days last ski season, including one Special Event Day (Exhibit J).

As part of the application, DV submitted employee numbers for existing and future operations. DV anticipates approximately 90 new employees during peak hours, for a total of 540 employees during peak ski operations. DV proposes to park up to 270 cars at Richardson Flats during peak periods to achieve its goal of moving 50% of employees off-site or to shuttles. ***It is unclear how employees will be transported from Richardson Flats to Deer Valley, and information has not been submitted as to how this goal will be monitored and enforced by DV.***

The Planning Commission should discuss what level of mitigation or conditions of approval the Planning Commission expects from DV regarding off-site employee parking, mitigation, and transportation. Park City Transit began servicing the Richardson Flat parking lot with free transit every 20 minutes from approximately 6:00 AM to 11:00PM, for the 2022/23 ski season.

Should the Planning Commission consider a parking reduction, a Condition of Approval may reflect acceptable mitigation/contribution for transit costs,

consistent with the criteria being evaluated in the PCMR PEG project.

- g) An evaluation of potential adverse impacts of the proposed Parking reduction and Density increase, if any, upon the surrounding neighborhood and conditions of approval to mitigate such impacts.

As noted above, parking will no longer be allowed along Deer Valley Drive if the development is approved as proposed. Aside from the parking along Deer Valley Drive, the City has no indication that parking in surrounding neighborhoods is or will be an adverse impact of the proposed project. The City's Parking Department indicated that they receive few complaints about parking enforcement in surrounding neighborhoods.

Applicant's Parking Management Plan (Exhibit I)

The proposed redevelopment of the Snow Park Base Area will change the parking experience in three significant ways:

- Parking will be in structure(s)
- Paid Parking will be implemented with variable pricing based on season and demand
- Parking will be managed, and will include parking, pricing, and availability information to visitors as they approach the development and be aided by the Resorts customer service staff.

The proposed Phase 1 parking garage contains four levels and loading will be managed level by level with staff and electronic messaging. The Applicant's Parking Management Plan notes that prominent wayfinding will direct day-skiers to use Deer Valley Drive East to enter the garage while shuttle vehicles and transit will be directed to Deer Valley Drive West and Doe Pass Road.

Paid parking will be implemented and technology will be used to ensure that inbound traffic into the garage does not cause delays which could impact adjacent streets. This will need to be carefully managed by the Resort.

Parking information will be made available on Deer Valley's website and integrated into any platforms through which ski passes might be purchased. Parking communication may also be integrated into various phone and web apps operated by the Resort. Hotel and condominium uses will be expected to incentivize arrival options that do not require parking on-site.

Applicant's Transportation Demand Management (TDM) Plan (Exhibit H)

The Applicant submitted a high-level Transportation Demand Management (TDM) Plan at the request of PCMC. The Plan is based on PCMC's TDM plan adopted in 2016. The TDM Plan includes several policy and program strategies, including:

- Continuation of existing programs and additional new programs.
- Appointment of an existing staff member to oversee the TDM program.

- Subsidized UTA transit passes for employees living in the Salt Lake and Utah Valleys.
- Designated employee transit until Park City Transit and High Valley Transit meet the needs.
- Dedicated bicycle parking and shared-bike stations (Summit Bike Share).
- Paid parking.
- Communicating real-time traffic conditions to travelers.
- Education and promotions to reduce single-occupancy vehicle (SOV) trips.
- Annual Monitoring Report and semi-annual meetings with Park City staff and other TDM managers in Park City.

Staff believes that further discussion is needed related to overflow and employee parking mitigation including for reliance on the City's Richardson Flat parking lot.

(IV) Internal vehicular, pedestrian, and bicycle circulation. Pedestrian and bicycle circulations shall be separated from vehicular circulation and shall provide safe travel within the boundaries of the Master Planned Development and safe travel to adjoining public sidewalks, trails, and Rights-of-Way ([15-1-10\(E\)\(6\)](#) and [15-6-5\(G\)\(5\)](#))

The Applicant is working with the City to provide safe pedestrian crossings and a 12-foot-wide multi-use path around the entire Deer Valley Loop and through the new pedestrian Village plaza. The SML Plan includes an 11-foot-wide new travel lane that can be used by bikes most of the year. This allows for the separation of bikes from vehicles and even separation from pedestrians on the multi-use path.

Except for bringing the ski beach down into the plaza area no trails will be impacted by the proposed redevelopment. The new walk-on gondola will serve as a new transportation connection to Silver Lake offering increased options for people who do not want to drive.

The Planning Department recommends careful consideration of the Applicant's request to decrease required parking. Under the correct conditions, we believe there is merit to parking reductions that adequately incentivizes transit and carpooling. [15-6-5\(E\)\(a-g\)](#).

(V) Control of delivery and service vehicles, loading and unloading zones ([15-1-10\(E\)\(13\)](#) and [15-6-5\(G\)\(9\)](#))

The Applicant's site plans show a loading dock located on Doe Pass Road. Although City Staff had some concerns about this location and its proximity to the Transit Center, Deer Valley has indicated that deliveries will be closely managed by Deer Valley staff to ensure they will not interfere with peak ski hours.

(VI) Transportation amenities including drop-off Areas for van and shuttle service, and a bus stop, if applicable ([15-6-5\(G\)\(8\)](#))

A new Transit Center is proposed to be integrated into the project located at the northeast corner of the south parking parcel on Doe Pass Road. The Transit Center will have at least 6 bus bays supporting increased transit service to the Resort as requested by the City. The Applicant has met with both Park City Transit and High Valley Transit and although some tuning movements remain to be refined, Staff believes the Transit Center will be able to accommodate the number of buses needed to serve the Resort. Staff anticipates a mockup of the Transit Center and turning movements with actual buses (like the City did for the PEG application) will be completed prior to the issuance of any building permits.

Hotel drop-off is proposed to be located on Deer Valley Drive West as well as Deer Valley Drive East. ***As noted by WCG, some driveways may need to be adjusted prior to the issuance of permits in order to meet City Codes for alignment and width.*** Elevators, escalators, stairs and pedestrian routes are proposed throughout the site to the plaza levels, separating pedestrians and skiers from parking and traffic. The Applicant has spent time analyzing other locations for the Transit Center, and on balance the City agrees that within the context of the larger development and the City's transportation goals, the proposed location works well. The Transit Center offers:

- A weather protected environment for riders and buses;
- ADA compliance with rider and driver amenities;
- Increased number of buses bays over existing conditions supporting increased transit service;
- Minimized pedestrian conflicts and offers a safer experience overall;
- Direct proximity to the new event center; and
- A convenient and pleasant arrival experience with the removal of grades with escalators and elevators.

A new drop-off/pick-up zone is planned in front of the Snow Park Lodge. The Applicant has demonstrated that this area is as large as the existing drop-off/pick-up area and will continue to be staffed by the Resort to help people unload as efficiently as possible. This should be monitored to ensure that drop-off queues do not impact City streets and entrances to the parking garage.

(VII) Promotes the Use of non-vehicular forms of transportation through design and by providing trail connections (15-6-6(J))

The City has worked with Deer Valley and is supportive of the SML Plan and Transit Center to promote transit use and efficiency when needed most. In addition, the Applicant will meet the bike parking requirements and is proposing a 12-foot multi-use path around the Deer Valley Loop in addition to the SML that can be used as a Bike Lane most of the year.

(VIII) Addresses and mitigates traffic (15-6-6(P))

The proposed new development increases the number of vehicle trips going to the

Resort on a daily and peak hour basis. However, with mitigation, the LOS and safety at the Y-intersection is improved for all modes of transportation. LOS at internal intersections such as Solamere and Queen Esther Drive decrease, but mitigation including left-hand turn lanes and merge lanes will be added to the roadway, and these intersections remain at acceptable LOS. These intersections will need to be closely monitored to see if traffic signals may be warranted at some point in the future.

As noted earlier, Staff is supportive of the requested parking waiver and believes that less parking directly correlates with less traffic at downstream intersections which are at capacity already during peak hours.

The new Transit Center and paid parking will also help to mitigate traffic.



Park City Fire District
736 W Bitner Drive
Park City UT 84098

Thursday March 3, 2022

RE: Snow Park Vehicle Control Gate

The Park City Fire District has reviewed the proposed transportation and circulation plans, and in general is comfortable with the concept of a vehicle control gate south of Royal Street and the Vacation of the public right of way. The applicant has agreed to provide emergency access across the plaza and will be required to provide the Park City Fire District with access through the gate in the form of a Knox brand key switch keyed to the Park City Fire District Knox keys. The Fire District notes that emergency response vehicles will be able to use the bus-only lane when responding to calls for service. The Fire District will continue to work with the applicant to ensure that all of our requirements are met as the project progresses.

Battalion Chief Mike Owens
District Fire Marshal
(435) 940-2520
mowens@pcfd.org

Snow Park Village

TDM Plan

**Prepared for:
Deer Valley**

October 2022

UT20-2245

FEHR & PEERS

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1. Project Description and TDM Approach

This Transportation Demand Management (TDM) Plan describes the proposed approach to reduce the total number of vehicle trips at the Snow Park Village project at Deer Valley Resort in Park City, Utah. The Park City Municipal Corporation (PCMC), through its planning department review of the project application, has requested that a standalone TDM Plan be developed for the project. In addition, the City adopted a TDM Plan in 2016 that specifies how the City seeks to reduce vehicle trips through TDM strategies. A reduction in vehicle trips will reduce local pollution, greenhouse gas emissions and improve the quality of life for all who live and work in Park City by reducing vehicle traffic.

This document describes how Deer Valley intends to reduce the number of single-occupancy vehicle (SOV) trips to Snow Park Village using a variety of TDM options. This plan is based heavily on PCMC's existing TDM plan and strategies therein, adopted in August 2016.

Additionally, this plan formalizes TDM offerings that are already provided by Deer Valley to guests and employees for some time. In addition to describing existing offerings, this plan includes new TDM measures to help reduce SOV trips and monitor program effectiveness through ongoing collaboration with PCMC staff and other major destinations in Park City.

1.1 Project Description

Snow Park Village proposes to repurpose the existing surface parking lots of the Snow Park base area at Deer Valley Resort for a mixed-use development including hotel, residential, retail and events center uses. Snow Park Village is approximately 1.5 miles from downtown Park City and approximately 2.5 miles from the Park City Mountain Resort base area. Snow Park Village's location in Park City is shown in **Figure 1**.

The bulk of activity at the Snow Park Village is expected to take place during normal business hours. Parking at the site will be priced and include standard and ADA-compliant spaces. Central to the success of the project, a multimodal mobility hub is proposed on Deer Valley Drive, will facilitate non-automobile connections to key destinations in Park City, elsewhere in Summit County, and the Salt Lake Valley. Full build-out of Snow Park Village will include a network of dedicated pedestrian paths within the project, as well as connections to area cycling and pedestrian facilities.



Project Location 

1.2 TDM Approach

The success of a TDM program relies on creating a system to manage travel demand that shifts the behavior of those traveling to and from Snow Park from using single occupant vehicles to options other than driving alone. The following sections describe the menu of transportation choices that will make it easier and more convenient to use modes other than driving alone. Through an evaluation of anonymized mobile phone data, provided by a third-party vendor, this Plan has been assembled with the knowledge that a substantial portion of those traveling to and from Deer Valley do so from points around the region. The origins and destinations of Deer Valley’s guests and employees are dispersed throughout northern Utah, with the largest share traveling to and from points along the Wasatch Front, as shown in **Figure 2**. This variety of travel patterns requires a robust and diverse program to reduce drive alone trips. A diverse and flexible TDM program will allow Deer Valley to match the transportation services to the travel needs of all traveling to and from Snow Park Village. The TDM Plan described in the following sections supports the project’s commitment to managing vehicle traffic to and from Snow Park Village while maintaining flexibility in response to changing travel behavior and regional transportation investments.

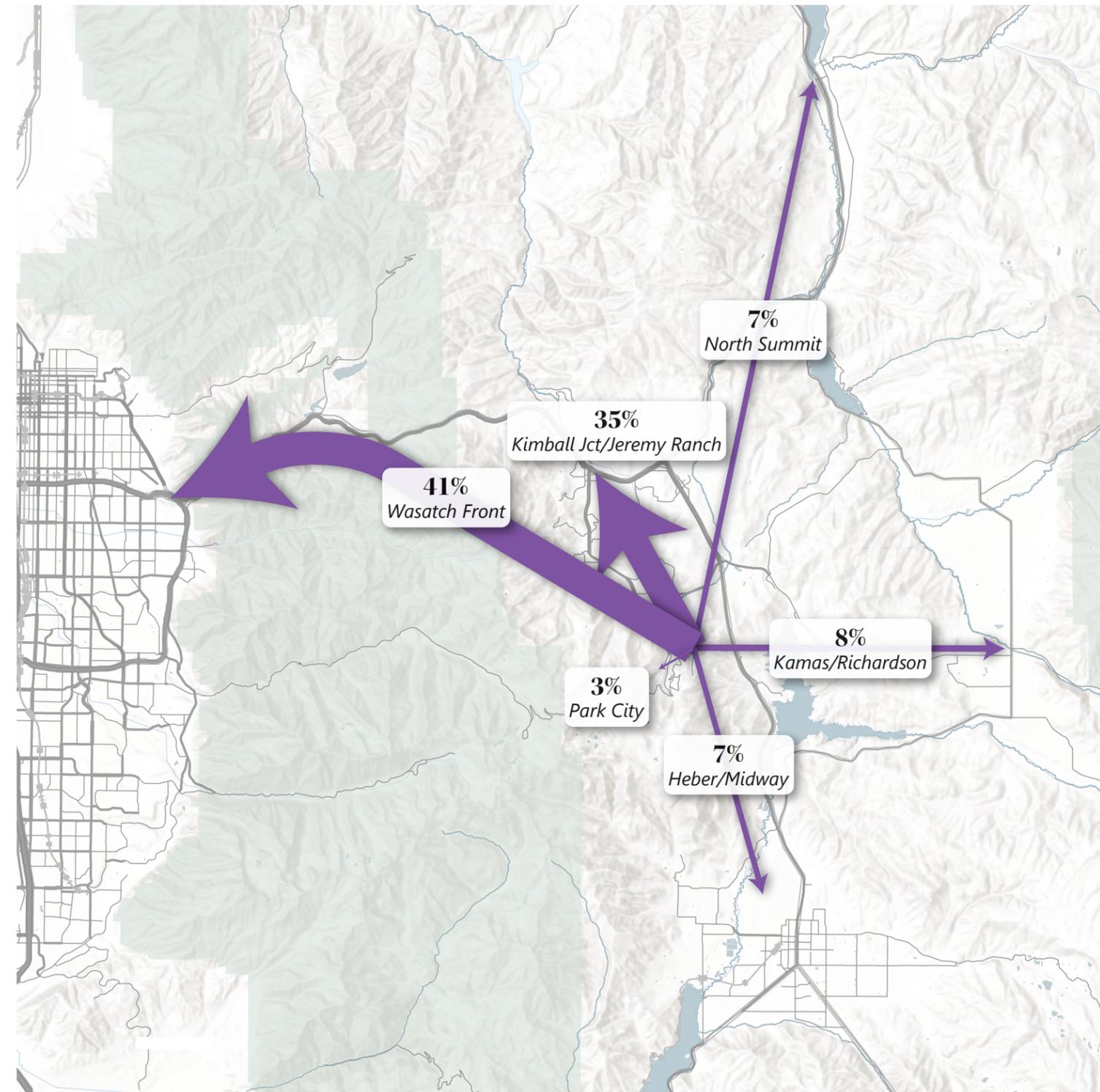
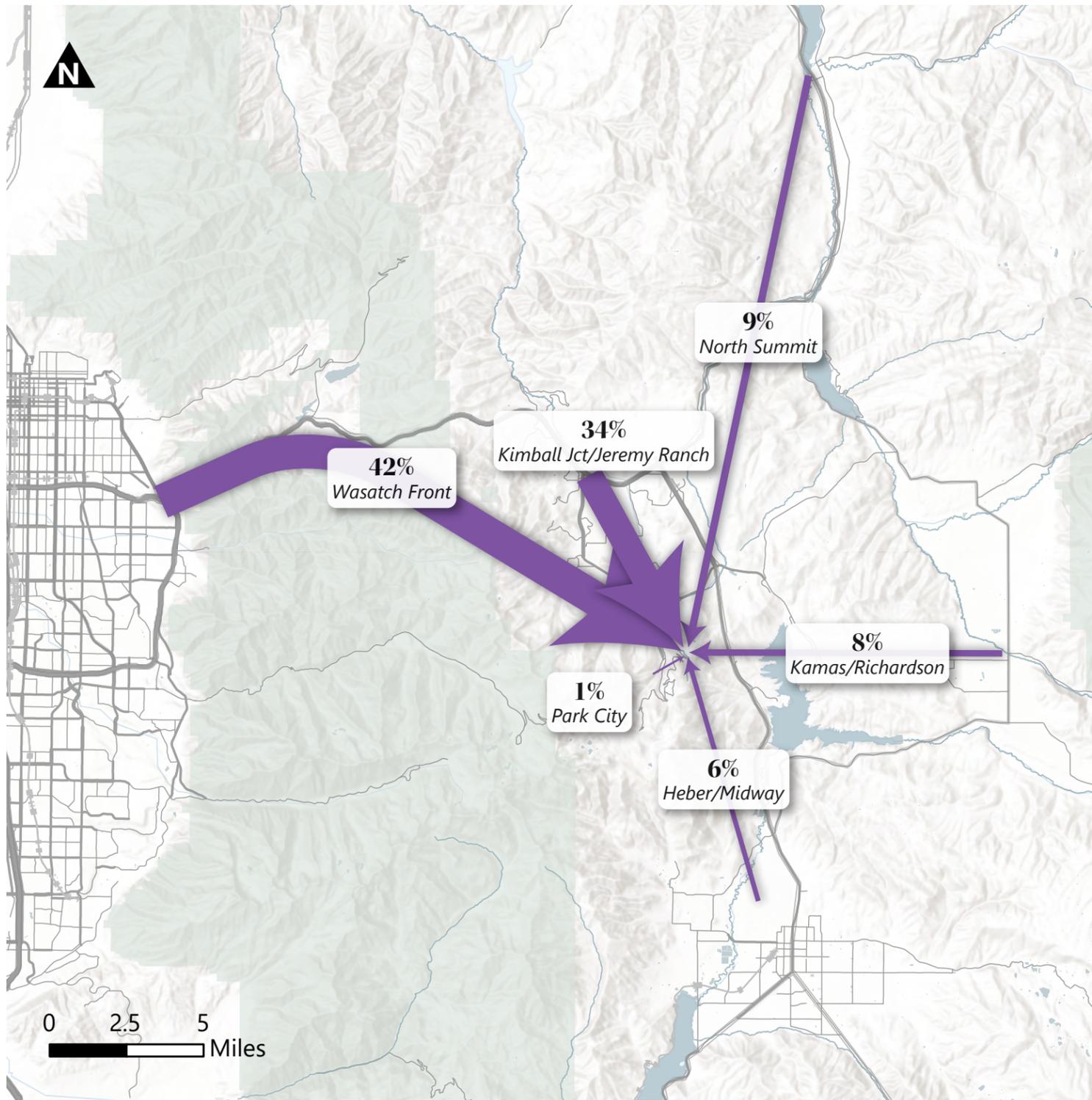


Figure 2
Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends  36

2. Snow Park Village TDM Program

2.1 Primary TDM measures

Deer Valley will provide a variety of opportunities for those traveling to and from Snow Park to choose travel modes that are not driving alone. These are categorized as incentivizing using transit, riding a bicycle, sharing a car, or some combination thereof. A summary of the Primary TDM measures can be found in **Table 1**.

Table 1: Primary TDM Measures

Measure	Status	Description
Transit pass subsidy	Existing Program	Subsidized UTA transit passes for Deer Valley employees living in Salt Lake Valley and Utah Valley
Bicycle Amenities and Perks	New Program	Bicycle repair tools and dedicated bicycle parking at key locations
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use by modes other than driving alone.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips
Employee Transit	Existing Program	Operate designated employee transit to facilitate efficient employee commutes through an appealing alternative
Real-Time Messaging	New Program	Communicate traffic conditions in real time to travelers
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program

Source: Deer Valley

More detailed descriptions of the Primary TDM Measures can be found below.

To incentivize traveling by bicycle, Deer Valley plans to implement the bicycling-based TDM strategies listed in **Table 2**.

Table 2: Bicycling and Walking TDM Strategies

Biking/Walking Strategies	Status	Target User Groups	Description
<i>Implement Bicycle Parking at Key Destinations and Transit Stops</i>	New Program	Day Guests Commuters Employees	Snow Park Village’s site plan includes the provision of safe and convenient locations to park bicycles, encouraging their use and removing barriers such as frustration in finding secure parking and bicycle theft. This includes the proposed mobility hub on Deer Valley Drive, a key connecting point for trips to and from Snow Park.
<i>Expand e-Bike Share</i>	New Program	Day Guests Commuters Employees	Snow Park Village will include a relocated PCMC e-bike-share station with direct access to the mobility hub. This will expand coverage of the existing e-bike share service in Park City and enable more non-automobile trips for people traveling to and from Snow Park Village.
<i>Install Bicycle Repair Stand</i>	New Program	Day Guests Commuters Employees	Deer Valley will install two do-it-yourself bicycle repair stands: one at the proposed mobility hub on Deer Valley Drive, and another seasonal stand at the Silver Lake Express base. The repair stands may include an air pump and basic tools to make minor bicycle repairs. Additional repair options include full-service bike shop(s) during the summer season and on-mountain assistance from Bike Patrol.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 3**.

Table 3: Demand Management TDM Strategies

Demand Management Strategies	Status	Target User Groups	Description
<i>Implement Real-Time Information Messaging</i>	New Program	Day Skiers Employees	Deer Valley plans to work with the City, UDOT, and Summit County to deploy VMS boards and other messaging systems at key locations, including approach roads, parking areas, and ski lift bases, to inform those traveling to and from Snow Park Village of current traffic and parking conditions. Additionally, Deer Valley will use its website, social media platforms, and mobile application to notify guests in real time. This will enable

			visitors to make more informed transportation choices allowing for better demand management.
Provide Additional Evening Recreation Opportunities/Amenities:	New Program	Day Skiers Employees Overnight Guests	Providing additional activities, food and beverage options, and/or entertainment for visitors after the ski day has ended is an essential element of the Snow Park Village proposal. Providing opportunities for day skiers to linger at the base area longer will better distribute peak-hour outbound vehicle trips.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 4**.

Table 4: Policy-Based TDM Strategies

Policy Strategies	Status	Target User Groups	Description
Provide Employee Housing	Existing Program	Employees	Deer Valley has and will continue to provide subsidized housing for its employees in and around Park City. The locations of this housing allow for shorter commutes with access to public transit or shuttles, and increases the likelihood of ridesharing among employees. Any active, full-time staff member is eligible for employee housing. Employee housing is distributed throughout Park City and Heber City in areas that are served by public and employee transit.
Provide Employee Amenities	Existing Program	Employees	Deer Valley employees are able use various on-site amenities that will be provided at Snow Park Village, including employee dining rooms that offer discounted meals, and employee locker rooms that allow for storage of personal items to reduce the need for trips off-site during shift changes and during mealtimes.
Childcare	Existing Program	Day Skiers Employees Overnight Guests	Parents managing childcare are among those who are most attached to private vehicles for personal travel, and providing on-site childcare in the form of both nursery/day care programs, and on-mountain options for active childcare will reduce the need for parents to make multiple local trips and enable their use of non-SOV modes by collocating services. Deer Valley employees are eligible for discounted childcare programs.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 5**.

Table 5: Parking TDM Strategies

Parking Strategies	Status	Target User Groups	Description
Implementation of Efficient Parking Schemes	Existing Program	Day Skiers Employees	Deer Valley will continue to assess the need for remote or satellite parking areas for days on which parking demand requires additional capacity beyond that which is provided at the base area itself. The only designated off-site parking location that has been used by Deer Valley is Treasure Mountain Middle School, and is used solely on days of particularly high demand.
Implement Parking Demand Management	New Program	Day Skiers Employees	A fundamental aspect of Snow Park Village’s proposed parking system is to charge for parking, a direct incentive to those traveling to Deer Valley to more efficiently utilize vehicle capacity, specifically for day skiers. The cost of parking at Snow Park Village will be set at a level that will incentivize higher-occupancy vehicles when traveling to and from Snow Park, a direct disincentive to drive alone. While many Deer Valley patrons are likely less price sensitive to additional charges such as paid parking, available data suggests that a substantial portion of day traffic originates from points along the Wasatch Front, from where patrons are expected to be more price sensitive to parking fees, increasing their likelihood of mode shift.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the programmatic TDM strategies listed in **Table 6**.

Table 6: Program-Based TDM Strategies

Programmatic Strategies	Status	Target User Groups	Description
<i>Establish a TDM Coordinator</i>	New Program	Employees Day Skiers Overnight Guests	Deer Valley will identify an existing staff member to act as the TDM coordinator, a central source for TDM program information. The TDM coordinator may fill many roles, but may be responsible for: real-time messaging of traffic conditions to travelers, distribute information on new or adapted TDM program offerings, and evaluate the effectiveness and use of TDM program elements. The TDM coordinator will also continue to explore new TDM options that best serve Deer Valley guests and/or employees. The TDM coordinator will be the main point of contact with the City and will facilitate communication in connection with the proposed monitoring program. This coordinator will meet with Park City staff on a regular basis to discuss on-going adjustments to the TDM measures.
<i>Provide Tailored Information and Promotions</i>	Existing Program	Employees Day Skiers Overnight Guests	Deer Valley will develop and distribute targeted messaging and promotions to ensure that different user groups are aware of the TDM measures most relevant to their needs. These promotions may include gamification to further incentivize non-drive alone trips. Deer Valley supports a mobile app used by employees that allows them to organize rides sharing, and identify transit, bike and walking options for their commute. The application also offers incentives to Deer Valley employees for not driving alone to work. Deer Valley will encourage all ski area-serving businesses (namely hotels and other lodging) to further emphasize their transportation offerings that allow guests to rely less on private vehicles and more on shared mobility.

Source: Deer Valley

To incentivize traveling to and from Snow Park by transit, Deer Valley plans to implement the transit-based TDM strategies listed in **Table 7**.

Table 7: Transit TDM Strategies

Transit Strategies	Status	Target User Groups	Description
<i>Provide Employee Transit</i>	Existing Program	Employees	To complement public transit service and supplement in certain areas where public transit may not yet exist, Deer Valley will continue to provide private employee transit to and from Snow Park to allow Deer Valley employees to travel longer distances (such as from Heber City) on employee shuttles. Deer Valley contracts through Le Bus to operate full-sized coach buses for their employees. In a typical (non-Covid) year, Deer Valley provides three AM peak-period and two PM peak-period shuttle runs to serve their employees living in River's Edge and Heber City.
<i>Subsidize Transit Passes for Inter-City Commuters</i>	Existing Program	Employees	Deer Valley provides subsidized Utah Transit Authority passes to employees commuting to Deer Valley from Utah and Salt Lake Valleys.

Source: Deer Valley

3. Program Monitoring and Adaptation

Deer Valley has a strong interest in making trips to and from Snow Park Village as efficient and enjoyable as possible. Doing so is not only a way to improve the overall experience for all who visit Snow Park, but it also allows Deer Valley to contribute to shared goals for reducing traffic impacts within Park City and Summit County.

3.1 Monitoring Program

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. Elements of the TDM program may be adapted, added, or eliminated over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed monitoring traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public

transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.

3.1.1 Annual Monitoring Report

To evaluate the effectiveness of Deer Valley's TDM program, and inform potential adjustments to the program, Deer Valley will develop an annual monitoring report to be submitted to Park City staff for review. Submittal of this report will fall between semi-annual meeting with Park City staff and other TDM program managers in Park City.

To the greatest extent possible, data collected for this monitoring effort will rely on existing or to-be-implemented sources. This will improve consistency across monitoring periods and allow for flexibility around weather or other events if needed.

Deer Valley will collect the following types of data for their TDM monitoring effort:

- Seven-day vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor or Deer Valley staff, to be analyzed and summarized by a third-party consultant
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant

If additional or revised analyses are requested by the City, those requests can be reviewed and possibly scoped in advance of the first monitoring report.



Attachment B: Snow Park Village Parking Management Plan

MEMORANDUM

Date: January 21, 2022
To: Rich Wagner, Deer Valley
From: Fehr & Peers
Subject: **Snow Park Village MPD Parking Response**

UT20-2245

The current parking experience at Deer Valley follows a well-established surface parking scenario, typical of ski resorts. There are five large surface lots that hold approximately 1,340 cars. There is also a long-standing agreement with Park City to allow for overflow parking on parts of Deer Valley Drive on peak visitation days.

Parking Layout

The proposed redevelopment of the base area (Snow Park) will change the parking experience in three significant ways:

- Parking will be in structures;
- There will be a paid parking program, with variable pricing based on season and demand;
- There will be a robust parking management program that includes parking and availability information to visitors as they approach the development, parking garages, and once within, and will rely heavily on Deer Valley's high-quality customer service provided by trained staff.

For phase 1, the proposed parking garages will be on four levels. Each level will have a prescribed function as outlined below. Parking loading will be managed level by level, utilizing guest services staff and electronic messaging. To help ensure that the majority of traffic coming to Snow Park does not conflict with transit on Doe Pass Road, signing, striping, and prominent wayfinding will direct the majority of personal vehicles to use Deer Valley Drive East to enter the garages, while transit and shuttle vehicles will be directed to Deer Valley Drive West and/or Doe Pass Road. The primary entrances to the garages, for levels P2, P3, and P4, will be from Deer Valley Drive East. There are no internal garage connections between levels allowing each level of the garage to serve



as an independent programmable parking resource. The layout and uses are shown in the attached *Parking Allocation* figure.

P1 Parking – this level will be divided between two user groups with a total of 406 stalls. Hotel/condo uses will have 202 stalls. The other 204 stalls may be utilized by valet parking and/or credentialed access users. Access to this area is from Doe Pass near the intersection Deer Valley Drive west. Due to its restricted uses, demand for spaces on P1 is expected to be relatively low, with hotel patrons parking vehicles for multiple days at once. In addition, it is unlikely that all hotel patrons will need to park at times that coincide with peak day skier arrival, further reducing the expected number of vehicles on Doe Pass Road during peak hours.

P2 Parking – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing Doe Pass to add flexibility in managing egress and minimize potential congestion during periods of peak parking demand and special events.

P3 Parking – the primary users for this level will be similar to P2; day users, transient parking, special event parking as well as space dedicated to ski school drop-off/pick-up. There are 375 stalls for these uses. There are an additional 80 stalls for hotel/condo use, for a total of 455 stalls. Access is primarily to/from Deer Valley Drive, however an auxiliary entrance/exit is provided accessing Deer Valley Drive West/Royal Street intersection, which will be dedicated to hotel and condominium uses.

P4 Parking – there are 90 stalls for ski school, valet, and short-term parking on this level. “Short-term” means for visitor parking less than 30 minutes for such purposes as pick-up/drop-off, kiss ‘n’ ride, and so on. The balance of the parking on this level is 41 for hotel/condo uses.

North Parcel – The north parcel will consist of an additional 450 stalls. These will initially remain surface parking. This area will eventually consist of two levels, NP1 and NP2, and the total parking stalls will remain at 450. The north parcel will have the same level of parking management, including paid parking, and parking management technology, communications via multiple platforms, and high-touch customer service.

Structured parking layouts are shown below in **Figure 1**.



Source: IBI Group

Figure 1
Parking Level Layouts





Paid Parking

A paid parking scheme will be implemented in a manner that ensures transactions for inbound traffic do not cause delays which could impact adjacent streets. The price will vary by season and is an important tool to encourage all visitors to travel by modes other than driving alone. Signs and parking processes will be designed to maximize efficiency and minimize congestion.

Recognizing that the much of the typical clientele of Deer Valley are less price-sensitive than many potential parkers, pricing may be adjusted following initial implementation to ensure that the preferred reductions in peak parking demand are achieved.

Communications

To achieve the smoothest parking operations possible, parking information will be made available on Deer Valley's website and integrated into any platforms through which ski passes might be purchased. Additionally, hotel and condominium uses will be expected to incentivize arrival options that do not require parking on-site.

Parking availability by level will be integrated into the design of Snow Park. Parking information will be part of the dynamic wayfinding program included in the development. This information will be available to the visitor via electronic messaging at key decision points along Deer Valley Drive East, including at the newly-configured "Y" intersection of Deer Valley Drives East and West, and as the driver approaches the garage entrances. Parking communication may also be integrated into various phone and web apps operated by the resort, city, county, etc.

Once inside the parking levels, parking availability and general internal wayfinding will be incorporated into the design to improve access rates, guiding visitors to available spaces. The exact technologies and vendors have not been determined at this point, but it will employ the most appropriate and technologically advanced parking and transportation systems to ensure an efficient and user-friendly parking experience with minimal impact on adjacent streets.

From: [Victoria Schlaepfer \(DV\)](#)
To: [Alexandra Ananth](#)
Cc: [Vaifoa Lealaitafea](#); [Garrett Lang \(DV\)](#); [Tristan Pierson \(DV\)](#)
Subject: Deer Valley Overflow Parking Update - March
Date: Friday, April 1, 2022 8:33:18 AM

Hi Alex,

Please see the update on overflow parking so far this season.

Total Overflow Parking days: 12

Overflow parking days during regular operations: 11

Overflow parking days during special events: 1

Dates of overflow parking: 1/8, 1/9, 1/14, 1/17, 1/22, 1/29, 2/5, 2/21, 2/26, 2/27, 3/6 and 3/12

The name of the special event: 2022 FIS Freestyle Ski World Cup

Offsite Parking days: 0

Contracted with PC Transit for off-site parking: No

Please let me know if you have any questions.

Thanks,
Victoria

Victoria Schlaepfer
Event, Sponsorship and Sustainability Manager
T 435-645-6504

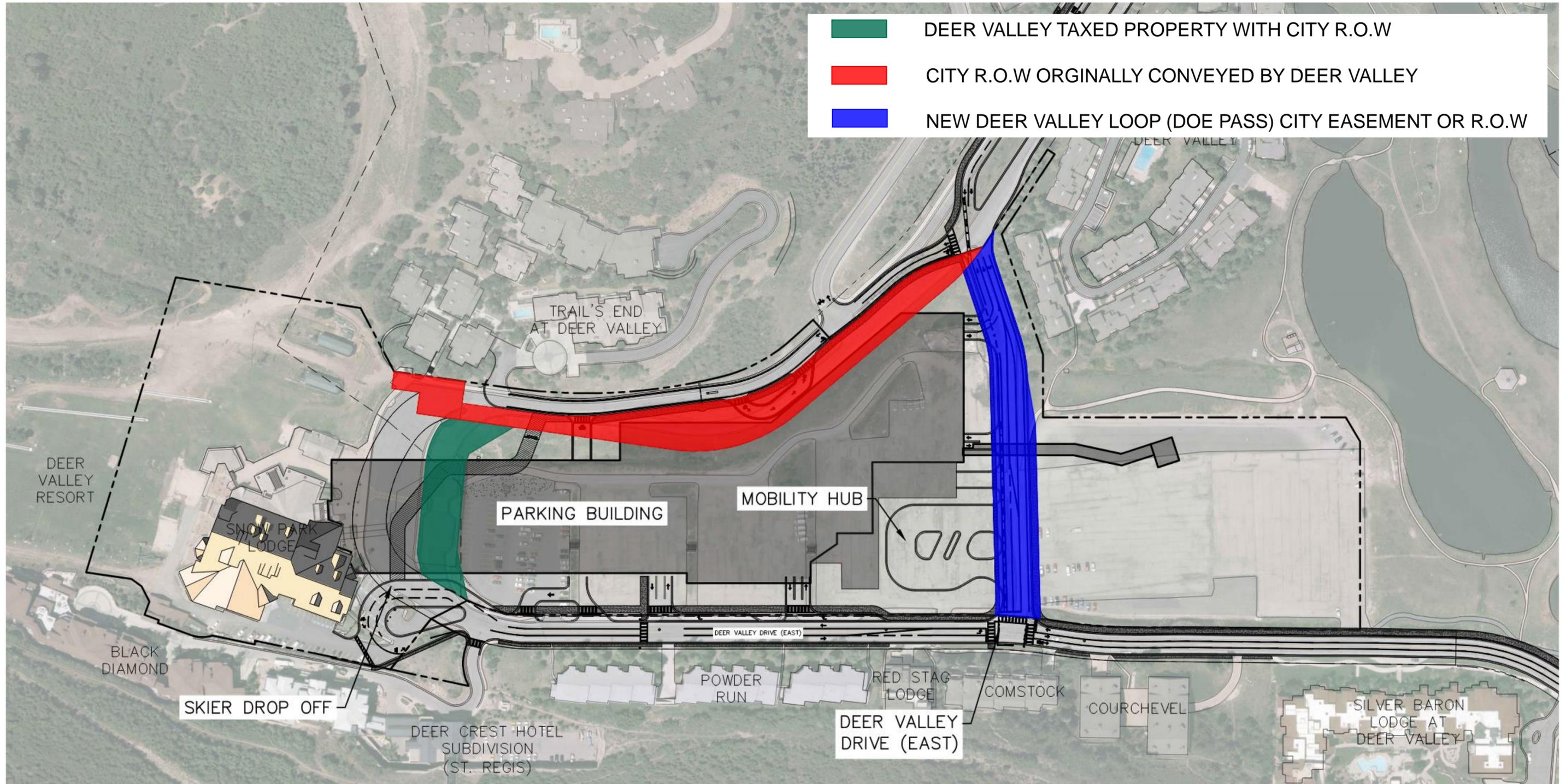


deervalley.com

#skithedifference

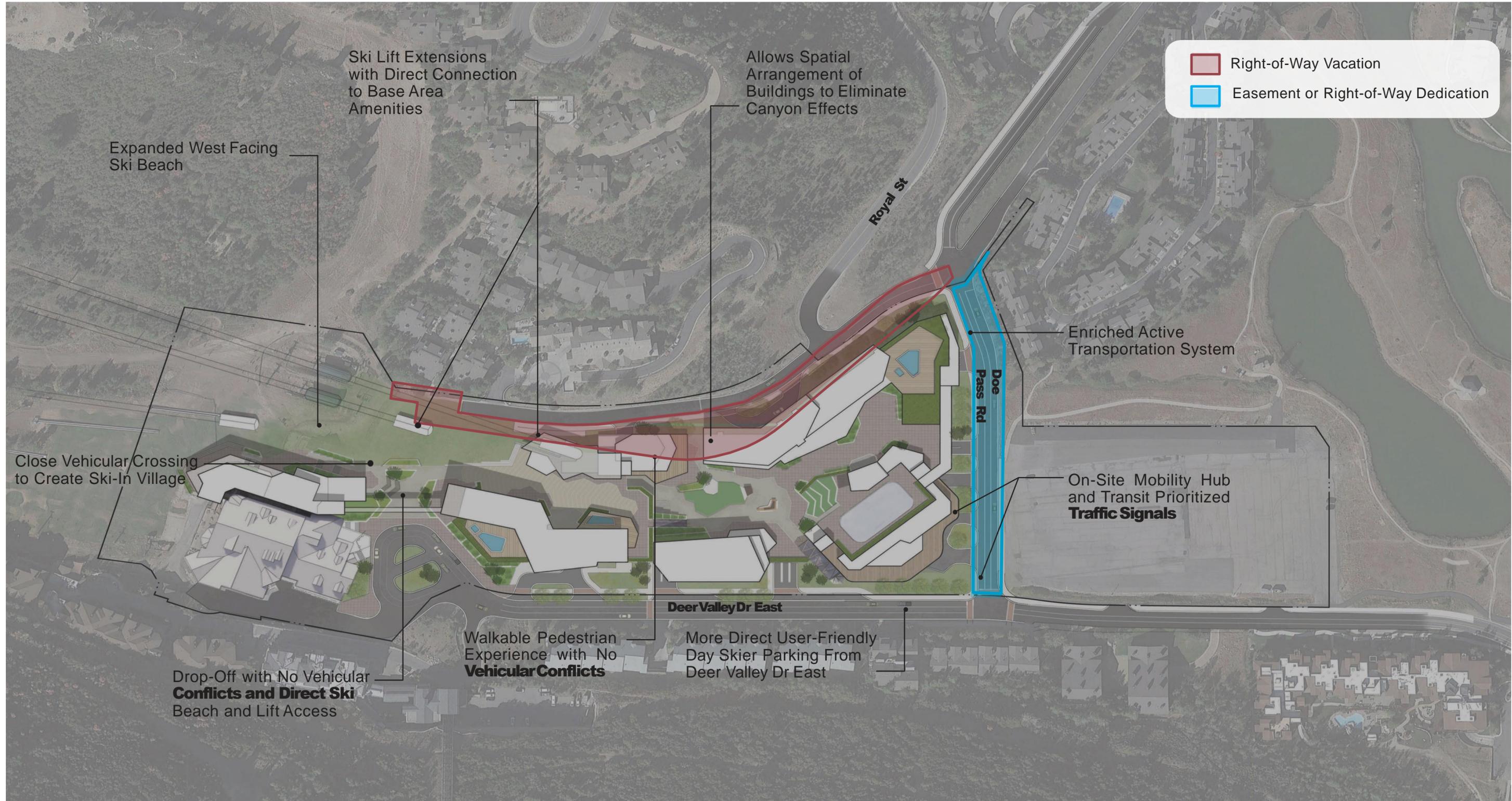
LAND OWNERSHIP

Benefits of Transportation Plan & Right of Way Vacation + Dedication



TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation + Dedication



TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



The Snow Park Village TRANSPORTATION PLAN aligns with the City's goals and entitled vision for Deer Valley Resort.

The following outlines the direct or indirect BENEFITS of public right-of-way vacation.

ALIGNMENT WITH PCMC VISION 2020 PILLARS AND 2014 GENERAL PLAN

- Prioritized Transit - Promoting transit as an efficient and user-friendly means of travel to and from Snow Park Village.
- Addition of on-site Mobility Hub.
- Signal at the Y-intersection allowing for transit control and ability to flush cars at peak times.
- Transit priority signal at DV Dr East and Doe Pass Road Contribution to Park -and-Ride Dedicated Bus Route.
- Comply with the goals of the Lower Deer Valley Neighborhood General Plan.
- “The Snow Park parking lots were allotted 210 residential unit equivalents and 21,890 square feet of commercial development within the Deer Valley Master Planned Development (MPD) in 1977.”
- “Maintaining the world class resort experience.”
- “Aesthetic experience of arriving at Deer Valley should be preserved.”
- “Compatibility, view corridors, circulation and connectivity is a priority for the future design (of Snow Park Village).”
- “Après ski experience of dining and shopping, while providing an opportunity to divert load -out traffic at the end of the ski day.” Increased local amenities that improve overall walkability and guest experience.”
- Roadway improvements adding better flow for transportation, bikes, pedestrians, and cars.

TRANSPORTATION PLAN BENEFITS

Benefits of Transportation Plan & Right of Way Vacation



The Snow Park Village TRANSPORTATION PLAN aligns with the City's goals and entitled vision for Deer Valley Resort.

The following outlines the direct or indirect BENEFITS of public right-of-way vacation.

DEER VALLEY DRIVE WEST ROW VACATION BENEFITS:

- Creates a ski-in/out base area
- Reduces vehicular and pedestrian conflicts
- Align with PCMC Vision 2020 Pillars and 2014 General Plan
- Comply with Lower Deer Valley Neighborhood Goals (connectivity, après ski experience, neighborhood amenities)
- Allows for more efficient parking garage layout
- Privatized Deer Valley Drive West reducing maintenance costs for PCMC
- Activates Mountain Transportation System
- Upgrading of Aged Underground Utilities in Deer Valley West
- Fully connected multi-use path across the new plaza

DOE PASS ROAD BENEFITS:

- Addition of on-site Mobility Hub and Transit Center
- Privatized Doe Pass Road reducing maintenance costs for PCMC
- Traffic signal at Deer Valley Drive East / Doe Pass Road with transit preemption
- Elevated transit focus to discourage single occupancy vehicle trips
- Enriched active transportation network
- Compact, walkable and pedestrian oriented village experience

Exhibit L: Right-Of-Way Vacation

Guidelines for the vacation of public Right-Of-Way include a finding of Good Cause and no material injury.

- (I) **Resolution No. 8-98 states the City may generally find “good cause” when a proposal demonstrates a “net tangible benefit” to the immediate neighborhood and the City as a whole. The City will evaluate a particular proposal against the criteria below to determine whether a “net tangible benefit” has been demonstrated by the petitioner.**

Initial evaluation by Planning, Transportation Planning, and the Engineering Departments identifies possible Good Cause for the proposed Vacation Petition as the transportation circulation pattern prioritizes transit with the addition of a flexible Shared Mobility Lane around the Deer Valley Loop which will serve as an 11-foot-wide bike lane most of the year, and the overall development offers community benefits and a safer arrival and departure experience for all guests. The plan is supported by the proposed ROW transfer and offers the following benefits that may not be achieved otherwise:

- Improvements to the drop-off experience with less vehicular and bus conflicts for guests over existing conditions today;
- Improved transit infrastructure including the new Transit Center and transit prioritized signalization;
- Improved pedestrian and bike connections around the existing Deer Valley Loop across the new plaza with a 12-foot-wide multi-use path and a transportation connection to Silver Lake Village via a new walk on gondola;
- A new walkable base area village and plaza with no vehicular conflicts on site;
- The potential for reduced traffic at key City intersections which are already operating beyond capacity;
- Reduced maintenance costs for PCMC; and
- Improved emergency vehicle access with the addition of the SML.

Since meeting in March 2022, the Applicant has reduced their ROW Vacation request to clarify that Deer Valley in fact owns the land under a significant portion of the City’s ROW in front of Snow Park Lodge and this section only requires the relocation of the public access to Doe Pass. This is a distinction without much of a difference except that some public input has implied that City property is being used for new development and this clarification is made to demonstrate that Deer Valley is already fee title owner in the applicable location. The ROW Vacation allows for the garage to extend to Snow Park Lodge providing a better connection for skiers and ski school patrons. The vacation allows for the creation of a ski in/out base village with no conflicts for pedestrians once parked and brings the Silver Lake new gondola into the village as a walk on lift also allowing for an alternative connection to Silver Lake Village area.

Without the vacation of ROW the Applicant would likely have to tunnel under portions of the Loop, requiring excavation and retaining walls which could further interrupt the

experience for pedestrians and bicyclists, may lead to a less desirable arrival experience underground, and likely removes the ability for a pedestrian village and the ability to bring the proposed lifts into the village adding to the transportation options and removing challenging grades that currently exist to access these lifts. The proposed village will also enhance the après experience, which potentially helps to spread out the PM peak traffic at the end of the day. Furthermore, the plan directly supports the Goals noted in the City's General Plan for the [Lower Deer Valley Neighborhood](#) which states "the 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" (p. 239). And that development "could add to the Après Ski experience of dining and shopping, while providing an opportunity to divert load out traffic at the end of the ski day... and increasing local amenities that improve walkability and visitor experience" (also p. 239).

Neighborhood Impact Mitigation

The Applicant is proposing a vehicular control gate on Deer Valley Drive West, just south of Royal Street, to prevent unsanctioned drop-offs and vehicular access along the roadway. The gate has been reviewed by the Fire District and the PCFD is comfortable with the concept of a gate and has not presented concerns regarding emergency access since prior input/suggestions were addressed. PCFD also notes that emergency response will be enhanced due to the bus-only lane, which will be available for emergency vehicles (Exhibit F). The proposed site plan also allows for emergency access across the plaza adjacent to the existing Snow Park Lodge. The emergency access corridor would prohibit any outdoor dining, plaza programming or other activities that could potentially inhibit emergency vehicle access in the immediate area.

The only residences located south of the proposed ROW vacation on Deer Valley Drive West are the homeowners of the Trails End At Deer Valley Condominiums, who appear to support the vacation in the Applicant's [Transportation and Circulation Plan](#) (p. 5). **However, staff acknowledges that all of Deer Valley Drive neighborhoods will be impacted by traffic changes.**

Staff recommends the Applicant clearly outline where safe crossing opportunities are located for the surrounding neighborhoods as plans submitted to date do not show crosswalks at the intersection of Deer Valley Drive East and Solamere or Queen Esther. Staff has additional concerns about the safety of a proposed crossing in front of Powder Run Condominiums.

The proposed changes to ROW do not impact the Density of Snow Park Village. The MPD sets out the allowed Density for Snow Park Village and the surrounding area included in the MPD, and the Applicant is not proposing to exceed the allowed Density. For the benefit of the Planning Commission and community, these parcels have approved Density already codified by previous planning commissions and City Councils.

Deer Valley Drive can accommodate the additional SML within the existing ROW, for

the most part, and the roadway does not have to be widened significantly. However, the addition of the SML does necessitate that the surrounding sidewalks in the Deer Valley Drive loop be widened in some places to accommodate the 12 foot multi-use..

The proposed ROW vacation has no material impact on utility capacity, the location and amount of off-street parking, usable open space of the project, snow storage capacity, noise, or other factors that might affect people and property off-site. The Applicant is proposing to eliminate the need for any overflow street parking with the proposed project, which has long been a community safety concern.

The proposal compensates the City for the loss of ROW with improved transit infrastructure including a six-bus bay Transit Center, public access on Doe Pass Road, and the improvement of the existing sidewalks/bike paths around the Deer Valley Loop with a multi-use path. However, as noted earlier, the Applicant needs to propose safe crossings for the neighborhoods located off Deer Valley Drive East.

- (II) The City must find that no person nor the public is “materially injured” by the proposal. “Materially injured” generally means direct or indirect injury to property or a property right because of the proposal. The injury must be significant enough to raise the level of interfering with the injured party’s use of his/her property or property right. The injury must be demonstrated by evidence on the record, or the City’s reasonable inference therefrom, and shall not merely be conjecture nor public clamor.**

Staff and the Applicant have worked proactively to identify potential impacts of the proposal. The Applicant conducted stakeholder outreach and continues to work on addressing and responding to concerns. Public input received since the last March 2022 Work Session is attached (Exhibit M).

The public hearing process is critical to evaluating this standard and staff looks forward to hearing more from the community. ***Staff encourages all sides to be patient, learn the facts and allow the process to identify and evaluate issues of concern.***

- (III) Joint meetings between the Planning Commission and City Council as necessary, are encouraged early in the process for large projects and Master Planned Developments, which propose vacation and reconfiguration of public Rights-Of-Way.**

At the joint Work Session on March 15, 2022_([Staff Report](#); [Minutes](#)), Council directed the Applicant to consider alternative options for transportation and circulation, perform additional community outreach, and work with the Planning Commission on a recommendation prior to returning to Council.

IN THE TREES
AT DEER VALLEY OWNERS ASSOCIATION

December 12, 2022

Park City Planning Commission
C/O Alexandra.Ananth@parkcity.org
445 Marsac Ave.
Park City, UT 84060

Park City Council
C/O council_mail@parkcity.org
445 Marsac Avenue
PO Box 1480
Park City, UT 84060

Re: DEER VALLEY SNOW PARK VILLAGE REDEVELOPMENT
OPPOSITION TO RIGHT-OF-WAY VACATION PETITION

REQUEST THIS LETTER AND ATTACHMENTS BE MADE PART OF PUBLIC RECORD

Dear Park City Council and Planning Commission Members:

This letter is submitted on behalf of the In The Trees Owners at Deer Valley Owners Association (“ITT”) to oppose the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan as submitted by Deer Valley Resort Company LLC and Alterra Mountain Company Real Estate Development Inc. (hereafter collectively “DVR”) to the City Planning Commission staff on July 28, 2022, and its amendment thereto, submitted on November 22, 2022. DVR has not demonstrated good cause to support its Petition as required under Utah law, specifically, Utah Code 17-27a-609.5. Instead of proceeding with its project as originally approved, DVR has done a re-design based upon obtaining ownership of public roads, specifically portions of Deer Valley Drive and Doe Pass in Lower Deer Valley. As submitted, DVR’s Petition and proposed Site Circulation Plan should be denied.

First and foremost, In The Trees does not object to the construction of the Village project as currently approved. In the Tree’s objection focuses solely on the significant impact and burden placed on its owners and the Community if the ROW Vacation and proposed Site Circulation changes are approved. Pursuant to Utah Code 17-27a-609.5, to vacate a public street (road), in whole or part, there must be a finding of good cause and no material injury to the public interest or a person. “Resolution No. 8-98 states the City may generally find good cause when a proposal demonstrates a “net tangible benefit” to the immediate neighborhood and the City as a whole” (Work Session Staff Report, March 15, 2022). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City because of the

proposed road vacation. DVR's proposed new transit center, multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking our public roads.

DVR's ROW Vacation petition and proposed Site Plan, while at first blush looks promising, is flawed, and will materially impact the general public and adjacent landowners.

General Agreement with Other HOAs Regarding Irrevocable Material Injury Caused by Road Vacation to Our Homes and the Entire Park City Community:

The owners of In The Trees are generally aligned with nearly all other HOAs in Deer Valley regarding the undesirability of the proposed road vacation. Deer Valley Drive now has one stop sign along its nearly 4-mile length, with generally well-behaved and free-flowing traffic at all but peak times.

The result is a scenic and majestic public right of way, which is also a highly functional neighborhood traffic layout at all times of the year. Deer Valley Drive (East) and Deer Valley Drive (West) also serve as high volume but still atmospheric entrances to a world class resort, with amazingly minimal conflicts between road users. Even at peak times, queueing on roads in Deer Valley is generally the result of the bottleneck at the roundabout at Deer Valley Drive and Marsac Drive and not due to inefficiencies is the Deer Valley Loop itself. The current road arrangement is safe, uncomplicated, scenic and an asset to lower Deer Valley and the greater Park City area.

The **visual quality** of Deer Valley, or what residents and visitors see on a daily basis, defines how people feel about the community and existing real estate values are in many ways closely tied to this visual quality. Therefore, the protection of scenic resources in Deer Valley is essential to maintaining its rural and tranquil mountain character and sense of place. By contrast, the proposed ROW vacation will irrevocably alter the visual quality of, and scenic gateway to, Deer Valley for the worse, create multiple new unsafe traffic conflict zones, and deprive our neighborhoods and the public of enjoyment and functionality of our current high-functioning street plan.

Direct Negative Impact to ITT, its Owners, Visitors, and Guests:

In addition to the general concerns outlined above, the ITT community will, in particular, be materially negatively impacted by the proposed changes, especially regarding changes to Deer Valley Drive (West), Doe Pass, and the multiple new, signalized intersections that are proposed a few hundred feet from our community.

ITT is located immediately adjacent to Deer Valley Drive (West) at Potters Lane.¹ We are also a few hundred feet Northwest of the intersection with both Doe Pass Road and Royal Street. At

¹ See Attachment No 1, Google Earth Image depicting In The Trees and adjacent Deer Valley Drive South, also commonly referred to as Deer Valley Drive (West).

our location, Deer Valley Drive (West) is a single one-way (upslope) street with a bike lane and sidewalk. An earthen median strip separates the upslope and downslope lanes of Deer Valley Drive (West). As is the case for most of Deer Valley Drive, traffic rarely queues outside our community and traffic disturbance is minimal. DVR's ROW Vacation Petition and Site Circulation Plan options if implemented would materially impact ITT's owners and their guests use and enjoyment of their properties, perhaps more so than any other community in lower Deer Valley:

- Potential Land Encroachment. Barring major new engineering such as unsightly retaining walls replacing the current grass median (and a particularly negative impact on the Lakeside Community), DVR's proposed modifications may be inconsistent with the width of Deer Valley Drive (West). For example, DVR's November 22, 2022, Bike Lane Priority option proposes a 12-foot wide "multi-use" lane; two 30-inch wide curbs; a 5-foot wide bike lane; and a 11.5 foot wide vehicle lane for a combined total width of 33.5 feet.² The width of Deer Valley Drive (West) adjacent to the ITT community, as set forth in its recorded parcel map is 30-feet.³ DVR's Bus/Flex lane option, dated November 16, 2022, (12-foot multi-use lane, 11-foot bus/bike flex lane and 11-foot vehicle lane) likewise requires more land than available barring major structural engineering which is not disclosed in the current plan.⁴
- Material Negative Impact on Egress and Ingress at ITT. Vehicles exiting out of In The Trees must turn right onto the one way portion of Deer Valley Drive (West), travel upslope (toward Snow Park) and make a U-Turn at the intersection of Royal Street and Deer Valley Drive (West) to travel on the one-way downslope side of Deer Valley Drive (toward historic Park City).⁵ At present, this is an unimpeded, uncomplicated and safe maneuver even at peak travel times, with light traffic coming downhill from Snowpark and one lane each direction with no queuing traffic, minimizing traffic conflicts.
 - o DVR's proposed newly created intersection at Doe Pass and Deer Valley Drive (West) does not provide an adequate allowance for making a U-Turn at this intersection. Even if provided, this U-turn would become more congested, and present more points of conflict. This is particularly true for shuttles and large vehicles.
 - o The Gauntlet Zone – DVR has designed a potential gauntlet zone of conflicting activity directly in front of the egress/ingress to the ITT community. Drivers entering or exiting from ITT will be forced to navigate across a 12-foot multi-use lane, a 5-foot bus/bike lane, which will also be merging, onto the up-slope vehicle traffic lane, *all within a few feet* of the "Final Bus Stop."⁶ In addition, according to

² DVR's November 22, 2022, Bike Lane Priority Option Sheet 1.

³ See Attachment No 2, Summit County Parcel Map, Number 442895, for In The Trees, recorded on November 11, 1995.

⁴ DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1.

⁵ See Attachment No 1, Google Earth Image depicting In The Trees and adjacent Deer Valley Drive South, also commonly referred to as Deer Valley Drive (West).

⁶ DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1, Expanded View re Final Bus Stop.

DVR's own data, the proposed plan would create considerable new queueing spillback onto Deer Valley Drive (West) directly in the vicinity of our ITT neighborhood. The resulting impact will be significant delays, traffic conflicts and a plethora of new hazards for ingress and egress to which every trip from our neighborhood will become subject.⁷ In addition, the anticipated sudden stops, accelerations, warnings from motorists (horns), the proposed merge signal and queueing at this new conflict zone will seriously degrade the quality of life and serenity in our community. At present, traffic is free-flowing, unconflicted, and well-behaved past our community, and this situation would markedly deteriorate under the new proposal and create material injury to our community.

- Increased Vehicle Traffic on Deer Valley Drive (West): DVR contemplates in its November 22, 2022, Circulation plan that Vehicular Flow for morning traffic entering via Deer Valley Drive (West) (upslope lane which is immediately adjacent to ITT) will be 60% of the general traffic flowing to the Snow Park resort area, and 100% of the day skier traffic, along with local residential use. DVR does not include any of the hotel drop off/pick up traffic for the hotel driveway to be located on Deer Valley Drive (West) just north of Royal Street, nor does it address additional daily trips created by day visitors to the village (restaurant users, hotel/spa/homeowner visitors, shoppers and those attending events in the future event space). While not detailed in its Circulation plan, this will be a significant increase to Deer Valley Drive (West) as its current traffic flow is mainly comprised of "pick-up/drop off" users and Buses, and it will remain the shortest route via GPS to the resort. Day Skiers who park in the parking lots typically enter the lots via Deer Valley Drive (East) as there currently is no direct access to the lots from Deer Valley Drive (West).
- Anticipated Traffic Queueing Along Deer Valley Drive (West): Day Skiers traveling to the resort as designed in DVR's Circulation Site Plan will travel along Deer Valley Drive (West) and shortly after passing the "Last Bus Stop" adjacent to In The Trees will turn left onto Doe Pass to enter the paid parking lots. This "direct access" from Deer Valley Drive (West) to the parking lots threatens to upset the current, highly functional, and safer splitting of traffic between Deer Valley Drive (East) and Deer Valley Drive (West). A review of the Circulation map for this traffic flow raises concerns regarding frequent traffic queueing, particularly near ITT given its proximity to Doe Pass.
- Loss of Quick and Easy Access to the Drop-off/Pick Up Zone: The drop-off/pick-up area is currently accessible from both Deer Valley Drive (West) and Deer Valley Drive (East). Under the proposed plan, the only access will be from Deer Valley Drive (East) and Deer Valley Drive (West) and Royal Street residents will be required to queue in parking and mobility center traffic to reach the drop-off zone. According to DVR's numbers, a resident exiting ITT, turning right onto Deer Valley Drive (West) will experience queue spillback of 325ft (or 18 cars). Then, another 225ft delay to reach Deer Valley Drive (East), another 125ft delay on Deer Valley Drive (East) to P3, another 25ft to P4 and 150ft to the drop off

⁷ See for example DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1.

zone, compared to minimal to no delays at present. Further, the drop off loop is significantly downsized and assumes 1) a 90-180 second drop off (1.5-3 minutes), which seems unrealistic, and 2) that most skiers will use the parking garage. However, in our experience, there are many drop off only vehicles – hotel shuttles, day skier shuttles, families, etc. and parking will require payment whereas drop off is free now. This all impacts the level of service expected of Deer Valley Resort.

Material Changes to General Public:

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of proposed Public ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This public property would be transferred from the City/taxpayers to Alterra.
- Proposed PRIVATE Area adjacent to ROW to be *Dedicated* = 40,257 square feet of Doe Pass Road. This property would be given to the City/taxpayers from Alterra.
- Net Benefit to Alterra and Net Loss to Taxpayers = 74,273 square feet (1.71 acres), a portion of which could be developed up to 45 feet per the existing MPD.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road, Deer Valley Drive (West), and Deer Valley Drive (East), as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

The additional congestion that complicated intersections and paid parking will create, means far more inbound delays can be anticipated along Deer Valley Drive (West), and In The Trees will be among the most heavily impacted communities.

We continue to support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. However, Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible without the ROW vacation. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to “protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice

methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation for purely the privatization interests of a private landowner sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Laurel Barry

Laurel Barry,
In The Trees at Deer Valley Owners Association, President

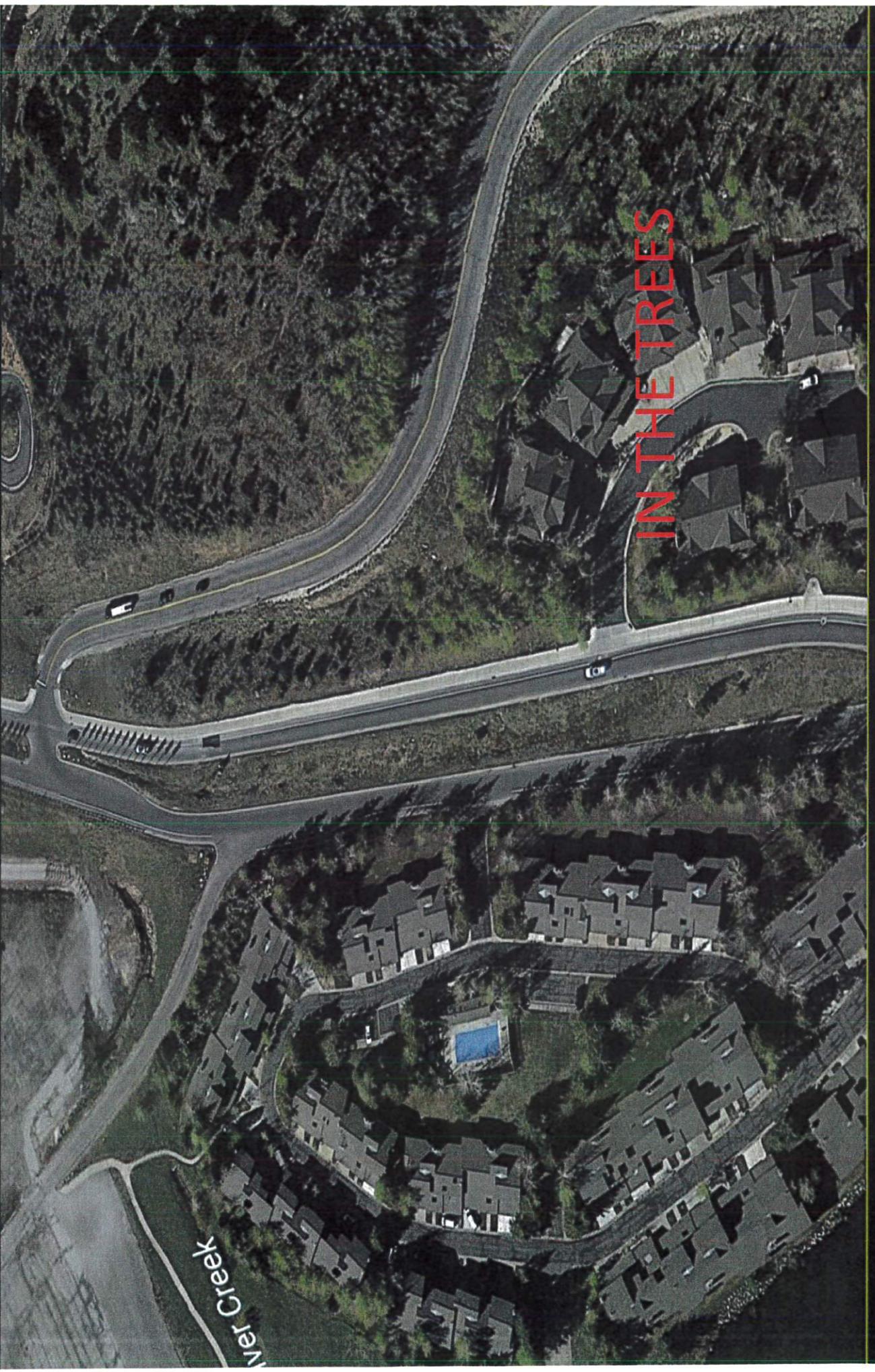
Meredith Berkowitz

Meredith Berkowitz
In The Trees at Deer Valley Owners Association, Director

Martin Zagari

Martin Zagari
In The Trees at Deer Valley Owners Association, Director

Attachments as Noted.



December 12, 2022

Dear Mayor Worel, City Councilors, and Planning Commissioners,

At the March 15, 2022, Joint Planning Commission and City Council Meeting, in the work session staff report regarding the Snow Park Development, Planning staff noted they had not received a formal position from the HOAs to be impacted by the proposed traffic changes and the proposed ROW Vacation. At the July open house at Deer Valley Café with Mayor Worel and Councilman Rubell, a joint position from the HOAs was again requested.

Attached are letters from 30 Deer Valley area HOAs. Though the letters are not all identical, they all agree on two points.

- (1) The HOAs support the development of a base village at Snow Park as was approved by Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect.
- (2) The HOAs are opposed to the proposed site circulation plan that includes the Right of Way (ROW) Vacation.

The HOAs worked together to provide position letters as requested. The letters cite the July 2022 plans. The November plans were just recently made available to the public. However, the concerns related to the proposed site circulation plan and ROW vacation stated in these letters remain the same.

Please make this cover letter and the attached HOA letters part of the Public Record. Hopefully, we can all work together to find a compromise that honors HOA and resident concerns in conjunction with City interests and Alterra's development rights.

Best Regards,

Allison D Keenan

Deer Valley HOA Letters Attached

<u>Community</u>	<u>Units/Residences</u>
Amber Daystar	24
American Flag	95
Black Bear Lodge	51
Bristlecone	20
Chateaux	48
Comstock Residents	11
Courcheval	27
Deer Lake Village	51
Echo Spur	6
Fawngrove	61
Glenfiddich	12
Hidden Meadows	45
Hidden Oaks 2	16
In The Trees	15
Lakeside	60
Lilac Hill East	5
Morning Star Estates	12
Nordic Village	24
The Oaks	94
Ontario Lodge	12
Pinnacle	86
Portico	19
Queen Esther	26
Silver Baron	74
Snow Park	27
Solamere	111
Stonebridge	26
Sunnyside	18
Sunspot	8
Wildflower	14
	<hr/>
	1098

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This property would be transferred from the City/taxpayers to Alterra.
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- Net Benefit to Alterra and Net Loss to Taxpayers = 74,273 square feet (1.71 acres), a portion of which could be developed up to 45 feet per the existing MPD.

Per Utah Code 17-27a-609.5, to vacate a public street (road), there must be a finding of good cause and no material injury to the public interest or a person. “Resolution No. 8-98 states the City may generally find good cause when a proposal demonstrates a “net tangible benefit” to the immediate neighborhood and the City as a whole” (Work Session Staff Report, March 15, 2022). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road and Deer Valley Drive East, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

We support the development of a base village, as was approved per Deer Valley Resort’s 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to “protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Richard Barros, President

HOA American Flag

Units 95

Approximate number of residents 190

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

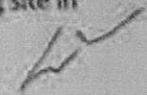
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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



President

HOA Daystar

Units 24

Approximate number of residents 48

**Black Bear Lodge
7447 Royal St
Park City UT, 84060**

Dear City Councilors and Planning Commission Members,

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Sincerely,



Andrew W Walter

President of the Homeowners Association Board of Trustees of Black Bear Lodge

HOA: Black Bear Lodge

Units: 51

Approximate number of residents _____

BRISTLECONE OWNERS ASSOCIATION

9055 South 1300 East Suite 104

SANDY, UTAH 84094

801-944-4469

September 22, 2022

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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Park City Planning Commission & City Council
September 22, 2022
Page 2 of 2

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Bristlecone Owners Association

A handwritten signature in black ink, appearing to read "Sue Guley", with a long horizontal flourish extending to the right.

President, Board Member



Dear City Councilors and Planning Commission Members:

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



Brian T. Zino
President - Chateaux at Deer Valley HOA

Date 11/21/2022

Units 48

Approximate number of daily occupants 220

Dear City Councilors and Planning Commission Members,

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Comstock Lodge Homeowners

Corey & Kristi Johnson, Unit 307
John & Holly Grady, Unit 305
Frank & Marci Plant, Unit 302
Chris & Sarah Dawes, Unit 207
Michael Hestwood, Unit 206
Richard Schwartz, Unit 205
Brad & Roya Baldrige, Unit 201
Ron & Alice Collette, Unit 107
Jay & Hui Branson, Unit 106
Marcia McCullough, Unit 104
Dan & Gail Baird, Unit 101

Comstock Lodge (21 units)

Approximate number of residents: 43

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This property would be transferred from the City/taxpayers to Alterra.
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Per Utah Code 17-27a-609.5, to vacate a public street (road), there must be a finding of good cause and no material injury to the public interest or a person. "Resolution No. 8-98 states the City may generally find good cause when a proposal demonstrates a "net tangible benefit" to the immediate neighborhood and the City as a whole" (Work Session Staff Report, March 15, 2022). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road and Deer Valley Drive East, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to “protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



Kathryn Leach

HOA Courchevel

Units 27

Approximate number of residents Varies by season - approximately 15 full time

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Allison O Keenan

On behalf of Deer Lake Village Board (all members voted unanimously)

Doug Singer, Carol Chenevert, Brian Smith, Michael Filippone and Allison Keenan

HOA Deer Lake Village

Units 51

Approximate number of residents 92

Dear City Councilors and Planning Commission Members,

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



S. Sean Kelleher, HOA President

HOA ____ Echo Spur _____

Units __6__

Approximate number of residents __15__

Dear City Councilors and Planning Commission Members,

The Fawngrove Home Owner's Association (FGHOA) represents 60 condominiums along Deer Valley Dr North. FGHOA has reviewed Deer Valley's Proposed Snow Park Village project presented by the Alterra Corporation to the Park City Planning Commission Staff on July 28, 2022.

FGHOA supports:

- 1) the garage/structure
- 2) the Plaza
- 3) developments on the Plaza

The support of items 1, 2, and 3 is subject to Park City's building codes, height restrictions, noise & sound restrictions/abatement, aesthetics, and the ability to maintain the Deer Valley Drive loop to allow access to the parking area from both the east and west sides and to maintain the Deer Valley loop for vehicle, bicycle, and pedestrian thoroughfare.

Although generally supportive, the FGHOA residents are concerned with the years of upcoming construction and the noise, dust, and dirt, that accompanies it, as well as seeing and hearing the construction equipment such as tower cranes, digging equipment, dump trucks, concrete trucks, etc.

FGHOA does NOT support:

The Deer Valley Drive Right of Way (ROW) vacation proposal and traffic pattern in the current proposed plan based on the following concerns:

ROW Vacation: We do not believe it is right that the existing public road be vacated for the use of Deer Valley Resorts without any benefit to the local residents. The Deer Valley loop public road should remain open and Deer Valley Resorts should find a solution to their Snow Park development without eliminating the loop, for example, with a lower-level roadway.

Traffic: We are concerned about the existing traffic situation and that the proposed development will exacerbate the problem, particularly at rush hour/peak times. More development will increase the number of people in the area and traffic due to cars, buses, shuttles, Uber/Lyft service, delivery vehicles, and support personnel transportation. The ability of Lower Deer Valley residents to enter the congested traffic on Deer Valley Drive during peak times will be a challenge. FGHOA request Park City and Deer Valley/Alterra to review the proposed design for the Deer Valley Drive loop and discuss with us alternate options that have been studied. We are also concerned about emergency vehicle access and egress. We would like to understand the City's plans for satellite/remote parking and related bus transportation to the ski resorts. The Deer Valley/Alterra traffic plan should be part of a larger Park City master traffic plan for all of Park City. Given the above concerns, we are not ready to support the ROW Vacation proposal as it is currently configured.

Mayflower Resort: We understand that the current design does not include the possibility of the addition of a skier's entrance to Deer Valley from the Mayflower Resort (east) side. This possible addition would significantly reduce traffic and parking requirements at Snow Park. It would also alleviate the existing traffic congestion caused by day skiers on the Route 248 entrance to Park City.

The latest proposal also shows an expansion of Deer Valley Dr where rock walls and utilities must be moved with ROW encroachment into Fawngrove, Bristlecone, and the Fire Station. FGHOA does not support this expansion.

In addition to vehicular traffic, there will be an increase in pedestrian and bicycle traffic along Fawngrove sidewalks and green-spaces which is already becoming a problem for Fawngrove residents.

Phase C: We are concerned about the final design and construction schedule of the North Parcel (Phase C), which is the closest to Fawngrove. However, we understand that this is the final phase of the project and is several years down the road.

FGHOA supports the basic idea of the Deer Valley/Alterra development but does not support the Deer Valley Dr South current ROW vacation proposal, the overall increase in traffic along Deer Valley Dr North and East, and the Deer Valley Dr North ROW encroachment along Fawngrove.

Sincerely,

Tom Miller
Fawngrove HOA President
September 21, 2022

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022.

Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

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In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice methods and diligent code enforcement." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Theresa Owens, President
Theresa Owens

HOA Glenfiddich

Units 12

Approximate number of residents 24

Dear City Councilors and Planning Commission Members,

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

For the Board of Directors of the
Hidden Meadows HOA

Homes 45 +/-

Approximate number of residents 45 +/-

Dear City Councilors and Planning Commission Members,

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Sincerely,



Scott Greenberg, President

HOA Hidden Oaks Subdivision II

Units 16

Approximate number of residents 38

Dear City Councilors and Planning Commission Members,

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Sincerely,

LAKESIDE at Deer Valley

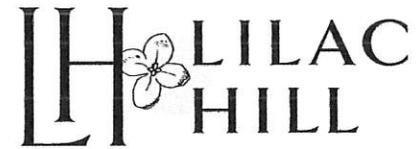
by W. W. Reynolds

BOARD

HOA LAKESIDE AT DEER VALLEY

Units 60

Approximate number of residents 600 +



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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra.

Dear City Councilors and Planning Commission Members,

The Morning Star Estates HOA is opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



James Murchie
Vice-President
Morning Star Estates HOA
12 units

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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice

methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Bill Kulczycki, President
Nordic Village Homeowners Association

Units: 24

Approximate number of residents: 96

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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Sincerely,

Wesley Richards

HOA The Oaks at Deer Valley

Units 94

Approximate number of residents 225

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Sincerely,



HOA Board Member & President

HOA Ontario Lodge

Units 12

Approximate number of residents 30-40

Dear City Councilors and Planning Commission Members,

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Sincerely,

W. B. ...

HOA President, The Pinnacle

Units 86

Approximate number of residents 75-100

Dear City Councilors and Planning Commission Members,

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Sincerely,

ALLISON KITCHING, BOARD PRESIDENT
JULIE COWAN, BOARD OFFICER
JENNIFER DORSEY, BOARD OFFICER

HOA PORTICO

Units 19

Approximate number of residents 36

Dear City Councilors and Planning Commission Members,

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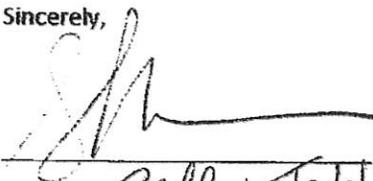
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Sincerely,



Sally Jablon

HOA Queen Esther

Units 26

Approximate number of residents 55

From: Jani Hegarty <JHegarty@thehwpgroup.com>
Sent: Thursday, August 11, 2022 8:35 PM
Subject: FW: Snow Park Development: Silver Baron Lodge HOA

From: Jani Hegarty <JHegarty@thehwpgroup.com>
Sent: Thursday, August 11, 2022 10:34 PM
To: 'laura.suesser@parkcity.org' <laura.suesser@parkcity.org>; 'sarah.hall@parkcity.org' <sarah.hall@parkcity.org>; 'john.kenworthy@parkcity.org' <john.kenworthy@parkcity.org>; 'john.frontero@parkcity.org' <john.frontero@parkcity.org>; 'bill.johnson@parkcity.org' <bill.johnson@parkcity.org>; 'christin.vandine@parkcity.org' <christin.vandine@parkcity.org>; 'alexandra.anath@parkcity.org' <alexandra.anath@parkcity.org>; 'gretchen.milliken@parkcity.org' <gretchen.milliken@parkcity.org>; 'planning@parkcity.org' <planning@parkcity.org>
Cc: Jani Hegarty <JHegarty@thehwpgroup.com>
Subject: Snow Park Development: Silver Baron Lodge HOA

Dear Park City Council Members and Planning Commission Members –

Thank you for hosting the open house/information session focused on the Snow Park Development project on July 30, 2022, at the Deer Valley Grocery café. We appreciate the opportunity to continue to be informed and hope that you welcome our feedback on the project. On behalf of the Silver Baron HOA, the meeting reconfirmed our position of the project:

- We are supportive of the concept but not supportive of the current plan
- We do not see equal and equitable benefits across the existing and future properties. In fact, we see a disproportionate inequity to the Silver Baron Lodge homeowners.
- We do not support vacating the land/street currently being used as the drop-off area for skiers. Eliminating this will cause increased traffic issues. The latest proposed development plan appears to be less acceptable than the original plan as it will create an increase in traffic in front of Silver Baron Lodge. The impact of this is multifactorial. The congestion can lead to accidents, skiers will be more at risk for injury, owners and guests will have greater difficulty entering/exiting the property. The noise level will most certainly increase. These factors will reduce the value of the Silver Baron property and impact investments made by homeowners.

We have all experienced the significant traffic bottlenecks throughout Park City creating heavy traffic congestion during ski season or whenever an event occurs.

We believe that Park City on behalf of its residents has the right to request an alternative plan from DV/Alterra whereby the land is not vacated. It appears that this effort is yet to be undertaken and the only options proposed include vacating the land.

With all due respect, we would recommend that the City consider the need for a traffic strategic plan with plan approval and funding secured before the Snow Park development project is approved to commence. It might be prudent to request that the study include Snow Park Development as well as Park City development.

Thank you.
Kind regards,
Jani Hegarty
Silver Baron HOA President

Dear City Councilors and Planning Commission Members,

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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

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Sincerely,

A handwritten signature in black ink, appearing to be 'C. S.', written above a horizontal line.

HOA Snow Park

Units 16 Voting/27 Owners

Approximate number of residents 27

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Charles A. Haggerty, President

HOA Solomon

Units 111

Approximate number of residents 260

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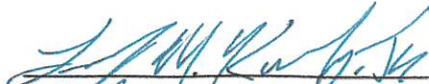
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FRANK KAROLY - PRES.

HOA STONEBRIDGE

Units 26

Approximate number of residents 78

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Per Utah Code 17-27a-609.5, to vacate a public street (road), there must be a finding of good cause and no material injury to the public interest or a person. "Resolution No. 8-98 states the City may generally find good cause when a proposal demonstrates a "net tangible benefit" to the immediate neighborhood and the City as a whole" (Work Session Staff Report, March 15, 2022). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road and Deer Valley Drive East, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice

methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified as presented in the latest development plan from Alterra. Given that Alterra is going to reap a significant financial benefit from the value of this land, Alterra should include in the plans all aspects that the neighborhoods have requested, including the traffic depot, the right of ways, the pedestrian trails and resident safety measures. Alterra should also undertake a commitment to use its best efforts to manage traffic during critical periods. Failing to require Alterra to include these protections for the community sets a very negative precedent in terms of future development in Park City.

Sincerely,

Robert Pantermuehl

HOA - Sunnyside

Units - 19

Approximate number of residents - 7

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This property would be transferred from the City/taxpayers to Alterra.
- Area of ROW to be *Dedicated* = 40,257 square feet of Doe Pass Road. This property would be given to the City/taxpayers from Alterra.
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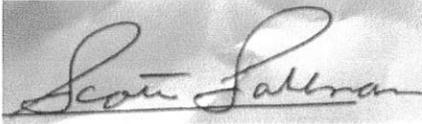
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Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice

methods and diligent code enforcement.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

A handwritten signature in cursive script, appearing to read "Scott Salzman", is written over a light gray rectangular background.

HOA - Sunspot Condominiums

Units - 8

Approximate number of residents - 18

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice

PS

methods and diligent code enforcement." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Robert Schumacher

HOA Wildflower

Units 14

Approximate number of residents _____

- full time residents 3
- 2nd homes 5
- VRBO 5
- long term rental 1

- # 4 protect Connolly
- # 5 protect Wavely
- # 6 protect Stuart
- # 8 protect Leo
- # 9 protect Schumacher
- # 11 protect ELLIS
- # 12 protect Peter
- # 13 protect McDonough

PS

From: CHARLES SOUTHEY <Charlessouthey@aol.com>

Sent: Tuesday, March 15, 2022 8:23 PM

To: Nann Worel <nann.worel@parkcity.org>

Cc: Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Please do not conditionally approve

Importance: High

[CAUTION] This is an external email.

Team,

Please follow city code and do not conditionally approve the requested vacation from Alterra until they submit plan alternatives that do not negatively impact the residents of lower DV and the increase traffic to all of Park City.

Thank you all for your time.

Sincerely,

Charles Southey
2785 Telemark
Solamere

From: Greg Haft <greg.haft@partnerre.com>
Sent: Tuesday, March 15, 2022 4:57 PM
To: planning <planning@parkcity.org>
Cc: Sarah Hall <sarah.hall@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; john.philipps@parkcity.org; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] Snow Park Development

[CAUTION] This is an external email.

Planning Commission Members -

We are writing to note our concern about the planned development on Deer Valley Drive.

As owners at Silver Baron Lodge and parents of young children, we are concerned about the car traffic and resulting safety challenges from the changed traffic patterns.

Additionally we are concerned about a significant project impacting noise pollution, air quality and the currently lovely aesthetics of the Snow Park and Deer Valley Drive area.

We are not averse to change but feel this is overly ambitious growth that is not ideal for Park City as a whole.

We ask that you thoroughly review the project and not allow significant increases in automobile traffic into the Deer Valley area. We should focus on the excellent and free public transportation and work to limit car traffic for the sake of the environment.

Thank you for your attention to this important matter.

Sincerely,
Greg and Kinga Haft
Silver Baron 6327
(610) 241-7713

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From: cori chandler <corichestnut@yahoo.com>

Sent: Wednesday, March 16, 2022 9:37 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Cc: Chandler, Jack <jack_chandler@ymail.com>; corichestnut@yahoo.com

Subject: [External] Altera - Deer Valley Redevelopment Plan

Dear Mayor Worel, Planning Commission and City Council:

I attended the joint meeting with the City Council and Planning Commission yesterday which was both informative and frustrating. It was apparent to me that much of the frustration from residents and their failure to address Mayor Worel's question stemmed from a full understanding of the status of Altera's redevelopment plan with respect to the roadway petition and with the agenda item that was only about the voting process and therefore comments outside of that were not accepted.

Shockingly it became apparent last night that Altera has moved forward with extensive planning and design despite the uncertainty of a pending vote on the town vacating a section of roadways and yet this is the linchpin in their plan. With a vote of no on the roadways they have no backup plan and are back to square one on their entire project. Their strategy for a project of this scope and size is truly perplexing and as one resident pointed out puts pressure on the Council to vote on all or nothing.

As a homeowner in Lower Deer Valley I have had some concerns about this project that I would like to share:

Last night during the discussion on the first agenda item on land management presented by the Planning Staff they listed the four pillars of Community Values with historical character and small town being two of them. They talked about the importance of maintaining Park City's "**historical character**". How does Altera's redevelopment plan fulfill this criteria? Where do you see the preservation of our historical character in the mammoth glass and metal of Altera's proposed redevelopment and how does it fulfill the small town criteria? Only two miles away is historic Old Town and this project does nothing to preserve the historical flavor of the area.

There was also a brief discussion of water conservation by the Planning Staff as an ongoing concern. With 96% of Utah currently in a state of severe drought,

and reservoirs currently at only 55% capacity and climate change what is Park City's plan to meet the increased water needs of Deer Valley's residential and hotel development? This of course is in addition to the Mayflower and PCMR developments.

Also stemming from the size of this project is concern that the current infrastructure and the eventual increase in traffic will present a significant problem to residents and for people going into town. The single lane roads leaving Deer Valley can barely handle existing traffic conditions, how will moving all the traffic onto one single lane work with Altera projecting more cars on the road even with the expansion of public transit? Last summer's fire in Lambs Canyon has brought front and center to residents the importance of a quick and efficient evacuation route so this plan has residents very concerned.

Pursuant to this I would like to bring to your attention that on February 11 there was a water main break on Deer Valley West and as a result all of the traffic departing the mountain was redirected onto Deer Valley East which interestingly is the proposed route of traffic in Altera's redevelopment plan. The result was an absolute nightmare for residents with bumper to bumper traffic the entire way to the rotary. This was in a sense a trial run of their plan and it failed miserably and looked nothing like their traffic study. My neighbor called me extremely frustrated while she was stuck in traffic trying to get her son to an after school activity. Is this what you want for residents? Additionally Kearns and Bonanza road are unbearable at the end of the day, this will only add to the nightmare for all of these roads.

I am in agreement that Deer Valley needs some updating but the size and scope of this plan are overwhelming for residents, certainly Altera can come up with a redevelopment plan that is smaller in scope and size and one that would meet all four criteria of the town's Community Values? There is always resistance to change but there has to be a happy meeting ground on this.

In closing I want to thank you for the work that you do. I have attended town meetings in other municipalities and I was impressed by the questions, concerns and discussions that followed both agenda items. I was encouraged in particular to hear about water conservation, public transit expansion, carbon footprint and the suggestion of expanding biking and walking paths. I also want to thank Mayor Worel for her assurance that residents will have the opportunity in the future to voice opinions and concerns on this project.

I would respectfully ask that this letter be part of public record.

Best Regards,
Cori Chandler
3055 Solamere Drive

From: Brock Cardiner <brockcardiner@gmail.com>

Sent: Wednesday, March 16, 2022 10:17 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Save the Deer Valley Loop

[CAUTION] This is an external email.

To whom it may concern,

As if the development all over Park City in general weren't heinous enough, here comes another bulldozer development company helping themselves to even more of what has made Deer Valley beautiful and unique and understated to benefit themselves (Alterra) and their shareholders.

While I remain opposed to the development of the DV parking lots in general, I understand the rights dating back to inception. This, however, is just another greedy land grab. Many of us who have skied Deer Valley since the 90s and have been fortunate enough in life to have been able to purchase a home perhaps decades later have now fallen prey to yet another monster corporation with zero regard for history, skiers, homeowners or anyone other than their own deep pockets.

I, like many other residents of the area, implore City Hall to terminate this entitled and site-altering project before it's too late.

Best,
Brock

Brock Cardiner
+1 323 828 1162

From: brian kinkead <bmk645@gmail.com>

Sent: Wednesday, March 16, 2022 11:21 AM

To: Sarah Hall <sarah.hall@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>

Cc: planning <planning@parkcity.org>

Subject: [External] DVR Snowpark Development Proposal

[CAUTION] This is an external email.

To the Planning Commissioners:

My wife and I own a condo at the silver baron lodge. Before becoming full time residents of Park City two years ago we would stay in our condo while visiting in the winter to ski and in the summer to enjoy the local attractions. We lived in our condo full time for 15 months in 2020/21 while the home we purchased in Park Meadows was remodeled. We love the neighborhood. Our view of the ponds and PCMR beyond is magnificent. Fortunately, our condo is located at the southwest corner of the silver baron lodge so we don't look directly at the parking lots.

I am in favor of the Snowpark development. I think once completed it will enhance the deer valley experience overall. The village will be much more attractive than the parking lots which under any conditions are pretty ugly. I do worry about traffic flow and access to the building. Obviously the construction period will be disruptive. All in all, however, I think the project makes sense for the resort and the local community. Ultimately I think it will be value added from the perspective of a Deer Valley property owner.

Thanks,

Brian Kinkead

From: allisondkeenan@aol.com <allisondkeenan@aol.com>

Sent: Wednesday, March 16, 2022 7:46 PM

To: Nann Worel <nann.worel@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>

Subject: [External] Snow Park Development & Deer Valley Right of Way Petition

[CAUTION] This is an external email.

Dear Mayor Worel, Commissioner Phillips, Alex Ananth and Gretchen Milliken,

First of all, I want to thank you all for the work you do every day for Park City. I was at the Joint City Council and Planning Commission Meeting last night. You do not have easy jobs and I truly appreciate what you do.

I have been working with Chuck Haggerty from Solamere and other local residents to make sure that the property owners of Lower Deer Valley are informed about public meetings and about what has been proposed for the Snow Park Development. Most residents were aware of the plans to develop the Snow Park parking lots, but many had not seen the transportation plans. My goal is to make sure people are informed. I spoke to the President of the Comstock HOA Board on Monday evening and she asked me to send her the transportation plan. Her condominium is directly across from Doe Pass Road, she is the President of the HOA Board and she had no idea what was being proposed. This is an issue. Different individuals and HOAs have different ideas about what would be best. I am opposed to the proposed site circulation plan and the roadway vacation, but by speaking to many residents over the past couple of weeks, I have come to appreciate a number of different views. Everyone needs to be informed.

The reason I am writing is that I want to know the best way to advocate for the property owners and residents in this process. I may not agree with everyone's opinion, but I would like everyone to be heard. Right now, I think there are two main concerns from property owners.

- 1) Deer Valley Development (Alterra) has not done sufficient outreach. Even though there have been communications with residents like the Zoom meeting on February 17, many property owners feel that Deer Valley already had a very specific plan in place. There should have been outreach prior to that. Now many residents are quite upset. You are all well aware of this after receiving countless letters.
- 2) Many residents would like their concerns to be represented in the Work Session Staff Reports. I am not sure what the protocol is for this or if this is even possible. The Staff Reports may be solely to review what the Applicant has proposed. Alex Ananth does an excellent job with the Staff Reports. By reading her Staff Reports and looking at the Exhibits, I have gained a very good understanding of the proposed site circulation plan and the development. I forward her reports with links to the meetings to the residents. Upon reviewing the Work Session Staff Report for the March 15 meeting, I contacted many HOAs and informed them that the Planning Commission wanted to know their position on the proposal. Chuck Haggerty and I also contacted many residents over the past few weeks and told them to write letters. I apologize for increasing your work load, but we want the residents to be heard.

Going forward, what is the best way to communicate with the Planning Commission Staff, the Planning Commissioners and the City Council? I know we can write letters that will be entered into the Public Record. However, if the Staff is looking for specific input or if there is something that would be helpful, I

would like to convey that to the property owners and residents. Between Chuck Haggerty and I , we have contacts with most of the HOAs in Lower Deer Valley as well as American Flag off of Royal Street, Deer Crest and a number of HOAs between the Y intersection and the traffic circle on Deer Valley Drive. The proposed development will affect all of these communities. If we are informed of what the Planning Commission Staff needs in advance, we can do our best to get you the information. I think if residents feel heard, it would be extremely beneficial to the process.

I am also happy to meet with any of you in person. Please let me know your thoughts. Thank you.

Allison D. Keenan

Deer Lake Village resident who grew up in Salt Lake and cherishes living in lower Deer Valley

From: allisondkeenan@aol.com <allisondkeenan@aol.com>

Sent: Monday, March 21, 2022 4:15 PM

To: Becca Gerber <becca.gerber@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; planning <planning@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>

Cc: pikegrain@sbcglobal.net

Subject: [External] Lakeside Homeowners' Association Position on Snow Park Development

[CAUTION] This is an external email.

Dear Mayor Worel, Park City Planning Commissioners and Park City Councilors,

Please see the revised position from Lakeside Homeowners' Association (LSHOA) on vacating part of Deer Valley Drives. The LSHOA added language about the proposed vacation. Billy Sheppard requested that I send this on his behalf. Please make this part of the Public Record. Thank you. Allison Keenan

The Lakeside Homeowners' Association (LSHOA) has reviewed Deer Valley's Proposed Snow Park project.

LSHOA supports the :

- 1)garage/structure
- 2) the Plaza
- 3) developments on the Plaza

1,2,3 subject to Park City's building codes, height restrictions, noise & sound restrictions/abatements and aesthetics..

LSHOA request Park City to keep in place the present 2022 Deer Valley Drives and not "VACATE" part or parts of Deer Valley Drives East & West to the Deer Valley Resort and or Alterra Mountain CO. Or to any other entity.

LSHOA does not support the proposed transit hub at the NE corner of the proposed parking garage/structure and desires to keep in some form ,the present drop-off & pick-up/loop traffic flow that is now present.

LSHOA believes part of the Deer Valley EXPERIENCE is the direct accessibility to the snow & lifts that we have always had at Deer Valley which is a unique feature shared by few ski resorts.

Many of our homeowners bought here because of the direct access & ease of dropping kids and spouses off with gear without have to trudge a distance like is proposed by the Snowpark project.

Another issue that needs to be addressed now and even to a greater extent with the additional units and people is an emergency ingress/egress from lower Deer Valley . An evacuation route over McKinley's Gap down thru Deep Crest to US 40 would provide such a route.

If you have any questions or want a discussion, please contact Billy Sheppard @ 314 249 7453 or pikegrain@sbcglobal.net

Sincerely,
LSHOA Board

From: Chaparral <chaparral@ptarmiganps.com>

Sent: Wednesday, April 6, 2022 1:39 PM

Cc: Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: Chaparral HOA Letter - Alterra Development Plan

To Whom It May Concern,

On behalf of The Chaparral Homeowners Association, please see the attached letter regarding the Alterra development plan in Deer Valley.

Thank you for taking the time to read this letter. We hope to receive a response to this email addressing the concerns of the Chaparral HOA.

Ptarmigan Property Services, Inc.

P.O. Box 680820

Park City, Utah 84068

(435) 645-8300

Wednesday, April 6th, 2022

Dear Park City Planning Commission, Planning Department, and City Council Members,

We are the Chaparral Condominium Homeowners Association for the sixteen condominium homes located at 1955 Deer Valley Drive North at the intersection of Solamere Drive. More importantly, we are sixteen individual owners who have invested in Park City and contributed to the growth and success of Deer Valley Resort as an international ski destination.

We have seen Alterra Mountain Company's PowerPoint presentation of its proposed development of the Snow Park Lodge and Base, read Alterra's Fehr Peers Transportation Analysis, and have closely followed (some have attended) recent Park City Planning Commission and Planning Department meetings. While the Chaparral homeowners agree an improved Snow Park Lodge and Base will likely enhance the overall skier/visitor experience, we think there are more questions than answers regarding Alterra's plan to eliminate the Deer Valley Loop and direct all resort traffic onto Deer Valley Drive North (referred to as "East" in the proposal)

As sixteen of the approximately 500 homeowners affected on Deer Valley Drive North, we have seen Deer Valley Drive North become a major traffic artery for skiers, concert goers and residents in Lower Deer Valley. On any given day at 4 p.m. during the ski season or after a summer concert, traffic is at a complete standstill on Deer Valley Drive North from the intersection of Deer Valley

Drive South back to the base parking lots, with some additional congestion on the other side of the loop.

We urge the Park City Planning Commission and Planning Department to commission an independent, objective traffic impact analysis (at Alterra's expense) for and by the community to ensure the redevelopment of Snow Park doesn't negatively affect the approximately 4,500 residents of Lower Deer Valley. We need more information on how the redesigned traffic patterns might impact our ability to enter and exit our driveways during peak ski hours and after concerts. How will the response times from the fire station on Deer Valley Drive North be affected? What will the impact be on the pedestrians, skaters, dogs, and people waiting for busses along the pathways?

Will bicycles continue to share the road with vehicles (as they should), or will they be forced to utilize the pathways? The Chaparral homeowners support Alterra's investment in Deer Valley Resort and acknowledge its right to redevelop Snow Park Lodge and Base. We only ask that Alterra's design fits into the Lower Deer Valley neighborhood, not the other way around.

Respectfully,

The Chaparral Homeowners Association

From: Brad Baldrige <brad_baldrige@yahoo.com>
Sent: Monday, June 20, 2022 2:42 PM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>
Cc: Arbab Roya <roya.arbab@gmail.com>
Subject: [External] Proposed Alterra plan for the Lower Deer Valley Parking Lots

[CAUTION] This is an external email.

Dear Park City Planning Commissioners and Staff,

Thank you for taking the time to consider local resident concerns.

My family would like to request that this letter be made part of the public record.

We are supportive of the development plans in Deer Valley. However, we believe that closure of Deer Valley Drive (DVD) South/West and re-routing traffic to DVD east will have a significant, negative impact on all residents on DVD East. Closure of DVD West only increases the traffic on the DVD East which makes it congested and fraught with risk. Further, when there is the inevitable vehicle accident or car breakdown on DVD East, the entire ski area would be negatively impacted.

There will be a considerable increase in traffic, noise, danger to pedestrians and, therefore, reduced quality of life for all residents. In our estimation, there is no community benefit that outweighs the deleterious effects of increased daily traffic. As a Comstock resident, the proposed traffic light is directly in front of our building which will snarl traffic and change walking from a peaceful endeavor to one fraught with risk.

The cumulative effect of closing of Doe road, re-routing all traffic to Deer Valley East, changing the bus stops to the new proposed Transit Center and removal of the bike lanes guarantees increased daily traffic, noise pollution and congestion in front of our building every day of summer and during winter seasons when Deer Valley Ski Resort is open.

The loss of the bike path is also significant. There are many cyclists, e-bikers and skate skiers that use the road in addition to the great deal of pedestrians who utilize the sidewalk. Elimination of the bike path will force the cyclists and skate skiers and pedestrians to compete for sidewalk space since the road will be congested and dangerous. We believe that this is a significant safety issue. Also, if walking is not a comfortable option, some will opt to drive which only increases congestion.

The current bus system is a model for small towns. It is highly efficient, convenient and offers a terrific service for access to Snow Park/Carpenter lift. The proposed plan appears to require a further walk to the lift. This will discourage bus usage which is contrary to community transportation objectives.

In summary, closure of the DVD West/South, will significantly and negatively impact those residents on DVD East/North. We do not see a community benefit in rerouting traffic by closing DVD West and, in fact, we are convinced that the effect will be deleterious compared to the current bidirectional flow.

Thank you for your careful consideration.

Sincerely,

E.B. Baldrige
Comstock Lodge, Deer Valley

From: Brad Baldrige <brad_baldrige@yahoo.com>

Sent: Monday, October 3, 2022 12:08 PM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; allisondkeenan@aol.com; Jeanne and Joe Graupmann <jg22301@hotmail.com>

Subject: [External] Lower Deer Valley Traffic Flow/Development

[CAUTION] This is an external email.

Dear Park City Planning Commissioners and Staff,

I am an owner in Comstock Lodge.

I strongly oppose the construction of a Transit Hub in the vicinity of Doe Pass. Deer Valley is a destination resort, not a Transit Hub. Relocation of the Transit Hub away from the base of Snow Park (a commercial destination) moves congestion toward our condo (a residential area) with its attendant increase in car, bus, and pedestrian traffic as well as noise.

I support the free flow of bidirectional traffic flow as currently configured with no traffic light at the east end of Doe Pass. Limiting traffic flow with cul-de-sacs will not improve traffic flow. Further, only one route of egress may create a serious and possible disastrous traffic problem if there is a fire or other emergencies. (Example: Paradise Fires in California).

Thank you for your consideration.

Brad Baldrige

From: Kristi Johnson <kristi.p.johnson@gmail.com>
Sent: Wednesday, August 3, 2022 2:41 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Cc: Johnson, Corey <CJohnson@eprod.com>
Subject: [External] Alterra Transportation and Parking Plan

[CAUTION] This is an external email.

Alexandra, good afternoon. Corey and I appreciated your time at the neighbor meeting at the Deer Valley Grocery Cafe on Saturday morning. We had to leave after Mayor Worel's talking points to get back to our kids, and it sounds like we missed quite the lively back-and-forth later in the meeting. Our family hears the Mayor and the City loud and clear that they would prefer to hear from a unified coalition of HOA's instead of individual homeowners. Unfortunately, in our case, Comstock Lodge HOA has not yet vjoined the Lower Deer Valley Coalition (or provided an official position as an HOA), so the only way for our voices to be heard at the current juncture is to write to you as individual homeowners. If our HOA's position changes, we will begin to voice our opinion through the larger body that the Comstock HOA joins.

I have reviewed parts of the new July 2022 traffic study and its recommendations, along with the Alterra presentation that was sent to the City last Friday. I have some thoughts to share, and I will try to keep them as brief as I can.

The Alterra presentation notes that it is "achieving community support" and has "worked with Lower Deer Valley's HOA's". They use three letters from the two least-affected HOA's in Lower Deer Valley as proof of this outreach. I put my contact information on a form multiple months ago volunteering to work with Alterra, and I have never been contacted. Every single Lower DV neighbor I have spoken with (residents of HOA's including Pinnacle, Sunspot, Chapparal, Fawngrove, Solamere, and Daystar) has had a similar experience: they have volunteered to speak with Alterra or meet with Alterra to discuss the neighborhood point of view and have never been contacted. **The idea that Alterra has met extensively and successfully with the community is false.**

My husband and I firmly believe that the vast majority of the neighborhood push-back to the Alterra development surrounds the question of the abandonment of the southern part of the Deer Valley Loop. The residents of Park City are under no obligation to vacate the road; it was never contemplated under the 1977 plan. **Alterra's idea that the road is owed to them is misguided and false, and they have proved absolutely no marginal benefit or utility to their neighbors of Lower Deer Valley that the road should be given to them.**

Instead of proving benefit, Alterra's own presentations and studies suggest that their plan will erode the quality of life in lower Deer Valley and increase both traffic and parking problems. In the Fehr Peers traffic study submitted with Friday's presentation, the consultant

noted that Alterra's Snow Park Village Proposal would provide approximately 20% less parking than is currently required by Park City Code. Considering the parking and traffic nightmare that we already deal with between ski season and major summer events (Deer Valley Music Festival, conferences like the current Big Gear Show, and other events), reducing parking further and squeezing traffic onto a much shorter loop is an absolute non-starter in our book.

Alterra's proposal suggests that by requiring people to pay for parking and creating less parking to utilize, skiers and visitors will alter their behavior and will use public transportation. This idea is completely misguided. I think that one would simply need to look to traffic and parking horror stories from the Silly Sunday Market (where parking fees are required during typically non-fee hours) to show real-time examples that this theory is preposterous and visitors will continue to come to Lower Deer Valley in their own cars.

Alterra's proposed vacation of part of the Deer Valley Loop and utilization of Doe Pass Road is highlighted in its own report as failing Park City's basic LOS thresholds. Three intersections already fail the basic thresholds, and per Alterra's own traffic consultant, not only will those intersections continue to fail under Park City's plan, but the number of intersections failing basic LOS thresholds would double (to six intersections) by 2040 under Alterra's plan.

Corey and I are in favor of the development as a whole as long as Alterra sticks to the original 1977 master plan. There should be no vacation of a portion of the Deer Valley Loop. Our neighbors overwhelmingly do NOT support Alterra's vacation of the road. If Alterra would like to bring an alternate plan to the table where the road is either sunken to a subterranean level or elevated, then that seems to be a potential idea where we could have constructive discussions. Alterra has proven no benefit to Lower Deer Valley with the vacation of the road, and its plans to reduce parking will only further exacerbate the traffic congestion nightmare if the Deer Valley Loop is shortened to loop at Doe Pass Road. Alterra has also failed to bring any alternate plan before City Council....the only plan that they have been willing to put before City Council is overwhelmingly rejected by its Lower Deer Valley neighbors.

I would appreciate it if you could share these thoughts with Mayor Worel and Councilman Rubell, as I don't have their contact information on hand. Corey and I very much appreciated their time on Saturday as well. Thank you for your work on this project.

Sincerely,
Kristi Johnson
Comstock Lodge 307
Park City neighbor since 2018

-----Original Message-----

From: Weinstock, Peter <pweinstock@hunton.com>

Sent: Saturday, July 30, 2022 12:12 PM

To: Alexandra Ananth <alexandra.ananth@parkcity.org>

Subject: [External] I am writing at the mayor's invitation

[CAUTION] This is an external email.

The existing overdevelopment has lead to concomitant issues and diseconomies. These need to be resolved before new development is permitted. Over ski holidays, and especially Christmas and New Year's, it is gridlock down to 224. It might take 1 1/2 hours to drive the two miles. I get development rights but they can not be exercised absent addressing the existing problems. The existing practice of bending over backward for development needs to end. It will just lead to litigation.

What are your plans for addressing the existing horrific traffic?

Peter Weinstock
Hunton Andrews Kurth LLP
Fountain Place
1445 Ross Avenue 3700
Dallas, Texas 75202-2799
(214) 468-3395

From: Charles Haggerty <chuckhaggerty@icloud.com>
Sent: Tuesday, March 15, 2022 4:09 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: nannworel@parkcity.org
Subject: [External] Fwd: Objection
From: Charles Haggerty <chuckhaggerty@icloud.com>
Subject: Fwd: Objection

Begin forwarded message:

From: Charles Haggerty <chuckhaggerty@icloud.com>
Subject: Objection
Date: March 15, 2022 at 3:55:32 PM MDT

WE FORMALLY OBJECT TO THE PARK CITY MUNICIPAL CORPORATION'S "ABANDONMENT/VACATION AND TRAFFIC PATTERN" OF PORTIONS OF DEER VALLEY DRIVE WEST.

I have been authorized to object on behalf of the area HOA's listed in EXHIBIT 1, attached. This represents about 1463 residents in the area.

EXHIBIT 2 is the formal "OBJECTION" which contains 40 specific objection points.

We are not objecting at this time, to the Alterra purposed re-development of the Snow Park Lodge area. WE ARE OBJECTING TO THE ABANDONMENT/VACATION OF PORTIONS OF DEER VALLEY DRIVE WEST AND WE ARE OBJECTING TO THE PURPOSED TRAFFIC PATTERN PURPOSED BY THE PARK CITY MUNICIPAL CORP.

Thank you for your consideration.

Chuck Haggerty
President, Solamere HOA

EXIHIBT 1

HOA’s SUPPORTING THE FORMAL OBJECTION’S TO THE
“ABANDONMENT/VACATION AND TRAFFIC PATTREN OF PORTIONS OF DEER
VALLEY DRIVE WEST, PARK CITY UTAH AS OF March 15, 2022, 3;00 PM

HOA	UNITS
Solamere	111
Oaks	100
American Flag	95
Hidden Meadows	49
Amber/Daystar	24
Bristlecone	20
Deer Lake Village	51
Fawngrove	61
Glenfiddich	12
Nordic Village	29
Pinnacle	86
Queen Esther/Gilt Edge	40
Silver Barron Lodge	74
Stonebridge	26
Wildflower	14
Ontario Lodge	?
TOTAL	836

ACCOUNTS FOR APPROXAMATELY 1463 RESIDENTS

EXHIBIT 2

March 15, 2022

FORMAL OBJECTION'S TO THE ALTERRIA/PARK CITY MUNICIPAL PURPOSAL FOR THE RE-DEVELOPMENT OF THE DEER VALLEY/SNOW PARK LODGE AREA.

-We "FORMALLY OBJECT" to Park City Municipal "ABANDONMENT/ VACATION AND TRAFFIC PATTREN" of portions of Deer Valley Drive West.

-We object to the fact that this plan is in clear violation of Park City Code 15-6-2 which states

This code will.... PROTECT "RESIDENTIAL USES" AND RESIDENTIAL NEIGHBORSHOODS FROM "IMPACTS" OF "NON-RESIDENTIAL USES" USING BEST PRACTICE METHODS AND DILLIGENT CODE ENFORCEMENT.

-We object because the City must use "good cause" to abandon a road. There is no good cause to "Abandon" DV drive West.

" In order to vacate a public Right of Way, the City must find both of the following;"

Good cause for the proposed vacation – The City may generally find good cause when a proposal demonstrates

1. "NET TANGIBLE BENEFIT TO THE IMMEDIATE NEIGHBORHOOD AND CITY AS A WHOLE."

2 "NEITHER THE PUBLIC NOR ANY PERSON WILL BE MATERIALLY INJURED BY THE VACATION."

NO GOOD CAUSE HAS BEEN DEMOSTRAED FOR THE ABANDONMENT OF DEER VALLEY DRIVE WEST!

-We object to changing the “DV Loop” as it is today. It works well today and the only apparent reason for the change is to create a **“SKI BEACH AND VIEWING AREA OF THE MOUNTAINS”** in front of Snow Park lodge for the benefit of Alterra Corporation.

-We object to the fact that City has given no “specific” dimensions as to how many acres or square feet this “Abandonment/Vacation would cover.

We object to the fact that the City has not given a specific formula as to how and how much the City (i.e. taxpayers) will be reimbursed from Alterra Corp if this “vacation” is approved

-We object to dead ending DV drive West for the congestion it will create at various points of entry/exit to the new DV Snow Park area.

-We object to remaking DV drive East from the current 2 lane (11’ foot wide) pattern with two bike paths, to a 3-lane road (two 10’ and one 11’ lanes) with no bike paths.

-We object to allowing Fire Trucks with mirrors (10’ 5” to 10’ 8”wide) to be allowed to use a 10’ road way in non -emergency times.

We object to the fact that the Park City Fire District has not stated what the average “response time” to an Emergency today and what that will be under this new City plan.

-We object to allowing Ambulance’s (10’wide with mirrors) to use a 10’ wide road lane in non-emergencies.

-We object to City/County buses (10’wide with mirrors) using an 11’ road lane, for **“SAFETY REASONS”**. It leaves 6” room on each side of the bus for clearance.

-We object of a typical SUV like a Chev Suburban (9’ wide with mirrors) using a 10’ roadway, with 6” on each side for clearance.

-We object to allowing a typical “flat bed” delivery truck (10’ 2” wide with mirrors) using a 10’ roadway. (2” over the line)

We object to a typical Chev Silverado (dual wheel, 10’10” wide with mirrors) using a 10’ road way.

We object to allowing a typical DV Guest Shuttle (9’3” with mirrors) to use a 10’ roadway, 4 ½” clearance on each side.

-We object to allowing approximately 1000 more cars in the morning and 1000 more cars in the afternoon use DV drive East because of “SAFETY” and “Ingress/egress” from a joining neighborhoods.

-We object to taking out the Bike paths on DV drive East.

-We object to the sidewalk on DV drive becoming a “walk/bike” path for “SAFETY” reasons.

-We object to having combined Parents/Children/Strollers, Elderly, Dogs and Bikes forced to use an approximately 5’ wide winter (because of Snow removal) path and 8’ foot wide summer path for pure “SAFETY” reasons.

-We object to their being a space of 30” between the bumper of a car going 25-35 MPH adjoining the walk/bike path. Pure “SAFETY” reasons.

-We object to their not being sufficient room for a Park City Police car to patrol DV drive East for speeding. This is one of most patrolled/ticketed streets in the City and the only room for a Patrol car to observe from, is too totally block the Walk/Bike path or from private driveways.

-We object to Alterra Corporation taking the position that this traffic plan does not belong to them, since they submitted one and the City dramatically changed it.

-We object to the City having to take “liability responsibility” because it “the City’s plan”

-We object to winter snow removal that will not have the bike path to “windrow” the snow, but will now cover the Walk/Bike path for 24-48 hours before removal.

-We object to “walker’s” using City buses to have to cross 3 lanes of traffic to cross DV drive East to catch a bus with no “safety precautions installed” at the current 5 crossings to the west side from the Fire Station to the “Y” intersection of the 3 -lane road.

-We object to having no place to stand on the other side of the 3-lane road to catch the bus, as their will longer be a bike lane to stand in.

-We object to neighborhood drivers (Oaks, Solamere, Amber, Queen Easter, Hidden Oaks, Morning Star, Hidden Meadows, Pinnacle’s) having to cross two lanes of oncoming traffic to make a left turn to go to Snow Park.

-We object to the fact that cars returning to the above neighborhoods will be required to cross a “BLIND BUS” lane to make a right turn into their homes.

-We object to School buses now having to cross 2 lanes to make a left turn to pick up the children in the area.

-We object to the Alterra “Traffic Consultants” position **“JUST BE PATIENT, SOMEONE WILL LET YOU IN”!**

-We object to the fact that Alterra paid for the “Traffic Consultant” and there has been no “Independent” view of this plan.

-We object to the timing of when the Alterra traffic plan study was completed, thru the early stages of COVID.(April 2021) This plan is terribly flawed and must be redone for an up to date position analysis for 2022-2023 during the real ski season.

-We object to the Alterra’s position that adding a “gate” on DV drive West just past Royal Street will prevent “unsanctioned drop offs and vehicular access”. This only benefits the 35 owners of Trails End Condo Association. Meanwhile it

adversely impacts all of the people in Upper Deer Valley wanting to get to Snow Park especially the 85 owners in American Flag HOA.

-We object to having all cars going to Upper DV on Royal Street behind most of the bus traffic when UDOT refuses to plow upper Marsac State Road 224.

We object to the plan to have all cars, trucks and buses having to make a “sharp” left hand turn at the end of Royal Street on to a “two way road that measures 16’2” i.e. 8” 1” going both ways.

-We object to the added distance, approximately 2500-3000 cars will have to travel to get to Snow Park. Today Royal St. is .2 of a mile to Snow Park, the “Y” to Snow Park on DV drive West, is .5 miles and from the “Y” to Snow Park on DV drive East is 1.2 miles. Today a vast majority of those cars travel the .5 miles on DV drive West (future would be .7 of a mile longer).

-We object to the “Carbon” pollution impact this will create in the area, when cars will add approximately 400,000 – 425,000 additional miles per year driven because of the longer route.

-We object to the fact that no “ plan “ has been shown for Alterra parking lot #5 for the future. This amount to about 30% -40% more developable space for Alterra and we deserve to know the future impacts of that Phase.

-We object to the fact that Alterra has not presented a plan for the staging of all the trucks and materials that will impact the traffic in the area and what that time frame will be.

-We object to the fact that Alterra has given no “estimate” of how many additional trucks will be required to drive on DV drive East during the construction time.

From: Kathy Jones-Price <kjonesprice@msn.com>
Sent: Tuesday, March 15, 2022 10:07 AM
To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; alexandria.ananth@parkcity.org <alexandria.ananth@parkcity.org>; planning <planning@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>
Subject: [External] Fw: Deer Valley Development Plan
Importance: High

[CAUTION] This is an external email.

I am sending this again as my original email was not included in the 82 pages of public comment for tonight's meeting.

From: Kathy Jones-Price
Sent: Tuesday, March 8, 2022 10:45 AM
To: john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; christin.vandine@parkcity.org <christin.vandine@parkcity.org>; bill.johnson@parkcity.org <bill.johnson@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>
Cc: gretchen.milliken@parkcity.org <gretchen.milliken@parkcity.org>; alexandria.ananth@parkcity.org <alexandria.ananth@parkcity.org>; planning@parkcity.org <planning@parkcity.org>
Subject: Deer Valley Development Plan

To Park City Planning Commission,

My husband, Harry, and I are full-time residents of Solamere. We bought a lot and built our home back in the early 1990's. My Park City history goes back a long way. My grandfather, Ephraim Adamson, immigrated to Park City from Sweden and is the tall sheriff standing with his deputy on Main Street in the Pop Jenks photograph which is one of the most famous historical photographs. My father, Byron Jones, was the music teacher at Park City High School for many years before it became the Jim Santy building. My mother, brother and sister were born in the Park City Miners Hospital.

My husband and I have watched the Deer Valley neighborhoods grow and have made many neighborhood friends, both part-time and full-time residents. We served our community for several years as board members of the Park City International Jazz Festival. We raised our son here and we continue to love our neighborhood and all of the outdoor activities.

We are concerned that the plan to develop the Deer Valley Resort parking lots and closing down part of Deer Valley Drive seem to be moving forward without input from the residents, community or local government.

I am a regular walker and runner of the Deer Valley loop. Eliminating both bike lanes and sharing one path with all walkers, runners, cyclists and people walking their dogs is dangerous. I have regularly encountered inexperienced e-bike riders that do not know how to stop or move out of the way. Conditions will not improve by offering less space. One can get the feel of what it may be like by driving along Deer Valley Drive when cars are allowed to park on the side of the road. I can't imagine that there will be enough room for a bus lane, two traffic lanes and a walk/bike path.

We hope that the council and planning commission carefully considers the overall impact of this development including a thorough examination of Alterra's move to take over part of Deer Valley Drive. A "gift" of this magnitude should not be done quickly or perhaps at all without a careful legal review and input from all stakeholders.

We recognize that Alterra has the right to develop the property as part of the original plan approved many years ago, but it does not make sense to push forward with this project as-is without careful consideration of the long-term impact on our beloved community.

Thank you for your consideration.

Kathy Jones-Price

From: Norman Schwartz <sunbeltpropertiesfla@gmail.com>
Sent: Tuesday, March 15, 2022 11:00 AM
To: Council_Mail <Council_Mail@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>
Cc: planning <planning@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; gretchen.milken@parkcity.org
Subject: [External] Fwd: Deer Valley Plaza and Traffic Loop

[CAUTION] This is an external email.

I am distraught about the overdevelopment and reduction in the quality of our lifestyle in Summit County, and specifically the Deer Valley expansion. In my attachment I have outlined a plan that could meet everyone's needs and mitigate the concerns of most residents. If it is determined that my solution is not feasible I think a highly qualified outside Land Planning Firm should be retained to review the developers traffic plan and offer a fresh new approach.

Thank you in advance for your time and consideration.

March 14, 2022

Dear Council Members and Planning Commissioners,

The Development Plan for the New Deer Valley Plaza has some great ideas and could be absolutely breathtaking. The problem is the current access and roadways are over capacity and will be worse by the time development is completed.

Regardless of onsite mitigation and traffic management there will always be bottlenecks on at Snow Park, Deer Valley Drive, Bonanza and Hwy 248.

The Developer has vested rights but MUST mitigate the impact for the immediate neighborhood, which is probably impossible with the 1 entrance on DV Drive. The gridlock and impact for Solamere, Queen Esther and other developments could be catastrophic. If Alterra is denied approval their alternative could be to sell the property to the highest bidder. They

could litigate and receive approvals to build a far worse project, without the vision of the project currently proposed has and the community benefits.

Solutions are born from ingenuity, thinking out of the box and searching tirelessly for creative solutions. We live in such a time. I believe there is such a solution.

The Boring Company (Elon Musk) has just completed phases of a tunnel under metropolitan Las Vegas that accommodates electric passenger commuter vehicles built by Tesla. I believe Park City owns The Clark Ranch off Hwy 40 and it is approximately 1.5 miles from the Deer Valley Snow Park site.

I am told tunnel costs are in the range of \$7-10 million dollars per mile (each way), approximately \$25 to \$30 million dollars total. Deer Valley could own and operate the transit system and pay for the tunnel and surface construction from paid parking revenues and we could actually reduce parking at Snow Park and reduce traffic on DV Drive. City requires all 224 and 248 day skier and event "private auto" traffic to park at Clark Ranch satellite lot saving these drivers 45 minutes.

It is likely some funds could be available through government grants, green infrastructure, bonds or a public-private partnership. Imagine parking 800-1,000 cars at Clark Ranch and having the skiers arrive at the new Deer Valley Base in 3 minutes.

It could also provide staff parking as well. The results could be impressive. It would allow the planned new plaza to house the extended carpenter lift, a new people mover gondola to Silver Lake, and a new Transit Center for electric commuter vehicles and conventional buses/shuttles. No additional net vehicles, less pollution, less traffic gridlock and a new Deer Valley's new base.

It would also reduce pressure on Kearns, Bonanza, Marsac, Deer Valley Drive and all Old Town feeder arteries.

This is far better than the conventional transportation options proposed. Let's think out of the box and create a visionary signature project.

Norman Schwartz

Sunbelt Investment Properties, Inc.
(954) 205-0436

-----Original Message-----

From: Michael Feeley <michaelscottfeeley@gmail.com>

Sent: Tuesday, March 15, 2022 10:57 AM

To: Alexandra Ananth <alexandra.ananth@parkcity.org>

Subject: [External] Alterra Proposal

[CAUTION] This is an external email.

Dear Mayor Worel, the City Council, and the Planning Commissioners

As full time residents of Solamere, we are very concerned with Alterra's proposal to acquire the City-owned property on Deer Valley Loop. Creating two dead end roads and further burdening the traffic is not an efficient and appropriate solution.

We are generally in favor of the proposed development, but troubled by the lack of thought in addressing the overall traffic plan for the area. We urge you not to vacate the road and to encourage Alterra to conduct deeper and more creative planning to benefit Park City residents and visitors.

Please add these comments to the public record.

Michael and Janet Feeley
Solamere

Sent from my iPhone

From: Steve Owens <steve@stowens.com>

Sent: Tuesday, March 15, 2022 10:49 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Save DV loop

[CAUTION] This is an external email.

The Alterra plan to eliminate the Deer Valley Drive loop is il-conceived and unworkable:

- traffic that now uses both sides of the loop will be pushed onto just Deer Valley Drive East. Traffic on DVDE already backs up terribly on ski days and concert days to the point that residents have to plan around these windows. The incremental air pollution is not what we should be aiming for.
- the new drop off location for day skiers is smaller and further from the lifts. Remember schlepping your skis and your kids' skis while walking in ski boots? People will just try to drive so it's more convenient. Result: more traffic and too little parking. Also think about the DV after school juniors program with its designated drop off parking. How will that work?
- the plan calls for 3 lanes on DVDE. No plan for dealing with overflow parking on DVDE is mentioned and with 3 lanes (if they would fit which seems doubtful) there will be no room for street parking.
- There are no pull outs for bus stops and with buses circling one way in the proposal, there is no provision for lower DV residents to use buses to get to DV. So, they'll have to drive adding to traffic and parking issues
- Alterra indicates they want to change traffic flow so arriving visitors will have a grand view of the resort as they drive up. Really? That will impact their business? For who, 5% first time visitors on their first ski day?

You've seen the challenges in getting skiers to park and take buses. It's not convenient and takes time when one could be skiing. You walk further. The proposed traffic flow creates a situation with these same attributes.

To be clear, I'm in favor of Deer Valley developing the parking lots. It's a welcome improvement. But it seems they haven't thought through the benefits of having a loop for traffic (all traffic, not just buses). And a loop that delivers people close to the lifts.

All these questions after reading their proposal and listening to their pitch. Have they thought this through? I ask that you do as I don't believe they did.

Steve Owens
Glenfiddich Condominiums
2305 Queen Esther Drive

From: Amit Verma <amitv@sbcglobal.net>

Sent: Tuesday, March 15, 2022 9:41 AM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>

Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Re: Deer Valley Loop Traffic

Please make this part of the public record

Dear Planning Commissioners

We are residents of Deer Valley - 3155 Sun ridge Court, Park City Utah 84060 - and are writing this letter to urge you to reexamine the traffic plan for the Deer Valley Loop. The plan that is being proposed will create havoc for the residents of the area adjacent to the resort and will not be good for anyone - tourists and locals alike. This will create massive problems (backed up traffic, traffic jams and increased noise and pollution levels) for all involved and will negatively impact any future positive experience that the redevelopment of the Deer Valley resort might have. We implore you to take the well being of the resort, natural habitat and local residents into account as this project moves forward. The best solution is to keep the traffic flow as is.

Aparajitha and Amit Verma
3155 Sun Ridge Court
Park City Utah 84060
713-202-3672

On Thursday, February 24, 2022, 06:54:23 AM CST, Amit Verma <amitv@sbcglobal.net> wrote:

Dear Planning Commissioners

We are residents of Deer Valley - 3155 Sun ridge Court, Park City Utah 84060 - and are writing this letter to urge you to reexamine the traffic plan for the Deer Valley Loop. The plan that is being proposed will create havoc for the residents of the area adjacent to the resort and will not be good for anyone - tourists and locals alike. This will create massive problems (backed up traffic, traffic jams and increased noise and pollution levels) for all involved and will negatively impact any future positive experience that the redevelopment of the Deer Valley resort might have. We implore you to take the well being of the resort, natural habitat and local residents into account as this project moves forward.

Aparajitha and Amit Verma
3155 Sun Ridge Court
Park City Utah 84060
713-202-3672

From: T Larsen <thelarsengroup@msn.com>
Sent: Tuesday, March 15, 2022 6:49 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] Opposition to vacating the DV loop

Dear planning staff,

On behalf of myself and my family we are greatly supposed against vacating the access to Deer valley loop road.

We Own a home right on Deer valley dr N with a beautiful view of Snow Park Lodge and it would greatly impact us functionally and financially.

We rent our home throughout the year and it would impact us tremendously.

The potential roadway vacation has never been part of any of the approved plans. Deer valley is valuable real estate.

They can easily build their base village without it. What Alterra is proposing will significantly change traffic flows directing most of the traffic to Deer Valley Drive North/East. There will also be a much smaller drop off area. A unique feature of Deer Valley is being able to drop off people directly at the base. There appears to be no concern from Alterra for the residents or even the day skiers visiting the resort.

We love that we are able to drop off family members at the base. We like walking and biking around the Deer Valley loop.

What about emergency access to the base if Alterra creates two dead end roads?

It would not be fair for Alterra to receive this valuable land rather than maintaining it as City property to benefit the taxpayers.

We are requesting that this email be made part of all future records.
Thank you.

Best,

Tamara larsen/Trustee
Saddle Mountain Family Trust
1955 Deer valley drive N
Park City, Utah
801.230.9841

*Mailing address:
P.O. Box 1451
Riverton, Utah 84065

From: Allison Kitching <allison_kitching@mac.com>
Sent: Tuesday, March 15, 2022 12:08 AM
To: Nann Worel <nann.worel@parkcity.org>; max.donilney@parkcity.org; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>; jscowan@aol.com; jdorsey.family@gmail.com
Subject: [External] Deer Valley ROW Vacation Petition & Snow Park Village MPD- Public Feedback

[CAUTION] This is an external email.

Dear Mayor Worel, Planning Commission and City Council,

Our owners at Portico appreciate your dedication to public service. Your roles are critical. You are our voice in the key decisions regarding development in our community. We are writing to express our opposition to the current MPD for Snow Park Village and we strongly object to the ROW Vacation Petition. We look forward to contributing to the public input process to assure the new Deer Valley Village meets the objectives of both Deer Valley and the owners at Portico.

Our board president has lived in Park City for 10 years. The development adjacent to our complex is a tangible example of community input guiding the outcome of a project. What started as a request for 17 units was reduced for our neighborhood to 4 homes. The city, the developer and the Rossie Hill residents came together in a good faith effort to strike a compromise. The process took years, and the outcome was acceptable for all. With hard work and patience, we can develop a compromise blending the interests of both Deer Valley and our residents. Community concerns are not fully integrated into the current Deer Valley proposals.

The Snow Park Village MPD and ROW Vacation Petition have both set off alarm bells with our owners. Our reasons for opposing the current proposals are extensive.

-Deer Valley is proposing two dead-end roads to replace the current Deer Valley Loop. This proposal will disrupt existing traffic flow, restrict access to Deer Valley West and remove access to Deer Valley South. These are all existing tax-payer funded roadways our owners appreciate and fully utilize. Municipal Code 15-6-1 restricts this type of reallocation of the current residential use of Deer Valley Loop for the non-residential use of Deer Valley.

-There has been no due diligence to support any changes to Deer Valley Loop. We request Deer Valley set up a mock trial of their proposed traffic flow changes during a summer concert evening and a busy weekend ski day. Once these mock trials occur and the results are shared, we will all have solid information regarding the effects of these proposals.

-The Deer Valley funded traffic study is insufficient. The only timeframe studied was President's Weekend in 2020. As we all know many more people live here full-time now compared to February 2020. We also request the inclusion of the summer concert season in any decisions regarding traffic impacts. The traffic study included Deer Valley Loop from the "Y" and around Deer Valley Loop

only. Without a comprehensive traffic study which includes the impact on all of Park City, our leaders do not have enough information to make an informed decision.

- The South portion of Deer Valley Drive will be taken from our residents and gifted to Deer Valley for their development. Once residents lose Deer Valley Drive South, we will permanently lose our direct access to the base of the mountain by both car and bus.
- Traffic flow from Deer Valley East will slow at the proposed turnaround at the top of Deer Valley Drive East. Individuals and shuttles will struggle to drop off skiers and then circle back to cross two lanes of traffic to park.
- Deer Valley drive downhill past the "Y" will backup the short distance to the intersection of Sunnyside Drive and Rossie Hill Drive.
- Air pollution in our neighborhood will increase with all of the cars stopped on Deer Valley Drive in both the morning and the evening.
- Our owners and the entire Rossie Hill neighborhood use this intersection to enter our neighborhood. The Deer Valley plan will exacerbate the existing difficulty of entering Deer Valley Drive from our neighborhood.
- If this existing plan is approved, Rossie Hill will likely need a traffic circle or a signal at our intersection to allow residents reasonable access to Deer Valley Drive.
- Deer Valley paid parking combined with the additional traffic backup on Deer Valley Drive make our neighborhood an appealing free parking area during ski season, concert nights and mountain biking season. Our city leaders will need to support additional enforcement of resident-only parking to protect our neighborhood.
- The assumptions behind the 20% reduction in parking variance requested by Deer Valley are not supported with evidence. Due diligence has not occurred regarding the reduced parking variance request. Please require Deer Valley survey the current skiers to ask what the impact of the paid parking will have on their parking habits. It is likely the parking lot will fill even with paid parking. Please require Deer Valley to take full accountability for the parking needed to support their employees. Many local people work for Deer Valley and there is no solid plan for where they can park. These employees are not all on a bus line and they currently carpool to work. Deer Valley employees living in the Deer Valley/Old Town neighborhood will not drive to Park City High School or Richardson Flats to take a bus to work. The employees will park at Deer Valley Resort. The overflow parking situation created by the lack of parking for skiers, employees, guests and concert attendees will move into surrounding neighborhoods. Residents will bear the burden of overflow skier and concert parking.
- Deer Valley Loop is currently a safe place to walk and bike because bikes and pedestrians are separated. The proposal to combine the existing walking path and bike lane into a multi-use path is dangerous. Our owners utilize the loop for walking and biking. Mountain bikers speed down Deer Valley Loop as fast as the cars. Electric bikes can travel uphill at almost the same speed as the cars. Serious road cyclists will only utilize the loop if they have a separate bike lane. Pedestrians and their dogs currently have a separate lane to assure there is safe place to walk without the fear of a collision. Deer Valley has provided no evidence of any safety benefits of a multi-use path. As it stands, the multi-use path should be rejected immediately. We need to continue with a separate bike lane and pedestrian lane.

Municipal Code 15-6-1 supports our owners' concerns regarding the Snow Park MPD and ROW Vacation Petition. I have listed our specific concerns above and we feel 15-6-1 and sections B, D, H, I and J do not align with Deer Valley's current proposals.

15-6-1 Purpose

B. ensure neighborhood Compatibility;

D. result in a net positive contribution of amenities to the community;
H. provide opportunities for the appropriate redevelopment and reuse of existing Structures/Sites and maintain Compatibility with the surrounding neighborhood;
I. protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses using best practice methods and diligent code enforcement;
J. encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community; and
Please include our letter in the public record.

Sincerely,

Allison Kitching
Portico President

Julie Cowan
Portico HOA Officer

Jennifer Dorsey
Portico HOA Officer

of behalf of 19 Unit Portico Complex
670 Deer Valley Loop
Park City, UT 84060

From: David Justin <David@justinmgmt.com>
Sent: Tuesday, March 15, 2022 10:39 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] deer Valley drive

[CAUTION] This is an external email.

To Whom it may concern,
I am a resident of Solamere for the last 20 years. I currently reside at 3135 Thistle. The changes that Alterra is requesting will negatively affect my ability to access my home and dropping off my skiers at the base. At some point the tail needs to stop wagging the dog and you should be representing the tax paying residents of the area. The ski facilities wont disappear due to the lack of approval but many residents will be disgruntled due to the changes. Please make this letter part of the public record.
David Justin