



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
March 15, 2022**

PUBLIC NOTICE IS HEREBY GIVEN that the City Council of Park City, Utah will hold a special joint meeting with the Planning Commission at the Marsac Municipal Building, City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Tuesday, March 15, 2022. To participate virtually, follow the public meeting information at www.parkcity.org.

JOINT CITY COUNCIL AND PLANNING COMMISSION SPECIAL MEETING - 5:00 p.m.

I. ROLL CALL

II. INTRODUCTIONS

Personal Introductions by City Council Members and Planning Commissioners

III. DISCUSSION ITEMS

1. Discuss Land Management Code Amendments - 2021 Accomplishments and 2022 Priorities, and Discuss an Update to the General Plan
(A) Public Input
[Staff Report](#)
[Exhibit A: Enacted Land Management Code Amendments](#)
2. Discuss Deer Valley Development Company Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Subdivision Application. No Action Will Be Taken.
(A) Public Input
[Snow Park Village ROW Vacation Staff Report](#)
[Exhibit A: Project Overview and Background Information](#)
[Exhibit B: Applicant's Vacation Petition](#)
[Exhibit C: Applicant's Vacation Exhibit](#)
[Exhibit D: Fire Department Letter](#)
[Exhibit E: Letter of Support Trails End Condos](#)
[Exhibit F: Public Input](#)

IV. CLOSED SESSION

To Discuss Property, Personnel, Litigation, and Advice of Counsel

V. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting. Public comments can be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. 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 participating virtually and to listen live, please go to www.parkcity.org.

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

Planning Commission and City Council Staff Report



Subject: Land Management Code Amendments
Authors: Gretchen Milliken, Planning Director
Rebecca Ward, Assistant Planning Director
Date: March 15, 2022
Type of Item: Work Session – Legislative

Recommendation

The report below outlines (I) Land Management Code (LMC) amendments enacted since 2020 as well as LMC amendments that are in progress; and (II) the initiation of the General Plan update.

(I) Land Management Code Amendments

In 2020, the Planning Commission evaluated strategies outlined in the General Plan pursuant to City Council’s Critical Priorities and directed staff to develop LMC amendments to (1) incentivize affordable housing development, (2) encourage sustainability, (3) improve transit, trail, and active transportation connectivity, (4) update the General Plan, starting with the Bonanza Park neighborhood, (5) amend Transfer of Development Rights, and (6) evaluate lot combinations in the Historic Districts.¹

All but Transfer of Development Rights and updates to the General Plan are completed or in progress and are outlined in the Analysis Section below. Updates to the General Plan are outlined in Section II below.

In addition to the prioritized LMC amendments, other LMC amendments have been enacted to clarify the code, to allow for postcard public notices, to address Nightly Rentals in specific neighborhoods, to enact a new Urban Park Zone to protect the long-term use of the City’s public parks, and to amend the LMC due to changes to state code. Please see Exhibit A for a full list of all LMC amendments enacted since 2020.

¹ February 26, 2020 Planning Commission ([Agenda](#); [Meeting Minutes](#)); May 13, 2020 Planning Commission ([Staff Report](#); [Meeting Minutes](#), p. 4).

Affordable Housing

Enacted

Affordable Master Planned Developments (AMPDs)

January 2021 – Created a new AMPD chapter to reduce setback, open space, and parking requirements, and increase height and density, for developments that include at least 50% of the residential square footage as deed-restricted affordable units (LMC [Chapter 15-6.1](#)).

April 2021 – Extended AMPDs to non-residential Historic Districts, including the Historic Recreation Commercial and Historic Commercial Business Districts (LMC [§ 15-6.1-3](#)).

Accessory Apartments

December 2021 – Amended Accessory Apartment regulations to allow them in the Community Transition Zone (Park City Heights area), to reduce the minimum size to 280 square feet, to remove the requirement that the property owner live on site, to require a 90-day minimum lease term for the Accessory Apartment, to allow for detached Accessory Apartments on lots 3,750 square feet or larger, and to require public notice and an administrative public hearing prior to approval (LMC [§ 15-4-7](#)).

In Progress

See Affordable Housing + Transit below.

Sustainability

Enacted

Wildland Urban Interface Code

July 2020 – Enacted a new chapter outlining home hardening requirements, and immediate, intermediate, and extended ignition zone landscaping and maintenance standards to protect structures from wildfire (Municipal Code of Park City [Chapter 11-21](#)).

Electric Vehicle Charging Stations

November 2020 – Enacted a new chapter to establish consistent Electric Vehicle Charging Station standards and to require conduit and installations for new construction (LMC [§ 15-3-11](#)).

Dark Sky Code

January 2021 – Updated the City’s outdoor lighting code to establish dark sky compliant regulations for new development, and to require all outdoor lighting to be 3,000 degrees Kelvin by December 31, 2024 (LMC [§ 15-5-5\(J\)](#)).

The Planning Commission and City Council considered requiring all lights to be dark sky compliant by 2024 but determined that more research was needed to evaluate the environmental impacts of retrofitting existing outdoor lights, costs to property owners, and potential grants to support property owners with retrofits.

The City Council directed staff to identify the cost to retrofit City properties and to create a plan for City-owned property to come into compliance with dark sky standards by 2024. University of Utah students completing the dark sky minor were working with the Sustainability and Planning Department to evaluate City buildings to determine the need and cost of retrofits to achieve dark sky compliance. City staff continues to coordinate the evaluation of City properties.

Some retrofits for City property have already occurred. In the fall of last year, the Recreation Department invested \$597,300 to replace and upgrade the field lights at the Park City Sports Complex in Quinn’s Junction. The new LED lights significantly reduce the impact on the night sky and surrounding neighbors. The lights can be controlled remotely and can be placed on a use schedule. The lights have low, medium, and high settings and can be dimmed. Off-site glare was minimized to 150 feet from the field. Staff anticipates International Dark Sky Association certification for the upgraded recreation lights and will perform light readings to apply for certification this spring.

Additional retrofits planned for this year include streetlights. The City leases 118 streetlights from Rocky Mountain Power (RMP) that feature cobra-head luminaires that are not dark sky compliant. However, RMP now offers upgrades to streetlights with fixtures that comply with dark sky standards. In the summer of 2021, RMP estimated it would cost \$48,000 to update the lights leased by the City with dark sky compliant lights. However, during the winter of 2021, RMP finalized the supply chain and contractors, dropping the cost to the City by over 50%. Public Works anticipates RMP will begin replacing the City-leased lights this spring. With money saved from the lower costs for the RMP streetlight retrofits, Public Works is retrofitting lights in Park Meadows and in Old Town parking lots.

Staff continues to participate in public outreach. Planning and Communication staff provided information to the community in the late fall about new seasonal light regulations. Planning and Sustainability staff will participate in the April 5, 2022 Swaner Preserve & EcoCenter educational dark skies event. Additionally, staff will continue

public outreach, especially in 2023 and 2024 to prepare for the requirement that all outdoor lighting be 3,000 degrees Kelvin or less by December 31, 2024.

In Progress

Net Zero Development

The City Council committed to achieving net-zero carbon and 100% renewable electricity citywide by 2030. In 2020 and 2021, the Sustainability Department and Utah Clean Energy facilitated a community-led process to develop a Strategic Implementation Plan (the Plan) to decarbonize buildings as part of the net-zero carbon and renewable electricity initiative. The Plan was funded by the Urban Sustainability Directors Network and the Park City Community Foundation Climate Fund.

On October 7, 2021, the City Council reviewed the draft Plan, which outlines ten strategies, including implementation of a net-zero building benchmark and incentives for developers to meet Park City's net-zero building recommendations ([Staff Report](#); [Minutes](#), p. 2). Pending Council direction and adoption of the Plan, the Planning Department will continue to coordinate with the Sustainability Department to evaluate potential amendments to the Master Planned Development code to incentivize net-zero development.

Water Wise Landscaping

To support water conservation, on September 23, 2021, City Council directed Planning staff to evaluate improvements to preservation of significant and historic landscaping, to consider landscaping requirements specific to different uses (commercial, industrial, residential, etc.), to update the plant list to include water-wise turfgrass, to clarify landscaping in limits of disturbance, and to investigate the overlap of Wildland Urban Interface regulations and landscaping requirements ([Staff Report](#); [Land Management Code Exhibit](#), [Minutes](#), p. 4).

Planning staff have researched best practices and drafted potential amendments and are beginning the community outreach stage of the process. Staff anticipates bringing the proposed amendments for a Planning Commission work session on April 27, 2022.

Transportation, Transit, & Active Transportation Connectivity

Enacted

October 2020 – Amended the Master Planned Development (MPD) chapter to authorize the Planning Commission to require applicants to submit and fund additional studies for

MPDs that significantly increase density and intensity of a site, including traffic and parking studies. For traffic studies, the amendments allow for the Transportation Department and City Engineer to recommend the method of modeling and the scope of the study area. Additionally, the amendments require the Planning Commission to make a finding that traffic is sufficiently mitigated when approving an MPD (LMC [§ 15-6-4\(E\)](#)).

In Progress

Affordable Housing + Transit

The goals of the [City's 2022 Housing Assessment and Plan](#) include exploring additional incentives to locate future affordable units near existing and planned transit stops and routes, and assessing the feasibility of instituting a car-share program for affordable housing tenants and owners to further support reduced parking for affordable housing developments.

The Planning, Housing, and Transportation Departments applied for a UDOT Technical Planning Assistance grant to help fund the research and studies needed to better coordinate affordable housing and transit and are awaiting UDOT's decision.

***Park City Forward*, Short-Range Transit Plan, Active Transportation Plan, and LMC Coordination**

The LMC requires developers of MPDs to dedicate trails for public use that connect to the Trails Master Plan, contributing to development of the 350 miles of recreational trails in the Park City area. Similarly, staff proposes amendments to the MPD chapter to require that developers also dedicate trails for pedestrian and bike pathways to improve connectivity of paved pathways pursuant to the pending Active Transportation Plan, and for improvements that contribute to the City's transit system, pending adoption of the Short-Range Transit Plan and *Park City Forward*, the City's Transportation Master Plan.

Additional amendments include outlining a menu for Transportation Demand Management for requests to reduce parking, as well as established standards for transit stop enhancements for MPDs proposed to be developed or redeveloped near an existing or slated transit stop.

Historic Preservation

In Progress

2019 Task Force

In 2019, the City Council directed staff to form a task force to evaluate the permitting and review process for development in Park City and to make recommendations. Three recommendations are pending action:

- (1) Update the Historic District Design Guidelines with user-friendly graphics and illustrations
- (2) Evaluate maximum driveway requirements in Historic Districts
- (3) Evaluate parking requirements and criteria for parking in Historic Districts

Lot Combinations in Historic Districts

The purposes of land use regulations for residential Historic Districts include encouraging design and construction of historically compatible structures that contribute to the character and scale of the Historic District. The standard historic lot in Old Town is 25 feet x 75 feet. Some property owners with adjacent lots apply to combine their lots to build a larger single-family home, disrupting the rhythm and streetscapes of the Historic Districts. The current LMC balances the pros of lot combinations (increased opportunities for additional setbacks, snowshed area, and parking areas), site challenges (steep slopes), and site by site analysis for good cause.

The Planning Commission requested a work session and possible amendments to develop criteria to evaluate whether and when lot combinations in Historic Districts should be approved. The Planning Historic Preservation Team is preparing for a Planning Commission work session on June 22, 2022. Staff will also consider proposing additional amendments for plat amendments in all zoning districts to clarify standards for good cause and additional criteria to guide amendments in existing subdivisions.

Signs and Storefront Property

The LMC definition of *Storefront Property* is key to applying land use regulations designed to preserve the historic character and vibrancy of the City's iconic Main Street, which was listed on the National Register of Historic Places in 1979. *Storefront Property* encompasses portions of buildings that have a pedestrian-level presence with an entrance and window display along Main Street. Vertical zoning that directs active uses like retail, restaurants, and bars to the streetscape level, incentives to keep street-level businesses open and vibrant year-round, regulation of the number of Conventional Chain Businesses along the streetscape, and requirements to ensure future development is compatible with the historic rhythm and pedestrian scale of Main Street are all based on the definition of *Storefront Property*. However, as the LMC was amended over the years, some conflicting provisions were created within the *Storefront Property*.

On November 11, 2021, the City Council directed staff to clarify the definition of *Storefront Property*. Additionally, the City Council requested that staff amend the code to require that businesses in *Storefront Property* along Main Street remain vibrant to qualify for a temporary sign permit and that businesses retain an active business license to keep a sign installed ([Minutes](#), p. 11).

Staff is coordinating with the Finance and Economic Development Departments to finalize the proposed draft amendments and reaching out to stakeholders for input. The proposed amendments are scheduled for Planning Commission review on April 27, 2022, and City Council review on May 26, 2022.

Responsive and Effective Application Review and Permitting

In Progress

Streamlining Tent and Temporary Structure Installation Permitting

On January 27, 2022, when discussing a temporary Planning permitting waiver for tent and temporary structure installations to support local businesses with social distancing during the COVID-19 omicron surge, the City Council directed Planning staff to evaluate LMC amendments to streamline the tent and temporary structure permitting process moving forward ([Minutes](#), p. 7).

Pickleball Court Regulations for Residential Areas

Staff is proposing LMC amendments to address pickleball courts in residential areas to mitigate noise and other impacts to neighborhoods. The proposed amendments are scheduled for Planning Commission review on March 23, 2022, and City Council review on April 7, 2022. Details regarding the proposed amendments are available at [EngageParkCity.org](https://engageparkcity.org).

Accessory Uses in Master Planned Developments

Pending amendments include refining the definitions of *Support Commercial*, *Residential Accessory Uses*, and *Resort Accessory Uses*, which are exempt from density in MPDs, and reinstating some of the caps that existed in previous versions of the LMC.

Amendments Required by the State Legislature

Staff continues to work on recent changes to the state [Municipal Land Use, Development, and Development Act](#) (LUDMA), including limitations upon architectural design regulations which require LMC amendments. These are scheduled for Planning Commission review on April 13, 2022. Additionally, 2022 amendments to the state code will require minor modifications, including the Affordable Housing (Moderate Income Housing) component of the General Plan, lot combination processes, public notices, and appeals.

Other:

Currently not recommended for LMC treatment, but the City may consider increased public outreach:

Fractional Residential Ownership

Fractional ownership allows multiple parties to own a single property. Recently, several properties in residential areas have been purchased and operated through a fractional ownership agreement, which allows an ownership interest in the property and use of the property within agreed upon parameters. Fractional ownership is distinguished from timeshares by state law. However, each scenario/transaction cannot be categorized generally and depends upon the underlying documents. Current local models appear to convey 1/6th deeded interests.

The state separately defines fractional ownership and only imposes restrictions upon who may sell them and required disclosures. The City expressly allows fractional ownership in Condominiums/Residence Clubs with central reservation and front desk standards (Deer Valley Club and Chateau Residences) in certain zones subject to an administrative permit. Fractional ownership of single-family homes has not presented adverse impacts and mirrors other LLC ownership models which third parties estimate make up nearly a third of current ownership of single-family residences in Park City.

Staff continues to monitor the local use, as well as national trends and litigation. However, given the state's posture on already limiting City enforcement of nightly rentals, further state concerns to regulating ownership versus residential use may be expected.

(II) Initiation of the General Plan Update

Park City's current [General Plan](#) was adopted in 2014 and is organized in two volumes around four Core Values identified in the community visioning process which began in 2009. Small Town, Sense of Community, Natural Setting and Historic Character form the foundation upon which the community bases local land use decision making.

Volume I of the 2014 General Plan contains Goals, Objectives, and Strategies for each of the Core Values, while Volume II provides information that supports the Goals, Objectives, and Strategies, including the methodology for accomplishing strategies, a neighborhood section, and an appendix with trends, analysis, and data. The different components of the General Plan work together to convey a long-term vision that guides present and future growth and development.

A General Plan is required by Utah State law and must contain a land use, transportation, and housing element. Other elements such as sustainability, historic preservation, water use, open space, etc. are determined by the community. Updates are initiated by the Planning Commission with a recommendation to City Council. Community and stakeholder involvement is critical to the success of the planning process and final product. Steps for updating the plan may include:

1. Review and Assessment of Current Plan
2. Plan Development
3. Draft Finalization
4. Adoption Process

Professional planning consultants are often hired to help with the updating process and can provide essential services such as project management, data gathering and analysis, public engagement, and organization/layout of the final document. While Planning and many other City departments will be highly engaged in the update of the plan, having a consultant to keep the process organized, managed, and moving forward will ensure the process is completed in a timely manner.

Vision 2020 initiated bold action and highlighted the need for a community vision that aligned with current and future land use decisions. The General Plan is a living document for the community and by the community; it should be easy to navigate, readable, clear, and concise. City staff are eager to begin the process within the calendar year to ensure completion by 2024.

ENACTED LAND MANAGEMENT CODE AMENDMENTS 2020

[Ordinance No. 2020-09](#), amending Affordable Master Planned Developments (AMPDs) and reducing the minimum Setback for parcels less than two acres to the zone-required Setback; reducing Open Space for AMPDs from 50% to 20%; matching AMPD parking to MPD parking requirements

1/8/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 3
1/16/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 7

[Ordinance No. 2020-12](#), repealing the Conditional Use process for private driveways in the Rights-of-Way

1/22/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 11
2/6/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 5

[Ordinance No. 2020-14](#), allowing staff to make determinations for routine maintenance, the replacement or repair of Historic Architectural Details, and the removal or replacement of non-historic Architectural Details; requiring Historic Preservation Board review for historic material to accommodate new additions, new construction, or structural upgrades

2/5/2020	Historic Preservation Board	<u>Staff Report</u> ; <u>Minutes</u> , p. 3
2/12/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p.15
2/27/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 11

[Ordinance No. 2020-15](#), requiring Planning staff to submit approved plats to the Utah Automated Geographic Reference Center within 30 days of Council approval to provide data for the unified statewide 911 emergency database

2/12/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 14
3/5/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 11

[Ordinance No. 2020-19](#), removing the requirement that Solar Energy Systems be at least one foot from the eaves of the roof

3/4/2020	Historic Preservation Board	<u>Staff Report</u> ; <u>Minutes</u> , p. 8
3/11/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 35
4/16/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 5

[Ordinance No. 2020-30](#), allowing the alternate Board of Adjustment member to count toward a quorum

5/13/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 19
6/25/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 12

[Ordinance No. 2020-34](#), amending notice requirements to enable applicants and staff to transition to post card notice mailed by a third party

6/24/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 25
7/9/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 20

[Ordinance No. 2020-35](#), enacting the Wildland Urban Interface Code to outline home hardening and immediate, intermediate, and extended ignition zone landscaping and maintenance requirements

6/10/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 32
7/9/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 20

[Ordinance No. 2020-36](#), removing Special Event references from the Sign Code and Land Management Code and separating the Special Event permitting process from the land use permitting process to conform to amendments to the Special Events code

7/8/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 31
7/30/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 13

[Ordinance No. 2020-37](#), placing a cap on the Nightly Rental Conditional Use Permits issued in the western Historic Residential Low-Density Zoning District

7/8/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 32
7/30/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p.14

[Ordinance No. 2020-38](#), prohibiting Nightly Rentals in the Meadows Estates Subdivision Phases 1A and 1B

7/8/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 43
7/30/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 16

[Ordinance No. 2020-39](#), creating an Urban Park Zone for Rotary Park, Creekside Park, Prospector Park, City Park, and the north and south parcels of the Municipal Golf Course

7/8/2020	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 38
11/19/2020	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 5

[Ordinance No. 2020-42](#), amending Historic District Land Management Code Chapters for consistency

7/1/2020	Historic Preservation Board	Staff Report ; Minutes , p. 6
7/22/2020	Planning Commission	Staff Report ; Minutes , p. 17
9/17/2020	City Council	Staff Report ; Minutes , p. 21

[Ordinance No. 2020-45](#), amending Land Management Code Chapter 15-6 to separate the MPD and CUP review process, to clean up remnant pre-MPD language, to clarify substantive and minor modifications, and to require more or less restrictive height or setback approvals to be noted on plats

9/9/2020	Planning Commission	Staff Report ; Minutes , p. 11
10/1/2020	City Council	Staff Report ; Minutes , p. 6

[Ordinance No. 2020-48](#), requiring Electric Vehicle Charging Station (EVCS) conduit for 20% of required parking in Multi-Unit Dwellings and non-Residential development, EVCS installations for 5% of required parking, and EV-Ready Private Garages Single- Family Dwellings, Duplexes, and Triplexes

10/14/2020	Planning Commission	Staff Report ; Minutes , p. 12
11/19/2020	City Council	Staff Report ; Minutes , p. 9

ENACTED LAND MANAGEMENT CODE AMENDMENTS - 2021

[Ordinance No. 2021-05](#), updating the City's outdoor lighting code to comply with dark sky standards

1/13/2021	Planning Commission	Staff Report ; Minutes , p. 17
1/21/2021	City Council	Staff Report ; Minutes , p. 6

[Ordinance No. 2021-06](#), establishing Nightly Rentals as a Conditional Use in the Lower Rossi Hill area of the Historic Residential Low – Density Zoning District to correct an oversight

1/13/2021	Planning Commission	Staff Report ; Minutes , p. 28
2/4/2021	City Council	Staff Report ; Minutes , p. 12

[Ordinance No. 2021-10](#), enacting the Affordable Master Planned Development (AMPD) to establish a new review process, criteria, and incentives for AMPDs wherein at least half of the residential square footage is for deed-restricted affordable units

2/10/2021	Planning Commission	Staff Report ; Minutes , p. 4
2/25/2021	City Council	Staff Report ; Minutes , p. 18

[Ordinance No. 2021-16](#), prohibiting Nightly Rentals in the Fairway Meadows Subdivision

3/24/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 31
4/15/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 6

[Ordinance No. 2021-18](#), establishing Affordable Master Planned Developments in non-residential Historic Districts

4/14/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 28
4/29/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 18

[Ordinance No. 2021-38](#), enacting stopgap amendments to prepare for state pre-emption regarding Internal Accessory Dwelling Units

9/15/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 2
9/23/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 11

[Ordinance No. 2021-41](#), updating new addresses for Landmark Historic Structures on Rossie Hill Drive and the status of 1302 Norfolk Avenue on the Historic Sites Inventory

9/22/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 23
10/28/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 12

[Ordinance No. 2021-51](#), amending Accessory Apartment regulations

11/10/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 13
12/16/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 11

[Ordinance No. 2021-52](#), prohibiting Nightly Rentals in the Hidden Oaks at Deer Valley Subdivision, Phases 2 and 3

11/10/2021	Planning Commission	<u>Staff Report</u> ; <u>Minutes</u> , p. 8
12/16/2021	City Council	<u>Staff Report</u> ; <u>Minutes</u> , p. 14

Planning Commission and City Council Work Session Staff Report



Subject: Deer Valley ROW Vacation Petition
for the Development of Snow Park
Village

Authors: Alexandra Ananth, Sr. Planner
John Robertson, City Engineer

Date: March 15, 2022

Type of Item: Work Session – ROW Vacation Petition Process Discussion

Recommendation

Deer Valley Development Company submitted a Petition for the City to vacate portions of its Right-Of-Way (ROW) on Deer Valley Drive West and South, and to dedicate Doe Pass Road to the City, as part of the Snow Park Village Subdivision application (Exhibits B and C). This Staff Report focuses on the Right-Of-Way Vacation/Dedication Petition.

At the joint meeting on March 15, 2022, the City Council and Planning Commission should discuss whether the Council prefers to:

- A. Notice a public hearing for Council's review of the Vacation/Dedication Petition prior to the Planning Commission completing their full review of the Snow Park Village MPD; or***
- B. Review the Vacation/Dedication petition only if the Planning Commission approves the MPD application (understanding that a Council denial of the Vacation Petition subsequent to the Planning Commission approving the MPD would render that approval moot).***

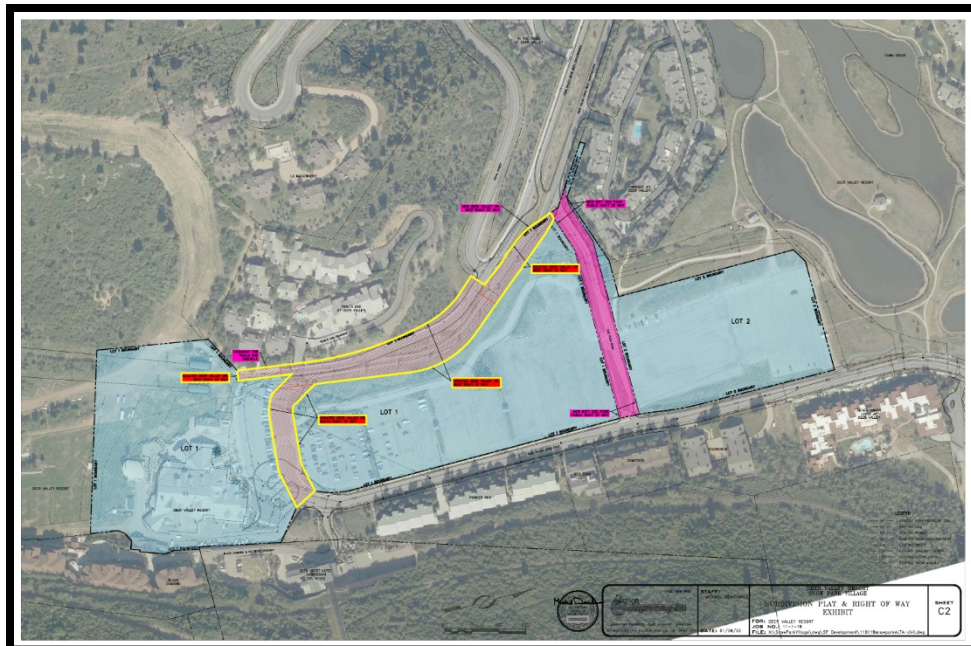


Figure 1.
Applicant's Exhibit, showing the area of public ROW requested for vacation (outlined in yellow) and dedication (pink cross hatch). The area of ROW to be vacated totals 114,530 SF. The area of ROW to be dedicated totals 40,257 SF.

Description

Applicant: Deer Valley Development Company, Inc.
Location: 2250 Deer Valley Drive
Zoning District: Residential Development within the Deer Valley Master
Planned Development Permit–(RD-MPD)
Adjacent Land Uses: Residential, Resort, Open Space
Reason for Review: Changes to the public Right-Of-Way require City Engineer
recommendation and City Council action¹

Abbreviations

CUP	Conditional Use Permit
DVR	Deer Valley Resort
LMC	Land Management Code
LOS	Level of Service
MPD	Master Planned Development
RD	Residential Development
ROW	Right-of-Way

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

Summary

On April 13, 2021, Deer Valley Resort (DVR) submitted an application 1) to amend the [Deer Valley Resort Twelfth Amended and Restated Large Scale Master Planned Development Permit](#) (MPD); and 2) for a Conditional Use Permit (CUP) for Phase 1 of a proposed three-phase redevelopment plan for the Snow Park Village base area and surface parking lots. Snow Park Village is the last remaining large parcel to be developed in the Lower Deer Valley area, and the MPD and CUP are currently under review by the Planning Commission.

The existing MPD allows for 209.75 Residential Unit Equivalents, Building Heights between 28-45 feet, and 21,890 square feet of Commercial and Support space on the Snow Park Village parcel. The Applicant is not proposing to exceed these allowances, but is seeking a reduction in the number of LMC required Off-Street Parking stalls.

¹ LMC [§15-7-7](#), Park City [Resolution 8-98](#), and Utah Code [Title 10-9a-609.5](#).

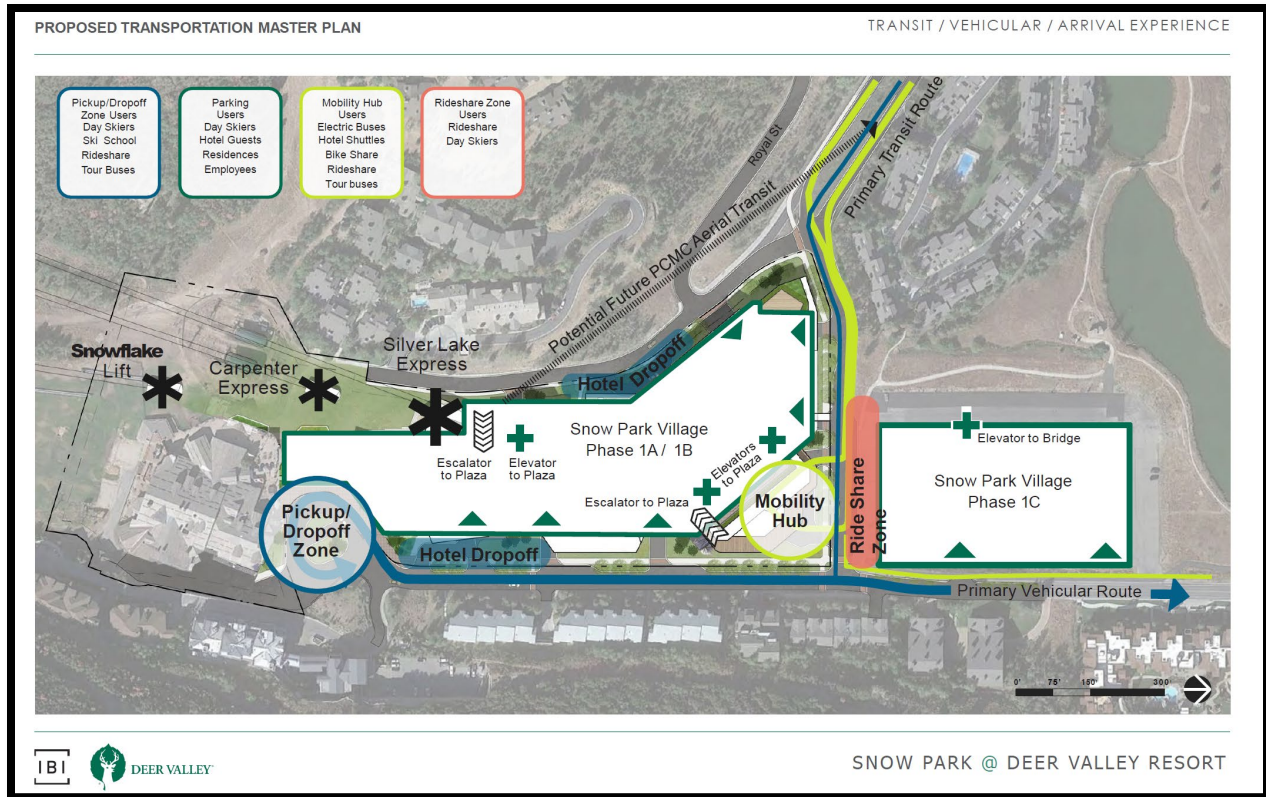


Figure 2. Applicant's Proposed Site Plan showing the three phases of development, Phase 1A: South Parking Garage, Mobility Hub and transportation infrastructure, Pickup/Dropoff Zone. Phase 1B: Vertical development (Residential and Commercial Uses) on top of South Garage. Phase 1C: North Garage and vertical development above (Residential Uses). Note that the South Garage extends into and eliminates the existing Deer Valley Drive South Right-Of-Way loop area.



Figure 3. Applicant's Site Plan showing the completed Snow Park Village above the South and North Garage structures.

More recently, Deer Valley Resort submitted a Petition to vacate a portion of Deer Valley Drive and to dedicate Doe Pass Road to the City, as part of the Snow Park Village Subdivision application (Exhibit B).

The Applicant's MPD amendment includes significant changes to the existing transportation and vehicular circulation pattern including:

- A counter-clockwise one-way dedicated bus-only lane around the Deer Valley Drive loop within existing ROW;
- A new Transit and Mobility Hub as part of the proposed Snow Park Village Resort development; and
- Improvements to the existing pedestrian and bike infrastructure.

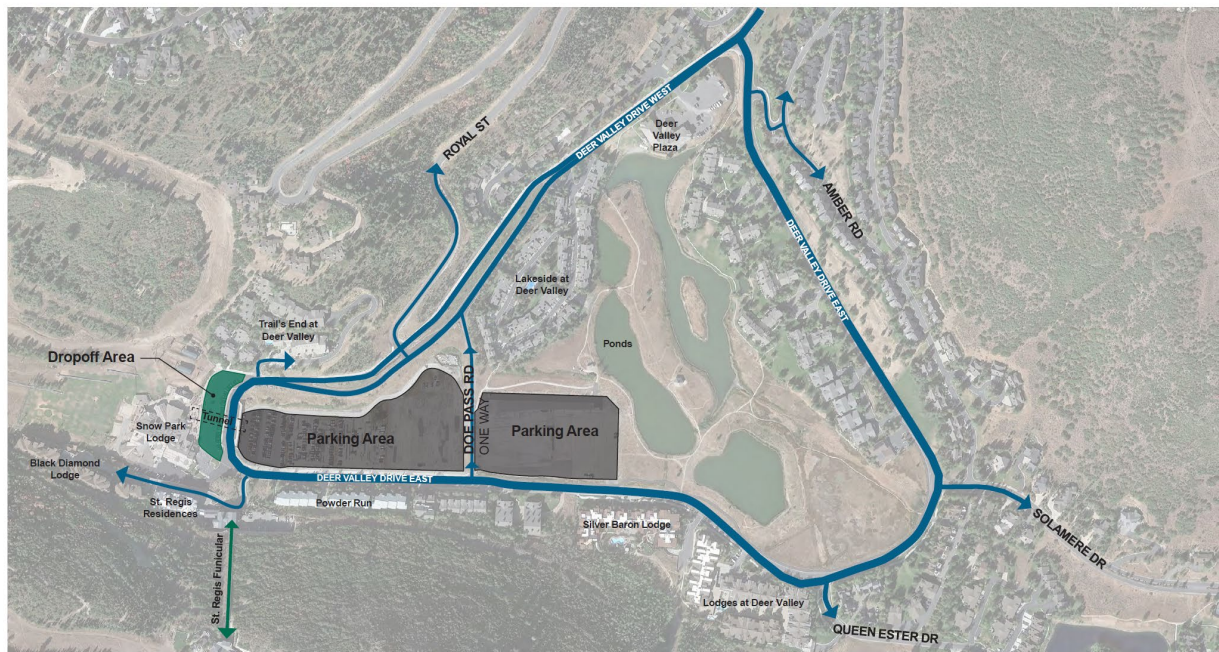


Figure 4. Applicant's Existing Transportation Circulation Plan.

The proposed plan appears to prioritize transit by utilizing Deer Valley Drive West as the primary route for public transportation to the Resort. Deer Valley Drive East would then serve as the primary access for all other vehicles accessing the northern Deer Valley residential neighborhoods and the Resort base area.

The Applicant's proposed circulation pattern is contingent on the vacation and dedication of public ROW, which is determined by City Council per the Municipal Land Use Development and Management Act of Utah Code . The vacation of ROW would include portions of Deer Valley Drive West and Deer Valley Drive South, while the dedication proposed is for Doe Pass Road to be dedicated to the City as a 60-foot-wide public ROW (Exhibit C).

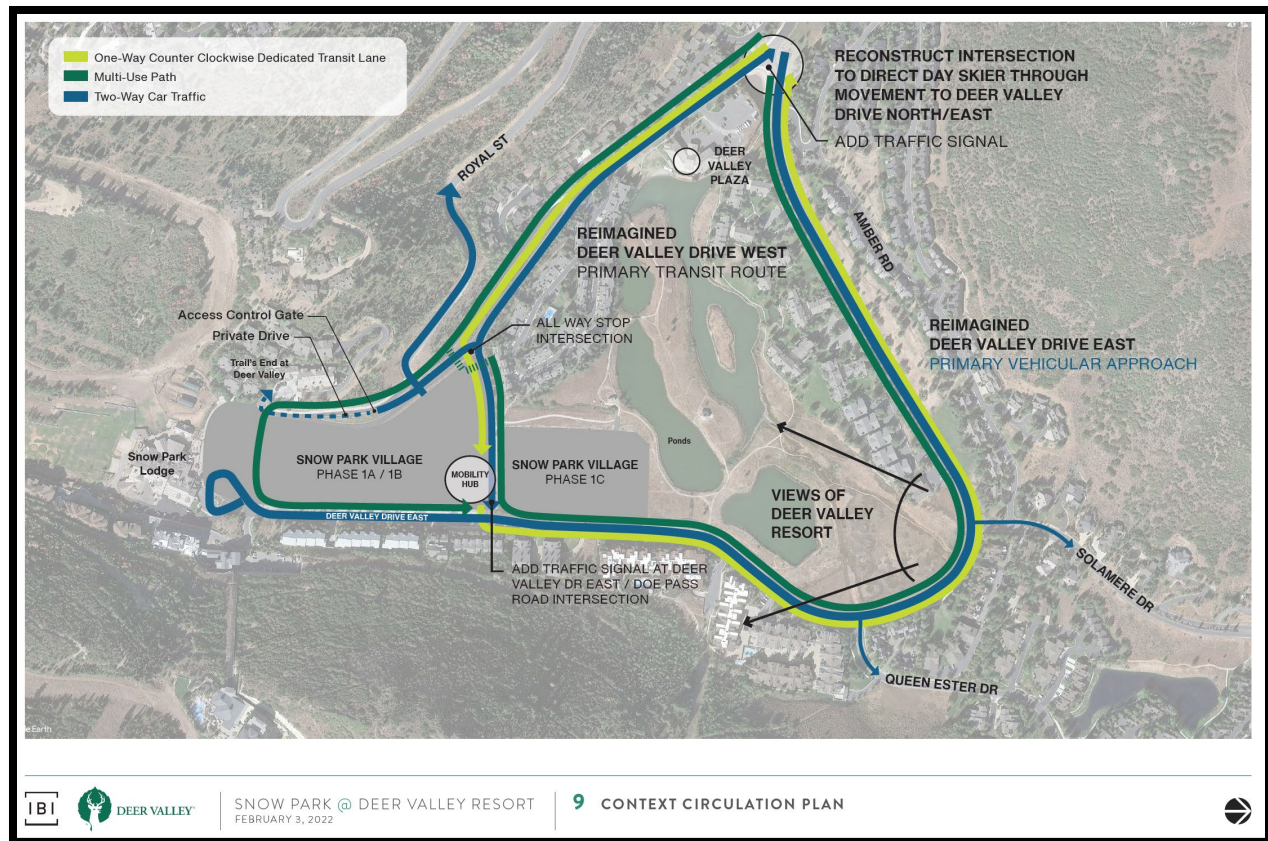


Figure 5. Applicant's Proposed Transportation Circulation Plan.

The MPD amendment application was determined to be a “substantive modification” to the MPD due to the proposed changes to traffic circulation, the request to vacate City ROW, and the request for a reduction in the number of required Off-Street Parking stalls per the City’s Land Management Code (LMC). The Applicant agreed to the substantive modification issue prior to the August 2021 Work Session.

While the Planning Commission is the primary review and approval body for MPDs and CUPs, only the City Council has the authority to make decisions with respect to the vacation of public ROW upon findings of: (1) good cause for the proposed vacation; and (2) that neither the public nor any person will be materially injured by the vacation.

Background

The Applicant met with City Staff several times during the summer of 2020 to solicit general high-level input on a development proposal for Snow Park Village, noting that they did not anticipate seeking additional Density or Building Height beyond what is allowed in the MPD, but that they would request a reduction in the number of required Off-Street Parking stalls per the City’s Land Management Code (LMC) and reconfiguration of the traffic flows.

Staff confirmed that in addition to the MPD, the City’s LMC, specifically Section [15-6, Master Planned Developments](#), would inform the review of this project, and that no

formal approved site plan for Snow Park Village existed other than when the Deer Valley Sixth Amended and Restated Large Scale MPD was approved subject to the rezoning of the north 1.48 acres of the Sports Facility Parcel from RD-MPD to ROS (Exhibit A).

Staff was also able to reinforce the City's larger transportation goals informed by the General Plan for both the City and for the [Lower Deer Valley Neighborhood](#) along with the City's adopted [Transportation Plans](#) including the City's Modal Hierarchy for Decision Making, "Transit First" philosophy, and prioritization of alternative modes of transportation to encourage greater use of transit and active transportation and decrease dependency on personal automobiles. These goals are also part of the MPD requirements outlined in LMC Sections [15-6-5\(G\)\(5\)](#) and [15-6-5\(G\)\(8\)](#), which address separated pedestrian and bike circulation as well as enhanced transit amenities.

More specifically, Planning, Transportation Planning, and Engineering staff identified the following transportation goals for the Snow Park Village site:

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

See Exhibit A for additional background information.

Analysis

The purpose of the Applicant's Vacation/Dedication Petition is to enable the Applicant's proposed traffic pattern, which prioritizes transit to Snow Park Village on Deer Valley Drive West and from the Resort on Deer Valley Drive East via a bus-only lane. ***The proposal impacts the entire Lower Deer Valley neighborhood, resulting in increased vehicle traffic on Deer Valley Drive East, and suggests that many residents and nearby stakeholders will have direct feedback prior to action.***

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 Engineering Department Staff identifies possible Good Cause for the proposed Vacation Dedication Petition as the transportation circulation pattern prioritizes transit in a bus-only lane on Deer Valley Drive West, which is the most direct route to the Applicant's proposed Transit and Mobility Hub.

The Applicant is also 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 D). 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.

Staff continues to evaluate vehicular accessibility for the surrounding neighborhood and associated impacts with directional changes of a long-stranding public right of way. While the proposed plan maintains access for residents along Deer Valley Drive, as well as Royal Street, the proposal turns an existing loop road into two dead-end roads, and the proposed vacation deserves careful consideration. We anticipate significant neighborhood feedback is necessary prior to taking action.

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 attached letter (Exhibit E). ***However, staff acknowledges that all of Deer Valley Drive East, including the Solamere and Queen Esther neighborhoods to the north, will be impacted by traffic directional changes and an increase in day-skier traffic along this portion of the roadway. We have not received a formal position from these HOA's, yet the applicant stated they have held several meetings with area residents and stakeholders. We believe most residents in the area and HOA's are aware of Deer Valley's request to redevelop the parking lots, and the potential for changes in circulate and ROW.***

The Applicant has also submitted an operational plan that includes vehicular signage directing day-skier traffic to utilize Deer Valley Drive East and limits entrances into the garages from Doe Pass so that vehicles are not tempted to use Deer Valley Drive West and interfere with transit operations. Any change of this magnitude requires a comprehensive sign and wayfinding plan.

The Snow Park Village development with proposed circulation changes is estimated to increase traffic on Deer Valley Drive East by 166% during the AM Peak Hour during peak ski season conditions, and 83% during the PM Peak Hour during peak ski season

conditions. This significant increase is mainly a result of the relatively low volume of existing traffic on that roadway. The traffic analysis also indicates that the current roadway capacity can accommodate the increase in traffic without pushing the levels of service into jeopardy.

The following table indicates the roadway volumes and intersection Level of Service (LOS) under existing conditions and with the project and proposed travel pattern changes during peak hours.

Vehicle Volumes												
	AM Peak Hour						PM Peak Hour					
	DVD E			DVD W			DVD E			DVD W		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	191	163	354	162	634	796	240	402	642	246	567	813
New Trips	75	71	146	8	8	16	94	90	184	10	10	20
Total Traffic (with proposed circulation change)	652	290	942	256	114	370	430	747	1,177	160	322	482
Percent Increase/Decrease			166%			-54%			83%			-41%
DVD E/Solamere Dr Traffic Operations ¹												
	AM Peak Hour						PM Peak Hour					
	Delay (s/veh) / LOS						Delay (s/veh) / LOS					
Existing Conditions	6 / A						10 / B					
Existing + Project Conditions ²	6 / A						19 / C					
2040 + Project Conditions ²	8 / A						25 / D					
Notes:												
1. Worst-movement (left-turn out of Solamere Dr onto DVD E) reported for side-street stop controlled intersection.												
2. Includes proposed mitigation of left-turn lane (eastbound DVD E to northbound Solamere Dr) and merge lane (southbound Solamere Dr to eastbound DVD E)												

Figure 6. Applicant's Vehicle Volume and Operations Table.

Although the proposed vacation and dedication increases vehicular traffic on Deer Valley Drive East, the proposed increase does not significantly impact the Level of Service (LOS) at the Solamere Drive intersection with the proposed mitigation of a left-turn lane on Deer Valley Drive East to access Solamere Drive. Although the analysis was not specifically included in the table, it is fair to assume that conditions at other intersections on Deer Valley Drive East, such as Queen Esther Drive, would operate with similar delays assuming a left-turn lane is proposed there as well.

Staff notes that the proposed signal at the Deer Valley Drive Y-intersection will create breaks in traffic flow which will allow for neighborhood access and egress. However, staff also notes that the movement with the most significant delay will be a left turn out of Solamere Drive onto Deer Valley Drive East, as noted in Footnote 1 of Figure 6 above.

Staff has raised concerns regarding the increase in traffic on Deer Valley Drive East with the Applicant on many occasions, including in Staff Reports for Planning Commission Work Sessions. Staff has also requested analysis to determine if this intersection warrants the installation of a signal, or if the roadway should be widened to add a left-turn lane into the Solamere and Queen Esther neighborhoods. It appears the Applicant is now proposing left-turn lanes. **At the work session, the Applicant should clarify where they are proposing left-turn lanes and revise plans accordingly.**

Staff also recommends the Applicant clearly outline how these neighborhoods can safely bike and walk to the base area, the proposed widths of multi-use

paths, and where safe crossing opportunities are located. In addition, staff suggests a description of the community outreach conducted to date. If the MPD is approved, staff recommends consideration of a shuttle service for the surrounding neighborhoods to the Resort during ski season, similar to the shuttle requirement in the Flagstaff/Empire Pass MPD.

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 commission and community, these parcels have approved density already codified by previous planning commissions and city councils.

Deer Valley Drive can accommodate the additional bus-only lane within the existing ROW and the roadway does not have to be widened. However, the addition of the bus-only lane does necessitate that the surrounding sidewalks in the Deer Valley Drive loop be widened in some places to accommodate a multi-use path of 12 feet as the bus-only lane eliminates the ability to accommodate a dedicated bike lane in the street ROW.

The proposed ROW vacation and dedication 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 concern.

The proposal compensates the City for the loss of ROW with the dedication of Doe Pass Road to the City (although not equal in square footage as the proposed are to be vacated totals 114,530 square and proposed area to be dedicated totals 40,257 square feet), the addition of a bus-only lane around the Deer Valley Drive loop, an six-bus bay Transit Station and Mobility Hub, and the improvement of the existing sidewalks/bike path around the Deer Valley Drive loop with a multi-use path. However, as noted earlier, the Applicant needs to propose additional mitigation 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 as a result 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 Planning Commission Work Session on February 9, 2022, is attached (Exhibit F).

The public hearing process is critical to evaluating this standard and staff looks forward to hearing more from the public. Staff acknowledges that traffic will increase on Deer Valley Drive East as a result of the proposed Vacation Dedication Petition. ***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.**

The City Council and Planning Commission will hold a joint Work Session on March 15, 2022, to discuss whether the Council prefers to:

- A. Notice a public hearing for Council's review of the Vacation/Dedication Petition prior to the Planning Commission completing their full review of the Snow Park Village MPD; or
- B. Review the Vacation/Dedication petition only if the Planning Commission approves the MPD application.

Should a public hearing be scheduled for this petition the Planning, Transportation Planning, and Engineering Departments will prepare additional information and analysis.

Department Review

The Development Review Committee reviewed this application on September 7, 2021. No significant issues were raised.

The Park City Fire Department submitted a review letter date March 3, 2022, for the Work Session (Exhibit D).

Exhibits

Exhibit A: Project Background Information

Exhibit B: Applicant's ROW Petition

Exhibit C: Applicant's ROW Exhibit

Exhibit D: Letter from the Park City Fire District dated March 3, 2022

Exhibit E: Letter of Support from the Trails End Condominiums dated February 22, 2022

Exhibit F: Public Input Received by the Planning Department

Exhibit A

Project Overview and Background Information

On April 13, 2021, Deer Valley Resort (DVR) submitted a Conditional Use Permit (CUP) application for the expansion and redevelopment of the Snow Park Base Area. The CUP application is for Phase 1 of a proposed 3 phase redevelopment plan for the Snow Park base area and surface parking lots. Specifically, the 3 phases include:

- Phase 1: Overall Site Plan, South Parcel Parking Structure, and a proposed Transit and Mobility Hub (current CUP application). The proposal includes redirecting traffic and prioritizing transit on Deer Valley Drive, separating transit from general-purpose vehicles, as well as relocating the arrival and departure experience for parking and drop-off. The applicant is also proposing the City vacate a significant portion of Deer Valley Drive West Right-Of-Way for the project, and the applicant would dedicate a new 60-foot Right-Of-Way to the City for Doe Pass Road. The new garage includes day skier parking and parking for future hotel, residential and commercial uses on four levels.
- Phase 2: South Parcel Residential and Commercial Development (future CUP for development on top of the Phase 1 South Parcel Parking Structure including hotel and residential lodging, retail, dining, and entertainment uses). Also proposed is an addition to Snow Park Lodge.
- Phase 3: North Parcel Parking Structure with Residential and Commercial Development (future CUP).

The applicant is not seeking additional Density or Building Height beyond what is allocated to the Snow Park Parcels in the Twelfth Amended and Restated Large Scale Master Planned Development Permit (MPD), which is 209.75 Residential Unit Equivalents, and approximately 22,000 square feet of Commercial and Support Commercial Uses. The application requests a reduction in the number of required Off-Street Parking stalls per the LMC. The entire development triggers the requirement of 2,262 parking spaces and 227 bicycle parking spaces. Deer Valley Resort is seeking a reduction to 1,800 parking spaces, a total parking reduction of ~20%.

Governing Documents

The following documents govern the 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. Park City's [Land Management Code](#) (LMC);
4. Park City's current [Affordable Housing Resolution 25-2020](#);
5. Park City's 2014 General Plan including the [Lower Deer Valley Neighborhood](#);
6. Park City's Adopted [Transportation Plans](#), as prioritized by the

[Park City Vision 2020](#) and the five Strategic Pillars.

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 the nine multi-unit parcels that surround the base area, the 2,110 residential units within the MPD, and the Snow Park Village Parcel which currently consist of 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, although this has changed slightly over time.

History of the Resort

Deer Valley Resort opened in December 1981, with five chairlifts, 35 ski runs on Bald Eagle and Bald Mountain, and two day lodges, Snow Park and Silver Lake. Over the years the mountain has expanded to 21 chairlifts including one gondola and 103 ski runs, three-day lodges, and over 2,800 staff members.

Deer Valley takes pride in the concept of providing an overall high-quality and customer-service-oriented resort experience. Deer Valley now includes summer activities including lift-served mountain biking and hiking, scenic chair lift rides, and summer adventure camps for children. The Snow Park Outdoor amphitheater offers regular community concerts.

No formal site plan has been established or approved for the Snow Park Village development site. Density is assigned on a parcel-by-parcel basis in the MPD.

Requirements of the Current DV MPD

The MPD notes 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.

The MPD's affordable housing requirements and current status are under review by Housing staff and will be presented in a subsequent 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 that serves Deer Valley and shall form a year-round system. With the exception of 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 any 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 formal 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 and resulted in the change from Figure 2 below to Figure 1 below.

Figure 1: Snow Park Hotel Parcel after the 1991 Zone Change.

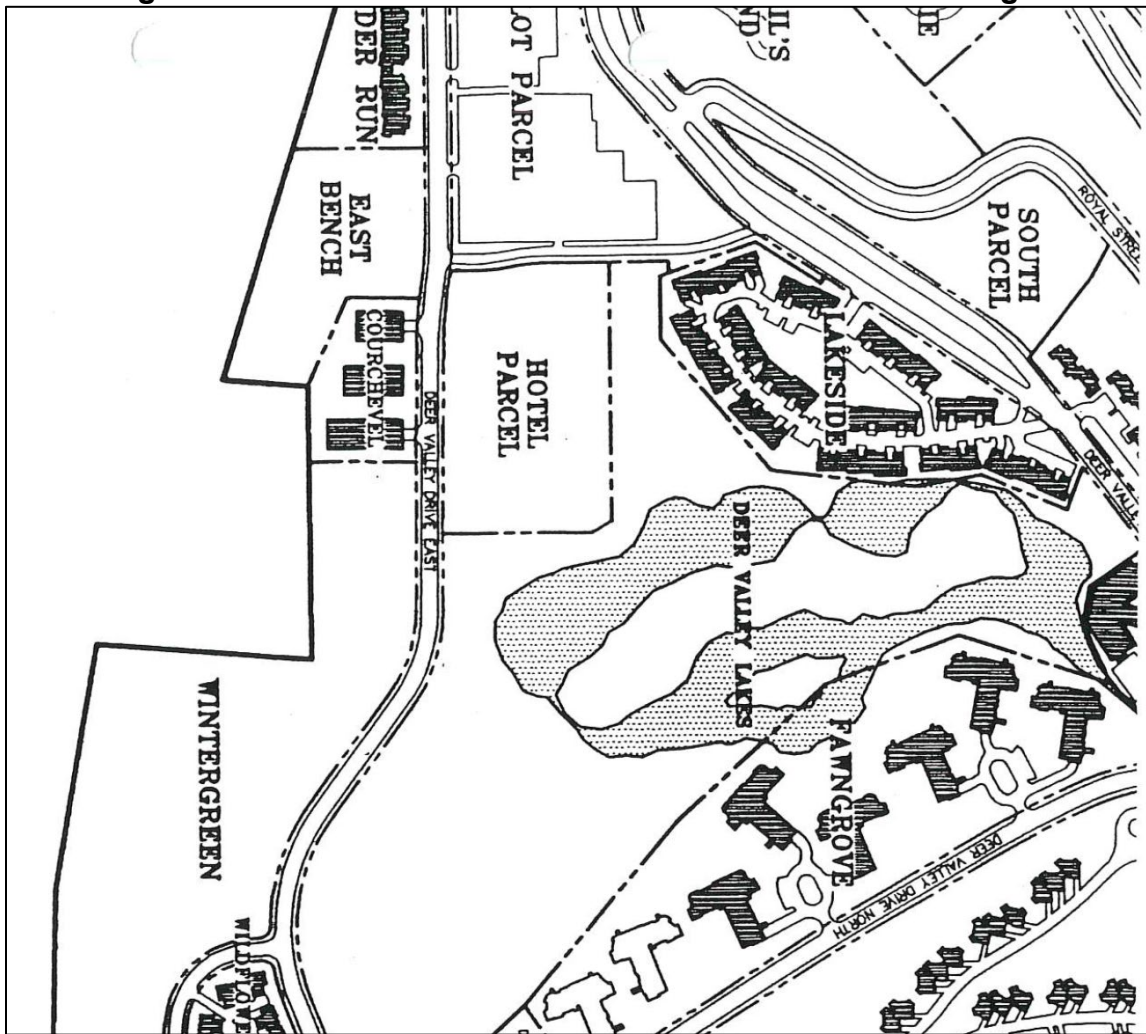
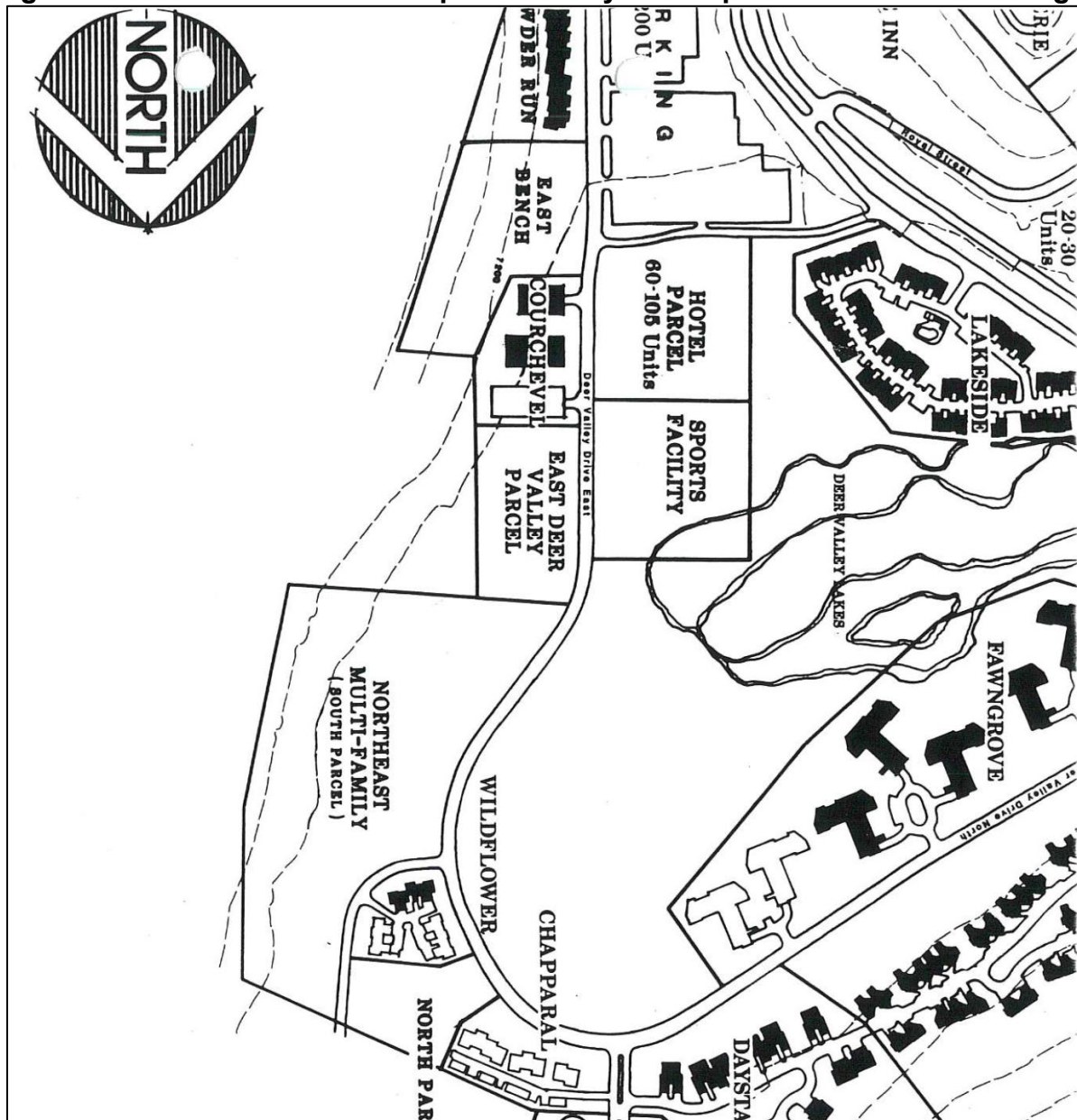


Figure 2: Snow Park Hotel and Sports Facility Parcel prior to 1991 Zone Change.



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.

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... compatibility, view corridors circulation and connectivity is a priority for the future design....[a]nd that development "could add to the Apres 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." [General Plan p. 239]

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 of Park City.

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 (VMT).

At the October 27, 2021, Planning Commission Work Session staff introduced the City's Third-Party Transportation Engineer, Wall Consulting Group (WCG) including Gary Horton, Project Manager, and Jeremy Searle, PE, PTOE, who are assisting City staff with the transportation analysis.

Staff discussed the City's larger transportation goals informed by the General Plan for the [Lower Deer Valley Neighborhood](#) and the City's adopted [Transportation Plans](#) including the City's Modal Hierarchy for Decision Making, Transit First philosophy, and priority for alternative modes of transportation to encourage greater use of public and active transportation and less dependency on personal automobiles. These goals are also part of the MPD requirements outlined in Land Management Code (LMC) Sections

[15-6-5\(G\)\(5\)](#) and [15-6-5\(G\)\(8\)](#), which address separated pedestrian and bike circulation as well as enhanced transit amenities.

City Planning and Transportation Planning staff have identified the following goals for the Snow Park Village site which we believe are consistent with the General Plan, the Land Management Code, and the City's adopted Transportation Plans:

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

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Wade R. Budge, P.C.
wbudge@swlaw.com

January 31, 2022

VIA EMAIL AND US MAIL

Matt Dias
City Manager
Park City Municipal Corporation
445 Marsac Avenue
Park City, UT 84060



Re: Right of Way Vacation Petition - Revised Vacation Descriptions

Dear: Mr. Dias

On behalf of the Deer Valley Resort Company, LLC and Alterra Mountain Company Real Estate Development Inc., the property owners of parcels - PC-745-11, PC-900-4, and PC-900-3, we would like to submit the attached revised legal descriptions to supplement the petition for vacation we submitted to Park City on September 30, 2021. That petition was made pursuant to Utah Code Ann. §10-9a-609.5 and Park City's Land Management Code § 15-7-7, as adopted.

As you recall, we are seeking to vacate portions of Deer Valley Dr. in an effort to redirect traffic patterns to streamline transit access and improve traffic circulation in the Lower Deer Valley neighborhood. In order to accomplish these goals, we are seeking to dedicate public right of way along Deer Valley Drive and Doe Pass Rd, where there currently is no public right of way. The granting of this vacation petition and accepting the dedications we seek to make via the Snow Park Village Plat. We are excited to work with the City through this process in order to start reducing modal conflicts, increasing efficiency for all transportation types, and emphasizing the transit-focused desire of the City.

To supplement the information previously provided and required in Utah Code Ann. §10-9a-609.5, we have included the following as attachments to this letter:

1. Revised maps of the rights-of-ways to be vacated.
2. Revised legal descriptions of the rights-of-ways to be vacated.

There were minor edits to the areas that needed to be vacated as we have worked on the Deer Valley Plat. To ensure the appropriate portions of right-of-way are vacated, we are

Matt Dias
January 31, 2022
Page 2

requesting to move forward with the vacation of the attached legal descriptions, as opposed to those that were submitted in September.

We are pleased to have for the opportunity to work with the City through the vacation and platting process. As stated previously, we welcome the opportunity to go before City Council in a work meeting in order discuss some of the details, before holding the public hearing.

If you have any questions or concerns, please feel free to reach out to us.

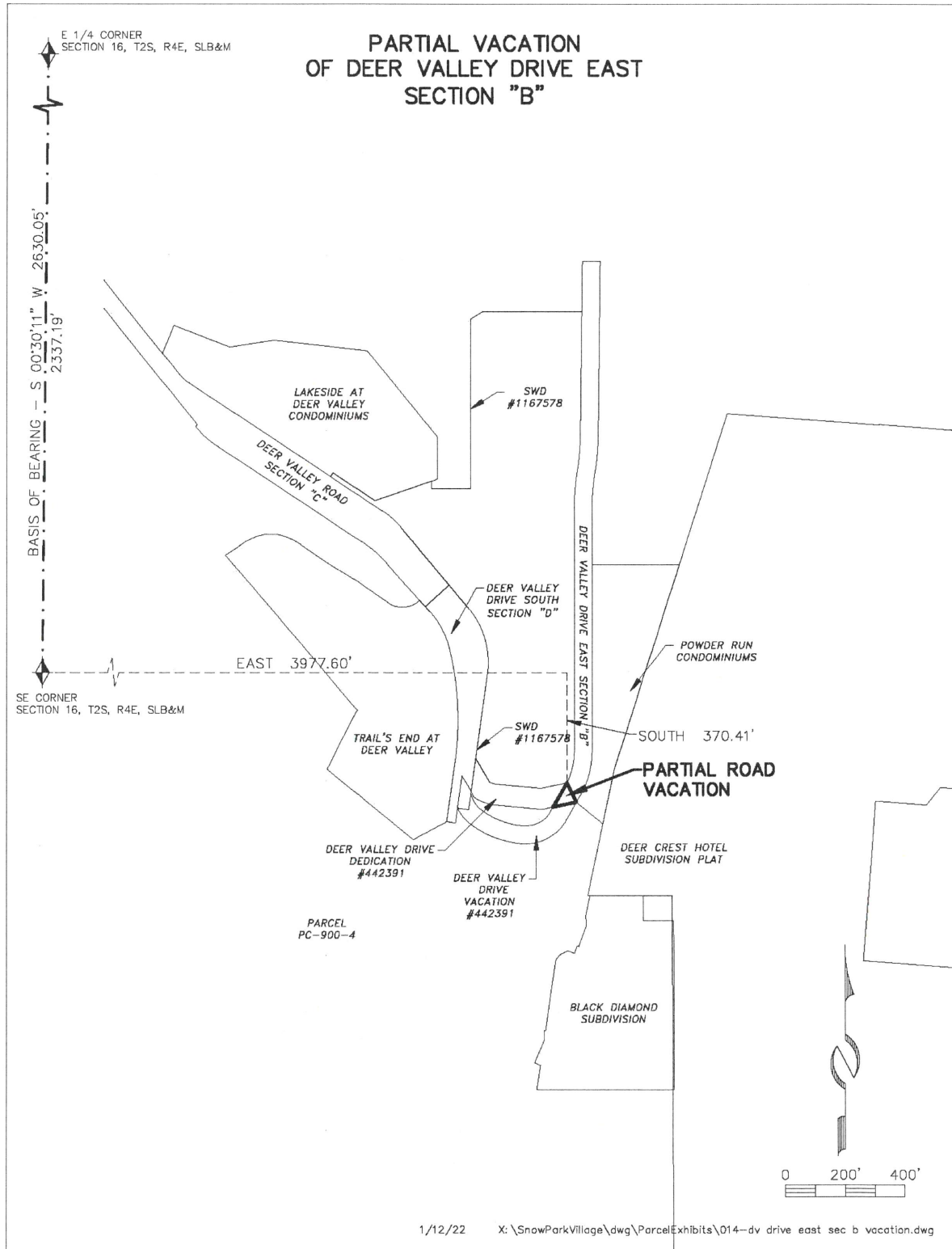
Very truly yours,



Wade R. Budge, P.C.

cc: Deer Valley Resort
Mark Harrington, Esq. (via email)

Specific area maps and legal descriptions



SNOW PARK VILLAGE

PARTIAL VACATION
OF DEER VALLEY DRIVE EAST
SECTION "B"

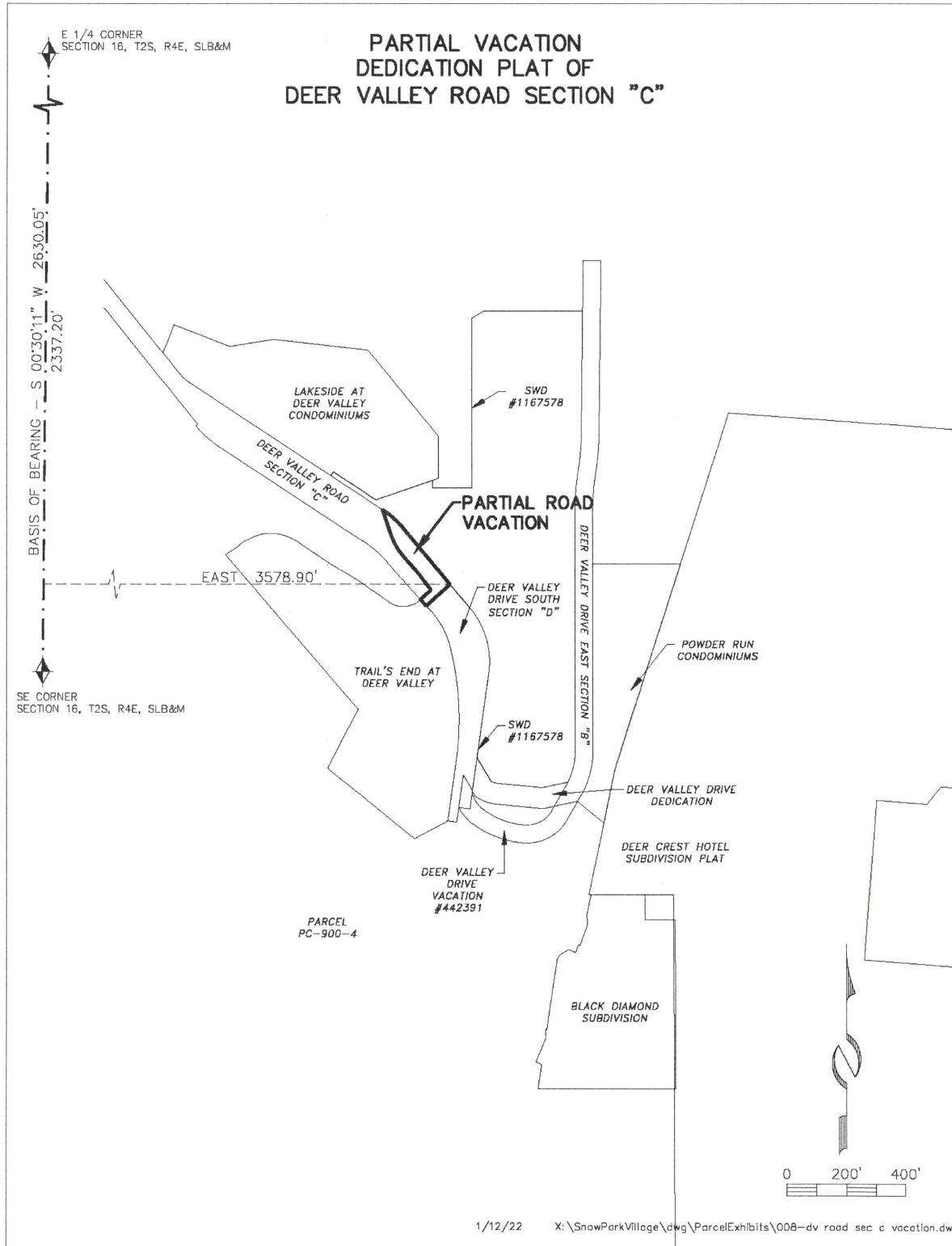
January 13, 2022

A parcel of land located in the northeast quarter of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is East 3977.60 feet and South 370.41 feet from the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being on the westerly right-of-way of Deer Valley Drive East Section "B", recorded March 1, 1982, as Entry No. 188988 in the Office of the Recorder, Summit County, Utah, and also being the northeasterly corner of the Dedication Parcel in Exhibit C of Ordinance No. 95-59, recorded November 15, 1995, as Entry No. 442391 in the Office of the Recorder, Summit County, Utah; and running thence South 26°45'21" East 72.35 feet to the northeasterly corner of the Vacation Parcel in Exhibit B of Ordinance No. 95-59, recorded November 15, 1995, as Entry No. 442391 in the Office of the Recorder, Summit County, Utah; thence coincident with the northerly boundary of said Vacation Parcel South 78°09'28" West 80.54 feet to the southwesterly corner of the aforementioned Dedication parcel; thence coincident with said Dedication parcel the following two (2) courses: 1) North 30°00'00" East 77.39 feet to a point on a curve to the left having a radius of 249.90 feet, of which the radius point bears North 60°00'00" West; thence 2) along the arc of said curve 16.01 feet through a central angle of 03°40'14" to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.064 acres.



SNOW PARK VILLAGE

PARTIAL VACATION OF
DEDICATION PLAT OF
DEER VALLEY ROAD SECTION "C"

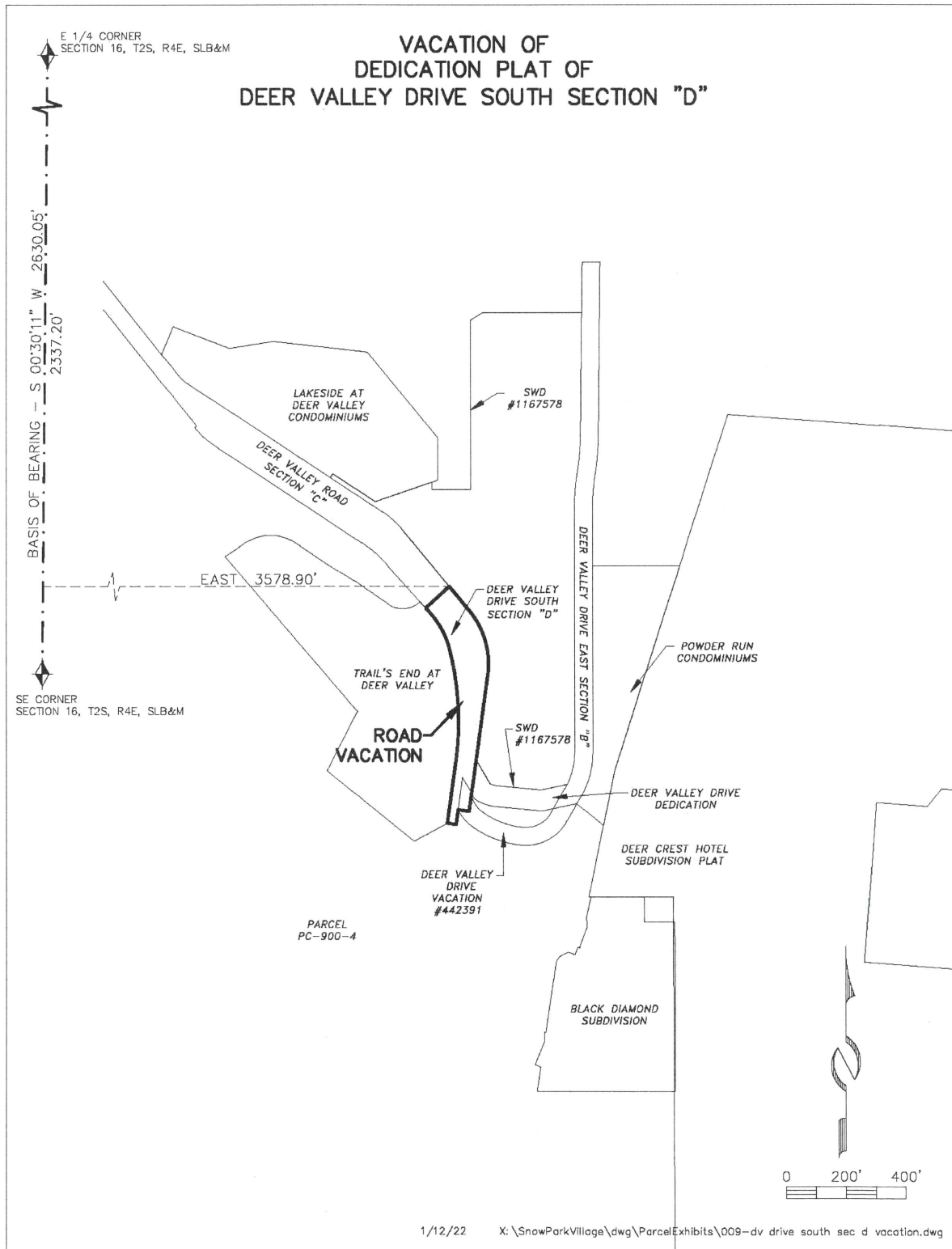
January 18, 2022

A parcel of land located in the southeast quarter of Section 15, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being described as follows:

Beginning at a point that is South 00°30'11" West 2337.20 feet and East 3578.90 feet from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being the easternmost corner of the Dedication Plat of Deer Valley Road Section "C", recorded April 16, 1980, as Entry No. 165811 in the Office of the Recorder, Summit County, Utah; and running thence coincident with the southeasterly end of Deer Valley Road Section "C" South 47°53'34" West 107.67 feet to the southernmost point of said Deer Valley Road Section "C", said point also being on the easterly boundary of Trail's End at Deer Valley, recorded March 18, 2009, as Entry No. 867530 in the Office of the Recorder, Summit County, Utah; thence coincident with the easterly boundary of Trail's End at Deer Valley North 42°06'26" West 29.08 feet; thence North 47°53'34" East 47.72 feet; thence North 37°30'27" West 67.84 feet; thence North 41°44'02" West 70.59 feet to a point on a curve to the right having a radius of 247.00 feet, of which the radius point bears North 48°15'58" East; thence along the arc of said curve 100.21 feet through a central angle of 23°14'46"; thence North 18°29'16" West 81.14 feet to the northerly right-of-way of said Deer Valley Road Section "C"; thence coincident with the northerly right-of-way of Deer Valley Road Section "C" the following three (3) courses: 1) South 56°25'40" East 2.56 feet to a point on a curve to the right having a radius of 308.53 feet, of which the radius point bears South 33°34'20" West; thence 2) along the arc of said curve 88.46 feet through a central angle of 16°25'40"; thence 3) South 40°00'00" East 249.01 feet to the point of beginning.

The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.42 acres.

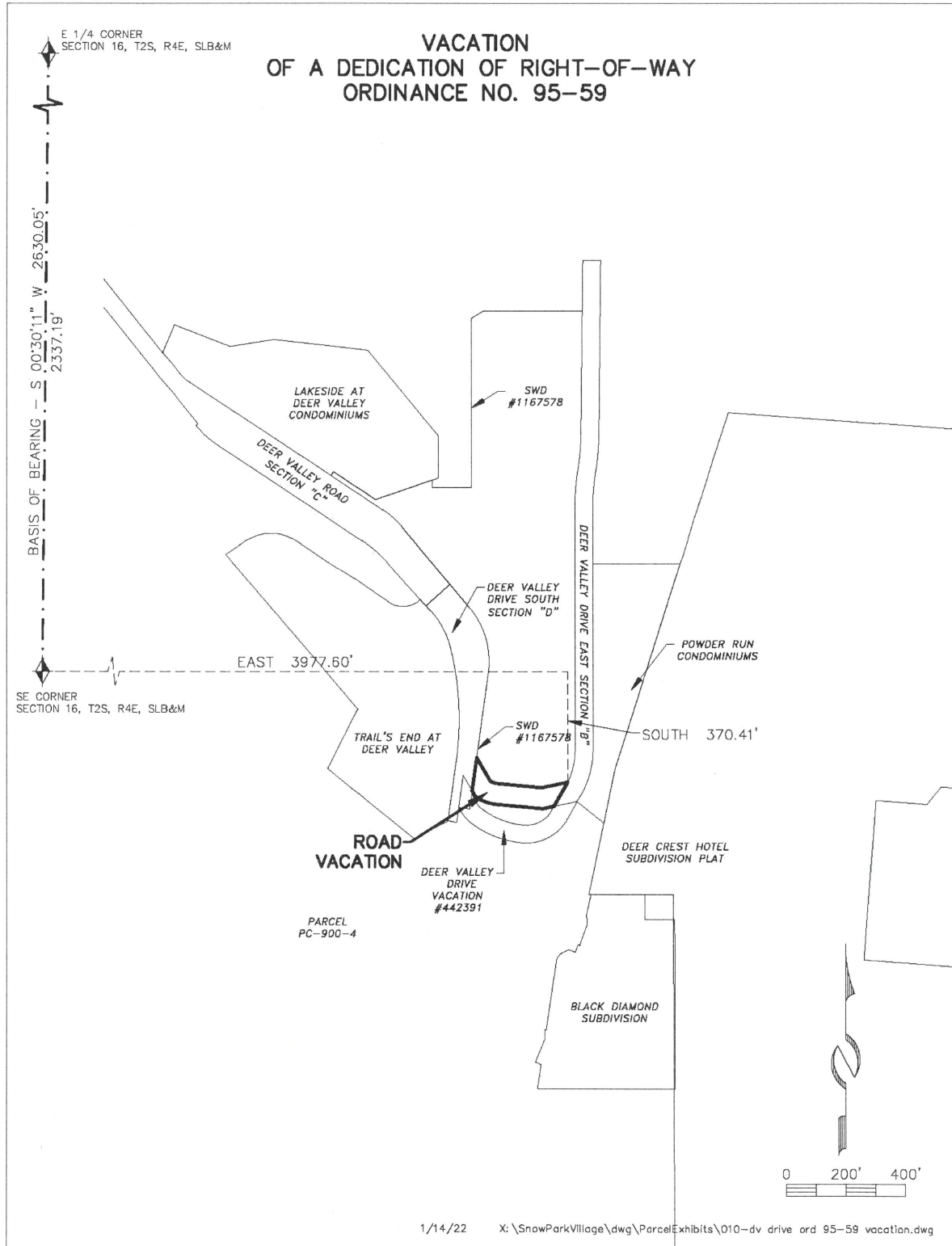


SNOW PARK VILLAGE

VACATION OF
DEDICATION PLAT OF
DEER VALLEY DRIVE SOUTH SECTION "D"

January 12, 2022

Dedication Plat of Deer Valley Drive South Section "D", located in the south half of Section 15 and the north half of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, recorded March 1, 1982, as Entry No. 188987 in the Office of the Recorder, Summit County, Utah.



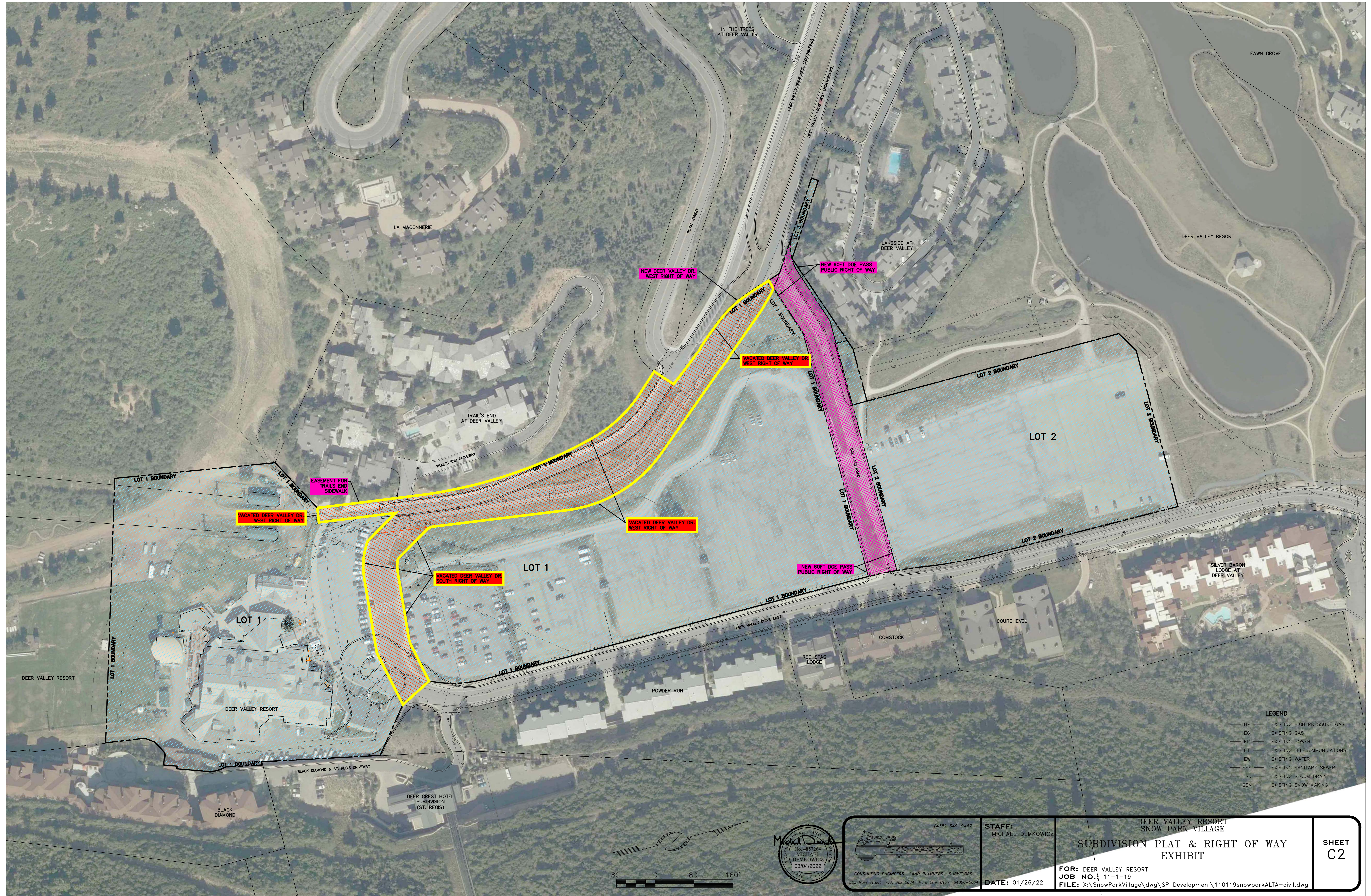
SNOW PARK VILLAGE

VACATION OF
A DEDICATION OF RIGHT-OF-WAY
ORDINANCE NO. 95-59

January 14, 2022

Beginning at a point on the westerly right-of-way of Deer Valley Drive East Section 'B', said point being South 1248.12 feet and East 4008.65 feet from the east 1/4 corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian (Basis of Bearing being S00°30'11"E from the east quarter corner of said Section 16 to the southeast corner of said Section 16); thence along said right-of-way, as described on Section 'B' of Deer Valley Drive East plat as recorded in the Summit County Recorder's Office, Entry Number 188988, the following four courses: (1) S00°40'00"W 579.06 feet to a point on an 878.16 foot radius curve to the right (center bears N89°20'00"W); thence (2) along the arc of said curve 127.48 feet through a central angle of 08°19'03" to a point of a reverse curve to the left (center bears S81°00'57"E); thence (3) along the arc of said curve 136.50 feet through a central angle of 08°59'03"; thence (4) South 800.00 feet to a point on a 249.90 foot radius curve to the right (center bears West); thence along the arc of said curve and the western right-of-way of Deer Valley Drive East, 114.84 feet through a central angle of 26°19'46" to the true point of beginning; thence departing from said right-of-way S78°14'07"W 89.60 feet; thence N84°36'26"W 145.24 feet to a point on an 80.00 foot radius curve to the right (center bears N05°23'34"E); thence along the arc of said curve 28.08 feet through a central angle of 20°06'46"; thence N30°26'41"W 92.28 feet to a point on the east right-of-way of Deer Valley Drive South Section 'D' as recorded in the Summit County Recorder's Office, Entry Number 188987; thence along said right-of-way S08°00'00"W 112.58 feet; thence departing said right-of-way S30°26'41"E 21.97 feet to a point on an non-tangent 150.00 foot radius curve to the left (center bears N34°51'45"E); thence along the arc of said curve 77.15 feet through a central angle of 29°28'11"; thence S84°36'26"E 155.80 feet; thence N78°14'07"E 38.33 feet to a point on the westerly right-of-way of said Deer Valley Drive East; thence along said right-of-way the following two courses: (1) N30°00'00"E 77.39 feet to a point on a 249.90 foot radius curve to the left (center bears N60°00'00" W); thence (2) along the arc of said curve 16.01 feet through a central angle of 03°40'14" to the true point of beginning.

Contains 0.52 acres, more or less.



- LEGEND
- HP — EXISTING HIGH PRESSURE GAS
 - EG — EXISTING GAS
 - EP — EXISTING POWER
 - ET — EXISTING TELECOMMUNICATIONS
 - EW — EXISTING WATER
 - ESS — EXISTING SANITARY SEWER
 - ESD — EXISTING STORM DRAIN
 - ESM — EXISTING SNOW MAKING



Alliance Engineering Inc.
(435) 649-9467
CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
DATE: 01/26/22

**DEER VALLEY RESORT
SNOW PARK VILLAGE**
**SUBDIVISION PLAT & RIGHT OF WAY
EXHIBIT**
FOR: DEER VALLEY RESORT
JOB NO.: 11-1-19
FILE: X:\SnowParkVillage\dwg\SP Development\110119snowparkALTA-civil.dwg

**SHEET
C2**



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

February 22, 2022

To Whom It May Concern:

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

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

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

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

Sincerely,



Rick Finleyson

President TRAILS END LODGE

909 630 - 3676

Alexandra Ananth

From: Charles Loyd <charlesloyd@comcast.net>
Sent: Thursday, March 10, 2022 4:44 PM
To: Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Save the Deer Valley Loop from Alterra

[CAUTION] This is an external email.

As twenty-five year residents and homeowners at 6 Stanford Court in the American Flag neighborhood, my wife and I strenuously object to any changes to Deer Valley Drive. We have long been aware of the potential development of the Snow Park parking lots, but expected it to fit into the existing infrastructure with due consideration for the existing neighborhoods and uses of Deer Valley Drive. Instead, Alterra has submitted an insultingly selfish plan which shifts the burden of their development on everyone else through increased traffic and worsened traffic flow. The present traffic flow works for everyone; in its place Alterra proposes and intermodal center at the far end of the parking lots (sure to encourage bus use) and a laughably small passenger drop-off circular. And Alterra has nowhere demonstrated the necessity of a plan that requires Park City, the surrounding neighborhoods, and the Deer Valley Drive users to surrender a significant right-of-way. Alterra has the right to develop the parking lots but not the right to reroute streets; I'm sure Alterra can afford architects and development plans smart enough to accommodate the existing street infrastructure and traffic flows. Recently, in a similar situation, the City bought out the development rights of the Sweeney property and passed the costs onto all Park City homeowners, not just the adjacent neighborhoods. Here, Alterra wants to not only fully develop the Snow Park parking lots with a similar increase in density and traffic, but also condemn existing streets and diminish access to and from preexisting neighborhoods. Nothing in Alterra's plans justifies this overwhelming unfairness to the Lower and Upper Deer Valley homeowners and neighborhoods. The City, the Council, and the Planning Commission cannot allow Alterra's development proposal to go forward as written.

Charles and Helene Loyd
6 Stanford Court
Park City

GAVAN
2500 DEER VALLEY DRIVE, C-22
PARK CITY, UTAH 84068

March 7, 2022

To Whom It May Concern:

I am personally writing this letter in support of Deer Valley Resort's proposed right-of-way vacation and dedication as a part of the Snow Park Village redevelopment.

I am a board member for Powder Run Condominiums, which is immediately adjacent to the proposed development. I have been meeting with Deer Valley Resort regularly during the past months and have found them to be cooperative and considerate of the potential impacts of the development to their neighbors.

While our HOA is still considering the many pros and cons of the proposed development, I can personally comment that the proposed street vacation and dedication is a good step along the way should the development proceed. This will allow for a great skier experience with the lifts and gondola integrated into the village plan without the interruption of a roadway, will shift the flow of transit to the lower portion of the development, and will create enough space for the development to be constructed at a reasonable building to open space density. This plan effectively separates skier and pedestrian flow from primary vehicular flow within the base area.

We look forward to continuing to work with Deer Valley resort as an aligned neighbor in hopes of accomplishing an integrated solution for the base area that works well for Deer Valley and the lower Deer Valley community.

Sincerely,



John Gavan
310-892-7298

Alexandra Ananth

From: Phil Purcell <phil@continv.com>
Sent: Thursday, March 10, 2022 12:35 PM
To: Alexandra Ananth
Subject: [External] The Alterra Proposal

[CAUTION] This is an external email.

Dear Ms. Ananth,

We are writing to you to express our strong opposition to the traffic proposal by Alterra for the new development at Snow Park.

We have owned and lived in American Flag since the mid 90's. Edgar and Polly Stern's vision for Deer Valley was the best ski resort in the United States and a deep concern that the real estate they developed around it would be a true community. They achieved these goals for about 25 years. With the sale to Alterra it is clear these are no longer the goals.

We have no objection to fulfilling Edgar's plan of developing Snow Park in the way he envisioned.

We object to the proposed traffic plan. The plan is to substantially increase traffic to Snow Park and cut road access by 50%. This makes no sense. Traffic today is impossible on busy seasons and weekends.

The plan should be to widen Deer Valley Road to four lanes and keep both east and west access to Snow Park. There is no need to move the lifts for the convenience of Alterra. The increased revenue and profit to Alterra from the major development should enable them to pay for all the expansion needed on Deer Valley Drive.

Soon the City will have to expand Bonanza and the road to Heber to handle morning and afternoon traffic from Skiers and workers. Perhaps increased taxes from the development could offset these costs.

Another concern is worker parking. The resort has had staffing problems this year with excellent parking for employees. Imagine the staffing problems if employees have to come earlier, leave later and be bussed to a distant parking location. This won't work so the response will be to gradually let more and more employees park in the garage. First supervisors, then those with needs, then those in critical jobs, then everybody. This is a proposal that cannot work. This should be addressed now. Perhaps by having much deeper subterranean parking.

Thanks for considering the community and forcing a sensible traffic and parking plan.

Cordially,

Phil and Anne

Philip J. Purcell
Continental Investors LLC
227 West Monroe Suite 1200
Chicago, IL 60606
Office Phone: 312-628-2450

Office Fax: 312-628-2458
Cell Phone: 847-494-1909
Phil@continv.com

Please note – we have moved to a new suite in the same building - our new suite is 1200

Alexandra Ananth

From: Colleen Hempleman <colleen@hempleman.net>
Sent: Thursday, March 10, 2022 1:24 PM
To: Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Letter opposing the development proposal put forth by the Alterra Group for the parking garage

[CAUTION] This is an external email.

Dear Planning Commission and City Council Members,

We opposed the current plan for the construction of a large parking garage and major changes to the traffic flow in and out of Deer Valley Drive West.

We are alarmed that the proposed plan will significantly increase the existing traffic issues along Royal St., including the American Flag area where we live. It seems that the current plan does not take the residents into consideration, creates more problems, and materially takes away from the reasons many of us purchased our homes here. Please see below for specific issues with the current plan:

- The proposed inhibits the easy access and steady flow of traffic for the homeowners in the American Flag neighborhood.
- Non-residents will undoubtedly park illegally in our neighborhood in lieu of waiting in traffic. Unless, Alterra plans to hire a full time parking guard for the whole neighborhood, this situation will become untenable.
- Residents will be boxed in, hampering them from commuting or running daily errands, especially around the opening and closing times of the lifts. The current plan doesn't seem to use roundabouts, nor additional traffic control, which will result in significantly worse traffic.
- The option of a new, separate road off of Royal St. to allow residents to maintain their current access to the Snow Park area, seems sensible. This will relieve traffic flow for the rest of the system.
- Also, a roundabout at the end of Royal Street, where it intersects with Deer Valley Drive, might be a solution so that traffic would not have to go back down to Snow Park in order to get to Park City.

Please accept this letter as public record, and as a vote of "No" to this current proposal. We look forward to reviewing future plans that properly take both residents, and visitors into consideration.

Sincerely,

Mr. & Mrs. Philip and Colleen Hempleman
426 Centennial Circle
Park City, UT 84060

Alexandra Ananth

From: Priscilla Watson <billpris@aol.com>
Sent: Thursday, March 10, 2022 1:48 PM
To: Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Alexandra Ananth; Gretchen Milliken; planning
Subject: [External] Snow Park Village

[CAUTION] This is an external email.

As a resident of Solamere I have been following this project for over a year. I have major problems with all the proposed traffic flows that have been presented over the past year. Some of them are as follows:

The traffic study was done by Fehr Peers for Alterra and paid for by Alterra. It was determined that the split from Deer Valley Drive into Deer Valley Drive North and South is failing. The data for this was taken on February 15, 2020 which was Saturday of Presidents Day weekend prior to realizing Covid 19 was a major problem. From the data it is obvious that Deer Valley Drive was at a standstill. The problem with the intersection that day was traffic backing up from Bonanza and Park Avenue bringing traffic at the intersection to a standstill. Deer Valley Drive, Marsac Avenue and Transit Center data was taken on December 19, 2020. Not only is this prior to most of the tourists arriving, we were in the middle of Covid 19 and a very, very slow period. All the proposed traffic patterns are based off this very flawed study. An independent study needs to be done by Park City Municipal.

The current traffic pattern works! It should only be changed if a better pattern is available. We should be starting with the current traffic pattern and asking how we can improve on it.

Most bus, van and car traffic should go directly to Deer Valley rather than around Deer Valley Drive North/East. This is more than twice the distance as well as twice the curb cuts. This decision was based on an invalid traffic study.

The original proposal by Alterra has some van and car traffic going directly to Deer Valley along with the buses. It also contained three entrances/exits to the garage. This would ease the traffic coming down Royal Street not joining the rest of the traffic driving around the loop. Although it was an unacceptable flow, it was better than the current proposal, made by Park City Municipal.

The current proposal has all the traffic except express buses going to Deer Valley using Deer Valley Drive North/East and all buses exiting Deer Valley using the same road with a dedicated bus lane. Traffic will be backed up when a bus stops to pick up those living on the loop and those living North of the loop will need to make a left hand turn across two lanes into over an additional 1,000 vehicle each morning.

We need to get the bus system working better but we also need to balance it with most of the residents of Park City who do not live on a bus route. These residents must drive to Deer Valley, town and elsewhere and the current proposals do not take this into account.

Before we move forward we need a traffic pattern that works.

Bill Watson, Lower Deer Valley

Alexandra Ananth

From: Nordic Village HOA <admin@nordicvillagehoa.com>
Sent: Thursday, March 10, 2022 3:33 PM
To: Alexandra Ananth; Council_Mail
Subject: [External] Alterra Corporation Development Plans for Deer Valley Resort
Attachments: NVHOA Letter to PC Council and Commission Re-DV Development March 2022.pdf
Importance: High

[CAUTION] This is an external email.

Park City City Council
Park City Planning Commission

Re: Alterra Corporation Development Plans for Deer Valley Resort

Ladies and Gentlemen:

The undersigned board members of the Nordic Village Homeowners Association (NVHOA) represent 28 single family residential properties located on Amundsen Court, Nansen Court, and a portion of Queen Esther Drive in the Lower Deer Valley section of Park City. We are writing to express our considerable concern that Alterra Corporation's proposed redevelopment of the existing Deer Valley resort parking lots will negatively impact our neighborhood, quality of life, and property values by exacerbating the already untenable traffic situation that occurs multiple times daily as guests drive to and from the resort.

It is our understanding that Park City Municipal Code Section 15-6-1, as amended in October 2020, requires the protection of "residential uses and residential neighborhoods from impacts of non-residential uses." While Alterra's development includes residential uses, it is expected to also incorporate numerous non-residential applications, including dining, retail, and recreational activities, all of which will directly impact residents of the adjoining neighborhoods through increased traffic, air, and noise pollution. Health and safety of pedestrians, cyclists, pets, and wildlife would also suffer greater risk.

We further understand that the development plans contemplate eliminating the Deer Valley "Loop" by closing and/or removing a portion of Deer Valley Drive West. If that is the plan, it would unacceptably force not only current but also increased resort traffic through our neighborhood. Such a proposal also begs the significant question of converting a public easement for private use. As taxpaying residents, we have a long-standing vested economic interest in that right-of-way and question the legality of such an uncompensated conversion.

It is already very challenging for our residents as well as the many other affected residential communities along and beyond Queen Esther and Solamere Drives to get to and from our homes during resort morning and afternoon "rush" hours. Traffic also impedes the ability of fire, police, and medical personnel to respond to emergencies. Adding a multi-level parking structure, shops and dining, and an event venue would undoubtedly exacerbate this situation. The contemplated taking of an existing right-of-way that serves the Alterra Deer Valley resort directly—thereby forcing all traffic onto our streets—would unconscionably compound it.

We respectfully ask the Council to consider the significant harm the proposed development would inflict on our neighborhoods, and to withhold any and all approvals until a mitigation plan acceptably addressing all neighborhood concerns is put forth.

Thank you for your consideration.

Sincerely,

NORDIC VILLAGE HOMEOWNER'S ASSOCIATION BOARD OF DIRECTORS

Bill Kulczycki, President
Margaret Herrmann, Vice President
Carina Bachman, Secretary/Treasurer
Jean Crittenden, Board Member
Dominic DiSalvo, Board Member
Sam Brothwell, Board Member
Brian Horner, Board Member
Jodi Van Dresser, Board Member

NORDIC VILLAGE HOA
P.O. BOX 682533
PARK CITY, UT 84068
ADMIN@NORDICVILLAGEHOA.COM



This email has been checked for viruses by Avast antivirus software.
www.avast.com

Alexandra Ananth

From: planning
Sent: Thursday, March 10, 2022 8:11 AM
To: Bill Johnson; Christin Van Dine; Douglas Thimm (dthimm@archnexus.com); John Kenworthy; John Phillips; Laura Suesser (laura.suesser@gmail.com); Sarah Hall (s.m.hall@icloud.com); Bill Johnson; Christin VanDine; Daniel Patton; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Mark Harrington; Planning_Mail; Sarah Hall
Subject: FW: [External] March 15 Joint Meeting

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

From: Bjorn Liencres <bl_parkcity@mbllmail.net>
Sent: Wednesday, March 9, 2022 10:18 PM
To: planning <planning@parkcity.org>; Council_Mail <Council_Mail@parkcity.org>
Subject: [External] March 15 Joint Meeting

[CAUTION] This is an external email.

Dear City Council and Planning Commission members,

I am writing to express my concern about the proposed changes to Deer Valley Drive, which is being considered in the joint City Council / Planning Commission meeting of March 15th.

The proposal calls for a substantial increase on the traffic through Deer Valley Drive North and East. This will make it much harder to merge from the many ingress and egress locations along this route.

There appear to be no provisions for facilitating the entering from, and exiting to, the neighborhood streets.

In addition, I would expect the Park City Fire District Station 38, located on Deer Valley Drive North, to have the same difficulty entering the road, during peak hours. Will they require the installation of a traffic control signal to halt traffic to enable the firefighters to cross lanes in Deer Valley Rd?

Bjorn Liencres

Alexandra Ananth

From: Jim Whalen <jimwhalen117@outlook.com>
Sent: Thursday, March 10, 2022 7:49 AM
To: John Phillips; John Kenworthy; Laura Suesser; sarahhall@parkcity.org; Christin VanDine; billjohnson@parkcity.org; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Alterra Snow Park Development

[CAUTION] This is an external email.

I am resending this e-mail because I received a notice that some of you did not receive it. I apologize for any duplicate e-mails because of this error.

Jim Whalen

Dear Planning Commissioners,

I am an owner of unit 6337 in the Silver Baron Lodge. I am writing you prior to your March 15, 2022, planning commission meeting. As an owner, I believe the value of my property will be impaired by the proposed Alterra plan for Deer Valley Drive East for the following reasons:

1. Changing the access to the Silver Baron Lobby – The plan as proposed will cause the existing owners to fund a remodel of the lobby to the side lobby. Silver Baron owners should not be forced to bear the burden of that cost for the benefit of Alterra.
2. Traffic congestion – The proposed traffic plan would impose a significant risk that traffic will back up along Deer Valley Drive East. This risk, which likely will be realized, threatens potential safety hazards for pedestrians. In addition, the traffic delay has the potential for impatient drivers to act dangerously. I urge you to reject a plan that has the potential to needlessly impose safety risks to pedestrians and Silver Baron owners. I also have congestion concerns about the skier drop off/pick up plan. The proposed plan is likely to exacerbate congestion on Deer Valley Drive East.
3. Emergency vehicle access – The Park City Fire Department located on Deer Valley Drive East will be affected by any traffic congestion created by this plan. When minutes count in an emergency, traffic congestion impairing first responders' ability to react is a significant concern. I am surprised and disappointed that Alterra management doesn't appear to share that concern.
4. Parking – Is there a plan to address the need for parking once the existing area has been eliminated? The information provided to date doesn't appear to address this need. The lack of a well-designed and thought-out parking plan has the probability of either further increasing the traffic congestion or reducing the number of people on the mountain. I assume neither of these are a goal of the Commission.

Thank you for the consideration you have given my comments. I understand the value to the area of a development of this nature and would support it, but for the aforementioned concerns.

Jim Whalen

Alexandra Ananth

From: Liza Starr <allstarrs@mac.com>
Sent: Wednesday, March 9, 2022 3:38 PM
To: Alexandra Ananth
Subject: [External] Save the Deer Valley Loop

[CAUTION] This is an external email.

Dear Ms. Ananth,

We are writing to urge you to save the Deer Valley Loop and preserve the access on both sides as a benefit to the taxpayers — this is city property and should remain so. We have owned our property (off the Deer Valley Loop) for almost 17 years and have enjoyed walking and biking the loop in the summer, as well as the ease of access the loop provides when dropping off and picking up family members at the resort in the winter. We feel it would be highly unfair to taxpayers for Alterra to receive this valuable land for their use, essentially cutting off full access to the loop and creating two dead-ends.

Allowing Alterra to close off the loop will put significantly more traffic on Deer Valley Drive East (the proposed "drop off" side), creating a bottleneck during the ski season and again when the resort hosts its summer concert series. Sadly, this will become a less pedestrian-and-bicycle-friendly area for those wishing to enjoy the relative peace and beauty of this outdoor space. Deer Valley Drive East has already experienced increased traffic, with St. Regis using the entrance to Deer Crest for much of its traffic. It would be equally unfair to owners on the west side if that were the proposed "drop off" zone.

We appeal to you to maintain access to the *entire* Deer Valley Drive loop as initially planned and intended. There is no sufficient justification to transfer this valuable property (which Deer Valley already uses for free) to Alterra for *their* proposed purposes, thus creating a busier and less-functional traffic flow for residents, homeowners, and visitors.

Thank you,

Steve and Liza Starr
2429 Deer Lake Drive
Park City, UT 84720

You may keep our email address on the public record: allstarrs@mac.com.

Alexandra Ananth

From: Jay Shepherd <js@shepherdgp.com>
Sent: Wednesday, March 9, 2022 3:25 PM
To: Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly; John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Park City Joint Meeting: Proposed Deer Valley Expansion Project

[CAUTION] This is an external email.

Dear Members of the Park City Council and Planning Commission:

We are writing to request that you do not approve the proposed Deer Valley expansion plan as currently envisioned.

We listened to the Alterra presentation about the plan, and reviewed the plan in detail. The initial plan is poorly designed, unnecessarily complicated, will materially increase traffic, negatively impact the surrounding residential communities, and increase pollution. There are many reasons the plan needs to be revised:

- Bifurcating traffic flows and mixing counterclockwise and clockwise moving traffic will create more problems than it solves and add to the already bad traffic situation in and around town
- A materially larger number of cars will have to travel farther to get to the Snow Park Lodge on Deer Valley Drive than they do now
 - The traffic and noise will impact all of the surrounding communities
 - It will materially increase pollution and the carbon footprint, negating a key objective of utilizing public transportation
 - It will also make it harder for local residents to reach the resort
- The current public transportation system/bus routes work well and complement the traffic flows; why should this arrangement be contorted to accommodate a flawed plan?

We understand that the resort wants to expand and increase the amenities offered. However, this should be done in a thoughtful, responsible way that will improve the experience of those using the resort as well as protecting the interests and quality of life of the surrounding neighborhoods and broader community.

Alterra should revise its plan to, among other things, maintain the more efficient counter-clockwise traffic flow to and around the resort and incorporate the existing public transportation routes. It should also scale the plan back significantly given the limited access to the site and to minimize the negative impacts on the surrounding community. *With some creative revisions, Alterra should be able to achieve its objectives without having the community bear all of costs.*

Please make this letter part of the public record. Thank you for your consideration.

Jay & Sheri Shepherd
2900 Telemark Drive
Park City

Alexandra Ananth

From: Martin, Scott <Scott.Martin@slcgov.com>
Sent: Wednesday, March 9, 2022 12:21 PM
To: Gretchen Milliken; Alexandra Ananth; planning
Cc: Mark Duross; Stephen Aucamp
Subject: [External] Lower Deer Valley - Alterra proposed roadway system
Attachments: Portion of DV Drive Alterra wants City to Vacate.pdf

[CAUTION] This is an external email.

Dear Planning Staff,

My name is Scott Martin and I'm a full time resident of Lower Deer Valley.
I'm also a board member of the Daystar community with 24 residential units.

The Daystar board is in favor of the Snow Park Development. However, we have major concerns about the proposed roadway system. The proposed roads will place almost all the traffic on the north and east sides of Lower Deer Valley. I'm aware Alterra is saying they want the guests to experience the views but we feel this is just an excuse to allow a bigger "beach" / development on the west side (per the attached sketch). In addition, I believe the proposed road system will eliminate public transit on the north and east side of DV.

I believe a one way loop road in DV would help. This would eliminate all left turns and allow free flow of traffic. It would also cut 50% of the proposed traffic on the north and east sides of DV. It would maintain the current public bus routes. I believe loading the parking structures on the west side and exiting them to the east is the correct approach.

Daystar is interested in an improved bus stop near our property with a turn out / pull out lane for the buses to get them out of traffic. We would be willing to work with the city and developers to explore the options and enhancements. We don't want to lose the transit on our side of DV and we don't want the traffic to increase on our sides by 50% or more.

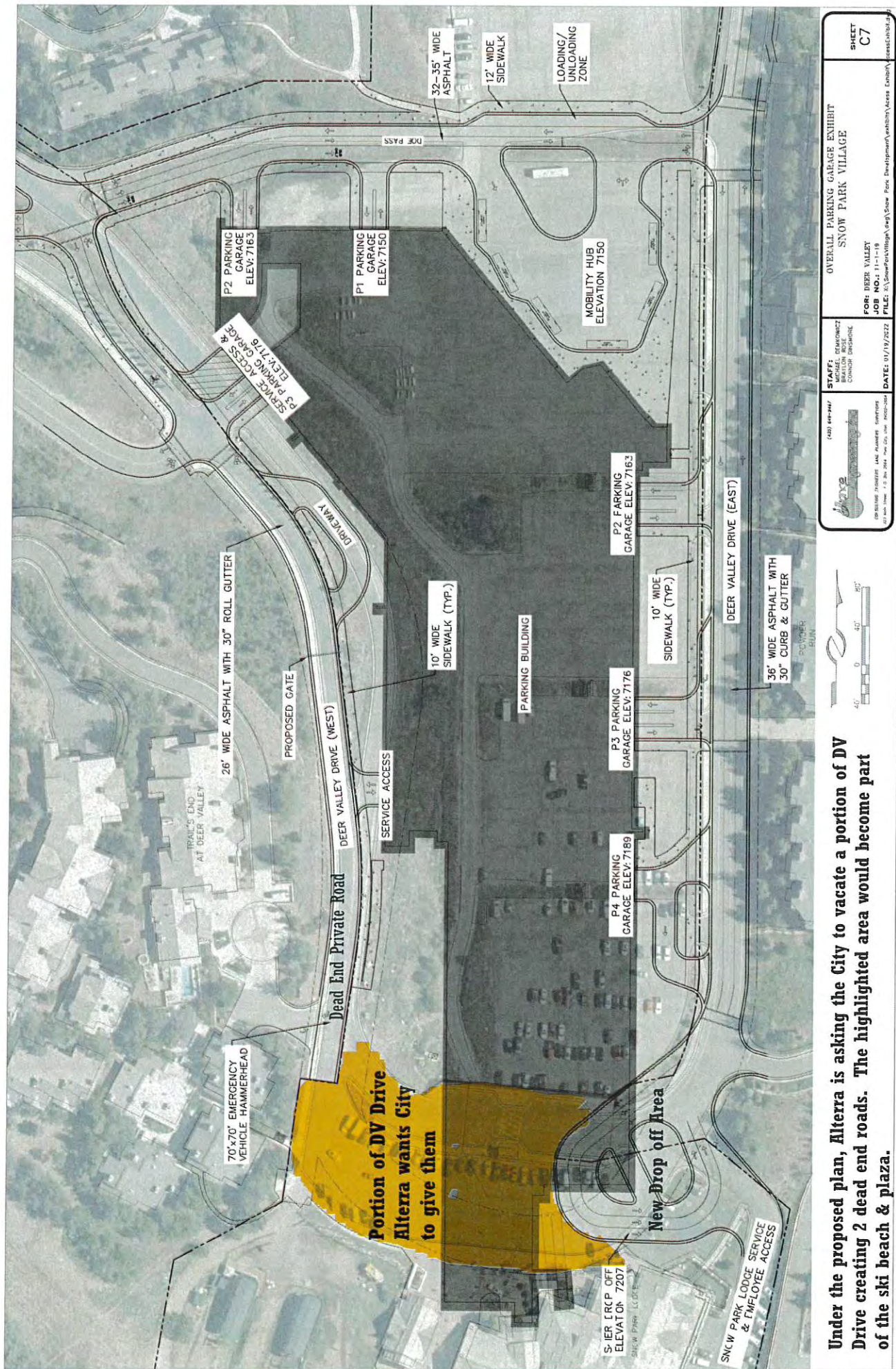
My background is as an architect and I have worked on some large projects involving large buildings and loop roadways.

Please give me a call at 801-696-6308 if there is anything I can do to assist you

Thank you

Scott Martin | AIA | Airport Architect
Salt Lake City Department of Airports
P.O. Box 145550, Salt Lake City, UT 84114-5550

scott.martin@slcgov.com
o: 801-575-2956 | c: 801-696-6308



Under the proposed plan, Alterra is asking the City to vacate a portion of DV Drive creating 2 dead end roads. The highlighted area would become part of the ski beach & plaza.

Joseph & Miriam Baum

Silver Baron Lodge

Dear planning commission:

I would like to express my outrage with your new development plan on parking lot across from Silver Baron Lodge.

My husband and I, purchased Silver Baron about 10 years ago. The purpose was to have a nice retreat from our main home, which is located in urban area. A nice place to escape from daily **commuter stress**, urban **noise pollution**, impacting our health and wellbeing. Also, our desire was, one day, when we retire to move in permanently.

With your new plans, unfortunately, we will have to re-assess.

I do not believe that your intention was to drive away current owners. I believe, with short sightedness on your part, this is what will happen.

Visiting Silver Baron, we enjoyed the vast, beautiful mountain views from our balcony. We enjoyed the fresh, good air and peace and quite that this place has to offer. We loved walking safely along the sidewalks and pathways marveling in nature's abundant beauty.

Inadvertently, you may facilitate destruction of this beautiful area. You will bring lots of urban headache.

With increased residential areas, you will increase **traffic congestion**. You will bring road **driving hazards**. You will take away our ability to cross roads safely. Walking the pathways in restricted unsafe conditions, may become detrimental. Our grandkids who enjoyed summer camps walking this area safely and reveling in nature's beauty, will be deprived of this area's gift.

You will take away from us our balcony views and quite road. Our night time may turn into nightmare with increased traffic noise.

We ask that you take into consideration the consequences of your action and its impact on long time owners of property across.

Kindly,

Miriam Baum

Amrit Nagpal
2815 Telemark Drive
Park City, UT 84060
415-265-5540

Dear Council Member:

I am a second-generation homeowner in Solamere and have been enjoying Park City & Deer Valley with my family for roughly 35 years. We recognize the benefits from the expansion of both the town and the local ski resorts. Development, done well, can enhance the greater good. However, I am deeply troubled by the Alterra proposal to re-route traffic onto Deer Valley Drive East for day skiers at DV and would like to register my opposition to this proposal.

1. **Traffic will worsen, not improve:** Alterra's proposed traffic re-routing and underground garages will lead to more congestion because (1) the underground lots are not interconnected, which will drive daily chaos and (2) paid parking will slow ingress/egress with payment collection/verification
2. **Many more neighborhoods/homes would be negatively affected:** Alterra's proposal more than doubles the travel distance to Snow Park, and more than doubles the egress/ingress along the re-routing. As a result (1) significantly more homes & residents will be negatively affected by traffic and (2) rerouting traffic towards many more driveways and homes will actually result in more traffic as homeowners would use the same roadway as day skiers
3. **The proposal only benefits Alterra & neighbor concerns have been ignored:** Alterra's proposal is designed to maximize development flexibility, with little regard for neighbor impact. Alterra has not proposed any substantive modifications despite neighbor feedback. Instead of compromise, representatives offer vague assurances and contrived studies (which defy commonsense)
4. **Alterra has been deceptive:** Alterra has been deceptive regarding the rationale for the re-route proposal. Representatives initially cited an enhanced view of the mountain from the Deer Valley East approach as a key benefit. Alterra subsequently stated grade conditions require garage entry from the east. However, Alterra later conceded that there are, in fact, garage entrances on Deer Valley West. Alterra is asking for a wholesale re-routing of the major conduit into Deer Valley without being transparent about the ultimate segregation of traffic and garage access

I strongly urge you to consider opposing the proposed reroute. Moreover, I hope you will consider forcing Alterra to genuinely partner with the neighbors and broader PC/DV community to develop a project which considers the needs of all constituents comprehensively. Thank you for your consideration.

Amrit Nagpal

Alexandra Ananth

From: Brian Keenan <brian.keenan@bellsouth.net>
Sent: Tuesday, March 8, 2022 7:38 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Snow Park Development - March 15th Joint Meeting
Attachments: IMG_9166.jpg

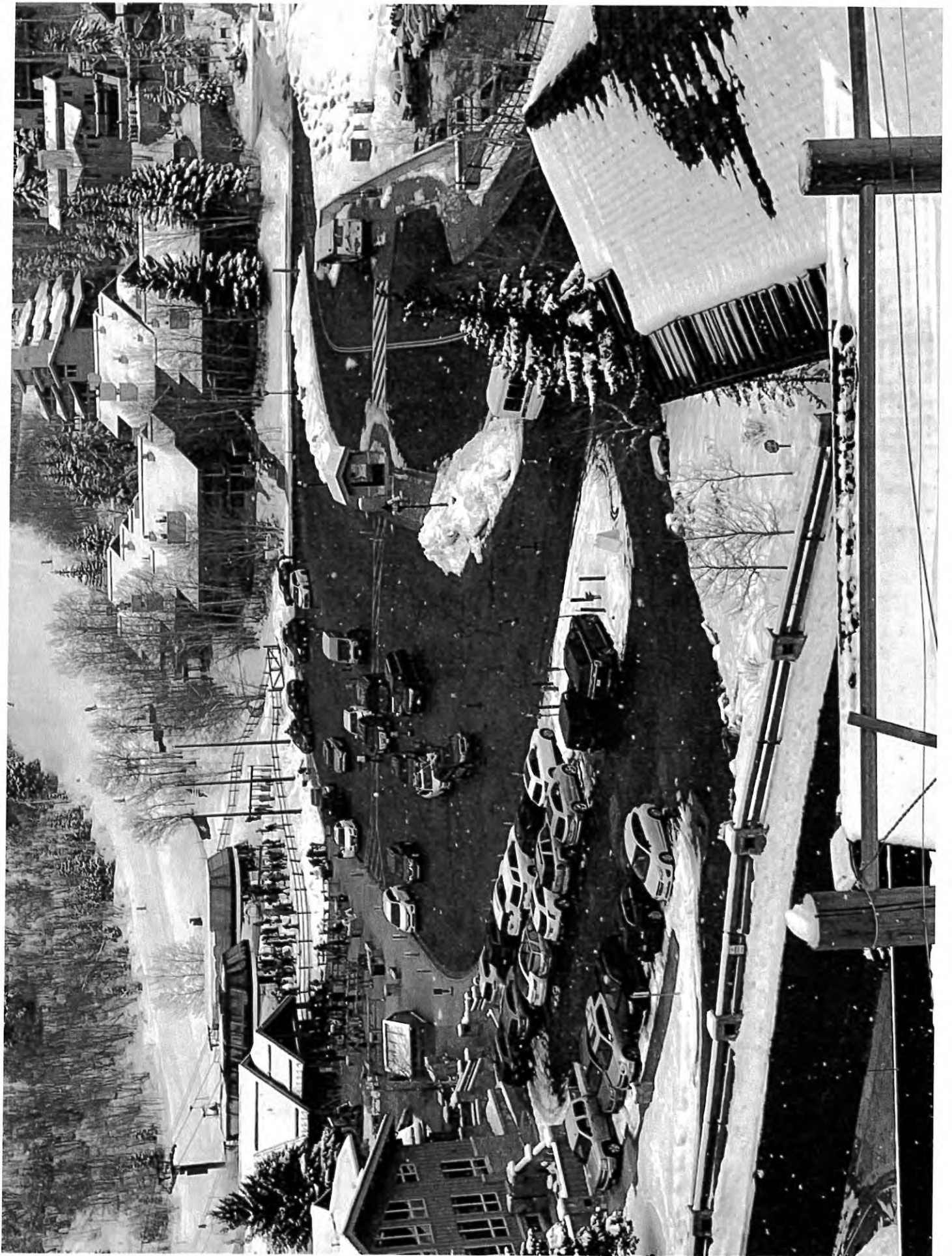
[CAUTION] This is an external email.

Please Make Public Record.

I'm a resident of Deer Lake Village (Lower Deer Valley) and am writing in regards to Alterra's request to vacate the **key portion** of Deer Valley Drive, "The Loop" that makes our ski resort function in a relatively efficient manner. The result will be extremely detrimental to all of our communities in Lower Deer Valley. It will make dropping skiers off from Park City Proper a painful ordeal as well. There is a unanimous portion of lower Deer Valley adamantly against vacating any portion of Deer Valley Drive to Alterra. Basically every HOA besides the ones Alterra owns. (Trails End, Lodges, Etc.) Alterra has no right to take Park City Property. Lower Deer Valley residents and guests already need to be strategic about when to drive to town. Between 3:30 and 5 on a busy day can be a bad idea especially when you run into the PCMR traffic. Losing the ability to egress Deer Valley in two directions will make this 2-3 times worse. We'll be going to the grocery store at 6 am. The plan loads 70% of traffic onto Deer Valley East (the side with the majority of egresses and the Fire Department) into a dead end turn around with three passing lanes. See attached picture of the Deer Valley Loop, this works well. There are basically 10 passing/bus lanes at the drop off area. Alterra's rendering cannot possibly lead to better traffic flow, it has less than half the passing lanes at the proposed drop off area, and it's not continuous like a loop is. I'm a builder by profession, so I am far from against development, but this is irresponsible development. The footprint of the existing parking lot is what is stated to be developed in the **ancient** Master Plan that this development is based on. Most of our community is prepared for the parking lot area to be developed, but not to lose the Deer Valley Loop. Save the Loop !!!

Footnote: If Deer Valley Loop is vacated to Alterra the impetus will be to fight the entire development. Putting together a coalition and money will not be an issue. There are all kinds of issues with Alterra's development rendering, i.e. Work Force housing ??, Fire mitigation, Fire Station Egress, Carbon footprint, Noise ordinance violation (gondola), Environmental impact, water usage, etc. etc.etc. I think a good Law Firm can stall this out 10-20 years.

Sincerely Brian Keenan, Dovetail Design/Build LLC, Park City



Alexandra Ananth

From: Lenny Feinberg <lennymaj@gmail.com>
Sent: Tuesday, March 8, 2022 3:43 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly; Richard Barros
Subject: [External] Deer Valley expansion

[CAUTION] This is an external email.

Dear Planning Commission and Council members,

We live at 4 Eagle Court, American Flag.

I am writing to let you know my wife and I strongly oppose the plan we saw submitted by Alterra to reconstruct Snow Park at Deer Valley.

I understand the developers have certain grandfathered rights. I didn't know that included existing residents giving up ours. Residents are being asked to contribute to the financial success of Alterra Mountain Company. This plan is so aggressive I have to believe it's submission is an attempt by the developer to force a compromise of sorts. Their plan goes well beyond maximizing existing conditions. Their plan creates new conditions that are being forced upon us. Have traffic studies been done? Which ones and by who? I did not see them included.

Park City needs to stand up and make demands on Alterra regarding the safety and convenience of its residents. Park City should not allow Alterra to make demands on us. Thank you.

Best
Lenny and Jill Feinberg

--
Lenny Feinberg

As a full-time resident of lower Deer Valley, I would like to express my concerns over the pending approval of the Deer Valley proposed development. I have attended several meetings, both in person and virtually, and feel that moving forward with the project as proposed is not in the best interests of the residents of Deer Valley.

My primary concern is the vacation of the portion of Deer Valley Drive that passes along the base of Snow Park. The redirecting of all personal traffic along the Solamere side of the loop, and making this a dead-end road, will create a traffic nightmare for both the skiers coming to Deer Valley and for the residents of all those condo complexes and neighborhoods along that portion of the road. We are already unable to come into or leave our neighborhoods in busy times. This will be exponentially worse with the vacating of the loop and making a one way in and out scenario.

Our development has utilized the Deer Valley shuttle system for years, which keeps our cars off the roads and out of the parking lots. That shuttle system, although increasingly expensive, has been well used by our residents. This will be rendered ineffective with the lack of drop-off and pick-up location, and the increased traffic to the base.

The option for taking the public bus to the base for those residents of this side of the loop will also no longer be an option, as the bus is heading away from the area on our side of the loop. Every day, as I drive the Deer Valley Drive out to shop, go to the Post Office, medical appointments, I see countless people waiting for the bus in both directions. Eliminating that option in one direction will again increase traffic to the base.

I am extremely concerned with the effect of this traffic flow problem created will have on fire and rescue being able to access both the ski area as well as our residential neighborhoods. Where time is of the essence in access, again the scenario the proposal will create is that we will not have timely access to those essential services on a regular basis.

Lastly, the elimination of the bike lane, combining it with a multi-use pedestrian corridor will all but effectively turn away cyclists for safety and ease of use reasons. That bike lane is used extensively all year long. Adding to that, 3 lanes of traffic along the Solamere side of the drive creates a danger to people walking in and out of the neighborhoods.

Although having increased amenities at the base is attractive for those of us who live here, sacrificing access both in and out of the area, is not worth the benefit.

I hope the committee considers the needs of the community over the wants of the developer in making this decision and denies the request to vacate the portion of Deer Valley Drive.

Sincerely,

Carol Chenevert
HOA Board Member and resident, Deer Lake Village

Alexandra Ananth

From: planning
Sent: Tuesday, March 8, 2022 9:23 AM
To: Alexandra Ananth
Subject: FW: Snow Park Redevelopment

From: Michael Butt <michael@casaculo.com>
Sent: Tuesday, March 8, 2022 7:04 AM
Subject: [External] Snow Park Redevelopment

[CAUTION] This is an external email.

Here are some thoughts I believe need to be addressed before proceeding with the Snow Park redevelopment.

1. How do we eliminate non-resident access to Royal street and stopping the idea of people parking along Royal Street.
2. We just added back bus access to Royal Street. As we have just demonstrated, bus availability needs to stay active on Royal Street.
3. We used to live in the Lofts just past the roundabout and every day we would hear multiple emergency vehicles drive down DV Drive. Will there be emergency vehicle lanes to accommodate these situations? What do we do if we actually have to evacuate everyone in the event of a forest fire. Will there be enough traffic lanes and flow? We are also not including any increase in Epic passes from PCMR traffic.

Thanks for your consideration.

Michael and Alicia Butt
American Flag Lot 19

Mark Wawro
2870 Telemark Drive
Park City, UT 84060

March 7, 2022

To the Park Record:

I am a member of the Solamere HOA Board of Directors who is concerned, as my neighbors are, about the congestion and other bad consequences for our communities of the Deer Valley/Alterra Snow Park expansion. I am particularly concerned by Deer Valley's plan to route all non-transit traffic to the resort by the longer route along Deer Valley Drive North.

That route is expected to be traffic-choked during peak traffic hours. That congestion will be tremendously difficult for all of the folks whose homes are reached by Deer Valley Drive North. I am also concerned for the safety of all residents of lower Deer Valley because the Park City Fire District station for all lower Deer Valley is on this traffic-clogged route. In addition, Deer Valley Drive North is the long way to get to Snow Park, so the proposed traffic route will increase fuel consumption and emissions.

Park City should require Deer Valley/Alterra to do more to mitigate the effects of its planned expansion. It is just not right for one member of the community – Deer Valley, in this case – to increase the burdens on the others. We all need to try to accommodate our neighbors. Deer Valley should undertake designs and methods that will effectively limit burdens its operations cause, like traffic and pollution. Doing so costs more, of course. Park City can require Deer Valley/Alterra to make that increased investment for several reasons. The most obvious one is that the Snow Park expansion cannot proceed as planned unless Park City agrees to abandon to Deer Valley a City-owned road running in front of the Snow Park Lodge. City Council should require Deer Valley/Alterra to make the required investment to deal with the safety concerns, traffic, and pollution its plans for the Snow Park area will impose on residents of Park City. And voters should pay attention to how effectively City Council does so.

Respectfully,



Mark Wawro

Alexandra Ananth

From: Joseph Shrader <shraderjm@comcast.net>
Sent: Friday, March 4, 2022 3:34 PM
To: John Phillips; John Kenworthy; Laura Suesser; Christin VanDine; Sarah Hall; Bill Johnson; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] March 15 Joint Meeting

[CAUTION] This is an external email.

Dear Commissioners,

My wife and I own a home on Solamere in the Hidden Meadows subdivision of Deer Valley. We would like to advise you of our strong objection to the proposed traffic plan submitted by the Deer Valley Resort. After reviewing what we saw of the proposed traffic plan and listening in on a recent meeting with representatives of Deer Valley, we feel the proposal is taking a current bad traffic situation and making it much worse. For the neighborhoods that need Deer Valley Drive as an "exit" to the other parts of our wonderful community and those that border Deer Valley Drive closer to town, the proposed plan creates nothing but inconvenience and dangerous (for both vehicles and pedestrians) situations. The proposal makes the existing sidewalks along Deer Valley Drive into walk/bike paths. This is extremely dangerous to those elderly and people pushing baby carriages on the current sidewalks. Eliminating bike paths on the roadway is certainly not in keeping with the desire to promote alternate forms of transportation. By virtue of certain proposed direction changes on the roadway, more automobiles will have to travel further than the current conditions and will therefore increase carbon pollution in the entire area. No plan has been proposed for the real problem of all the traffic flow from the "Y" intersection to the traffic circle and beyond on Route 224. The Deer Valley representative I listened to did not have any idea how that would be solved and I got the impression he (and Deer Valley) really didn't feel it was their problem. There are numerous other issues that we feel are "negatives" in the proposed plan and I'm sure other residents will have more to add to what we have mentioned here. A lot more planning has to be done on this matter but for now we are voicing our strong objection to this proposed closing and rerouting of Deer Valley Drive. Please make our objection a matter of public record.

Sincerely,
Joe & Janice Shrader
3648 Solamere Drive
Park City, UT.

Sent from my iPad

Alexandra Ananth

From: rickb959@aol.com
Sent: Thursday, March 3, 2022 4:37 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson
Cc: Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Subject: [External] Petition by Alterra to reconstruct the Deer Valley Snow Park ski base and parking areas with new construction

[CAUTION] This is an external email.

Dear Planning Commissioners, Mayor Worel and Council members,
My wife and I live on Golden Eagle Dr. in the American Flag subdivision. I am the president of American Flag HOA. We are one mile up from Deer Valley Dr. off of Royal St.

Alterra Mountain Company has applied to Park City for a major expansion of Snow Park at Deer Valley. The application includes shutting down part of Deer Valley Dr. and rerouting traffic. The plan will increase the vehicle count by about 1000 vehicles in the morning and evening. It will include a convention center that should substantially expand the traffic increase along with a hotel, 3 restaurants, and stores. It will cause the loss of the bike lanes on the eastern end of Deer Valley Dr. It will create a multi-modal pathway for bikes, pedestrians, walkers and baby carriages. The plan will dead end the roadway shortly past the point where Royal Street joins Deer Valley Drive at Trails End. The loss of separate biking lanes will create a liability filled fiasco. Furthermore, it will cause traffic trying to escape the parking fee, to drive up Royal Street and park on Centennial Circle, where there is a private American Flag ski easement onto the Success ski run in Deer Valley mountain. Most likely there will be significant trespassing on the ski easement. That will violate Municipal Code 15-6-1 which protects residential uses from impacts of non residential uses. Royal Street is a major biking road and also a major big truck route.

Alterra, at a zoom meeting told us that only administrative employees could park in the to be built garage. All the others must park elsewhere. I can't imagine all the Deer Valley workers finding a place to park in Park City. The car and bus traffic in the morning and afternoon will keep vehicles from existing Solamere, The Oaks and Queen Esther as they will not be able to cross in front of oncoming traffic. Traffic entering from Royal Street will become snarled. Large production use of the convention center would produce a huge amount of traffic.

The present circular traffic pattern at Snow Park is working. Changing it by land grabbing from the City and doing away with the biking lane is foolhardy.

Rick Barros

Alexandra Ananth

From: Beth Souther <bethsoutherfish@gmail.com>
Sent: Thursday, March 3, 2022 7:10 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Stop Alterra until a Master Plan is developed

[CAUTION] This is an external email.

Once again, we've learned, with the introduction of Alterra's traffic plan for Deer Valley Drive North, West, East, that we're deal with a devil in sheep's clothing. The plan benefits Alterra and introduces a nightmare to, not only Deer Valley residents, but also to Park City as the traffic back-ups will extend past the MARSAC traffic circle, and disrupt public transportation.

Please take a courageous step and stop Alterra until a Master Plan is developed.

I live in Fawn Grove, on Deer Valley North, and I ride the bus to and from Snowpark Lodge, and around town, almost every day. The Alterra plan will destroy a bus system that runs efficiently today.

Yes, it will require great fortitude to lead Alterra, rather than being pushovers to a developer, toward a Master Plan. The Master Plan can put your members and Park City on the international stage for taking steps for the good of the town, its citizens, and developers. Please make everyone proud of Park City by demanding a city-wide Master Plan first.

Beth Souther
Fawn Grove
Mobile: 404-307-0664

Alexandra Ananth

From: Susan Bloomfield <susansbloomfield@gmail.com>
Sent: Monday, February 28, 2022 12:46 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Subject: [External] March 15, 2022 Joint Meeting Input

[CAUTION] This is an external email.

Dear Park City Commissioners, Councilmembers, and Staff,

First, I want to thank you for your service to our town. I'm sure the role is not an easy one, but it is a critical one to effectively manage the many issues facing our residents. As a full-time resident who lives in Lower Deer Valley (NOT a "51%full-time" resident, but a real 100% full-time resident), I am extremely concerned about Alterra's plan to close the loop of Deer Valley Drive and force significantly more traffic onto Deer Valley Drive East. At the recent Alterra Zoom meeting whereby they answered questions from the residents in the area, they admitted that DV East will go from handling very little of the traffic today to 80% of the total traffic to Snow Park Lodge, which by the way, they forecast to increase by 25%. So Alterra's plan forces over 1,000 cars each morning and evening onto DV East. Needless to say, this presents a traffic nightmare for all of us homeowners who have to get onto DV East from either Solamere or Queen Esther, not just to go skiing, but to go to the grocery store, the doctor, etc. Maddeningly, the Alterra representatives on the Zoom acknowledged it will be harder for us to get out of our neighborhood and said we'd need to rely on the niceties of other drivers, many of whom are tourists and visitors.

There are countless safety issues to their plan if allowed to "land grab" the public roadway, remove the loop, create two dead ends in its place (and remove bike paths!) It became clear to me on their Zoom call that the only reason that Alterra wants to take control of and thereby close a portion of Deer Valley Drive is so that they can install a "snow beach." Having looked through the rest of Alterra's plans, I have no doubt that they can create a wonderful Snow Park Village experience without the need for a snow beach, which causes an unnecessary and dramatic traffic nightmare for the full time residents, your constituents. It simply isn't necessary to demolish our loop and force the traffic onto Deer Valley Drive East.

Comparing their forecasted models of traffic to my experience living here, I believe they are also significantly understating the actual traffic that we will experience. While the bulk of Alterra's plan may be good, I beg of you to please reject the part of the proposal that gives away our public roadway to Alterra, thereby creating an untenable traffic situation for residents in the nearby neighborhoods.

I request that this email be made part of the public record.

Respectfully submitted,

Susan S. Bloomfield, Resident of The Oaks in Lower Deer Valley

Susan S. Bloomfield
SusanSBloomfield@gmail.com

Alexandra Ananth

From: Paul V. Pavlov <paul@thepavlovs.net>
Sent: Saturday, February 26, 2022 10:59 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] March 15th meeting Deer Valley Proposed Traffic Plan

[CAUTION] This is an external email.

To: The Park City Planning Commissioners and Planning Staff,

After reviewing the information provided by our HOA and seeing the proposed Alterra Corporations plan to redesign accessibility to our beloved Deer Valley Ski Resort, I feel compelled to write this email in opposition. Below are a few critical items and questions not addressed in enough detail to provide a complete understanding of the environmental, social, and public access needs of our community:

1. I have seen no environmental impact statement, and how do these plans comply with the ADA requirements for multi use? If this information is available, it should be made public,
2. How will this dramatic change in traffic and usage affect our ability to access and use the Deer Valley Resort resources?

I'm in my late sixties and enjoy riding the bus down to Snow Park Lodge for skiing, entertainment and dining. With the proposed plan, I will now have to engage in a 1.6 mile hike as opposed to the current .2 mile level walk.

3. Traffic in Park City has been a growing concern for a number of years, and with the success of our world class ski resorts, it has gained national and international fame and attention. With this comes an ever growing problem and in fact I wouldn't hesitate to say it is one of the biggest problems along with affordable housing Park City as a whole is facing today.

During this Christmas holiday we enjoyed a well needed snow event(s) and traffic from upper Deer Valley via Royal Street was a complete disaster, taking over 1 hour to drive down to Fresh Market... Now add the new Snow Park development, with the added volumes of residences, employees and visitors will only exacerbate our traffic problems. So IMHO, the Alterra Corporations proposal will not alleviate nor solve this problem by implementing further traffic restrictions and bottlenecks. A better plan needs to be found that will serve this community well into the future and should not use data from the 1970s.

Public access and Public Safety should be the goal for everyone and should not be jettisoned or compromised at any cost.

I request that my email be made part of the "Public Record."

Thank you for your time and patience.

Best Regards,
Paul V. Pavlov
235 Golden Eagle
Park City, UT 84060

Alexandra Ananth

From: rpavlov@att.net
Sent: Friday, February 25, 2022 3:04 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] March 15 Joint Meeting

[CAUTION] This is an external email.

To the Park City Planning Commission and Staff:

My family has had a home in lower Deer Valley for nearly 30 years. Among all of our fantastic amenities, there is only one complaint that prevails, both casually among friends as well as reflected in letters to the Park Record from locals and visitors alike: TRAFFIC! Now it appears, that in a genuine effort to update and enhance Snow Park Resort and the lower Deer Valley area, there has been a potentially catastrophic omission in the design of the overall plan: an updated analysis of data describing requirements for access, safety, and convenience to the facilities. This not only hugely impacts residents, but also employees, skiers, hikers, and everyone else traveling by car, bus, bike, or on foot.

From what I have learned, Deer Valley Corporation planned for and applied to the City for approval of this project in the late '70s. As many years have passed and the ownership of Deer Valley has moved to Alterra Mountain Company, it seems naïve and dangerous to proceed with the proposal with no variances from the original plans being requested. Where is the updated traffic data? Where is the residential input?

Looking at the proposed circulation pattern for traffic management, the Alterra plan seems to destroy a bus system that runs very well today and replace it with one that is questionable and does not protect the neighborhoods. As you know, currently buses run both ways picking up and discharging passengers around the circle stopping within 100 feet of the proposed new Carpenter Lift loading station. The Alterra proposal drops them off at the opposite end of the proposed garage facility, forcing them to walk past the new village restaurants and shops.

I am not a curmudgeon who blankety resists change. In fact, I think that many of the Alterra ideas are promising for the area, especially for tourism. But most of these related issues that I've heard the City Council profess to support are not achieved by this plan; in fact, I believe it will do the opposite.

Yes, we are all about tourism; and new restaurants, shops, and the like are wonderful enhancements for the area. But these improvements cannot be at the expense of tax-paying residents, nor can they exacerbate the huge problems we already have with our traffic situation. Tourists will not come back if they can't navigate the territory in a reasonable time frame.

Please consider acquiring a more up-to-date and accurate analysis of our current traffic flow situation before proceeding any further with the project. Make realistic adjustments. Don't destroy the Deer Valley Loop!
I request that my email be made part of the "Public Record."

Respectfully yours,
Roberta Pavlov
235 Golden Eagle
Park City 84060

Alexandra Ananth

From: Amit Verma <amitv@sbcglobal.net>
Sent: Thursday, February 24, 2022 5:54 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Deer Valley Loop Traffic

[CAUTION] This is an external email.

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 massive create 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

Alexandra Ananth

From: Carol Chenevert <cchenevert@ymail.com>
Sent: Tuesday, February 8, 2022 11:33 AM
To: Alexandra Ananth
Subject: [External] Deer Valley proposed base area development

[CAUTION] This is an external email.

Alexandra,

In advance of tomorrow evening's meeting, I would like to submit the following questions for consideration.

As a full-time resident of Deer Lake Village in Lower Deer Valley, I have very grave concerns over the proposal under consideration, particularly where it concerns the traffic flow to the North route of Deer Valley Drive. As residents, we have come to expect congestion and heavy traffic at peak times. The only saving grace here at Deer Valley is that there are 2 ways to access the Snow Park base area, and that makes it slightly less than intolerable. With the increase in visitors due to Ikon, we are already dealing with longer lines to leave our neighborhood, and the parking along the road and people walking in the roadway creates a dangerous situation for pedestrians and drivers. All traffic going in and out of Snow Park along our route will make access for our shuttle service useless, increase difficulty for commuters coming and going from our neighborhood, school buses facing challenges in getting to school on time, and heaven forbid, need for emergency medical vehicles.

What is the plan for parking when the project, if approved is underway? We already have an issue with people feeling the need to park in our development as a reasonable access point. The busses, which run regularly provide the access they need to the base. I don't believe Alterra is taking into account the further impact of their growth on the community that is part of the draw to this town.

I understand after meeting with DV employees to discuss this development over the summer, that the thought is that guests will stay later at the base for Apres if there are more options. Do we want to release those folks onto our roads later, after having a few cocktails?

What is the plan should there be a fire/medical emergency, and those vehicles cannot get out of the station parking lot due to stopped traffic? If the thought is that this will not happen, perhaps the traffic review team should visit Stowe Vermont on a holiday week and see the trouble the "one way in, one way out" traffic pattern has caused on that town. And they only have one ski area's traffic to contend with.

This proposed traffic plan, and the Snow Park development is likely going to benefit only Alterra Mountain and their bottom line. Let's step back and review what the cost/benefit is to our community.

Best,

Carol Chenevert

Alexandra Ananth

From: gottfriedpt@gmail.com
Sent: Wednesday, March 9, 2022 7:36 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Cc: rickb959@aol.com; wdrichards@gmail.com; planning; Gretchen Milliken; Alexandra Ananth
Subject: [External] Alterra Expansion of Snow Park and Vacation of Deer Valley Drive (West)

[CAUTION] This is an external email.

Dear Planning Commission Members, Mayor Worel and Council Members,

RE: Abandonment of Deer Valley Drive (West)

Thank you for your hard work in keeping Park City and its residents informed and in the forefront. The enormous challenge of approving multiple large development projects within our community and their impact on the community and its residents cannot be understated. We appreciate your efforts on our behalf and all of the residents in Park City.

I am writing to you as a concerned resident of Park City. My wife and I reside in American Flag above the proposed Snow Park Development. The Deer Valley Drive Loop is a very important artery within Park City's roadway network. Eliminating it, by way of abandonment or vacation as Alterra has requested, will cause a number of issues, the least of which is ingress and egress within Lower Deer Valley. If the city chooses to abandon or vacate, what compensation will it receive from Alterra Corp?

Additionally, it raises a number of other questions or issues:

Is it a violation of the protected residential uses and impacts to our neighborhoods (Municipal Code 15-6-1)? It appears that all the benefits accrue to Alterra Corp. and all the negatives hit the surrounding neighborhoods and their residents. Why sacrifice the current traffic flows for a new ski beach that only benefits Alterra Corp? Perhaps a more equitable resolution can be reached by having Alterra Corp. build a tunnel and subterranean drop-off area and bus facility, thereby allowing Alterra to extend their ski beach above the new transportation center. Alterra gets their ski beach, and the community preserves the circular traffic flow of the Deer Valley Drive Loop. And what about emergency vehicle access? Alterra has claimed that emergency vehicles can access Snow Park across the ski beach. I am unaware of any of the current emergency vehicles in the Park City and Summit County fleet that have the capacity to drive across snow – the Ski Beach. So, would personnel have to hike across with their equipment, slowing their response time? Will Alterra provide Mattracks-equipped vehicles to provide access? How will they navigate around revelers on the Ski Beach?

Deer Valley Drive is already narrow in many spots, particularly on the west side leading from the "Y" past Deer Valley Grocery to Royal Street. Adding a bus lane and forcing all bike and pedestrian traffic onto the narrow sidewalk, is a recipe for disaster. Many bikers and pedestrians use the road/sidewalk currently and adding a bus lane in close proximity, just makes walking and riding that much more dangerous. Additionally, adding a bus lane only reduces the bus travel time by 30-32 seconds, hardly enough time to even make a reasonable difference or order a cup of coffee. In any event, the buses will be backed up in Deer Valley traffic leaving through town after the "Y".

As we have seen this winter, a closure of Marsac Avenue, results in a tremendous amount of traffic flowing down Royal Street to Deer Valley Drive (West). With the additional bus traffic and planned 4-way stop at Royal Street and Deer Valley Drive, how will that traffic flow be handled?

Why are we forcing residents along Royal Street to drive all the way around Deer Valley Drive to get to Snow Park? It seems ludicrous to require each vehicle to travel an extra 1.4 miles to complete the trip as compared to today. While adding a 4-way stop at Royal and Deer Valley Drive is beneficial, it will create more congestion in that area.

Currently, there are seven different bus lines (between Park City and High Valley Transit) that run to Snow Park. Will this continue with the plan going forward or will the lines be consolidated to bring buses with higher occupancy levels into Deer Valley, reducing the number of buses on the Deer Valley Loop and the need for a bus lane? The future drop-off location will be at the new transit hub, which is quite a bit further walk than current set-up. Will this discourage bus ridership?

From what has been shared, there has been limited thought put into shuttle vans (from hotels, developments, etc.). They will have to drop-off in the new 3-lane drop-off area along with private vehicles. Particularly at the end of the ski day, this will cause massive congestion and delays in the pick-up/drop-off area, even though it is three lanes wide. One only needs to take a trip to the SLC Airport and see a similar process in action, which is inadequate during peak demand times.

After a private vehicle drops its passengers at the drop-off, it will have to make its way against incoming traffic to get to the garage. This seems counter intuitive and will likely increase the congestion on the Deer Valley Drive East and the garage entrances.

As a result of the Pandemic, our neighborhoods have changed with more residents becoming full-time residents. This has impacted traffic, as more cars are on the road and the number of school buses have increased, given more school-age children live in the neighborhoods. School buses will join the morning and afternoon crush of travel. Particularly on busy days.

The addition of traffic lights and 4-way stops on the loop will impede traffic. The back-ups on busy days are already intolerable. As a resident, trying to get down to the grocery store for example, it could be a 30-45 min trip.

With new development comes new demand for employees, which further drives demand for housing. What are the plans to accommodate the new employee population driven by the development of Snow Park, either on the parking/shuttle standpoint or from a housing viewpoint? We can't keep bringing people into an already crowded area and just expect them to be absorbed. There should be a plan.

What is the expected use of the event center and how often are events expected to be held there? Will events be limited to off-season (non-winter) events, to avoid further impacts to traffic and parking?

Finally, the Deer valley Drive Loop proposal does not address the ingress and egress issues through town. No matter what is done in Deer Valley, you are still saddled with the traffic backups from the "Y" to Kearns Blvd and onto Hwy 40 and to Hwy 242, both the main arteries into and out of town. Until the traffic flows in these areas are addressed, it does not matter whether a bus can traverse the Loop 30-32 seconds faster. Everyone is forced to sit in traffic. Our town have become well-loved, maybe too well loved – to the point of where is may no longer be considered a great place to live, given that congestion at peak times and periods.

In summary, I do not think that the transportation plan is very well thought out. This appears to be more of a land grab by Alterra, which has not developed alternatives to the current plan – just grab the road for the Ski Beach and go.

Thank you for your time and effort. Please make this email a part of the public record.

Best regards,

Gottfried Tittiger

Alexandra Ananth

From: Jason Horst <jasonhorst11@gmail.com>
Sent: Wednesday, March 9, 2022 4:27 PM
To: John Phillips; John Kenworthy; Sarah Hall; Douglas Thimm
Cc: planning; Alexandra Ananth; Nann Worel; Becca Gerber; max.doilney@parkcity.orf; Jeremy Rubell
Subject: [External] Snow Park Project - Public Record - Bristlecone Community Lower Deer Valley

[CAUTION] This is an external email.

To Whom it May Concern,

I'm writing this letter on behalf of the HOA representing the Bristlecone Community in Lower Deer Valley (Deer Valley Drive North). We remain very interested in the Snow Park Village Project at the Deer Valley resort. We have provided a list of key items of concern that we would ask the Park City Council to continue to consider and include in the public record.

1. Traffic flow and additional vehicle impact remain a major concern. As we have all experienced during the winter ski season and summer activity season, the traffic has increased around the Lower Deer Valley area. We have experienced some of the largest crowds in history at the resort and we have seen illegal overflow parking on the streets and inside of our communities. We have seen traffic backed-up from 4:15pm - 5:45pm on the loop that has created travel times of over 30 minutes from Snow Park to the light at Bonanza and Deer Valley Dr. We are very concerned about the current proposed traffic patterns for the proposed Snow Park project. The proposed redirection of all non-commercial traffic onto Deer Valley Dr North will not only cause immense traffic issues in the mornings and evenings, but it will create a safety issue for the families that wait for buses on the road, families that walk the sidewalks and for children and cyclist that use these sidewalks and bike lanes and sidewalks for safe ways to walk and cycle. The additional traffic will cause autos to reroute through parking lots of community complexes in the lower Deer Valley area to move forward in the traffic or to turn around out of frustration (this is a common site today and this will make it worse). The current proposed plan will require additional police for monitoring safety and it will create an unsafe environment for our families and guests in Lower Deer Valley. Furthermore, a very important fire station is located on this route and an abundance of traffic will cause response delays from our community first responders. We would further propose that traffic to the proposed Snow Park Village should maintain with the natural flow up the hill on Deer Valley Dr S and utilize Deer Valley Dr North/East loop around the ponds for local traffic, bus routes and emergency vehicles. This will allow for traffic to flow effectively and keep the safety of the Lower Deer Valley area. In addition, the current proposal would create two "dead-end" roads at the end of a valley, which does not seem to be logical.
2. This project will take 4-5 years to develop and during this time parking will be impacted and we have not seen a plan on how this will be addressed. In addition, it seems that the final project will provide less parking for "day skiers" than is available today. This is a short and long term concern.
2. Building height limits should be managed in a responsible manner to avoid losing the essence of Lower Deer Valley and the views for existing homeowners.
3. ALL "main" parking should be underground. A value that Lower Deer Valley residents can get with this project is the benefit of not looking at a parking lot (for those that have homes that look towards Snowpark).

4. The back of the buildings should be landscaped as nice as the front of the building and an effort should be made to have the building fall into the landscape of LDV. Large rocks/boulders, Aspens, Pines, etc... There should be no visibility of utilities, HVAC and trash systems.
5. Deer Valley Resort should incorporate the maintenance of the walking paths around the Lower Deer Valley ponds to incorporate the community and add value to LDV homeowners (including snow removal or heated sidewalks throughout the pond system and lights). This will allow for the LDC community to further enjoy the project in the winter and summer during the day and evenings.
6. Drop off area for skiers should remain as convenient as today. This is a huge value of Snowpark and Deer Valley resort.
7. Hours of operation for the Snow Park businesses should be limited to 10:00pm in the evenings. This will help avoid bar patrons from creating late night issues (noise, driving, walking through properties, etc..).
8. Construction materials should be consistent with the architecture landscape of LDV.
9. Lighting in and around the proposed village should be regulated to allow for the Lower Deer Valley residents' view to not be obstructed by bright lights.
10. We are concerned with the short-term impact to the Lower Deer Valley ponds during the construction and the long-term impact from the project. We would ask the City Council to require a preservation and maintenance plan by Deer Valley for these ponds. The ponds are a key feature of our community and part of the summer life of our Lower Deer Valley residents.
11. We would ask the City Council to review the environmental impact of this project as it relates to the preservation of our wildlife. The Lower Deer Valley area and specifically the area around the three ponds is a key wildlife area for our community. We have regular bird activity of Bald Eagles, Hawks, Osprey and Sandhill Cranes. Major construction and development will likely impact these birds and their activity in the area. The area is also known to attract Moose and deer throughout the summer months. We ask that the City Council find ways to help avoid an impact on our local wildlife.

We appreciate your willingness to continue hearing from the local residents that will be impacted by this project. We are confident that the City Council will remain good stewards of our community when reviewing this proposed project and help maintain the safety and integrity of Lower Deer Valley.

Sincerely,

Bristlecone Community HOA (Lower Deer Valley)

For questions or comments please contact: Jason Horst (Secretary) jasonhorst11@gmail.com (410.703.3626)

Alexandra Ananth

From: Martha Lieberman <mlresources@me.com>
Sent: Tuesday, March 8, 2022 7:12 PM
To: Gretchen Milliken; Alexandra Ananth; planning
Subject: [External] Snow Park Development

[CAUTION] This is an external email.

Dear Ms. Milliken and Ms. Ananth:

We object to Alterra's request to vacate a significant portion of Deer Valley Drive to accomplish the Snow Park Development project.

Even without the addition of new shops, restaurants, residences, a hotel, and a convention center, traffic is already congested. To cut the loop and make two dead-end roads while adding 750 or more cars a day of incremental traffic would be in violation of Municipal Code 15-6-1: it would not protect residential uses and residential neighborhoods from negative impact of non-residential uses because it would worsen traffic flow. Additional review and thought must be given to the proposed plan. The use of best practices could be employed, for example, to build pedestrian passage across the road both above and below. Among the issues created by deeding the area below the Carpenter and Silver Lake lifts and the current ticket office to Alterra include:

- Drop off traffic would be cut in half from six to three lanes, negatively impacting flow;
- "Drop off then park" traffic flow would be made more complex, requiring a turnaround and the crossing of traffic;
- A traffic light at Deer Valley Drive East and Doe Pass Road to prioritize buses leaving the transit center will slow the traffic trying to get into the parking garages, making it worse than today;
- The new proposal discourages use of bus ridership because it would drop passengers off at the opposite end of the proposed garage facility, creating a trek of over a tenth of a mile from the transit center to the base of the lift;
- The introduction of express busses that do not stop would introduce safety issues to pedestrians crossing three lanes of traffic;
- The safe and rapid entry and exit of emergency vehicles is not clear;
- The new plan would combine pedestrian (including strollers) and bike paths into a single, less safe path. The loop is currently a popular bicycle route;
- Forcing all ski traffic to Deer Valley Drive East from the fork where Deer Valley Drive splits when coming up the hill more than doubles the distance to the drop off

destination. This significantly negatively impacts local residential traffic turning to and from Amber Rd., Solamere Dr, Queen Esther Dr. and lodges. This is an issue for both left and right turns (which would cross a bus lane);

- Marsac is sometimes closed in the winter. Cars will need to be diverted to Royal Street. The cars would no longer be able to turn right and drive around the loop under the Alterra plan, but would end up in the middle of all the buses turning into to transit station on Doe Pass Road;
- Upper Deer Valley/Royal Street residents will now need to travel approximately 1.6 miles to get to Snow Park Lodge from Deer Valley Drive West. Today that is .2 miles. This will also include a left-hand turn across all the incoming bus traffic.

A proposal that was approved in the mid-1970's should not proceed as planned until it undergoes another review process - especially one that may now cede public land to a private organization and significantly alters traffic patterns. The landscape of Deer Valley has changed substantially in the past 45 years. There are many more residents who live full or part-time in the area.

One thing that makes Deer Valley a popular destination resort is the convenience to skiers. If this becomes more cumbersome with the new traffic congestion, increased walking required to the ski mountain, everyone needing to haul their gear farther, etc. this will cease to be a top destination. All parties, including Alterra, will lose.

A plan generated and approved in the 70's is no longer relevant for a myriad of reasons to today. It must be brought up to date to align with current circumstances.

Please make these comments regarding the Snow Park Development part of the public record.

Sincerely yours,

David and Martha Lieberman

2436 Deer Lake Dr., Park City, UT 84060

Alexandra Ananth

From: planning
Sent: Tuesday, March 8, 2022 3:19 PM
To: Alexandra Ananth
Subject: FW: Alterra Snow Park Development – Silver Baron Lodge HOA Board Feedback

From: Jani Hegarty <JHegarty@thehwpgroup.com>
Sent: Tuesday, March 8, 2022 12:35 PM
To: Christin VanDine <christin.VanDine@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>
Cc: planning <planning@parkcity.org>
Subject: [External] RE: Alterra Snow Park Development – Silver Baron Lodge HOA Board Feedback

[CAUTION] This is an external email.

Dear Planning Commissioners –

I am writing to you on behalf of the Silver Baron Lodges (SBL) HOA Board in advance of your March 15, 2022 planning commission meeting. While the Silver Baron Lodge HOA Board is generally in favor of the *future development* of Snow Park parking lot, we cannot endorse this project as put forth by Alterra. Specific concerns that need to be addressed on the Alterra proposed plan for Deer Valley Drive East include noise, traffic access to/from SBL, and safety. General concerns include ongoing construction for an extended period of time as well as the current open access of Deer Valley Resort to expanded season pass holders that has already increased volume of cars and people in the area.

The reasons the Silver Baron Lodges HOA Board is opposed to the current plan:

- Increased noise – we understand that traffic in front of SBL is expected to increase up to 70% from current levels based on the proposed traffic plan (not including any increase in volume of traffic). Our owners facing Deer Valley Drive East already have raised concerns regarding the noise generated by cars and buses. Increased traffic will increase the noise levels particularly at night as bus traffic will need to increase to service people coming/going to the new village.
- Increased traffic congestion – The proposed traffic plan eliminates the effective 6 lane turn around area at the base of Snow Park Lodge that has worked well for many years. The proposed plan creates an intersection at the entrance to the mobility hub which will cause traffic to stop and back up along Deer Valley Drive East. The garage entrance/exits will also cause congestion. It is reasonable to expect that this will cause prolonged and frequent stand still in front of SBL during any moderate to peak traffic periods which, in turn, creates additional safety risks as well as unwanted noise.
- Mobility hub/skier drop off – The skier drop off is planned as a two way road in/out with three lanes for skier drop off/pick up. There is no skier drop off planned at the mobility hub except for buses. This means that all cars will need to return to the intersection on Deer Valley Dr East creating more congestion.
- Access in/out of SBL – Increased traffic and placing the bus lane immediately in front of SBL will limit or make it impractical for owners, guests, delivery vans, or a skier shuttle to use our front lobby as access to/from SBL. Vehicles coming to the front lobby would need to cross the bus lane and a lane of traffic which would cause further congestion, potential safety issues, and limit the service our skier shuttle provides our owners and guests. Our main lobby was designed to support to/from access from Deer Valley Drive East. Changing this access to our side lobby would require funding for remodeling as well as be an inconvenience for the majority of our owners and guests.
- Safety – We see three primary safety concerns:
 - Increased traffic congestion inherently increases safety issues with starts and stops on the road

- Pedestrian walkways are across the street from SBL which will require pedestrians to cross over the new three lane road with more traffic. It is reasonable to expect more pedestrian traffic accessing the proposed new village and shuttle service to/from the mountain will be limited due to the traffic pattern.
- Emergency vehicle access. The PCFD is located on Deer Valley Drive East and provides emergency services to Deer Valley Resort. With increased traffic and congestion their ability to respond in a timely manner will be restricted. Before this proposed plan is approved a clear emergency response plan needs to be provided by PCFD in support of the plan.

We also see the following issues that still need to be addressed:

- Need for additional parking with increased hotel/condo accommodations - the current Snow Park parking lots are full on most days and are exceeded on most weekends (parking down Deer Valley Drive) and especially during peak skiing days. This is partially due to the expanded access provided to IKON pass holders and will further increase with additional guests on property. What is the plan to accommodate this increased need for parking? Making the new underground parking paid parking may reduce the number of vehicles IF parking is provided elsewhere with easy access to the mountain. This issue needs to be better addressed and communicated.
- Height limitation of new construction – SBL owners facing the new development purchased their properties with nice views across the parking lot. It is imperative that the building height limitation of four stories be strictly enforced.
- Timing with Park City Resort Development/Mayflower Resort Development– Park City Resort is also in process of planning and developing a new village; Mayflower is well underway in its construction. Each of these has a major impact to Park City in terms of traffic, demands on the community including environment, health and safety. It is important to understand how these developments will impact the traffic flow in/out of lower Deer Valley as the current volume in/out of Park City Resort already causes significant traffic congestion.

We believe a new mutually agreeable plan can be developed that works for Alterra/Deer Valley and the existing communities in lower Deer Valley. The Silver Baron Lodges HOA Board does not support the current plan as designed..

We are happy to expand upon the concerns as needed.

Thank you.

Kind regards,

Jani Hegarty

President

Silver Baron Lodge HOA

Jani Hegarty

President

Health & Wellness Partners, LLC

201 661 5555

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Alexandra Ananth

From: planning
Sent: Tuesday, March 8, 2022 9:22 AM
To: Alexandra Ananth
Subject: FW: MARCH 15 JOINT MEETING

From: John Malitz <John@malitzconstructioninc.com>
Sent: Tuesday, March 8, 2022 8:48 AM
To: planning <planning@parkcity.org>
Subject: [External] MARCH 15 JOINT MEETING

[CAUTION] This is an external email.

Members of the City Council and Planning Committee,

As property owners in The Oaks and having purchased our home to accommodate our family of 16 skiers, we have serious concerns about proposed traffic plans with the construction of the new Deer Valley Plaza.

While we are certain the new plaza will be beautiful and a much more pleasing gateway to Deer Valley, rerouting virtually all traffic onto Deer Valley East for both ingress and egress **fails to meet the Municipal Code 15-6-1 requirement of protecting “residential use” from the impact of “non-residential” uses.** It is **essential that the city resolve the traffic pinch points** from the “Y” to the roundabout and on Bonanza Dr. It is also essential that high traffic loads be shared between Deer Valley West and Deer Valley East to help reduce the negative impact on adjacent neighborhoods.

Clearly, the implementation of the multi-mountain passes by both Alterra and Vail Mountain have impacted Park City traffic dramatically the past several years. It is apparent all over town! We certainly notice as we shuttle grandchildren to and from ski school. Traffic has made it impossible to leave our neighborhood to go out to an early dinner or to make an afternoon grocery run! **Redirecting significant traffic onto Deer Valley East will only exacerbate the problem.** Allowing a plan where neighborhood residents must rely on kind drivers in heavy traffic to “let them in” in order to exit the neighborhood is short-sighted!

Providing **shuttle service from the neighborhoods** impacted by the traffic redesign to Snow Park would alleviate some traffic, ease accessibility for those neighbors, freeing up much

needed parking spaces and serve the city's goal of encouraging mass transit in lieu of private vehicles.

Ours is a residential neighborhood and not all traffic to and from The Oaks is directed at Snow Park. School buses traveling to and from the neighborhood experience serious delays. The new traffic plan will worsen the problem. In the unfortunate event that an ambulance is needed in the neighborhood, the expected traffic will impede their access to the neighborhood and to the hospital. **This is just not safe!**

We are among the mature neighbors who enjoy both skiing Deer Valley and using the walking paths around the lakes. Crossing from Solamere on foot to the path will become seriously hazardous! **The proposal to share the path with bikers creates an unsafe situation, effectively eliminating the path as a walking trail for us.** Fast moving bikes vs. slow pedestrians is no match!...if we could even get to the path with the proposed traffic pattern.

We believe it is essential that Deer Valley West and East share the traffic impact of the new development and that the traffic loop remain viable. If traffic issues can be mitigated, the redevelopment plan can be incredible!

Thank you for your consideration. **We request you make this letter part of the public record.**

Sincerely,

Carole & John Malitz



JOHN A. MALITZ

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Alexandra Ananth

From: Larry Clemmensen <larryclemm@gmail.com>
Sent: Monday, March 7, 2022 12:56 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Cc: Rick Barros
Subject: [External] Alterra Mountain Company proposed traffic flow changes

[CAUTION] This is an external email.

To the Park City Planning Commissioners, Mayor Worel and Council members,

I live in the American Flag development on Centennial Circle. I have owned my home for over 15 years. For many years I have looked forward to the redevelopment and expansion of the base at Snow Park. I recently saw the Alterra Mountain Company expansion application and, in particular, the proposed traffic rerouting. I am dismayed that the planning commission and council would consider these changes. By now I am sure that you have heard from enough people that you are familiar with the proposal. The proposal dead-ends Deer Valley West at Royal street and donates the land between Royal Street and the current Snow Park ski drop-off to Alterra. This plan is fundamentally flawed and should be rejected. Among the deficiencies are the following:

1. Traffic coming down Royal Street toward Deer Valley drive currently enjoys easy right turn access to the Snow Park drop off or a left turn onto Deer Valley drive heading toward Park City. Under the proposed plan there will be no right turn capability and a left turn will be problematic due to the heavy traffic exiting the new parking/drop off area.

2. At a recent meeting Alterra representatives stated that they expected the traffic count accessing Snow Park would increase by 1000 vehicles in the morning and the evening! They also stated that the new parking capacity will be 20% LESS than current capacity. Apparently they are anticipating that charging for parking will result in fewer vehicles seeking parking spots. Instead the increase in flow will be primarily vehicles dropping off or picking up skiers. This increase will absolutely jam the proposed loop system and make it unsafe for pedestrian traffic.
3. Individuals paying \$225 a day for a lift ticket will hardly be discouraged by a \$20 parking charge. The plan must provide for additional parking.
4. At a minimum this plan needs to provide residents that live along Royal street with private access so that they maintain their current home access.

City official's primary responsibility should be to protect the interests of their electorate. This proposal contradicts that responsibility for many Park City residents. The primary benefit from this proposal goes to Alterra who receives as a donation the valuable property underlying Deer Valley West from the intersection of Royal street to the current Snow Park base.

Please reject this proposal.

Larry Clemmensen
302 Centennial Circle
Park City, UT 84060

To members of the Park City Planning Commission and Park City Town Council (and for inclusion in the public record):

We are 17-year residents of Lower Deer Valley writing to express our **OPPOSITON** to Alterra's request to the city to abandon the public road section of Deer Valley Drive.

The Deer Valley Drive Loop (east and west) is a key artery, in some cases the only artery, for hundreds of Lower Deer Valley residents 365 days of the year. Consideration must be given to traffic flow and safety issues - emergency vehicle access, evacuation routes - and not just simply reimagining DV Drive as an entrance to the resort.

The proposed scheme to abandon the public road section of Deer Valley Drive is at best, **UNPROVEN** and at worst, **IRREVERSIBLE**. It is predicated on a set of assumptions – eg, car traffic, public transportation usage, new development capacity and requirements and traffic models that fail to look any further than the “Y” intersection of Deer Valley Drive East and West. We are all too familiar with the back-ups that occur to the Marsac rotary and beyond to the 224 and 248 intersections, yet none of these intersections were included in the traffic simulations or models. The traffic consultant did suggest to the Planning Commission at the meeting on Feb 9, that “F” rated intersections throughout Park City will remain so under this new scheme.

The proposed plan models a 3x increase of vehicle traffic on Deer Valley Drive East. For those who live off Solamere Drive or Queen Esther, the challenge of turning in or out of these roads remains unaddressed. Drivers turning to head east will be required to turn past two lanes of opposing traffic, one dedicated to buses and one for cars. Drivers heading west from the resort will be required to turn past a dedicated bus lane. The traffic consultant acknowledged this would be difficult yet could only suggest we “sit patiently and wait for someone to be nice and allow us to enter.” Further, resident traffic patterns are not only about heading to or from the resort. Today, on days when cars are allowed to park around the Deer Valley Loop, visibility, given the curvature of the road, is severely hampered when trying to make a left-hand turn onto Solamere Drive. Imagine what this will be like in the afternoons as two lanes of traffic are heading west and residents are trying to make left turns in.

Models are built on assumptions, giving a false impression of accuracy, and this proposal is full of numbers that should be thoughtfully and transparently reviewed and challenged. For example,

1. Day skier demand numbers – what historical and forecast data sets have been used? How has peak demand been factored into the vehicle assumptions? How would potential changes and demand for the ski pass products influence the forecast?
2. Public transportation usage – what level of increase of ridership is implied in the model? What assumptions are being made about off-site parking (location and capacity) for the increased public transportation ridership?
3. New development requirements and capacity – what are the assumed vehicular and parking requirements associated with the hotels, condos, and other new Snow Park

- amenities? What are the assumed capacities, vehicular and parking requirements for the yet defined “Event Center” and “Lot 5”?
4. Other transportation providers – have shuttle services and other modes of transportation (vehicles that provide drop off but do not require parking spaces) been factored into the traffic flow models?

Additionally, several residents have raised questions about the environmental impact of the proposed development and traffic plan. Specifically, routing cars a longer distance around Deer Valley Drive east would likely add pollution to the area. Disturbingly, water requirements for the new development do not seem to have been updated for the current plan or our ongoing draught conditions. These concerns must also be given fair consideration.

Given the **IRREVERSIBLE** decision the Planning Commission and Town Council face, there are steps that could be taken to reduce the risks associated with this **UNPROVEN** plan.

First, more transparency and scrutiny could be given, in public forums, to all the assumptions upon which the models are built.

Second, the 2022/2023 winter season offers the opportunity to experience the proposed traffic flow by routing traffic, with signs and traffic officers, along the proposed path. This would provide an excellent real time model – better than any simulation – of any backups, bottlenecks, and safety issues (emergency vehicle access and response times, vehicular and pedestrian accidents), before irreversibly committing to the scheme.

Third, the 2022/2023 winter season offers Alterra and Park City the opportunity to test the assumptions about how paying for parking, specifically at Deer Valley, influences public transportation usage. Alterra could begin charging for parking next season (unpopular but seemingly inevitable), perhaps during peak periods, and the city could organize a public transit parking area along with bus routing.

Respectfully submitted:

Stacey and Steven Rauch
Lower Deer Valley

March 5, 2022

Alexandra Ananth

From: robert deutsch <robert.f.deutsch@gmail.com>
Sent: Saturday, March 5, 2022 4:05 PM
To: Bill Johnson; Christin VanDine; Douglas Thimm; John Kenworthy; John Phillips; Laura Suesser; Sarah Hall
Cc: Alexandra Ananth; Gretchen Milliken; planning
Subject: [External] Deer Valley Development

[CAUTION] This is an external email.

To Park City Planning Commissioners,

I am a homeowner in the Solamere neighborhood and am writing to you to express my concerns about the development plans at the Deer Valley base area.

By way of **background**, my wife and I have been visiting Park City since our first visit in 1983. We visited annually and then bought our home at 2875 Telemark Drive in 2005. We love this place for its outdoor recreation, the mountains and the clean air, and importantly for its community vibe. My sense is that locals and homeowners want to maintain a small town feel, have a safe place for families and continue with an outdoor-friendly (ie hike/bike) atmosphere. It seems to me that increased development and the corresponding traffic volume is already significantly detracting from Park City.

While I understand Alterra's desire to expand their base area and build on the current parking lots, I don't feel that the community is being listened to, or frankly respected for what it cares about. And, I believe that you, our planning commissioners have only scratched the surface of this plan.

This community and its council member representatives have expressed several **key priorities for Park City**. As you know, these priorities are outlined in the Vision 2020 document as "Strategic Pillars - Building Blocks for the New Future".

<https://lab.future-ig.com/wp-content/uploads/2021/05/Park-City-Final-Vision-Report.pdf>

The building blocks are:

- *Environmental Leadership
- *Transportation Innovation
- *Sustainable Tourism
- *Arts & Culture
- *Affordability & Equity

It seems to me that any development should further these priorities if at all possible, and at the very least not detract from them. With that in mind, I would ask you to **consider the following**:

- * How does this development help us maintain an outdoor-friendly community with consideration for walking & biking? With three lanes of traffic on DV Drive East, how will it affect neighborhood traffic, including pedestrians?

- * How does this project encourage and incentivize the use of eco-friendly transportation such as park & ride, free electric bus system, reduced volumes, etc. Where is the “transportation innovation” in this plan? Are we assuming that visitors will suddenly begin using the bus system more than they have historically?
- * Where does the plan consider “environmental leadership”?
- * Does this planned development further the goal of affordability and equity through low/moderate income housing? In the words of many Parkites, does this help us avoid becoming another Vail, CO?
- * Why is Park City “abandoning” part of DV Drive, essentially “gifting” valuable land to Alterra?

In addition to having clear answers to these questions, I would **propose that you move forward by taking the following steps:**

- * First, and foremost, do not approve this plan as is, and do not “abandon” any portion of Deer Valley Drive. Once that is done, there is no going back, and there is no reason to make this decision now.
- * Ask Alterra for a more detailed set of numbers in their work plan so that we understand the number of hotel rooms, condos, day visitors, etc. This should include their assumptions on traffic volume, including several scenarios with low/mid/high volumes based on seasonality and holidays. This information will help you make a better informed decision regarding the plan.
- * Longer term, I urge you to develop a master plan for Park City’s infrastructure, with a focus on traffic patterns and volumes. With four major development projects under proposal in Park City (DV base, PCMR base, Tech Center, Arts Center), it is paramount to have a master plan.

I want to close by assuring you that I am not against development, but rather, I am in favor of thoughtful development that further enhances the Park City community. Please push back on this plan and ask for significant revisions with consideration for our community’s priorities.

Regards,

Robert F. Deutsch

Alexandra Ananth

From: planning
Sent: Friday, March 4, 2022 8:04 AM
To: Alexandra Ananth
Subject: FW: [External] Stop the Deer Valley Traffic Changes

From: Maureen Murtaugh <maureen.murtaugh@gmail.com>
Sent: Thursday, March 3, 2022 6:33 PM
To: Ryan Dickey <ryan.dickey@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] Stop the Deer Valley Traffic Changes

[CAUTION] This is an external email.

March 3, 2022

Dear Planning Commission and City Council Members,

I am writing to express my concerns regarding the Alterra request to vacate a significant portion of Deer Valley Drive for comments to part of the public record.

My overall concern is that it is in violation of Municipal Code 15-6-1 (Amended by Ord 10/01/2020)
PROTECT "RESIDENTIAL USES" AND RESIDENTIAL NEIGHBORHOODS
FROM IMPACTS OF "NON-RESIDENTIAL USES" USING BEST PRACTICES
METHODS AND DILIGENT CODE ENFORCEMENT

All of the benefits of this project (as presented) go to Alterra Corp. Alterra Corp. will gain extremely valuable real estate

My further concerns and comments are organized below as 1) lack of transparency and following prescribed process; 2) ti
3) increase in carbon pollution; 4) handicap access; 5) remaining unknowns and most importantly 6) safety.

Lack of transparency and following the prescribed process

Deer Valley Resort was issued a permit in 1977 for a Master Planned Development (MPD) which included developing the
amended 12 times, 45 years have passed, and Alterra Mountain Company now owns the resort. Alterra is requesting to b
density and building heights. *Asking the City to vacate a portion of the road is a major variance. It has not been approved as part of the*
messaging about the project. This seems like a bait and switch and is not the action of a good neighbor or business.

Traffic impacts along Deer Valley Drive North and East

All neighborhoods along Deer Valley Drive North and East will have significant traffic impacts. By closing the loop, Alte
Drive East. With the additional development, the Fehr Peers report projects 650 additional cars in the morning on DV E
Saturday during ski season. That more than doubles the current amount of traffic.

It is 0.5 miles from the “Y” (near the grocery store) to Snow Park Lodge with 8 curb cuts (ingress/egress). It is 1.2 miles than double the distance with 18 curb cuts, affecting more the 1000 residents in the neighborhoods. By closing the loop adversely affects many residents and they have not proposed any viable means to mitigate the impact to the residents.

Sincerely,

The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Esther Drive, the Lodges at Deer Valley hand turn over two lanes of traffic to get into the lane going to Snow Park, with over double the cars in the morning. Ret making a right-hand turn from the center lane and across the bus lane in order to get into their streets/communities. *This*

Upper Deer Valley/Royal Street residents will now need to travel approximately 1.6 miles to get to Snow Park Lodge from The current drop-off area directly at the base of Snow Park works extremely well. There is plenty of room for skier drop surrounding communities and hotels. Shuttles reduce traffic. Currently, the drop-off area is wide enough for 6 lanes of traffic to the bus stop. If part of the road is vacated, Alterra’s proposed drop-off area would only be 3 lanes wide. If the road is drop people off and then must turn around and will have to cross the drop-off traffic with a left-hand turn to enter the ga

A traffic light at Deer Valley Drive East and Doe Pass Road to prioritize buses leaving the transit center will slow the traffic worse than today.

The current bus system works well and many residents and visitors rely on it. If most buses start using the dedicated bus traffic to access the bus stops with more frequent buses and may have a longer ride to get to their destination. This does

Carbon pollution

By changing the traffic flow as above, the “Carbon Pollution” in the area will more than double. Air pollution is known to rates of stroke, heart attack, and premature births are observed during times of high pollution.

Handicap Access

If the road is vacated per Alterra’s plans, there would no longer be space for handicapped parking at the Snow Park base. need to park in the garages in the designated handicapped spaces by the elevators.

Remaining Unknowns

If the City “Abandons” a part of Deer Valley Drive West, what compensation do the Taxpayers receive?

Parking lot # 5 has not been defined as to its “future”. We must know this plan before any approvals are given.

What will the 20,000 square foot “Event Center” be used for and how will it contribute to traffic and safety issues?

What is the time specific plan for workforce housing with transit for the workers. With the new plan, it will need approxi

What is the time specific” plan for “Fire Mitigation” for the area?

Safety

Pedestrians will now need to cross three lanes of traffic to get to some bus stops. Alterra mentioned that there may be ex

Currently, emergency vehicles park at the top of the Deer Valley loop right in front of Snow Park to easily access injured summer. Alterra’s new plan creates two dead-end roads with an emergency access across the ski beach and plaza. This se cross a pedestrian area. This does not seem safe.

Marsac is sometimes closed in the winter. Cars will need to be diverted

to Royal Street. The cars would no longer be able to turn right and drive around the loop under the Alterra plan. Instead turning into the transit station on Doe Pass Road.

Sidewalks will now become "walk/bike" paths. Many residents and visitors prefer to have dedicated walking and/or cycling. Residents use the sidewalks around the loop. Bike paths on the roads will be eliminated which seems to be against Park City transportation. This is clearly a safety issue.

The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Esther Drive, the Lodges at Deer Valley hand turn over two lanes of traffic to get into the lane going to Snow Park, with over double the cars in the morning. Ret making a right-hand turn from the center lane and across the bus lane in order to get into their streets/communities. *This*

The neighborhood is changing in Lower Deer Valley with young children in the neighborhoods and a number of School 1 We need to address the obvious safety issues closely.

I am enthusiastic about many aspects of the proposed development including restaurants that will be within walking distance project including a bridge over the current loading-unloading area.

Please do not approve the vacation of the portion of Deer Valley Drive to Alterra.

Sincerely,

Maureen Murtaugh
Maureen.Murtaugh@gmail.com
2434 Deer Lake Dr.
Park City, UT 84060



ReplyForward

ryan.dickey@parkcity.org, nann.worel@parkcity.org5 more

[]

Sans

Serif

Alexandra Ananth

From: Maier, Eric E [US] (MS) <eric.maier@ngc.com>
Sent: Wednesday, March 2, 2022 12:36 PM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Cc: Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Subject: [External] Save the Deer Valley Loop & Snow Park Development
Attachments: DV Save the Loop 2.22.22.docx

[CAUTION] This is an external email.

Park City Planning Commission;

I and my wife are residents of Deer Lake Village. My neighbor sent us the below information.

We strongly agree that we must save the Deer Valley Loop. We also agree that no variances to the project should be allowed that increase density and traffic to the development. This development if not done correctly will negatively impact the entire lower DV experience for all.

I have included the Council members on cc because this development not only impacts the lower DV area but also Park City in general. I have been fortunate to live in Utah since 1965 and have called Park City either my home or escape to a magnificent area. Due to excessive development that we all feel; streets are packed and people are increasingly stressed out due to just too many trying to enjoy the unique place we call Park City. Please make our inputs part of the public record.

Thank you all for your service to our great community.

Eric Maier
2447 Deer Lake Drive
Park City, 84060

Note: Another input that should be considered is the health of the Deer Valley Lakes. A geologic study should be conducted to ensure that ground and surface water flow to the lakes is not adversely impacted by the significant garage and other structures proposed. These lakes are priceless to the Park City area.

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Hello Deer Lake Village Owners,

Alterra would like to begin redeveloping the Snow Park base area this summer. The proposed development would replace the current parking lots at the base of Deer Valley with underground parking, a plaza level with shops and restaurants, and hotels and residences. The development would also house a 20,000 square foot convention center and a public transit hub. A new base village could be a nice amenity and it will be within walking distance of our homes. However, **ALTERRA WANTS THE**

CITY TO VACATE A SIGNIFICANT PORTION OF DEER VALLEY DRIVE FOR THE PROJECT. This will effectively create two dead end roads at the base and significantly change traffic flows.

Deer Valley Resort was issued a permit in 1977 for a Master Planned Development (MPD) which included developing the Snow Park Village parking lots. The MPD has been amended 12 times, 45 years have passed, and Alterra Mountain Company now owns the resort. Alterra is requesting to begin this project with "no variances" in terms of density and building heights. *Asking the City to vacate a portion of the road is a major variance. This has never been approved as part of the plans.*

Alterra is requesting that the portion of Deer Valley Drive below the Carpenter and Silver Lake Express Lifts and the current Snow Park ticket office be deeded to them. This is the current drop off area for shuttles and cars as well as the buses. Alterra will use this land for an extended ski beach and to extend the Carpenter Lift. They are also planning to build Hotel Residences next to the current Snow Park Lodge. Obtaining this land would be a huge benefit to Alterra.

Alterra's proposed site circulation plan does not benefit us as taxpayers or residents. If the road is vacated, all traffic to Snow Park Lodge, the new base development and the new parking garages will be diverted to Deer Valley Drive North/East. This proposal will add an additional 1,000 vehicles a day during ski season. Traffic is already a concern. Alterra can build a beautiful base village without taking the road. They can create a walking bridge over the road to the plaza. There is already a tunnel underneath. They have options. Please see the attached DV Save the Loop which includes a list of reasons why many residents are concerned with Alterra's request to take the road.

If you do not know me, I am a full-time resident of Deer Lake Village. My husband Brian and I live at 2455. Bill Riley and the Board recently appointed me the Communications Director so that I can forward information to the homeowners about the Snow Park development, Planning Commission Meetings, City Council Meetings, etc. If you do not want to receive emails from me, please let me know. Thank you.

Best Regards,
Allison D Keenan

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POINTS TO SUPPORT NOT ABANDONING PART OF DEER VALLEY DRIVE WEST

- In violation of Municipal Code 15-6-1 (Amended by Ord 10/01/2020)

PROTECT "RESIDENTIAL USES" AND RESIDENTIAL NEIGHBORHOODS
FROM IMPACTS OF "NON-RESIDENTIAL USES" USING BEST PRACTICES
METHODS AND DILIGENT CODE ENFORCEMENT

- All of the benefit of this project (as presented) goes to Alterra Corp. They will gain extremely valuable real estate at the base of the resort.

All neighborhoods along Deer Valley Drive East will have significant traffic impacts. By closing the loop, Alterra would direct 70% of the traffic onto Deer Valley Drive East. With the additional development, the Fehr Peers report projects 650 additional cars in the morning on DV Drive East and 720 additional cars in the afternoon on a Saturday during ski season. That more than doubles the current amount of traffic.

The current drop-off area directly at the base of Snow Park works extremely well. There is plenty of room for skier drop off and pick up as well as for the shuttles from the surrounding communities and hotels. Shuttles reduce traffic. Currently, the drop off area is wide enough for 6 lanes of traffic and there is an additional area for thru traffic next to the bus stop. If part of the road is vacated, Alterra's proposed drop off area would only be 3 lanes wide.

Being able to drive to the resort on Deer Valley Drive West, drop off passengers at the base and/or directly proceed to parking, makes sense. Why change this? If the road is vacated, cars would take Deer Valley Drive East to drop people off and then must turn around and will have to cross the drop off traffic to enter the garages.

A traffic light at Deer Valley Drive East and Doe Pass Road to prioritize buses leaving the transit center will slow the traffic trying to get into the parking garages, making it worse than today.

Currently buses run both ways picking up and dropping off passengers around the loop stopping very close to the ski school and the Carpenter Lift loading station. If we want to encourage bus ridership, this does it. The Alterra proposal drops passengers off at the opposite end of the proposed garage facility, FORCING passengers to walk past the new

village restaurants and shops. The proposed transit center would be 650 feet from the base of the lift.

The current bus system works well and many residents and visitors rely on it. If most buses start using the dedicated bus lane, then some riders will need to cross three lanes of traffic to access the bus stops with more frequent buses and may have a longer ride to get to their destination. This does not encourage the use of public transit.

Pedestrians will now need to cross three lanes of traffic. Alterra mentioned that there may be express buses that do not stop. This is a big safety issue.

If the road is vacated per Alterra's plans, there would no longer be space for handicapped parking at the Snow Park base where it is currently located. Disabled skiers would need to park in the garages in the designated handicapped spaces by the elevators.

Currently, emergency vehicles park at the top of the Deer Valley loop right in front of Snow Park to easily access injured skiers in the winter and injured bikers in the summer. Alterra's new plan creates two dead end roads and there would be an emergency access across the ski beach and plaza. Emergency vehicles will need to cross a pedestrian area? Is this safe or efficient when response times are often critical?

Sidewalks will now become "walk/bike" paths. Many residents and visitors prefer to have dedicated walking and/or cycling paths. Individuals pushing baby strollers and elderly use the sidewalks around the loop. Bike paths on the roads will be eliminated which seems to be totally against Park City's desire to promote alternative forms of transportation. This is clearly a safety issue.

It is 0.5 miles from the "Y" (near the grocery store) to Snow Park Lodge with 8 curb cuts (ingress/egress). It is 1.2 miles to Snow Park Lodge on Deer Valley Drive East, more than double the distance with 18 curb cuts, affecting more the 1000 residents in the neighborhoods. By closing the loop and changing the traffic flow, Alterra's proposal adversely affects many residents and they have not proposed any means to truly mitigate the impact to the residents.

The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Esther Drive, the Lodges at Deer Valley and Silver Baron Lodge will all need to make a left-hand turn over two lanes of traffic to get into the lane going to Snow Park, with over double the cars in the morning. THE TRAFFIC CONSULTANT STATED, "BE PATIENT, THEY WILL LET YOU IN"!

Returning from Snow Park, these cars and vans will be making a right-hand turn from the center lane and across the bus lane in order to get into their streets/communities. This is not safe and may not be legal.

By changing the traffic flow, this will result in more than double the "Carbon Pollution" in the area.

Marsac is sometimes closed in the winter. Cars will need to be diverted to Royal Street. The cars would no longer be able to turn right and drive around the loop under the Alterra plan, but would end up in the middle of all the buses turning into to transit station on Doe Pass Road.

Upper Deer Valley/Royal Street residents will now need to travel approximately 1.6 miles to get to Snow Park Lodge from Deer Valley Drive West. Today that is .2 miles. This will also include a left-hand turn across all the incoming Bus traffic.

The neighborhood is changing in Lower Deer Valley with young children in the neighborhoods and a number of School Buses moving through in the morning and afternoons. We need to address the obvious safety issues closely.

If the City "Abandons" a part of Deer Valley Drive West, what compensation do the Taxpayers receive?

Parking lot #5 has not been defined as to its "future". We must know this plan before any approvals are given.

What will the 20,000 square foot "Event Center" be used for?

Alterra Corp must commit to a "Time specific" plan for workforce housing with transit for the workers. With the new plan, it will need approximately 500-700 more workers.

Alterra Corp must commit to a "Time specific" plan for "Fire Mitigation" for the area.

Alexandra Ananth

From: Kristi Johnson <kristi.p.johnson@gmail.com>
Sent: Wednesday, March 2, 2022 9:44 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning
Cc: Johnson, Corey
Subject: [External] Joint Meeting - March 15

[CAUTION] This is an external email.

Dear Park City Planning Commissioners and Staff,

Thank you for taking the time to call a joint meeting on March 15 to discuss the proposed Alterra plan for the Lower Deer Valley Parking Lots. While our family will not be available to attend the meeting on March 15, we wanted to send a letter opposing the current plan to abandon part of the Deer Valley Drive Loop and re-route traffic to Deer Valley Drive East. We would like to request that this letter be made part of the public record.

As background, Corey and I have owned a unit in Comstock Lodge since 2018. Our unit is located on the east side of Deer Valley Drive, which is the area that will be most heavily-affected by the proposed street abandonment and traffic re-routing.

It is our opinion that all of the benefit of this transit project (as currently presented) will go to Alterra Corporation, with none of the benefit accruing to Park City taxpayers or Lower Deer Valley residents. It is our understanding that the current bike paths will be eliminated, which is completely against Park City's desires to promote alternative forms of transportation. We regularly observe people on e-bikes and mountain bikes utilizing those bike paths, and we also regularly observe Olympic hopefuls training in the early morning on Deer Valley Drive on skate skis in/near the bike lanes. The unnecessary elimination of dedicated bike lanes will be dangerous to both pedestrians and bikers given the heavy use by each under the current system.

We have been frequent pedestrian users of the Deer Valley Loop during our ownership, often walking from our unit to Snow Park for concerts or skiing, walking into Old Town for meals/shopping/post office, walking to the Deer Valley ponds, walking or biking to Solamere Oaks Swim & Tennis, and walking to the Deer Valley Grocery Cafe. If the bike lanes are eliminated and become shared hike/bike paths, it will become dangerous for all involved to share those paths and will discourage visitors walking from point to point instead of using a car.

The current Alterra plan will destroy a bus system that has historically run very well, and the plan will replace the current functioning system with one that is questionable and provides reduced utility to the surrounding neighborhoods. We have made extensive use of the Park City shuttle bus system over the past five years, and it runs VERY efficiently as currently configured.

Currently buses run both directions on Deer Valley Drive, stopping approximately 100 feet from the proposed new Carpenter Lift loading station. This current configuration greatly encourages bus ridership, and we support the current circuitous route. The proposed Alterra plan drops all bus traffic off at the opposite end of

the proposed garage facility so that the riders are forced to walk past the new proposed restaurants and retail. The plan focuses only on the marketing of the new restaurants and shops and not what is best from a traffic flow perspective. The additional required walking distance will discourage visitors from riding public transportation, further incentivizing people to bring their own cars to park closer to the mountain, and therefore it will create additional traffic.

The biggest issue with the proposed Alterra plan is the fact that the road reconfiguration will add an estimated 1,000 additional cars to Deer Valley Drive East each morning and afternoon, which will provide a significant, immediate, and detrimental traffic impact to our neighborhood. The proposed traffic light at the transit center on Deer Valley Drive East at Doe Pass will slow this additional incoming/outgoing traffic further, making it significantly worse than today.

The council should consider the effect that the proposed partial road abandonment will have on Marsac Drive traffic as well. Marsac has been closed a significantly higher proportion of the time this year as the dispute among neighbors over the road maintenance contract has been in focus. Those increased periodic closures have significantly impacted residents, visitors, and hotel guests at mid-mountain and beyond. When Marsac is closed, traffic has historically been diverted to Royal Street in Lower Deer Valley. The proposed traffic plan will put those cars in the middle of the bus system running to Deer Valley, further gumming up a system that will be degraded under the current Alterra Plan.

We have multiple questions that we'd ask the council to address in the upcoming meeting:

- If Park City abandons part of Deer Valley Drive West and severely disrupts the current traffic pattern, what compensation do Park City taxpayers receive? Specifically, what compensation would Lower Deer Valley residents receive as part of the increased inconvenience and reduced quality of life that the proposed traffic plan would provide?
- When will the plan for the back parking lot (currently not detailed in Alterra's plan) be defined? Before the city grants any approvals, the plan for the back parking lot (presumably Parking Lot #5) should be determined and shared as part of the overall plan seeking approval.
- What will the Event Center over the Bus Station be used for? What remedies will residents have for any violations of noise and occupancy permits? Our unit is directly across from the proposed Event Center and Transit Center, so this is of utmost importance for us to understand.

Thank you for your time and for your efforts with respect to better-defining this proposed development. We hope that the meeting goes well and productively on March 15.

Sincerely,
Kristi Johnson
Comstock Lodge #307

Alexandra Ananth

From: Boone, Robert <reboone@bclplaw.com>
Sent: Wednesday, March 2, 2022 7:01 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Cc: 'Susan Shay'; 'rickb959@aol.com'; booneteri63@gmail.com
Subject: [External] Alterra's Proposed Deer Valley Snow Park Plan
Attachments: Portion of DV Drive Alterra wants City to Vacate REB REVISIONS.pdf; Proposed Circulation Pattern REB REVISIONS.pdf

[CAUTION] This is an external email.

Dear Planning Commission and City Council Members,

I am writing to express my wife's and my opposition to the traffic system aspect of Alterra's plan to reconstruct the Deer Valley Snow Park ski area, which plans include the construction of a large parking garage and major changes to the traffic flow in and out of that area, including along Deer Valley Drive West.

In short, the proposed plan will wreak havoc on residents in neighborhoods along Royal St., including American Flag where we live. The traffic flow plan is short-sighted, ignores the issues with the current traffic flow patterns in that area, fails to solve those issues, and creates significantly greater issues. Among other things, the proposed plan:

- Will deprive Royal St. residents of the easy access we currently enjoy to Snow Park, by turning right off of Royal St. onto Deer Valley Drive West, to drive 0.2 miles to drop off and pick up skiers and/or ski equipment, obtain lift tickets, shop in the stores or go to the St. Regis, and then be able to return home along the same 0.2 mile stretch of that street. Under the proposed plan, Royal St. residents wanting access to the Snow Park area will be swept up in the proposed traffic flow and have to drive all the way around the Deer Valley Drive loop and be stuck in traffic the entire additional 1.6 miles.
- Will cause non-residents to drive up Royal St. and park in our neighborhoods, illegally using our private ski access easements, because those skiers will not want to sit in the traffic jam that will be created by the proposed plan's new traffic system. The plan should include a guard gate at the bottom of Royal St. to prevent non-resident access to preserve our privacy.
- Will not allow Royal St. residents an easy way to get out of Deer Valley because they will be fighting oncoming traffic to turn left onto Deer Valley Drive West to head toward Park City; residents will (again) be forced to turn right and take the 1.6 mile loop in ski traffic. This adversely affects residents commuting to work, running errands, etc.
- Lacks the use of roundabouts in critical locations, that would ease traffic flow and make the proposed system much more efficient. Roundabouts should be constructed at the vortex of the loop (near the Deer Valley Café), at the bottom of Royal St., at the proposed intersection of Deer Valley Drive West and the new road leading to the garage, and at other entrances/exits to/from the garage (e.g., the service entrance).

- Lacks other traffic control devices, which will result in traffic jams worse than what currently exist.
- Should also include a new, separate road off of Royal St., just before it meets Deer Valley Drive West, to provide private access from Royal St. onto Deer Valley Drive West, to allow residents to maintain their current access to the Snow Park area. This will relieve traffic flow for the rest of the system.
- Should also include a turnaround (circle) at the end of Deer Valley Drive West for residents to easily turn around and return to Royal St. and their neighborhood.

Attached are diagrams of the plan with notations I have made about additional features the plan should include should it be allowed to proceed to construction.

I look forward to discussing these issue with you at the meeting on March 15.

Sincerely,

Robert Boone
1 Stanford Court
Park City, UT 84060



ROBERT E. BOONE III
Partner
reboone@bcplaw.com
T: +1 310 576 2385 F: +1 310 434 2085 M: +1 310 487 6556

BRYAN CAVE LEIGHTON PAISNER LLP
120 Broadway, Suite 300, Santa Monica, CA 90401-2386
bcplaw.com

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Alexandra Ananth

From: Mark G Overend <mgoverend@aol.com>
Sent: Tuesday, March 1, 2022 11:15 AM
To: John Phillips; John Kenworthy; laurs.suesser@parkcity.org; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Gretchen Milliken; Alexandra Ananth; planning; Wesley Richards
Subject: [External] Deer Valley East Nightmare

[CAUTION] This is an external email.

To the Members of the Park City Planning Commission

I recently listened in on a presentation hosted by Rich Wagner of Alterra Mountain Company (AMC) regarding the development of the current Deer Valley parking lots at the Snow Park base area. Also presenting was a consultant hired by AMC to assess the impact of the proposed changes to traffic flow to and from the development. The consultant “hoped to clear up misconceptions” about the impact of AMC’s desired plans for Deer Valley Drive. I understood the proposed traffic flow prior to the presentation and after listening I have additional concerns about the plan and the chaos that will ensue. We were shown simulations of how traffic may move along Deer Valley Drive East that ignored the traffic flow further down Deer Valley Drive towards the roundabout at Marsac, which is responsible for the current backups during peak hours. Also ignored in the modeling was traffic flow from Solamere and Queen Esther drives, both of which intersect with Deer Valley Drive East.

As a 20 year resident of The Oaks at Deer Valley I have a pretty good idea of the traffic flow on Deer Valley Drive—both East and West---during the ski season as well as the off season. It is far from perfect, but it sort of works. Ski season arrival traffic typically flows along Deer Valley Drive West to the Drop Off area at Snow Park Lodge and then proceeds to the parking lots. Locals, and skiers who have left their skis overnight, are more likely to opt to take Deer Valley Drive East and head straight to the lots in the morning. Point being skiers currently have **OPTIONS** and the traffic flow randomly splits at the intersection of Deer Valley Drive East and West. When skiers leave the resort they again have **OPTIONS** with some reversing course along Deer Valley Drive West to pick up people and equipment at Snow Park while others simply take a left out of the lots and head towards town on Deer Valley East. There are always backups, on both East and West, when skiers leave for the day and there will always be backups as long as the roundabout down the road at the intersection with Marsac exists in its current configuration. At present the backups sort themselves out in a zipper like fashion when they meet at the intersection of East and West with drivers typically merging one for one. The proposed traffic pattern will only ensure the peak exit backup on Deer Valley East is much longer than it currently is---the addition of a traffic light will do little, if anything, to change this as the backup itself is caused further downstream from the intersection.

The proposal put forth by AMC to reconfigure the Deer Valley Drive to eliminate the current drop-off area and shunt the arrival and departure traffic on to Deer Valley Drive East will create a nightmare scenario for residents in the area, specifically those who live in homes accessed via Solamere Drive or Queen Esther. These two roads, which are the only means of accessing the neighborhoods, should be thought of as simply a driveway leading to hundreds of residences. They are the **ONLY** way into, and out of, the neighborhoods and they both come out on to Deer Valley East. The proposed traffic pattern will be a nightmare for all residents of Solamere, Hidden Oaks, Morningstar Estates, Queen Esther and The Oaks. As I said, the current traffic pattern isn’t perfect, but it sort of works. **LEAVE THE TRAFFIC PATTERN ALONE!**

I would ask that the City reject AMC’s proposal to close off Deer Valley Drive as part of their vision for the project. There is no good reason for taxpayer’s to give land to AMC so they can extend the Carpenter and Silver Lake lifts to create **THEIR** vision for a “ski beach” at the very edge of their new buildings at the Snow Park Base area. Please leave the current **OPTIONS** available to drivers approaching and leaving the Snow Park base area unchanged. Routing all traffic on to Deer Valley East does not protect the existing residential neighborhoods from being impacted by this development. This is not a video game (think traffic simulations) we are talking about. The current traffic issues are real but somewhat manageable. The current AMC plan will only make matters worse, adversely impacting residents whose home are accessed via either Solamere Drive or Queen Esther Drive!

Another issue I have with the plan is the elimination of dedicated bike lanes on the road. This will turn the current sidewalks in to multiuse paths. As someone who regularly uses multi use paths in the Washington DC area I can tell you the current set up along Deer Valley Drive, where pedestrians are on a separate pathway from bicycles, is far more desirable/less stressful for all, particularly pedestrians. I am not against the development of the Snow Park area by AMC. The project itself sounds like a definite positive for the area with the addition of shops and restaurants and what sounds like additional parking. I am simply not a fan of AMC's proposal to take over the land Deer Valley Drive West currently occupies near Snow Park Lodge, creating a traffic nightmare in the process.

As I am unable to attend the March 15, 2022 Joint Meeting of the City Council and The City Planning Commission I would like this email to be made a part of the Public Record for said meeting.

Thank you.

Mark Overend

The Oaks at Deer Valley Resident

Alexandra Ananth

From: Elizabeth Keramati <elizabethkeramati@gmail.com>
Sent: Tuesday, March 1, 2022 7:49 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm; Gretchen Milliken; Alexandra Ananth; planning; Nann Worel; Max Doilney; Becca Gerber; Ryan Dickey; Jeremy Rubell; Tana Toly
Subject: [External] March 15 Joint Meeting - Deer Valley Project
Attachments: DeerValleyProjectResponse March 15 Joint Meeting.pages

[CAUTION] This is an external email.

Hello. Please allow the attached letter to be a part of the public record with regard to the Deer Valley Project. Also copied below for ease.

Thank you kindly, Elizabeth and Chris Keramati.

Subject: March 15 Joint Meeting

To whom it may concern in the City Council, Alterra Corp., and the Planning Commission on The Deer Valley Project:

We are community members of the Oaks in Solomere and have a home on Oakwood Drive.

Please let this letter serve to express our thoughts regarding the Deer Valley Project and be made part of the Public Record.

We'd like to first state how thrilled we are to have a neighborhood village of shops, restaurants, and lodging, along with covered mountain parking, all in walking distance from our vacation home. The possibility of a gondola or lift from the area also sounds wonderful.

Our concern is regarding traffic. We spend a great deal of time at our Deer Valley home and enjoy all the beauty and accessibility Deer Valley. We frequent the St Regis, Snow Park Lodge at Deer Valley, restaurants and hiking in Upper Deer Valley, Main Street, and the ponds; these would be directly affected by the proposed 1000-2000 more daily cars as well as the alteration of the Deer Valley Loop. As it is, traffic at the start and the end of a ski day is heavy and often times traffic complications occur as a result of accidents or construction. If Deer Valley Drive South is blocked by the development, and the Deer Valley Drive loop is eliminated, traffic congestion will be a huge inconvenience at all times and possibly impossible during heavy inflow or outflow times. With only one way in and one way out, fire and law enforcement would also have limited access.

If the Deer Valley Project creates such congestion without a realistic plan for synergistic traffic flow it will be as much of a disaster as the Kimball Junction shopping center. This is below the standard of Deer Valley and must be avoided.

Taking away a portion of the Deer Valley Loop is in violation of Municipal Code 15-6-1 as it puts residents at risk for the impacts of non-residential use. Many people, including children and families with strollers, walk, run, and bike, on the sidewalks of the loop. If the bike path or sidewalks are eliminated or converged, a massive safety issue will be born. Furthermore, people will be more inclined to drive and skip alternative transportation or forego the journey all together.

If a new bus system is designed, it will need to be an improvement of what is already a functioning system. People use the bus for its convenience and the wonderful slope-adjacent-drop-site at the Carpenter Lift. If the new bus plan drops off skiers at the opposite end of the new village, bus use will go down dramatically, resulting in more cars, and/or lost business. If the bus plan forces users to cross multiple lanes of traffic to use the bus system, this could be another safety violation. And, if cars have to cross the bus lane to access neighborhoods, this is yet another safety violation.

Coming from Solomere Drive, turning left into Snow Park Lodge is already a waiting game. With two lanes of traffic and a greatly increased number of cars, this could be impossible. Consider for a moment the need for our Deer Valley Staff lift attendants. They make groups of 2 or 3 or 4 riders for our chairlifts; this may seem like something individuals could do independently, but without the instruction of the attendant, people wait unnecessarily or go out of turn; flow is obstructed and accidents occur. In the same manner, cars cannot just wait to be let in to pass; there needs to be an objective master transportation plan making things run smoothly and efficiently. A traffic light may be an answer, but sometimes lights can slow traffic more.

Our request to you is that you carefully consider the traffic as it pertains to your design. As we are not expert transportation engineers we cannot give an exact plan for this design but we urge you to consider these crucial points when you make your plan. Perhaps a lift from the neighborhoods could be designed? Perhaps the members of Solomere and the Oaks would consider adding a lift from Rising Star? Perhaps there is a way to save the loop: perhaps a bridge or underground continuation of the Deer Valley Loop could be designed.

Thank you for your important consideration,

Chris and Elizabeth Keramati
March 2022

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Elizabeth J Keramati, MSN RN CPNP
cell: (714) 343 - 1977
elizabethkeramati@gmail.com

Alexandra Ananth

From: Laura Cornish <lfcornish@yahoo.com>
Sent: Friday, February 25, 2022 9:57 AM
To: John Phillips; John Kenworthy; Laura Suesser; Sarah Hall; Christin VanDine; Bill Johnson; Douglas Thimm
Cc: Hugh Cornish; Laura Cornish; Gretchen Milliken; Alexandra Ananth; planning; Wesley Richards
Subject: [External] March 15th Joint Meeting

[CAUTION] This is an external email.

Dear Park City Council and Planning Commission,

Our family have been happy and proud homeowners in The Oaks/Solamere neighborhood of Lower Deer Valley for 11 plus years. We love our neighborhood and have unobstructed views of Snow Park and the entire Deer Valley resort from our cabin.

We have long known that the parking lots we look at would eventually be developed into a village and also know that is happening with or without our consent or approval. Though we are worried about how light pollution from the village could negatively impact our views of the mountain, we are also looking forward to new amenities close to our neighborhood and hope the completed project is a net positive to our Deer Valley experience and investment.

Our biggest concern is the proposed traffic plan. We sat through the video conference explaining the plan and have serious concerns. The current proposed traffic flow and plan, obviously optimized for Alterra and the resort, will make things significantly worse for the surrounding neighborhoods. Specifically we are concerned about:

1. Turning in and out of Solamere Drive in the morning and evening when the traffic will be increased by a projected 1000 additional cars during both commute times. The traffic consultant said during the presentation we should "Just be patient and they will let you in." Really? That does not inspire confidence that this has been well thought out by Alterra.
2. The sidewalks will now be forced to be avenues for both pedestrians and bikes which creates obvious safety issues. Both bikers and walkers should be accommodated with safe and separate lanes that encourage both of these modes of transportation that take cars off the road.
3. The Alterra plan will destroy a Park City bus system that works very well currently, with a proposed plan that does not appear to be thought through with the surrounding neighborhoods in mind.
4. We park and ski in Silver Lake and use Marsac to drive up there. Sometimes Marsac is closed in the winter and Royal Street is the only access up and down. There will be many more cars being diverted there, through all the buses, during peak hours, which will be a traffic mess.
5. Deer Valley Drive from "the Y" to the roundabout is already backed up badly during peak hours. We wonder what a traffic light will do to further snarl that stretch of road.

6. What is the 20,000 square foot event center going to be used for? Sounds like ALOT more cars would be associated with any event needing that kind of space.
7. How will Alterra specifically be addressing the housing needs of 500-700 additional workers?
8. What about a specific plan for fire mitigation in the valley?

We are not against the village project. We see a definite upside to replacing an ugly blacktop parking lot with a vibrant and attractive village. Our concerns are for the negative traffic and safety impact it could have on the surrounding neighborhoods if greater consideration is not taken to mitigate an unintended, and difficult to fix, traffic and safety nightmare.

Respectfully,

Hugh and Laura Cornish
3545 Oakwood Drive
Hugh: 650-619-6461
Laura: 650-823-2171

Alexandra Ananth

From: planning
Sent: Friday, February 25, 2022 8:22 AM
To: Alexandra Ananth
Subject: FW: [External] Follow-up Questions from Fawngrove Regarding Snow Park Village Meeting on Feb 9, 2022

From: Fawngrove HOA <fawngroveutah@gmail.com>
Sent: Friday, February 18, 2022 9:55 AM
To: planning <planning@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: Billy Sheppard <pikegrain@sbcglobal.net>; riwagner@alterramtnco.com
Subject: [External] Follow-up Questions from Fawngrove Regarding Snow Park Village Meeting on Feb 9, 2022

[CAUTION] This is an external email.

Dear Park City Planning Commission,

Thank you for hosting the Feb 9 meeting discussing the future of Snow Park Village. I am the HOA President at Fawngrove (on Deer Valley Dr North) and have collected the following questions and concerns from some of our community members. In general, most owners are in favor of the proposed Snow Park Village development; they are just not in favor of some of the side effects, such as increased traffic. Some of the points below concern traffic flow patterns as discussed by several others during the subject meeting, in the public input, and the WCG report, but also include new items not covered. The points are addressed numerically with questions and concerns shown as indented alpha characters. Any references to documents are from the Feb 9, 2022 Agenda packet (link below) unless otherwise noted.

<https://granicus-production-attachments.s3.amazonaws.com/parkcity/d669f08be13d9392e33d99745fe592460.pdf>

Please Note: Some maps in the presentation (specifically Exhibit E) have labeled Deer Valley Dr North as Deer Valley Dr East. The section between the Deer Valley Dr West and North "Y" intersection and Queen Esther Dr is considered North. All of our addresses are labeled as North, including Chaparral units which are located at the bend in the road where North changes to East. The maps should be revised in order to track with any written discussions to avoid confusion.

1. Deer Valley Resorts have expressed in their past presentations that they are routing inbound traffic along Deer Valley Dr N to enhance the Deer Valley experience with larger views of the mountain when approaching compared to arriving from Deer Valley Dr West. We do not feel this is adequate rationale for redirecting all car traffic and increasing traffic congestion for the residents along Deer Valley Dr N (Solamere, Bristlecone, the Pinnacles, Fawngrove, etc.). Perhaps, to break up some of the car traffic, signage at the "Y" could direct cars to Snow Park Village hotels along Deer Valley Dr N and day skiers can continue using the Deer Valley Dr W road. That way, those staying in hotels, who are more likely to be new visitors, can enjoy the Deer Valley visual experience Deer Valley Resorts desires.

- a. When this project started, were any studies done to allow car traffic to continue in both directions as it is today by allowing cars to drive on both Deer Valley Dr North and West from the "Y"? Currently, drivers who want to drop off skiers continue on the West and drivers who know they want to go straight to the parking lots take the North/East road. If so, what were the findings and why was this not pursued further?
 - b. It appears from the Feb 9 presentation slide showing the reimagined traffic pattern that there will continue to be a roadway south of Snow Park Village for emergency vehicle access. Will this be in the same location as the current road passing Snow Park or will it be a new road under the village to allow skiers to ski to the new lift/Gondola and the ski beach?
 - c. Could this be an alternative entrance for cars approaching from Deer Valley Dr West?
2. The Fehr & Peers report used anonymized mobile phone data to estimate the traffic flow patterns. This showed a high percentage of skiers coming from the Wasatch Front (42%), Kimball/Jeremy Ranch (34%), and North Summit/Heber/Kamas areas (23%). These three locations add up to 99% (the final 1% from Park City). This study does not give any indication of whether this traffic is from locals or tourists but it does seem to indicate that a large proportion of those driving to Deer Valley are Salt Lake City/Outside Park City locals. If this is true, they have seen Deer Valley before and their main objective is getting to the mountain; they do not need to see the mountain for that final half a mile stretch to enjoy the Deer Valley experience.
 - a. Do any of the studies reflect the numbers of tourists versus local Utahns visiting Deer Valley Resort on a daily basis? (Perhaps, the number of Deer Valley season pass holders (not IKON) each day may provide an indication.)
 - b. If not, can this data be obtained? This data may provide some indication of how important the visual effect is for most skiers arriving at the mountain.
3. In the afternoon, the section of road from the "Y" to the roundabout (westbound) will be a bottleneck since two lanes (bus and vehicles) will merge to one. As the study pointed out, there will be further bottlenecks at Bonanza then on to Kearns, as well as the Park Ave intersection. This, in turn, will only compound the congestion along Deer Valley Dr North/East.
 - a. Are there any plans to alleviate congestion at these intersections?
4. The Deer Valley presentation states that the road and path total width will not need to be widened. Fawngrove is concerned that the road will need to be expanded if Exhibit E, sheet C6 is followed per drawing, which will impinge on Fawngrove property. The current road width of the asphalt (road lanes and shoulder) is 31' as correctly noted in Exhibit E, sheet C6. The sidewalk along Fawngrove is 8'. There is a 30" roll gutter between the sidewalk and asphalt on the south part of the road and another 30" gutter on the north side between the shoulder and dirt hillside leading up to the Pinnacles. This is 44' total width from the south edge of the sidewalk to the north edge of the north roll gutter. South of the sidewalk is Fawngrove lawn, mature trees, utility boxes, etc. The new proposal has three vehicle lanes (11', 10', 10') plus the two 30" roll gutters and a 12' asphalt path which totals 48'. The drawing states to "Expand sidewalk to 12' wide or to right-of-way line (11' wide min)". This additional expansion will need to move north towards the Pinnacles hillside or south into Fawngrove to gain the additional four feet needed for the sidewalk.
 - a. What are the plans to expand this roadway to meet the 12' sidewalk objective? Will it be expanded into existing Fawngrove, Bristlecone, Fire Department, and/or the Pinnacles property?
 - b. How will the existing sidewalks around Deer Valley Dr be rebuilt to make a 12' pedestrian/bicycle path? Will four extra feet of asphalt be added or will the existing sidewalk be removed and replaced with an entirely new one?
5. The bridge along Deer Valley Dr W is not planned to be expanded. According to Exhibit E, sheet C2, it currently has an 8' sidewalk, a 30" gutter, 27' asphalt, another 30" gutter, and a 4' sidewalk. The 4'

sidewalk (north side) will be removed to allow for the three vehicle lane expansion (11', 10', 10'). The 8' sidewalk and two 30" gutters will remain. This totals 44'. Snow that is plowed will cause a problem as it accumulates along the bridge walls. It has been six weeks since we had any significant snowfall and the 4' sidewalk is covered with snow up to the top of the wall and the side of the path was partially blocked with snow up to the other bridge wall. With the proposed three-lane plan, there will only be the gutter between the north side of the road and the bridge wall. The snow will need to be carefully and completely removed each time it snows, ensuring that the stone wall is not damaged.

- a. Has the additional maintenance required to keep the snow off the bridge been accounted for?
6. Deer Valley Dr North needs proper bus stops and sidewalks for the westbound stops. The north side of the road has a hillside leading up to the Pinnacles/Amber Daystar/Chapparral. Buses heading west on Deer Valley Dr N have stops at Solamere Dr, in front of Bristlecone, Fawngrove East, Fawngrove West, and the Pinnacles. There are no sidewalks or pull-outs on the north side of Deer Valley Dr N, likely due to the hillside. Furthermore, due to the hillside, snowplows leave the snow along the white stripe of the road and slightly up the hill. This covers the 30" roll gutter and 50" of asphalt from the white stripe. This is extremely dangerous for people waiting for the bus or getting off the bus as they have to stand between a knee-high snowbank and the side of the bus as it arrives and departs, sometimes less than a foot away. The snow bank reduces the current shoulder width from over six feet to only a few inches. Families have to manage children and wrestle with sets of skis and poles while waiting for or exiting the bus. There is not a zone where passengers can step away from the bus to stand in a safe area while it pulls away or while waiting for the bus. They stand inches away from a moving bus and then have to cross the street, standing on the white stripe waiting for a break in traffic while vehicles pass by. In the late winter afternoons, the sun shines directly into the eyes of the westbound traffic which makes it difficult to see people on the side of the road. We have had bus drivers advise us to be very careful as they understand just how dangerous it is to be standing so close to the bus as it is moving. One of our owners reported seeing a woman skier getting off the bus and slipping in the snowy gutter and falling with her legs under the bus. Fortunately, the bus had not yet pulled away. Residents of Bristlecone and Fawngrove East and West must cross the road when coming home from the ski resort. With the new proposed traffic revision, this will only get worse as there will be increased traffic in both directions, one additional lane to cross, and there will no longer be a shoulder, only a gutter.
 - a. These hazardous bus stops must be remedied before the new development gets underway (without removing the bus stops). I contacted the Park City Streets Department in January to report this and to request that they add some type of proper bus stop as it is a dangerous situation today. (I spoke with Melissa who was going to discuss it with her supervisor Casey Coleman.)
 - b. In reality, this danger also exists for the westbound bus stops at Courchevel and Queen Esther Dr. The snow banks pile up at the east curb which does not allow patrons to stand/ step away from the bus safely.
7. Regarding total numbers of parking spaces, Exhibit B shows a total of 1810 spaces with 1200 dedicated for Deer Valley Resort day skiers. The presentations have noted that tourists staying at the new development may not all have cars. At Stein's, only 10% of residents bring a car and at the Montage (and St. Regis reported in another presentation), it is closer to 30%. Exhibit A noted the need for 2262 parking spots and Deer Valley is seeking a reduction to 1800 spaces, about a 20% reduction.
 - a. What is the estimated number of tourists versus locals parking at the new development?
 - b. What are the total number of parking places currently in the lots and what additional number of cars are there on weekends that overflow onto Deer Valley Dr?
 - c. What is the total number of skiers permitted to ski each day (including day and season pass holders as well as IKON pass holders)?

8. Deer Valley Resort has stated that traffic flow will be staggered in the afternoons because more skiers will opt to visit the stores and après ski facilities. It is possible that a large percentage of the Park City and distant locals (outside Park City) may not partake, especially those with families who want to get on the road for their drive home to Salt Lake valley, Jeremy Ranch, Heber, etc.
 - a. Has this been accounted for in the Fehr & Peers study?
 - b. The reason why Vail (CO) resort is so successful for après ski and shopping is that a majority of skiers are captive audiences. Most are not rushing to the freeway for the three-hour drive to their home in Denver.
9. There will be people who live in Park City who have children who drive and ski regularly. They do not live near the bus line and will not want to pay to park. The parents will prefer to drive them to Snow Park (rather than the nearest bus stop) and pick them up again which will only add to the traffic congestion.
 - a. Has this scenario been discussed as to how to alleviate such additional traffic?
10. Locals and tourists who do not want to pay for parking and will no longer be able to park on Deer Valley Dr, will be looking for opportune areas to park for free. Fawngrove and other neighboring communities with open parking areas will have additional expenses to prevent and monitor non-residents from parking in their lots. We have started discussions on how we will manage this but have not yet formed any specific plans. This is not something we do, or have a problem with, today.
 - a. What additional policing will be done to ensure no one will park on side streets and private residence parking lots? The Fehr & Peers Parking Plan stated that "Parking concerns in the surrounding neighborhood would be enforced by Park City Municipal parking enforcement." Our local police force is limited and Park City already has additional police support from outside the city to sit at the main intersections during peak times (e.g. from West Jordan, Salt Lake, Provo, etc.). How will they be able to enforce neighborhood parking areas?
 - b. How will local residences be compensated (monetarily or otherwise) for this additional inconvenience and expense?
11. The Exhibit B, Fehr & Peers Parking Analysis, page 2, paragraph 2 states that they "anticipate ski visitors to park for their ski day and patronize the commercial uses within Snow Park throughout their ski day." Further, "It is highly unlikely during the ski season that a visitor will arrive at the Snow Park development solely to patronize one of the commercial uses." My wife and I are permanent residents and have on a number of occasions patronized the shops and restaurants at Snow Park and Upper Deer Valley during the ski season. I would expect if the development were as nice as proposed, visitors would come to shop and eat during the ski day even if not skiing. This will, of course, depend on the rate charged for parking and if there will be reduced rates for short stays such as one or two hours which is done at Upper Deer Valley.
 - a. What additional parking is required for visitors who are not skiing? The study did not find this to be an issue and is not accounted for in the total number of parking spaces required.
 - b. Are there plans for graduated parking fees (e.g. first two hours free or reduced rates increasing to full day fees)?
12. With the proposed plan to have most of the bus traffic approaching from Doe Road and continuing in a counter clockwise direction towards Main Street, there has been very little discussion about how residents along Deer Valley Dr N will be able to get to Snow Park. Adding a second lane at the mobility hub has been discussed to allow for buses to travel in both directions. Maintaining the existing bus schedule clockwise along Deer Valley Dr will reduce traffic from local residents and potentially free up parking spaces for those arriving from further away.
 - a. Are there plans for bus service to continue on regular frequency eastbound along Deer Valley Dr N to pick up residents who currently enjoy a very short commute to Snow Park. This question has been asked a number of times without any serious commitment provided.

- b. Perhaps, a separate bus is needed to drive the Deer Valley Dr loop, only, during peak times.
- 13. Local residents who are season pass holders and ski frequently may prefer to drive based on their individual locations or preferences.
 - a. Will there be discounted parking fees or season parking rates for season pass holders?
- 14. There was a comment in the meeting about school buses and delays that will occur with the new traffic. We see the school bus currently using Doe Pass Road. They will need to find a new method of navigating Lower Deer Valley with the new changes.
- 15. We currently enjoy mostly peaceful nights. With the new development, there will be more people, noise, traffic, and light.
 - a. What will be done to minimize these effects on existing residents in Lower Deer Valley?
- 16. One method Deer Valley can improve the ski-in, ski-out experience of local residents is to create a track from the existing Snow Park lodge to the ponds that skiers can use to ski to the edges of the ponds and possibly walk to their residences from there, or to their cars, if applicable. This could be combined with a further track around the ponds for cross country skiing.
 - a. This suggestion may not involve the Park City Planning Commission but is presented for future ideas for improving the Lower Deer Valley experience.

In conclusion, we believe residents living along Deer Valley Dr N and its branch streets will suffer from the rerouting of traffic which will add congestion and further problems to the neighborhoods as noted above. We do not believe enough study has been done on alternative arrangements.

Thank you,
Tom Miller

Alexandra Ananth

From: planning
Sent: Thursday, February 10, 2022 3:10 PM
To: Alexandra Ananth
Subject: FW: [External] Snow Park

From: Wendy Lavitt <wendy@lavittfamily.com>
Sent: Thursday, February 10, 2022 2:56 PM
To: planning <planning@parkcity.org>
Subject: [External] Snow Park

[CAUTION] This is an external email.

Locals and those of us commuting to work in Park City spend a lot of time wondering where and how we fit in to the tourism master plan. Inch by inch and not going anywhere fast mile by Deer Valley Drive to and from 248 or 224 mile we are moving in to a more increasingly frustrating and dangerous scenario. The traffic is slow but the change is lightening speed. Our environment, infrastructure, transportation system, workforce housing / cost of housing and service industry compensation structure coupled with inflation and our willingness to allow corporations run our community leave us in a dangerous position. While we look to our neighbors and community leaders to do their part, we must also look to corporations. This is why I ask that our leadership both on the Planning Commission and Council set a liability and safety standard for corporations to agree to and engage in prior to approving redevelopment and development plans.

Thoughts and suggestions:

- > adding multi million dollar (exponential) resort buildouts / corporate developments will increase community "at risk" assets / value and push homeowners out of insured or able to insure categories.
- > we are running out of water and entering in to an era of water rationing. Why would we agree to increase density when we don't have enough water to serve our current needs?
- > our day-to-day and emergency infrastructure is beyond capacity. We cannot handle increased burden. What is the plan to increase day-to-days emergency response? What is the plan in a community wide emergency?
- > outside of draining every natural resource for recreation; traffic and transportation are our biggest daily life burden. It is unreasonable to assume massive development projects will or should get approval without traffic and parking feasibility studies and workable solutions.
- > residential building projects require a disturbance and landscaping bond; we need to demand the same from corporations. Alterra should be required to do full resort fire mitigation prior to building out the Snow Park lots. It's unfathomable that we would allow a buildout of more structures when they have acres and acres of dense lateral and horizontal fuel backing to neighborhoods. While some neighborhoods and HOAs are larger than others, all in the fuel zone should be treated with the same

urgency. Alterra, our largest Deer Valley side neighbor is driving our cost of living and contributing to insurance insecurity and is a safety and life liability when it comes to fires and our ability to evacuate. The same holds true for Vail. Both need to be accountable.

I urge you to slow or pause the approval process until all studies from traffic and safety to insurance impacts and fire mitigation have been completed and reported and met with dialog, workable plans and solutions. I also encourage you to more broadly engage the community in discussions. I have seen the Deer Valley build out marketing materials, they are robust leading me to hope that a corporation willing to market the lifestyle will to honor the community and our citizens. We are, after all, the human infrastructure. I'd like to suggest Alterra start with a series of town hall meetings where community members can ask questions and openly engage in dialog.

Sincerely,

Wendy Lavitt

Wendy Lavitt
PO Box 70
630 Mellow Mt. Rd.
Park City, UT 84060
wendy@lavittfamily.com
Cell (435) 640-8597

Alexandra Ananth

From: cori chandler <corichestnut@yahoo.com>
Sent: Thursday, February 10, 2022 2:01 PM
To: Alexandra Ananth
Cc: Chandler, Jack
Subject: [External] questions after zoom planning meeting

[CAUTION] This is an external email.

Alexandra, I attended the planning meeting via zoom last night which I found very well organized and very informative. Deer Valley is in need of some updating and it would be nice to see some local retail and amenities. Having said this it is the size and scope of the proposed project that has raised some concerns. Most of the callers last night were homeowners in the Solamere neighborhood where we also own a home. Residents are very worried about the potential for an increase in traffic and the proposed new traffic pattern.

I too have some questions and thoughts that I would like to share so I greatly appreciate you indicating that you would be open to receiving emails. In an effort to not make this too lengthy I have put my questions and concerns into bullet points:

- From the start I am perplexed by the proposed traffic pattern. The current road to Deer Valley is almost a straight shot from the rotary, why then are they proposing to route the traffic from a straight shot to a large semi circle taking the cars by a residential area which will make it difficult for residents to get in and out?
- In light of the new proposed traffic pattern they failed to do a traffic study on the intersection of Deer Valley Drive and Solamere Drive, or Deer Valley Drive and Queen Ester.
- With the addition of 192 room, 125 residential units and 26,000 SF of retail space it is hard to imagine that there will not be an increase in traffic in and out of Deer Valley.
- Will the hotel guests be using the same parking as those parking for a day of skiing? If so how will this work with 20% fewer spots and more people?
- Deer Valley is a very expensive ski passes whether you buy a season pass or a day pass (\$249/ peak and well over \$2000 for a season. Have demographics been taken into account? Are these people who will be dissuaded by a parking fee or will they continue to drive?
- With 20% of the parking eliminated those of us who live close by will run the risk of not getting parking with the potential for the lots to fill up early. We have already seen full lots this season with cars backed up along Deer Valley Drive past Solamere Drive on weekends. Has a shuttle been considered for residents of this area?
- The most important issue I am concerned about is the traffic for those with families. I have heard many times from neighbors with children who have commented on how much traffic there is and how difficult it has been to get children to and from school and activities when skiers are leaving and coming to the mountain. There is great

concern that this will only get worse. This year has been particularly bad for some reason so it is very hard to imagine that with the addition of a hotel and retail space that this will not get worse.

- If there is an increase in traffic there will still only be one lane leaving the "Y" heading to the rotary and only one lane on Bonanza. At present the traffic pattern is not working so it is hard to imagine how we can handle any growth to the area.

In closing it seems to me that this is a great plan for Deer Valley but not a good plan for the surrounding neighborhoods. I think Park City has to ask if the existing infrastructure surrounding Deer Valley is adequate to handle a large addition to Deer Valley.

Many Thanks,
Cori Chandler
3055 Solamere Drive

Alexandra Ananth

From: planning
Sent: Wednesday, February 9, 2022 8:20 AM
To: Planning_Mail
Subject: FW: [External] Snow Park - community requests more due diligence and dialog

From: Christina Marie Shiebler <christina@shiebler.com>
Sent: Tuesday, February 8, 2022 8:53 PM
To: planning <planning@parkcity.org>; Council_Mail <Council_Mail@parkcity.org>
Cc: Nann Worel <nann.worel@parkcity.org>; Mike McComb <mike.mccomb@parkcity.org>; David Thacker <dave.thacker@parkcity.org>
Subject: [External] Snow Park - community requests more due diligence and dialog

[CAUTION] This is an external email.

Today I attended the monthly Western Summit County Wildfire Fuels Committee meeting. I'm a regular on the calls, since last summer. One of the opening discussion points today was regarding insurance companies increasing rates by 100% or 100s% more and also potentially dropping property owners based on at risk zip codes, density and based on community property value. Park City meets the three benchmarks which means we have a lot of property owners facing increases and / or dropped policies. This alone could devastate the community. The idea of being out priced or dropped from insurance sure changes the risk reward spectrum. It also increases the potential risk to life; since more and more people will feel compelled to try to defend their own property in the event of a wildfire. We could be looking at a mass loss of structure disaster but more worrisome we could be looking at a human causality disaster.

Locals and those of us commuting to work in Park City spend a lot of time wondering where and how we fit in to the tourism master plan. Inch by inch and not going anywhere fast mile by Deer Valley Drive to and from 248 or 224 mile we are moving in to a more increasingly frustrating and dangerous scenario. The traffic is slow but the change is lightening speed. Our environment, infrastructure, transportation system, workforce housing / cost of housing and service industry compensation structure coupled with inflation and our willingness to allow corporations run our community leave us in a dangerous position.

I'm not so naive to think change doesn't happen. I do believe in personal, community and corporate liability. And while we look to our neighbors and community leaders to do their part, we must also look to corporations. This is why I ask that our leadership both on the Planning Commission and Council set a liability and safety standard for corporations to agree to and engage in prior to approving redevelopment and development plans.

Thoughts and suggestions:

> adding multi million dollar (exponential) resort buildouts / corporate developments will increase community "at risk" assets / value and push homeowners out of insured or able to insure categories.

> we are running out of water and entering in to an era of water rationing. Why would we agree to increase density when we don't have enough water to serve our current needs?

> our day-to-day and emergency infrastructure is beyond capacity. We cannot handle increased burden. What is the plan to increase day-to-days emergency response? What is the plan in a community wide emergency?

> outside of draining every natural resource for recreation; traffic and transportation are our biggest daily life burden. It is unreasonable to assume massive development projects will or should get approval without traffic and parking feasibility studies and workable solutions.

> residential building projects require a disturbance and landscaping bond; we need to demand the same from corporations. Alterra should be required to do full resort fire mitigation prior to building out the Snow Park lots. It's unfathomable that we would allow a buildout of more structures when they have acres and acres of dense lateral and horizontal fuel backing to neighborhoods. While some neighborhoods and HOAs are larger than others, all in the fuel zone should be treated with the same urgency. Alterra, our largest Deer Valley side neighbor is driving our cost of living and contributing to insurance insecurity and is a safety and life liability when it comes to fires and our ability to evacuate. The same holds true for Vail. Both need to be accountable.

I urge you to slow or pause the approval process until all studies from traffic and safety to insurance impacts and fire mitigation have been completed and reported and met with dialog, workable plans and solutions. I also encourage you to more broadly engage the community in discussions. I have seen the Deer Valley build out marketing materials, they are robust leading me to hope that a corporation willing to market the lifestyle will to honor the community and our citizens. we are, after all, the human infrastructure. I'd like to suggest Alterra start with a series of town hall meetings where community members can ask questions and openly engage in dialog.

Thank you for your time.

Christina Shiebler

Old Town resident since 2004

Please pardon any inevitable keying errors; I have visual impairments and I have written this communication on my iPhone. Not an ideal combo but my only option at this point.

Alexandra Ananth

From: allisondkeenana@aol.com
Sent: Monday, February 7, 2022 6:48 PM
To: Alexandra Ananth
Subject: [External] Questions Re: Deer Valley Snow Park Base Area Development

[CAUTION] This is an external email.

Dear Alexandra,

I am a full-time resident of lower Deer Valley. I live in Deer Lake Village which is located off of Queen Esther Drive. I know the development of a village base area will provide benefits for local residents and visitors. However, I have concerns with the proposed transportation and circulation plan. I think there need to be additional opportunities for public engagement and comment in terms of the proposed plan and the potential roadway vacation of Deer Valley Drive West south of Royal Street. I do not believe the current plan is in line with Park City's General Plan for Lower Deer Valley, and I do not think it is in the best interest of residents or visitors.

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...offering exceptional skier service" while compatibility, circulation and connectivity remain priorities for future design. ***If the new transit loop is approved along with the potential roadway vacation, the skier drop off at the base of the resort is about 1/3 of the current drop off area. Is this adequate room for the skier shuttles from the surrounding hotels and communities plus cars dropping off skiers before they park? Will the smaller drop off area create a backup and thus a traffic jam of cars trying to access the drop off as well as the proposed parking garages on Deer Valley Drive East?*** Deer Valley skiers love being dropped off at the base and being greeted by the Deer Valley staff who are there to assist you with your skis. Last Saturday, when I skied, the drop off area was very busy. More than half of the drop off vehicles were shuttles transporting skiers to the base - Deer Valley shuttles from the Lodges and lower Deer Valley communities, Montage shuttle, Stein Erickson shuttle, Sheraton shuttle, St Regis shuttle... Patrons of Deer Valley who stay in the hotels or rent properties love the shuttle service to the base. Families with kids can hop on the shuttle and be dropped off right in front of the Snow Park Lodge where children meet for ski lessons in the morning. Circulation and connectivity are supposed to be priorities for future design of Lower Deer Valley. To maintain world class service, there should be a well-planned skier drop off area directly at the base for both cars and shuttles.

Have there been any studies looking at how having an additional bus lane merge into traffic on Deer Valley Drive at the Y-intersection will affect travel times at peak hours? Park City wants more people to use public transit which is important. A dedicated bus lane starting at the Y-intersection on Deer Valley drive improves transit along Deer Valley Drive East and Deer Valley Drive West. At the end of the ski day or after concerts or events, there will still be a bottleneck as the buses merge with traffic from Deer Valley Drive East onto Deer Valley Drive. Having a dedicated bus lane that does not continue onto Deer Valley drive past the Y-intersection to either the roundabout by the transit center or further may not diminish peak afternoon ski traffic or event traffic. The Fehr & Peers report says the bus lane will reduce travel times by 32 to 35 seconds. This does seem like a substantial change if the buses end up in significant traffic as soon as they leave the Deer Valley Loop. Having a light might help coordinate traffic flow from Deer Valley Drive West and East, but it could also cause additional backups along Deer Valley Drive East at peak times especially since buses and cars

will need to merge after the intersection. I do not feel like the Transportation Analysis adequately addresses this.

One of the City's goals with respect to transportation is "prioritizing safe pedestrian and bike access and connectivity to and around the site, including the popular Deer Valley Loop". ***Has there been any request for community input on the new transportation plan? I have not received any public notifications that there is a proposal***

to make the end of Deer Valley Drive West private which would substantially change the Deer Valley Loop. As a resident of Lower Deer Valley, I walk and bike around the Deer Valley loop regularly in the summer as do many of my neighbors. Bikers from all over Park City ride to the Deer Valley Loop as a destination point in their ride. I know there will be a new 10' to 12' wide multi-use path, but I think many residents, especially road bikers would be extremely disappointed to know that the current bike lane is being removed to allow for a bus lane. There needs to be sufficient time for public comment on the proposal.

Based on the applicant's proposal, Deer Valley Drive West south of Royal Street would become a gated private road. ***The proposal creates 2 dead end roads on either side of the existing Deer Valley Loop. Is this really the best option for traffic flow? Is this in the best interest of circulation and compatibility with the existing community?*** I know this benefits Alterra and it benefits the homeowners of Trails End. How does this benefit the other residents of Deer Valley or Park City? How does this benefit visitors if it is more difficult to access the resort base? Having a loop seems to make much more sense in terms of traffic flow for skier drop off and parking. Cars and shuttles would drop off passengers in front of the Snow Park Lodge as they do currently and then continue to drive to the new parking garage entrances. Without the loop, there will be increased traffic in both directions in front of the proposed garage entrances on Deer Valley Drive West. Has this been evaluated? Will it not be hard turning left into the garages after dropping skiers off at the base? Won't directing all skier traffic to Deer Valley Drive West make this much more difficult than with the current loop configuration?

Per the Commission's Staff report, the proposed circulation pattern increases the amount of day skier traffic on Deer Valley Drive East and the applicant is still working with the City to evaluate and mitigate this impact to the surrounding neighborhood. ***Is there any type of traffic mitigation plan for the surrounding neighborhoods? Has public input been requested from the residents who use these roads every day and experience delays already due to ski or event traffic?*** The overwhelming majority of residences and lodging are located on Deer Valley Drive West as opposed to Deer Valley Drive East. Based on the April 2021 Transportation Study, if I understand it, there will be a 60% increase in traffic daily on Deer Valley Drive East and a 148% increase in traffic on Saturday afternoons during the prime hours when skiers leave the resort. For all of the homeowners and guests who access their residences and condos along Deer Valley Drive East, this is a major concern. The Commission's Staff report states that the "proposed new circulation pattern would add 673 vehicles to Deer Valley Drive East during the AM peak hour and approximately 479 vehicles to Deer Valley East Drive during the PM peak hour." Based on this proposed site circulation plan, "circulation and connectivity" for the majority of homeowners and renters in Lower Deer Valley is not improved.

I hope that the Commission looks closely at how this proposed site circulation plan will change traffic in Lower Deer Valley. I believe there are better solutions. Please provide opportunities for the public to comment on the proposed circulation plans and ask questions of the developer. Thank you.

Best Regards,
Allison D. Keenan

Alexandra Ananth

From: Charles Southey <Charlessouthey@aol.com>
Sent: Monday, February 7, 2022 4:18 PM
To: Alexandra Ananth
Cc: Council_Mail
Subject: [Possible Scam Fraud][External] Snowpark Traffic Plan. is Alterra running the city now?

[CAUTION] This is an external email.

Afternoon Ms. Ananth,

The snowpack development seems to be moving forward but the traffic plan that the city committed to complete has not been done. It appears the Snowpark development masters of the universe are planning on funneling everything to Deer Valley Drive North. This road is already backed up half the day due to issues with the traffic circle. I know the developers conducted their traffic study but it was inaccurate and inconsistent. It totally ignores the 500 homes impacted, compares apples and oranges, and offers no solution to the QOL impact. I completely agree with the statement below and hope City Management looks carefully at the Big Business proposal. Park City already has nightmare traffic issues. Are we really going to allow business giants to make it worse without doing proper due diligence?

Sincerely,

Charles Southey

<https://www.parkrecord.com/opinion/letters/guest-opinion-deer-valley-residents-want-their-voices-heard-on-resorts-base-area-development-proposal/>

"Fehr Peers was retained by Alterra to study the traffic and present a traffic plan for this project. I was very disappointed by the quality of this study. Traffic delays were reported for the roundabout on Deer Valley Drive and Bonanza Drive/Deer Valley Drive intersections on an "average delay," whereas the intersection of Deer Valley Drive North and Deer Valley Drive South was reported on a "worst movement delay." If this study has any validity, the traffic must be reported on the same basis of either "average" or "worst" and probably both. The conclusion was that the Deer Valley North and South intersection is the problem. Living in this area we know that this intersection is only a problem when the traffic is backed up from Bonanza Drive. The study showed waiting times that are longer coming out of Deer Valley Drive North taking a right turn then making a left-hand turn, which can only be because Deer Valley Drive going west is at a standstill.

The current study concludes that the traffic should be redirected to Deer Valley Drive North rather than the current flow to Deer Valley Drive South. I could not find the logic to this

conclusion. Deer Valley Drive North is 1.2 miles from the intersection to Snow Park Lodge, passing 19 ingress or egress points, including the fire and rescue station. From the intersection to Snow Park Lodge is 0.5 miles with 9 ingress or egress points. The study does not mention the 500 or so homes or condominiums that are only accessible using Deer Valley Drive North or the inability to take a left-hand turn onto Deer Valley Drive. Currently Deer Valley Drive goes directly in front of Snow Park Lodge, but the study does not point out that this land would be turned over to Alterra for the development of the project and is probably is the most valuable land in that area."