



**PARK CITY COUNCIL MEETING MINUTES
445 MARSAC AVENUE
PARK CITY, SUMMIT COUNTY, UTAH 84060**

March 15, 2022

The Council of Park City, Summit County, Utah, met in open meeting on March 15, 2022, at 5:00 p.m. in the City Council Chambers.

JOINT CITY COUNCIL AND PLANNING COMMISSION SPECIAL MEETING

I) ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Planning Commission Chair John Phillips Planning Commissioner Sarah Hall Planning Commissioner Bill Johnson Planning Commissioner John Kenworthy Planning Commissioner Laura Suesser Planning Commissioner Christin Van Dine	Present
Planning Commissioner Douglas Thimm	Absent

II) INTRODUCTIONS

The Council members and Commissioners introduced themselves. Mayor Worel indicated the process for the discussion items tonight and announced public input should only be on whether the Council should consider the Deer Valley application first or if the Planning Commission should continue its consideration, with Council only seeing the item on a positive recommendation from the Planning Commission.

Commissioner Phillips indicated there would be many opportunities for public comment as this item moved forward in the approval process. He noted the Council and Commission had read the numerous emails and they were well thought out.

III) DISCUSSION ITEMS

1. Discuss Land Management Code (LMC) Amendments - 2021 Accomplishments and 2022 Priorities, and Discuss an Update to the General Plan:

Rebecca Ward, Assistant Planning Director, reviewed that Council approved LMC amendments that were related to the City's critical priorities. Housing development incentives were added to promote affordable housing. The Electric Vehicle code was amended and the Dark Sky code was adopted to promote sustainability. Transportation Master Plan amendments were also passed. Ward reviewed code amendments currently being worked on, including amendments that would provide master planned developments (MPD) incentives to achieve net zero standards and water wise landscaping amendments, and she noted a few transportation plans would be adopted by code as well.

Ward indicated code amendments recommended by the 2019 Historic Preservation taskforce to improve some processes in the Historic District were being finalized. There was a budget request for a consultant to update the Historic District Design Guidelines and include user friendly graphics and illustrations. Staff wanted to address lot combinations and they were also preparing to amend the storefront property and sign code. Based on Council direction, staff was reviewing the tent and temporary structures code. She also related amendments were being worked on regarding the allowance of pickleball courts in residential neighborhoods and gave proposed dates for Planning Commission and City Council consideration for these proposed code amendments.

Council Member Rubell requested more discussion on fractional residential ownership and wanted to understand how the codes and ordinances applied to it now and what neighborhoods would be affected; i.e, nightly rental neighborhoods versus primary residential neighborhoods. For affordable housing, Council Member Rubell noted one of the conditions was that it was near transit, and he proposed eliminating that requirement since transit lines could be changed to reach affordable housing projects. Regarding the Dark Sky ordinance, he requested that holiday lights be off by a certain time. He thought there was language that indicated lights were to be off by 10:00 p.m. or 11:00 p.m. and asked if it could be enforceable. He encouraged light shielding for streetlights so they would not impact residential use. With regard to the Water Wise amendments, he supported strong incentives to get people to conserve on landscaping and was supportive of strict regulations on landscaping and water usage for new developments. Regarding Tents and Temporary Structures, Council Member Rubell didn't think Council requested streamlining the process, but requested clear regulations on it. Businesses were currently transitioning from COVID emergency spacing to dining globes and increasing capacity instead of spreading people out, so the approval process should reflect the intent of the structure.

Council Member Gerber thought only the emergency use of tent structures was discussed, but she wasn't opposed to streamlining the process. Council Member Dickey agreed and thought there were processes that could be approved by staff. Council Member Gerber stated one priority for the Planning Commission in the LMC review could be reviewing an administrative process for simple approvals that currently needed Council approval. She wanted to see the lot combinations in Old Town addressed and thought that would be a good discussion. She agreed that affordable housing should not be tied to being on a transit line.

Commissioner Suesser asked for better communication regarding the Dark Sky ordinance. Regarding affordable housing, she asked if carshare included microtransit and encouraged staff to look at that. Regarding the Water Wise program, she asked if there were incentives with regard to existing landscaping. She agreed with Council Member Rubell's comments on fractional ownership. She asked if the Main Street business and pedestrian level presence would be further defined and clarified. She was happy to see that accessory uses in the MPD would be further defined and capped and thought that would be a huge step forward.

Council Member Toly agreed with Council Member Rubell on fractional ownership. She requested language for historic preservation with regard to trees and landscaping and thought the mature landscaping should be preserved. She wanted to discuss at what point a home had to be preserved. She also wanted to discuss the number of parking spaces required in a development as well as connectivity in the City. Main Street vibrancy and other City signage needed to be evaluated. She wanted to look at the chain store ordinance annually since businesses were sold and there was a lot of turnover on Main Street.

Commissioner Kenworthy thought transit needed to be evaluated. Many came to the community and there were no bus stops near them. The quality of life for the workforce in town and the region was diminishing rapidly. Affordable housing was not just a roof over people's head, but also quality of life including transit. Transit would allow families to only need one car instead of two. Transportation was the key. He also indicated historic preservation needed to be a priority and especially the lot combinations.

Council Member Dickey thought the Transit piece would be part of the General Plan. He noted that every two years allowed uses should be evaluated, especially in the residential zones to make sure they were relevant.

Commissioner Hall favored the vibrant storefront amendments. She favored streamlining administrative processes to save Planning Commission and Council time. She hoped to see more LMC amendments for affordable housing in terms of MPD incentives and creative solutions for additional dwelling units (ADU). Related to Transit, she requested the enhancement of pedestrian and bike paths.

Council Member Gerber asked if it was possible to require ADUs on residential units over a certain square footage. She noted some other states required fractional ownership properties to donate large amounts to a housing fund and asked staff to communicate with Jackson Hole, Wyoming, staff for ideas. Council Member Doilney noted all the ordinances that were passed since 2020 and he asserted they were all intended for community benefit. He credited all the work staff had done and was still involved in to make things better for the community.

Commissioner Phillips complimented Ward for her responsiveness to direction from the Planning Commission, especially with regard to ADUs. He agreed with everything being said. He noted one success was neighborhoods that requested to be No Nightly Rental neighborhoods. Commissioner Van Dine indicated many developments were requesting to eliminate or replace multiuse trails and bike lanes, and she asked for more clarification on where the City stood on multiuse paths, bike lanes, and where ebikes would be allowed. She proposed clarification on where they would be allowed and the corresponding widths for each area.

Council Member Rubell agreed items could be streamlined to the consent agenda or assigned for staff approval. Some updates made the process easier and some made it harder. Gretchen Milliken, Planning Director, stated staff would consolidate the comments tonight and bring them back for affirmation and clarification. Ward stated several work sessions would be planned to move ideas forward. Mayor Worel asked staff to consider their workload and ability to address these suggestions in a timely matter. Commissioner Phillips stated some items were just reviewed, and he suggested putting the energy into the General Plan.

Milliken reviewed the last General Plan update was in 2014. It was currently organized around the community values. A big component of the General Plan was the plan elements and State code required Housing, Transportation and Land Use along with other elements the City deemed important for the community. She reviewed the General Plan was the comprehensive guide for future growth and development and preservation. She noted the Transportation Master Plan was normally adopted into the General Plan and would become the transportation element of the plan. She displayed a slide on a typical timeline for planning and adopting the General Plan and indicated it could take up to two years to complete. She recommended bringing on a consultant that would keep the plan on track. Milliken hoped to begin the first phase this summer.

It was clarified that the State recommendation was to update the General Plan every 10 years. Commissioner Suesser didn't think anything brought to the Planning Commission was rubber stamped, and she thought they should be careful about streamlining processes. With regard to the General Plan, she didn't want anything streamlined. Commissioner Kenworthy stated the City couldn't move forward until people understood how we got here. He requested explanations on how determinations were made. Then

more informed decisions could be made. Milliken stated Phase One of the General Plan was the due diligence phase and was very important. Council Member Gerber felt the LMC wasn't always aligned with the General Plan, and she suggested the consultant could look at the LMC so the two documents could be aligned.

Council Member Toly suggested reviewing how large the General Plan should be, and noted if it was too large, nothing would get done. Commissioner Phillips agreed a professional consultant would be beneficial and the Planning Commission and Council would have final say. He agreed it should be concise and clear. Mayor Worel agreed. Council Member Rubell thought a missing component from the discussion was neighborhood planning and he thought the guiding documents for the neighborhoods should be kept front and center of discussions. He also thought the conversation of the City's critical priorities should be finished soon. The group was supportive of moving forward with a new General Plan.

Mayor Worel opened the item for public input.

Mary Wasney related stories of relatives who were involved in emergencies, and asked if there were City plans for evacuation. Mayor Worel stated those concerns had been shared a lot and there was an evacuation plan.

Carol Martin was concerned about traffic, water, and fire. She indicated Deer Valley planning a 1,000 car parking garage would take more resources. As the traffic was now, residents couldn't get out of their neighborhoods.

Jack Thomas stated he was on Planning Commission for eight years and he was involved with the 2014 General Plan. He was excited for the staff who could commit to this new plan. He stated people had great ideas and vision, and then the State Legislature passed laws that didn't allow the creativity. He noted the issues in the community had been issues for a long time and so staff wasn't starting from scratch.

Mayor Worel closed public input for this item.

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:

Alex Ananth, Planner, Julia Collins, Transportation Planning Manager, and John Robertson, City Engineer, presented this item. Ananth reviewed the discussion was on whether Council wanted to hold a public hearing prior to Planning Commission finishing their review of this project, or would Planning Commission finish their review first.

Ananth reviewed Deer Valley submitted an application to add a 13th amendment to the master planned development with conditional use permits for three phases of development, and there was a petition to vacate a portion of Deer Valley Drive. To vacate a public right-of-way, the Council must find good cause to vacate and must find that no member of the public would be materially injured as a result of the vacation. She indicated the MPD authorized 209.75 residential units of density and 21,890 square feet of commercial space on the site. The applicant agreed to adhere to the required setbacks and they would have 60% open space, but they requested a reduction in required off-street parking stalls and the street vacation.

The City transportation goals for Snow Park Village included prioritizing increased transit use, bike and pedestrian use, right sizing parking and using paid parking to promote transit use, implementing a transportation demand management program for the resort, and having an emergency egress plan from the resort to Highway 40. Ananth noted that currently there was no transit priority lane on Deer Valley Drive. She reviewed the Transportation Department thought this was an opportunity to further the City's transportation goals, including the incorporation of a dedicated bus lane. The Planning Department liked this plan because it had the shortest route. There was a new mobility hub with this plan. A diagram of the proposal showed the transit center below the event center. She acknowledged the plan put additional traffic on Deer Valley Drive East. Additional analysis was requested to figure out mitigations to traffic impacts to neighborhoods, but she noted the current road capacity could accommodate the additional traffic. The City was working with a third-party consultant as the application was evaluated.

Dave Nicholas, IBI Group (part of the design team), stated a year ago the application was submitted for the parking garage. He displayed a map of the proposed road vacation and new road. He hoped Deer Valley could be a world class experience. He noted the planning involved the City's critical priorities. He stated the new plan shifted the energy from Snow Park Lodge to Snow Park Village and would allow a ski-in experience. The lifts were extended into the village. He displayed the proposed parking garage and noted the emergency access points planned there. He highlighted that having the additional right-of-way would allow the resort to spread things out and preserve mountain views. The pedestrian and vehicle conflicts would be eliminated with this plan as drop-off zones were planned.

Commissioner Kenworthy stated the City Council had the right to vacate a street and they should review this first. Commissioners Hall, Johnson, and Van Dine agreed. Commissioner Suesser stated the Council should look at the vacation before Planning Commission considered the development. Commissioner Phillips also thought the City Council should review vacating, but noted it wouldn't be an immediate vacation, it would only be the Council saying they would favor vacation if the rest of the proposal worked out. There was a lot of work to be done.

Council Member Doilney stated this plan was still fluid and Planning Commission needed all the tools they could get before it got too far done. Council Member Rubell stated the Planning Commission could say no to the vacation before it went to City Council. He was okay with Council looking at it first, but if vacation was considered, it didn't mean Council would automatically default to the plan as proposed. Milliken stated Council could make a decision with conditions of approval (COA). Council Member Toly asked what the timeline was for Council to consider the road vacation. She asked if the Planning Commission would pause its review while the Council considered it. Commissioner Phillips stated there was no hard line for when the opinion came in. Council Member Toly asked if this item would take a couple meetings to consider. Milliken stated it would normally take a work session and a public hearing, and then an action item. Council Member Gerber thought COAs could be set so Planning Commission would have good input from the Council. Milliken stated the more COAs put in would help guide the Planning Commission.

Council Member Dickey indicated it was difficult to take the street vacation as a standalone item. He thought the CUP and traffic studies needed to be considered as well. He thought it would be beneficial to go deeper. Council Member Toly asked what would happen if Council said no to the vacation. Rich Wagner, Alterra Vice President, stated Deer Valley could make something work with the current plan, that would include better traffic flow that wouldn't impact the neighborhoods in lower Deer Valley.

Commissioner Phillips thought it would be beneficial to have another Planning Commission meeting so they would be better informed, before passing it to Council. Wagner indicated he received good comments on the traffic patterns, and he thought the plans could be improved to help Deer Valley Drive East.

Commissioner Suesser stated it was her understanding the applicant wanted confirmation that the road would be vacated and the plat amended before they moved forward with the rest of the proposal. Commissioner Phillips noted the dedication wouldn't occur until the final approval was given. Ananth stated the Planning Commission could look at the projects and they could make a recommendation on vacation to Council. Commissioner Kenworthy asserted the Planning Commission didn't have the authority to vacate a street, but it had to verify traffic issues were mitigated.

Council Member Doilney stated there was a gray area and he suggested Planning Commission have another meeting on this before sending it to the Council. Council Member Rubell stated there were different possibilities that could be presented and he wanted to see options. He thought this should go back to the applicant for more work.

Mayor Worel opened the item for public input.

Tom Petro thought Council should weigh in on the topic. It was a risk management question. Staff was stretched on their time so it was wise to see if it would progress. Officials should decide what two or three things they needed clarity on.

Margaret Plane, City Attorney, reviewed the rules of decorum for public input, including no applause and no booing.

Chuck Haggerty, Solamere HOA, stated he was forced to submit 40 objections because he didn't get a chance to discuss this with staff. He asked for transparency.

Rick Labasky submitted an email regarding this project. He thought it would be beneficial for Alterra to present options for this project and right-of-way.

Nanci Palmintere stated one more development meeting was needed with the Planning Commission before it went to Council because at this moment, it would not have all the necessary information.

Sue Ann Kern understood development was inevitable, but it was premature to approve the right-of-way. She noticed Ananth sat next to the developer and there was comradery, so the Council should take this on. The traffic didn't start at the Y, so it needed to be addressed before this project was discussed.

Richard Reiner agreed the Planning Commission needed one more meeting before going to City Council.

Andy Lazzlo stated the most beneficial thing about the process would be for Alterra to develop alternatives for Council and Planning Commission to consider. He thought whatever Deer Valley did to mitigate traffic would not be sufficient.

Bill Bloomfield thought Council should remind the applicant and staff that vacating a road could only occur if residents were not impacted. The applicant needed to create a plan that wouldn't negatively impact neighbors.

Deborah Rentfrow referred to code language that stated the plan should be modified to the site, not the site modified for the plan. If no other options were presented, the applicant needed to bring the road vacation to Council before Planning Commission spent any more time on it.

Ed Parigian indicated Council should consider the vacation of the road first. He asked if Council could be the arbitrator if vacation was granted.

Mark Balestra thought Council not wanting to hear input from the public was a sign Council would greenlight the vacation. Mayor Worel stated there would be a robust public hearing process during the application process.

Larry Dickerson favored this being decided by the City Council because the property owners would have more say, noting the Planning staff was friendly with the applicant. Mayor Worel stated this was an unusual configuration tonight, but applicants normally sat with staff as development presentations were made and it did not signify they were biased to the development.

Ann Bransford thought the Planning Commission should have another meeting or two to get clearer information on the proposal before giving a recommendation to Council. She agreed conditions should be included. She also asked that the applicant and staff get input from residents.

Robert Boone stated this was a complex project with traffic flow impacts and he thought Council should address it, but it needed another round of planning from Alterra. Any vacation decision should be subject to final approval of the project.

Lisa Wilson asked if the developer asked for land owned by the City and if he was asking for land for free.

Sydney Hedberg asked if the traffic study company was local.

Marie Lundin stated the traffic pattern was a problem every winter.

Lauren Loberg asked if the project would die if Council denied vacation. Commissioner Phillips reviewed there was not a discussion with public comment. He asked for public comments that were directed on the process of Council reviewing the vacation prior to the Planning Commission reviewing the project.

Allison Kitchen requested the Planning Commission go first and complete the MPD. Then they could prevent the final plan going to Council.

Madeline Letchford asked that the process continue and consider the bus route.

Dan Adler asked that the priority be given whichever way gave the public opportunity to comment.

Comments submitted electronically are attached to the minutes.

Mayor Worel closed the public input portion of this item.

Commissioner Phillips stated the group should discuss whether the original recommendations were still the same after listening to public input. He thought the Planning Commission should have another meeting with public input and then they could better direct staff to go to City Council with Planning Commission direction.

Commissioner Suesser stated the application was presented with one option and she thought the group would discuss the pros and cons of the circulation and then pass it to City Council. Now the applicant stated he could present other options for traffic. She favored having the Planning Commission listen to the options before sending it to City Council. Commissioner Van Dine thought Planning Commission should have one more meeting with the applicant. She indicated Planning Commission could condition the vacation and send it to City Council for consideration.

Commissioner Johnson agreed that Planning Commission should have another work session. He hoped there would be outreach for more public participation at Planning Commission meetings. Commissioner Phillips encouraged public participation and asked that commenters show empathy instead of throwing out accusations. Commissioner Hall wanted a Council determination, but if it went to another work session, she requested that Council provide questions they want answered.

Commissioner Kenworthy stated the public process was frustrating, especially when accusations were thrown at the governing bodies and staff. He heard about options from several people tonight and he wanted staff and the applicant to explain the existing entitlements and the options. He favored having this item come to another Planning Commission meeting for discussion.

Council Member Dickey stated the land use process could be messy and it was important to have a consistent and fair process. He thought process instilled trust. He favored another Planning Commission meeting and then this could come to Council with a recommendation. Council Member Gerber agreed. Council Member Doilney agreed and thought the applicant not presenting other options was a misstep, but he wanted to see options. Council Member Gerber favored the project going through the entire MPD process and then coming to Council. Council Member Toly stated it was unclear about the third-party study. Ananth stated a consultant was hired to review the applicant's transportation study. Council Member Toly asked for clear options, whether Planning Commission would have one more meeting with Alterra options and the consultant's review or Planning Commission goes through the MPD process first.

Council Member Rubell stated when the question came to Council it had to be, "Are you okay with the vacation with this circulation plan." He was okay to pull it out of the MPD process to consider it separately. Unless there was a specific question, it would not be beneficial to Council. Council Member Toly agreed and asked Planning Commission and Planning staff if they were prepared to present to Council. Council Member Gerber

asked if Planning approved a circulation plan before they approved the whole project. If Planning Commission was comfortable then they should send it to Council.

Mark Harrington, Senior Attorney, stated this was done at a smaller level with Historic Design reviews. He was comfortable with Council taking a step in the middle of the MPD process to look at the right-of-way vacation. Then the Council could approve or deny it. If Council denied the vacation, the applicant could appeal or come up with alternatives. He noted it was important to know if the circulation flow was functional. He noted there could be conditions to the vacation, but Council should only focus on distinct criteria.

Council Member Rubell restated it should be brought to Council once the answer was known about the circulation flow and Council could make a decision. The Council and Planning Commission agreed.

Council Member Council Member Doilney moved to close the meeting to discuss security at 9:00 p.m. Council Member Council Member Rubell seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly
Commissioners Hall, Johnson, Kenworthy, Suesser, Phillips, and Van Dine

EXCUSED: Commissioner Thimm

IV. CLOSED SESSION

Council Member Council Member Gerber moved to adjourn from Closed Meeting at 10:22 p.m. Council Member Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell, and Toly
Commissioners Hall, Johnson, Kenworthy, Suesser, Phillips, and Van Dine

EXCUSED: Commissioner Thimm

V) ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

Public comments submitted electronically:

Roberta Pavlov: "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!"

Chris and Elizabeth Keramati: "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."

Susan Bloomfield: "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."

David and Martha Lieberman: "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 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."

Arthur Yelsey: "Please reject the Alterra expansion plan as submitted. We request at least two major revisions: 1. Do not cede Deer Valley Drive West to Alterra. We have grandchildren we drive to Snow Park for ski lessons (and will have more for a number of years), as well as other trips to Snow Park. Dead ending Deer Valley Drive will turn a two-minute trip into a nightmare as we will try to get to Snow Park from Royal Street. 2. Do not accept the miniscule new drop off area. The current drop off area is at least three time larger, and even with the large space, is often overcrowded. The proposed drop off area will also be a nightmare. Alterra can be more imaginative and develop the area without making these two major mistakes."

Eric Maier: "I and my wife are residents of Deer Lake Village. It has come to our attention that the proposed development for Lower Deer Valley would remove a significant portion of the Deer Valley Loop and also adversely affect traffic patterns. The development will also add traffic and crowding into a small area driven by a hotel

with convention space rather than the more typical condominiums in the area. Numerous neighbors have also voiced their concerns. We strongly believe that we must save the Deer Valley Loop and that no variances to the project (including "owning" the loop property at the base of the resort) should be allowed that will further increase density and traffic to the area. This development if not done correctly will negatively impact the entire lower DV experience for all. I have earlier sent the Planning Commission a mail voicing our concerns. I added the Council members 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 an 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."

Sally Robertson: "We live in lower Deer Valley in the Pinnacle Development. Our townhome is magnificent and has unbelievable views of Deer Valley and the mountains. It is so peaceful and quiet, hence the reason we bought in this location. We absolutely love living in Deer Valley. We support the Snow Park expansion/renovation project but we have serious concerns about some of the proposed changes in the traffic patterns on Deer Valley Drive. We are skiers, cyclists and walkers/hikers. We love our evening walks around the Deer Valley Drive, and very often we cycle around and by Snow Park. The dead ends proposed are completely unnecessary and will definitely change the traffic pattern and unique features of Deer Valley ski resort. One of the selling points of Deer Valley is the convenience of dropping guests off right in front of the resort. I'm highly opposed to most of the traffic being diverted to the Deer Valley East Drive! There are far more homes in this area that would be impacted than having the traffic flow on Deer Valley West. It will create traffic and noise constantly for us living in Pinnacle and for all the residents of Deer Crest, Solamere, etc. Regarding time of Construction: As I look at the valley and the area of construction, it makes complete sense to have all construction traffic flow up Deer Valley West and then directly into the parking lots where the construction will take place vs diverting around to Deer Valley East. Again, far more residents will be impacted going on DV East Drive. I truly hope as you meet March 15th the City Planning Commission and the Park City Council will carefully consider the long term consequences of your decisions and recommendations. I have great admiration for the passion of the citizens in Deer Valley and Park City as a whole. We, the residents, are what makes this area so special and we are fighting to keep it unique, yet allowing for Snow Park to expand in a careful and respectful way."

Tom Miller: "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."

Chris Lockwood: "My wife and I have owned a home on Centennial Circle in the American Flag Sub-Division since 1997, and prior to that owned condos in Park City

going back to 1990. Having read several descriptions of the Alterra Mountain Company proposal for re-development of the Snow Park base area and parking lots, I encourage you to reject the project as proposed for the following reasons: automobile access to the base skier drop-off area, currently easy and efficiently done, will be radically changed and a longer process; eliminating the open flow loop nature of Deer Valley Drive will create significantly altered traffic flows, not just on Deer Valley Drive but up and down Royal Street as well. It is hard to see any of these changes as an improvement for current residents using these streets; the proposal includes plans for a hotel, convention center, restaurants and, presumably, related commercial establishments. Current traffic between Snow Park and Bonanza and beyond are, for 2+ hours daily as skier traffic exits, awful, and it is hard to see how adding volume from a project of this magnitude will do anything but make it worse; The proposed transfer of certain property involved in the project from PCMC to Alterra is problematic. How much is it worth to sacrifice more quality of life for impacted residents? Overall, Park City in general and Deer Valley Drive in particular have a traffic problem-it won't be solved by adding more traffic. I can appreciate that development rights contained in the Deer Valley Master Plan exist and cannot be ignored or capriciously rejected; and, the inconvenience of living with a multi-year construction project of some scope may be unavoidable. In trying to equitably address these issues you will have to deal with trade-offs, and I urge you to prioritize the day-to-day interests of residents in doing so. Alterra is certainly entitled to run their business as they see fit, consistent with local ordinance and regulation. The city has no obligation to accommodate changes they may request at the expense and inconvenience of residents. Viewed from 30,000' one can frame the debate a little differently. Park City remains a great place to live, even after a multi-year tsunami of growth and change, but there is no guarantee that continued growth, no matter how rigorously each project is analyzed, will be manageable. The existing infrastructure, particularly as it relates to transportation, is stressed. If one continually packs 10lbs. of foreign matter into a 5 lb. bag, one eventually has a mess. We have a traffic and parking mess and I fail to see the case for making it worse by approving this proposal."

Philip and Colleen Hempleman: "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."

Bill Watson: "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."

Dale Wynn: "No one can deny that progress is one of the most important factors for growth and survival of a city or state. The plan proposed by Alterra is not only beautiful,

but also important for the continued growth of our city. However, one of the leading components of successful growth is proper planning. Within the proposed development plan, there are a few issues that arise that are not being properly addressed which will significantly affect our very small area of street passage known as the Deer Valley Loop. I have lived part time in Park City since before Deer Valley existed, back when the July 4th parade was truly a small neighborhood parade. I have seen wonderful growth and development in this city that is near and dear to my heart. I am in favor of continuing to build and develop our wonderful little city, but it must be done with patience and forethought. What is being proposed for the Deer Valley Loop is nothing short of negligent and disastrous in terms of traffic and safety for neighbors and visitors alike. You cannot successfully plan for an additional 1000 cars, or more as I believe the real case will be, to travel the Deer Valley Loop when the current traffic is not properly controlled. For example, what once took 5 minutes to drive from Solamere to Bonanza, can now take up to one hour if you unfortunately must drive when ski traffic is leaving the slopes. In addition to this traffic mess, I understand that Deer Valley South will no longer be an open connecting road. So, Alterra is proposing that we increase the number of cars yet cutting the number of routes available. I am confident that this is not the best plan possible to handle residents and visitors. We have waited this long for further development; I believe we need to wait longer as plans are redrawn that address the disastrous situation being proposed. I also heard in our meeting with Alterra that the only portion of traffic flow being addressed is from the "Y" in the road by the market to Snow Park Lodge, or rather to what will be the newly developed drop off or parking area. Traffic is already backed up significantly past this point. It would be negligent to look at one area without addressing the others. These roads are all connected, and all create dangerous traffic issues. It is imperative that the committee look at and address all other points that create one large elaborate gridlock: They include: Deer Valley Drive leading to and from Bonanza, Kearns to and from the 40 and the 224 cannot handle the current capacity. How can the city consider allowing a new construction project that will significantly affect what is already quite a tremendous disaster and embarrassment? We must address these issues before creating larger issues. If there was an emergency evacuation required or some other event requiring emergency crews, there would be a significant delay in response time, if not impossible for emergency crew to navigate through traffic to get to homes or to the public areas, or for residents to safely evacuate their homes if ever they were called upon to leave safely. Is the Planning Commission comfortable with these scenarios for the sake of development? In addition to safety, Alterra is basically asking the local community to just deal with the increased issues we will be facing with 1000 more vehicles on the road. Their solution to making a left turn onto Deer Valley Drive is to be patient and wait for a break in traffic or to hope for a nice person to let them in. Is there anyone at Alterra or in the Planning Commission that actually thinks this is a viable solution? As a resident of Park City, I have a right to peaceful enjoyment of my home. There is no peaceful enjoyment if I have to always try to time when I can leave my home to go anywhere, even the grocery store, or to hope a nice person will let me in if I choose to go skiing. There is no peaceful enjoyment if I

know if there were ever a mandatory evacuation, it will be a greater task to fight traffic to evacuate. I also have not heard anyone address the issue that the traffic was measured during Covid and then extrapolated for purposes of their increased traffic estimate. Everyone knows traffic was significantly decreased in 2020 so how can these numbers be used and accepted? When we discuss 1000 additional cars from baseline, baseline is probably much higher than stated. As a longtime resident of Deer Valley, I can see that this development provides a continued promising future for our City and Community, however, the residents' enjoyment and safety need to be first and foremost as well as addressing the impossible traffic issues in order to move forward with proper planning. There is much to consider before moving forward."

Rob and Melanie Funsten: "We own a home located at 1104 Stonebridge Circle, Park City, facing Deer Valley Drive in lower Deer Valley. We are Park City taxpayers. We oppose Alterra's plan for development of the Snow Park parking lots, specifically Alterra's request to vacate significant portions of Deer Valley Drive. Alterra's plan would eliminate the existing Deer Valley Traffic Loop. Alterra's plan would reduce emergency access threatening public safety, decrease recreational access by residents and visitors, and increase traffic to an already congested Deer Valley Drive North/East. Alterra's plan to receive this valuable property is not fair to the City and its taxpayers. The potential roadway vacation has never been part of any of Alterra's approved plans. Alterra can easily build their base village without it. The property should not be vacated and should be retained and maintained as City property for the benefit of its residents and taxpayers. As a Park City/lower Deer Valley homeowner and taxpayer, our hope and strong wish are that the existing Deer Valley Traffic Loop be saved and that you will oppose Alterra's plan for development of the Snow Park parking lots, specifically Alterra's request to vacate significant portions of Deer Valley Drive."

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: "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.”

Philip Purcell: “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.”

Jeffrey Datwyler: "My family owns a residential property at 361 Centennial Circle in the American Flag subdivision. We have owned this property for over 30 years and have enjoyed it year-round with the many events and activities that Deer Valley and Park City have to offer, including the 2 weeks of the 2002 Winter Olympics. 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, which is directly across from our property. 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, represented 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. I cannot imagine how this proposal will not significantly exacerbate traffic and parking at the Snow Park Lodge and surrounding streets especially during events, concerts, and if the Winter Olympic bid is awarded to Salt Lake City again, which I have heard is currently being considered. Abandoning this ROW make no sense at all. Please do not approve this land grab by Alterra."

Darwin, Eleanor, David and Jennifer Datwyler: "I am writing on behalf of myself and my family to express our opposition to the proposed road realignment of Deer Valley Drive as it relates to the new Alterra project at Snow Park Lodge. We feel very strongly that closing off the Deer Valley Drive loop as it exists today will create traffic issues of almost unimaginable scale. We live on Centennial Circle in the American Flag Subdivision and have been residents there since 1992. The great appeal to Deer Valley as a resort is the ease and comfort of drive up access at Snow Park Lodge be it in the winter for skiing or in summer for concerts, mountain biking or hiking. We are not opposed to the new lodge building itself, but to the closing of the Deer Valley Drive loop. Please do not allow this to happen. Do not "give" them this city owned real estate. Let them design a project that keeps the circular road system as it is. Let's keep some of the charm of Snow Park Lodge as it has been for all these years. This proposed plan is very short

sighted. It not only destroys the convenience we all know and love in getting to the base of the resort, but it will have an unbelievable and incalculable ripple effect creating congestion and gridlock on all the other side streets that feed onto Deer Valley Drive East and North. We all know how difficult it is already to get to Park City from the Deer Valley area. We know growth and change is inevitable, but let's please plan more responsibly than this. Let's do what's right for the residents of Deer Valley. Let's do what's fair for the residents and taxpayers by not giving away city property. Let's plan in a manner to keep the charm and appeal of the Deer Valley Resort that we all know and love."

Orly Grace Frank: "As if the development all over Park City in general weren't heinous enough, here comes another bulldozer development company helping themselves to even more of what has made Deer Valley beautiful and unique and understated to benefit themselves (Alterra) and their shareholders. While I remain opposed to the development of the DV parking lots in general, I understand the rights dating back to inception. This is just another greedy land grab. Many of us who have skied Deer Valley since the 80's and have been fortunate enough in life to have been able to purchase a home perhaps decades later have now fallen prey to yet another monster corporation with 0 regard for history, skiers, homeowners or anyone other than their own deep pockets. I, like many other residents of the area, implore City Hall to nip this entitled and site-altering project before it's too late."

Bristlecone Community HOA (Lower Deer Valley): "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.”

Allison Keenan: “I am a full-time resident of Deer Lake Village in Lower Deer Valley. I use Deer Valley Drive East almost every day, I walk and bike around the Deer Valley Loop, and I ski regularly at Deer Valley. I am not opposed to a base village, but I am opposed to the proposed site circulation plan. I understand that 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. On the Deer Valley Website, one of the Guiding Principles for the Snow Park Development is Being Good Neighbors by “complying with existing entitlements with no variance requests.” Alterra wants the City to vacate a significant portion of Deer Valley Drive for the Project. This has never been approved as part of any plans, it greatly impacts the neighbors and Alterra is asking for a huge entitlement from the City. For the following reasons, the Planning Commission should not support the current circulation plan and the Park City Council should not approve the road vacation. 1) Traffic will increase due to the project and 70% of all traffic will be directed to Deer Valley Drive East. Based on Alterra’s proposed site circulation plan, all traffic to Snow Park Lodge, the new base development and the new parking garages will be diverted to Deer Valley Drive North/East. Based on the January 2022 Transportation Analysis provided by Fehr Peers, on a Saturday morning during peak drop off hours, currently 400 cars take DV Drive North/East and 650 cars take DV Drive South/West. Applicant expects that in 2022, 1,050 cars would take DV Drive East and 260 cars would take DV Drive South/West during the same period. That is 2.6 times more cars on DV Drive North/East on a Saturday morning during peak hours. The increase is similar for afternoon traffic. Traffic is already a concern and the proposed plan would more than double traffic on one side of the Deer Valley Loop. 2) Residents are concerned about ingress and egress to and from their neighborhoods if the proposed circulation plan is approved. Residents of Solamere, the Oaks, Morningstar Estates, Hidden Meadows, Deer Lake Village, Queen Esther, Nordic Village, Deer Crest, etc. all access their homes through either Solamere Drive or Queen Esther Drive by way of Deer Valley Drive North/East. Including Solamere and Queen Esther, there are 19 ingress and egress points on Deer Valley Drive East providing access to homes, condominiums, lodges and most importantly, the fire station. Alterra and Fehr Peers have provided no practical solutions to mitigate traffic for residents or visitors in the surrounding neighborhoods that must use Deer Valley Drive East to drive to and from their homes. 3) If the road is vacated, Alterra’s current plan will create two dead end roads at the base. In what situation does it make sense to create two dead end roads rather than maintain a loop to circulate traffic? Based on the applicant’s proposal, Deer Valley Drive West south of Royal Street would become a gated private road. How does this benefit the residents of Deer Valley or Park City? How does this benefit visitors if it is more difficult to access the resort

base? What about the residents who live off of Royal Street? They now have to drive all the way around the loop or cut across the proposed transit area on Doe Pass Road to access the resort. Creating two dead end roads does not improve circulation or connectivity which are supposed to be priorities for the future design of Lower Deer Valley. 4) Under the Land Management Code, Chapter 15-6 Master Planned Developments, developments should "Protect Residential Uses and residential neighborhoods from the impacts of non-Residential uses using best practice methods and diligent code enforcement" (LMC 15-6-1 I). The vacation of the roadway benefits Alterra. Alterra would gain extremely valuable real estate at the base of the resort to create an extended ski beach and to extend the Carpenter Lift. This is a non-residential use. 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. Alterra has options. The Planning Commission and the City Council are supposed to "protect Residential Uses and residential neighborhoods." As taxpayers, we pay for the roads. The proposed changes in traffic circulation including the vacation of the roadway will adversely impact the surrounding residential neighborhoods. Shouldn't the Commissioners and the Councilors be diligent in protecting the interests of the more than 1,000 residential property owners in Lower Deer Valley? 5) Based on the proposed plans, the skier drop-off at the base of the resort is about 1/3 of the current drop off area. It goes from 6 lanes plus the bus transit area to a smaller circle with 3 lanes in the proposed plans. 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. The shuttles from the hotels and neighborhoods reduce traffic so it is essential to have adequate space for them. 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. To maintain world class service, Alterra should not be decreasing the size of the drop-off area directly at the base. It is one of the features that sets Deer Valley apart from other resorts. A secondary drop off by the proposed transit center is not the same. Please see attached picture of current drop off. 6) Having cars drive past the garage entrances on Deer Valley Drive East to drop off skiers and then circle back on Deer Valley Drive East to make a left turn to enter the garages makes no sense. If there is a line of cars waiting to get into the drop off area, it will be difficult to get into the garages. Currently, most cars access the base from Deer Valley Drive South/West, drop off skiers at the base and then head to the parking lots. This is much more efficient in terms of traffic flow. 7) Access for emergency vehicles to the Snow Park Base seems inadequate. Emergency vehicles currently park on the portion of the road that would be vacated. Being able to access the base quickly is essential when trying to reach a critically injured skier or mountain biker. Alterra noted that if the road was vacated, an emergency vehicle connection would be provided across the proposed ski beach and plaza. This does not seem practical or efficient. Well planned emergency access must be a priority. 8) A dedicated bus lane starting at the Y-intersection on Deer Valley drive solely improves public transit along Deer Valley Drive

North/East and Deer Valley Drive South/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 at the Y intersection. 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 should be reviewed. The Fehr & Peers report says the bus lane will reduce travel times around the Deer Valley Loop by 32 to 35 seconds. This does not seem very beneficial if the buses end up in significant traffic as soon as they leave the 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. Buses and cars will need to merge after the intersection. The Transportation Analysis does not address this. 9) Applicant provided no information on traffic beyond the proposed site circulation. How will the development affect traffic after the Y intersection? What about ingress and egress for residents of Stonebridge Circle, Mellow Mountain, Rossi Hill and Sunnyside Drive? Residents are concerned about emergency flow issues for the fire department trying to get to and from Lower Deer Valley neighborhoods. What about potential issues for school buses getting to and from Lower Deer Valley? 10) Public transit should be a priority, but there need to be safe bus stops along Deer Valley Drive where residents and skiers can get on and off the buses. The circulation plan asserts that two car lanes plus the bus lane will fit within the current road footprint. Where will transit passengers wait for the bus? When there is snow, they currently stand in the bicycle lane on Deer Valley Drive East that will now be the bus lane. The proposed plan needs to include safe bus stops. Is there sufficient room for three lanes of traffic with safe bus stops? 11) Where are day skiers and other visitors supposed to access the buses and will they use them? Paid parking may not be a deterrent to Deer Valley skiers who are already willing to pay high prices to ski. The plan does not discuss pickup locations that will make the transit option one that will be attractive to Deer Valley skiers and easily utilized. If skiers, especially those with young children, need to park at Kimball Junction or Richardson Flats, gather all of their gear for the day, wait for the bus and then take the bus to the proposed Deer Valley transit center, does this really provide a 1st class experience? 12) The proposed transit area is much farther than the current transit area from the resort base. This does not encourage people to use transit. Alterra's plans show that the transit drop off is 1000 feet from the proposed base of the extended Carpenter lift. Currently, the bus drop off is right across the street from the lift. Skiers are often in boots and carrying skis. What about families with small children? The new plan requires people dropped off at the transit center to walk much farther past the restaurants and shops. Please see attached plan. 13) 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". The current bike lanes will be removed to provide for the bus lane. If the road is vacated, part of the popular Deer Valley Loop will be gone. 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. Cyclists 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 foot to 12-foot-wide multi-use path, but many people prefer

separate walking and biking paths. Cyclists do not want to be maneuvering around people and dogs. Older residents and young families want to feel safe walking on a path without bikes flying by. This is one of the areas in Park City where we actually have this. 14) The proposed route for day skier traffic on Deer Valley Drive East is more than double the distance of taking Deer Valley Drive West to access the base of the resort. This is not a green solution. 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. No portion of Deer Valley Drive West should be vacated as requested by Alterra."

Randy and Deborah Nonberg: "We have been residents of Park City for more than 21 years and of the Oaks neighborhood for more than 16. Alterra's plan to develop the parking lots at the base of Deer Valley and have the city vacate a portion of Deer Valley Drive is fundamentally flawed: It fails to adequately address the flow of traffic arising from the new development at Snow Park. Alterra's proposal to close Deer Valley Drive South at Royal Street will divert an estimated 1,000 vehicles a day to Deer Valley East rendering the adjacent neighborhoods such as Solamere and The Oaks landlocked for substantial periods of time and depriving those who live there of their primary street access to the rest of the community. Deer Valley East is already often, on ski days, on concert nights and during special events, dense with gridlocked traffic making ingress and egress difficult. By way of example, earlier this winter, we left our home in what seemed more than adequate time to be at Empire Lodge at 5:30 PM on a weekday evening. Using Deer Valley Drive to Royal Street, it took us well over an hour to get there. During peak periods, Deer Valley Drive are already completely jammed from approximately 4:00 PM to 6:30 PM. The impact of the current proposal will, during busy times, now render ingress and egress from our neighborhoods virtually impossible. This isn't simply a matter of making it less convenient to get to the slopes, or go to Main Street, or to travel to grocery stores and pharmacies during large parts of the day and evening. It will also interfere with carpooling, school buses and a well-developed and much-used public transportation system. The proposal will also render our communities inaccessible to emergency personnel and equipment. Police, firefighters and EMT's will simply be unable to access our homes during the many busy periods of the day. We firmly believe that Alterra's proposal to close a portion of Deer Valley Drive is a violation of Municipal Code Section 15-6-1, as amended, that provides in pertinent part: "Protect residential uses and residential neighborhoods from impacts of non-residential uses using best practices methods and diligent code enforcement." An action taken by the Council or the Commission to vacate the designated portion of Deer Valley Drive is in contravention of the Municipal Code and against the interests of the residential areas that will be severely and adversely impacted. The only beneficiary of such munificence by the city would be Alterra and it would be to the detriment of the remainder of the community."

Queen Esther 1 Board: “Based on the Snow Park Village Transportation Analysis prepared by Fehr & Peers, it is evident that this project will increase new daily trips to/from multi-family housing, a resort hotel, a shopping center, and a recreational community center per the Trip Generation analysis on page 27. This additional vehicular traffic will directly impact the abilities of current homeowners in the vicinity of the project to access their homes efficiently. The newly designed Site Access and Circulation Diagram, Figure 5, further impacts potential traffic and ingress/egress times by shortening the overall length of the roadways currently used for drivers to navigate. Due to the two aforementioned points among others, this project is opposed by owners of Deer Valley’s Queen Esther HOAs.”

Carol Chenevert: “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.”

Billy Sheppard: “The Lakeside Homeowner’s Association (LSHOA) has reviewed Deer Valley’s Proposed Snowpark project. LSHOA supports the: garage/structure, the Plaza, and developments on the Plaza. 1,2,3 subject to Park City’s building codes, height restrictions, noise & sound restrictions/abatement and aesthetics. LSHOA does not support the proposed transit hub at the NE corner of the proposed parking garage/structure and desires to keep in some form, the present drop-off & pick-up/loop traffic flow that is now present. LSHOA believes part of the Deer Valley EXPERIENCE is the direct accessibility to the snow & lifts that we have always had at Deer Valley which is a unique feature shared by few ski resorts. Many of our homeowners bought here because of the direct access & ease of dropping kids and spouses off with gear without have to trudge a distance like is proposed by the Snowpark project. Another issue that needs to be addressed now and even to a greater extent with the additional units and people is an emergency ingress/egress from lower Deer Valley. An evacuation route over McKinley’s Gap down thru Deep Crest to US 40 would provide such a route.”

Mike and Glad Hales: “This surprise announcement by Alterra is astounding in its disregard for the Lower Deer Valley and Park City residents. The proposal creates a massive burden and completely changes the nature of Lower Deer Valley. We vehemently urge you to reject this proposal. How can a partnership with Alterra be trusted with this type of brazen action on their part? We have been owners for several decades. Development by Alterra must be carefully managed for the benefit of the residents, not just the Alterra corporation.”

Steve Mulvany: “I have been a Deer Valley homeowner since 1994, when Glenfiddich was first built. I bought my condo because of access to Deer Valley/Park City, as well as the superior service provided by the resort. My family and I have had many great memories here. With the proposed development, I am concerned that the reasons I chose Park City and Deer Valley are being taken away. The hotel/condo development in the parking lot will add significant density creating traffic congestion far beyond of what we have currently. Then today I learned that Alterra is proposing that the Deer Valley loop be eliminated, giving Alterra that land and creating two dead-end streets. Not only would this exacerbate the congestion issue, but also again change the ambience and convenience of the resort. I ask that you consider these proposals carefully, and preserve what has made Deer Valley so special for us all.”

Mark Goff: “I am writing to voice my opposition to Alterra’s proposal to significantly alter the traffic flow around the “Deer Valley Loop”. I have been a lower Deer Valley homeowner since 2009 and I can tell you that the traffic flow around the “Deer Valley Loop” is a valuable benefit to the residents all year long. My wife & I walk, bike, walk our dogs, drop off guests and ride the bus around the loop all year long and turning the loop

into two dead-end streets would negatively impact our quality of life in lower Deer Valley. I'm all for progress, and support Alterra's right to improve the parking lot capacity. However, they should not be given this valuable land for free and they can easily address their parking issues without eliminating the Deer Valley Loop."

Marilyn and James Heck: "We request this email be a part of the public record. We are writing in regard to the Deer Valley project, specifically the proposal by Alterra to stop the traffic flow on the West side by reducing the egress to their ski resort to only one way. We strongly object to this proposal to only route traffic onto Deer Valley North eliminating the Southern/West access. Closing Deer Valley South virtually reduces access by 50%. It forces road traffic into one road rather than allow it to disperse it two ways. Over the years, we have enjoyed riding our bikes, accessing the pond walkways and arriving to the concerts, skiing and dining by way of the less congested, East entry. We feel the proposal by Alterra to route all traffic on the East side, will jam up traffic and possibly increase cycling or pedestrian accidents. Already, the 25 MPH posted signs are not respected by tourists and employees heading to and from the resort. We have owned our Deer Valley home in the Oaks for 28 years and have served many years on the Oaks HOA as well as the Pool & Club HOA. Real estate wise, with our location in the Oaks, we have always dealt with the negative impact on egress to our home due to resort traffic. With the current Alterra proposal, this resort traffic will make this worse and only serves the plans of the developers."

Dean Swick: "I have been homeowner in Park City since 2013 and have been visiting Park City since the early 1980s. I am writing because I have significant concerns about the Snow Park Development project planned by Alterra. I respectfully request consideration these concerns, a comprehensive review of the impact of Snow Park Development project in conjunction with the project under review at the base of Park City Mountain and, at a minimum, materially reduce the scope of the Snow Park Development and Park City Mountain projects as currently proposed. Allowing a MPD Approved 45 Year Ago to Proceed Given the Magnitude of Change, Environmental Risks and Lack of Infrastructure Is Irresponsible. I believe the MPD encompassing the Snow Park Development project was initially approved about 45 years ago with some modifications since the initial approval. When approved the Planning Commission and other Park City officials, with all their good efforts, could not have anticipated the amount of change and risks in Deer Valley and the greater Park City area that has occurred, specifically the growth in full-time residents and the dangerously depleted and stressed area water resources caused by prolonged drought and climate change since 1977. Deer Valley and greater Park City already have infrastructure limitations (water and water treatment, road and mobility options, public parking, insufficient human services/employee base for municipal services and businesses) to properly service the current state of development and population, and certainly not the projected development and population increase associated with these projects. What may have seemed like responsible development 45 years ago is not responsible now given the

significance of these changes and could easily impair Park City's position as a premier and preferred year-round home for many and recreation destination. Alterra Has Not Considered Mobility and Traffic Impacts From the "Y" Through the Greater Park City Area Because it is "Beyond Their Project Scope"??? Who Is Evaluating These Significant Issues? I attended the February 17, 2022, Alterra virtual presentation and Q&A session regarding the Snow Park Development. During this meeting I was alarmed to hear Alterra say that they had not considered the mobility impact of their project beyond Deer Valley Drive. If I understood Alterra correctly, they have not considered the limitations of the Deer Valley Road Y intersection, the capacity of the road between the Y and the rotary, the capacity of the road below the rotary as it feeds into Old Town and the two major routes out of Park City to I-80 because "this is beyond the scope of the project". Mobility is already greatly stressed, and Park City has limited reasonable options for expansion. Who will evaluate these issues? The Snow Park Development "Snow Beach" Requires Major Changes to Deer Valley Drive, Conveyance of a Section of Deer Valley Road to The Project and Has Unrealistic Assumptions Supporting Proposed Changes. During the February 17, 2022, presentation Alterra discussed the traffic reconfiguration for Deer Valley Drive, including bus lanes, the redirection of Deer Valley Drive car traffic and construction of a new transit center. These changes appear to be primarily tied to Snow Park Development building a "snow beach" that is proposed to occupy the current Deer Valley drop off, pick up and transit infrastructure at the top on Deer Valley Drive at the current Snow Park center. Creation of the "snow beach" and conveyance of this section of road and infrastructure is not necessary. The proposed reconfiguration of Deer Valley Drive will negatively impact ingress and egress for communities along Deer Valley Drive and does not consider the related impact on traffic/mobility at the Y, the rotary, connecting roads below the Y and the rotary and parking capacity in the greater Park City Area. How will the ingress and egress of an additional 1,000 Snow Park Development residents (peak and non-peak estimate provide by Alterra during the February 17th session) current residents and vacation or day trip visitors not be negatively impacted? Alterra says, they have not evaluated traffic from the Y into greater Park City. Where will the people who are anticipated to utilize the new projected Deer Valley Drive bus lane park their cars for the bus ride? There is not sufficient parking at the current time without utilizing school parking lots. Alterra has not evaluated this issue. The bus lane is too optimistic a solution given the estimated additional 1,000 people envisioned with Snow Park Development, current Deer Valley residents and the vacation and daily car ski traffic. Car transportation to and from the mountain will likely remain the primary mode of transportation, requiring very early arrivals, extended peak traffic hours and greater traffic and mobility problems. No doubt Park City leadership, residents and visitors have experienced these problems with the current stage of Park City's development. How many residents have already decided to leave for less congested areas? How many visitors have or will decide to no longer ski the Park City area in favor of other very good ski destinations where it does not take an hour or so to travel from their lodging to the mountain and return at the start and end of a day? Development Beyond the Capacity of the Park City Area = Irreversible Economic

and Environmental Harm. I have focused my concerns on the Snow Park Development. However, I respectfully request evaluation of these concerns in conjunction with similar concerns associated with the development at the base of Park City Mountain. Without a fulsome review by Park City's leadership of long-term development plans, water supply and infrastructure and material reductions in the scope of the Snow Park Development and the Park City Mountain projects, Park City, its residents, and businesses risk irreversible environmental and economic harm to its position as a premier location for permanent residents and recreation visitors. There are other very good North American mountain communities and recreation destinations that will likely have better prospects of continued and responsible environmental and economic health than Park City if these and other concerns are not properly and realistically evaluated."

Christina Shiebler: "As a member of the Snow Park HOA, located on Rossie Hill, I would like to express our concern with the inevitable unintended impacts involved with the Snow Park development proposal. As it is, turning left from Rossie Hill Drive onto Deer Valley Drive during the ski season is a challenge as caravans of cars proceed either up to the mountain base or departs the resort at the end of the ski day. Years ago, we requested that a motion-sensing stoplight be installed at the Deer Valley/Sunnyside/Rossie Hill intersection and were informed that Park City does not own, maintain, nor install traffic lights and that the only traffic lights within Park City are on state routes owned and maintained by UDOT. We understand that the Alterra plan includes a traffic light at the Y intersection, where Deer Valley Drive splits into two roads, with one heading towards Solamere as Deer Valley East and the other up to the base of Deer Valley, passing Royal Street on its way. Deer Valley Drive is not a state route at that intersection point (224 continues up the Mine Road/Marsac from the roundabout adjacent to the transit center), so it seems that Park City will be installing its very first city-owned light in town as part of this development. We see how traffic backs up now from the Y intersection when a bus is turning left to head onto Deer Valley East (even with a dedicated left turn lane) and blocks traffic "downstream" towards Boulder Creek/Stonebridge, Foxglove, and back to Rossie Hill. We can imagine how the new configuration may aggravate a bad situation and make it worse. We understand and support the concerns raised by those residents living in Solamere and neighboring areas. We also want to go on record that we are concerned about how the new traffic pattern may adversely affect our neighborhood and that we will be seeking mitigation efforts if our worst nightmares are realized."

Susan Mehregan: "My husband and I are permanent residents of our home at 3255 Thistle Street in the Solamere subdivision in Park City. We write this letter to oppose Alterra Mountain Company's proposed plan for a new traffic configuration as to Deer Valley Drive West ("Alterra plan") for the reasons and considerations set forth below.

- The Alterra plan violates Municipal Code 15-6-1 as amended 10/01/2020 which provides for the protection of "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. Neighborhoods along Deer Valley Drive East will also have significant traffic impacts. Projections include increased traffic of 1000 additional cars in the morning on Deer Valley Drive East and another 1000 additional cars in the afternoon. • Under the Alterra plan, sidewalks will become "walk/bike" paths, creating safety issues. Many baby strollers and elderly persons use these same sidewalks. Bike paths on the roads will be eliminated, obfuscating Park City's goals of promoting alternative forms of transportation. • Pedestrians and those using City Buses, will need to cross three lanes of traffic to cross to the south side of DV drive East, creating a significant safety issue. • The Deer Valley loop currently has buses running in both directions today. It is .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 DV drive East, more than double the distance, with 18 curb cuts, affecting more the 1000 residents in the neighborhoods. • The Alterra plan will result in more than double the "Carbon Pollution" In the area. • The Alterra plan will destroy a bus system that runs very well today and replace it with one that is questionable and does not protect the neighborhoods. • Marsac Street is sometimes closed in the winter. In that case, cars will need to be diverted to Royal Street in the middle of all the buses that run to DV in that direction under the Alterra plan. • If the City "abandons" a part of DV 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 20k square foot "Event Center" be used for? • A traffic light at the transit center for buses will slow traffic trying to get into the parking garages, making it worse than today. • Alterra Corp must commit to a "Time specific" plan for workforce housing. With the new plan, it will increase approx. 500-700 more workers. • Alterra Corp must commit to a "Time specific" plan for "Fire Mitigation" for the area. • 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. If we want to encourage bus ridership, this does it. 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. • The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Ester Drive, the Lodges at Deer Valley and Silver Baron Lodge will all need to make a left-hand turn and over two lanes of traffic to get into the lane going to Snow Park, with over 1,000 additional cars coming 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, over the bus lane in order to get into their street. This is not safe and probably is not legal. • The neighborhood is changing in Lower Deer Valley with young children in the neighborhoods and now a number of School Buses move through morning and afternoons. We need to address the obvious safety issues closely. • 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. For the above reasons, we oppose the Alterra plan for Deer Valley

Drive, and trust that the City will come to a reasonable and studied solution that protects the residents of the area.”

David Justin: “I am a resident of Solamere for the last 20 years. I currently reside at 3135 Thistle. The changes that Alterra is requesting will negatively affect my ability to access my home and dropping off my skiers at the base. At some point the trail needs to stop wagging the dog and you should be representing the tax paying residents of the area. The ski facilities won’t disappear due to the lack of approval but many residents will be disgruntled due to the changes.”

Kathy Jones-Price: “My husband, Harry, and I are full-time residents of Solamere. We bought a lot and built our home back in the early 1990’s. My Park City history goes back a long way. My grandfather, Ephraim Adamson, immigrated to Park City from Sweden and is the tall sheriff standing with his deputy on Main Street in the Pop Jenks photograph which is one of the most famous historical photographs. My father, Byron Jones, was the music teacher at Park City High School for many years before it became the Jim Santy building. My mother, brother and sister were born in the Park City Miners Hospital. My husband and I have watched the Deer Valley neighborhoods grow and have made many neighborhood friends, both part-time and full-time residents. We served our community for several years as board members of the Park City International Jazz Festival. We raised our son here and we continue to love our neighborhood and all of the outdoor activities. We are concerned that the plan to develop the Deer Valley Resort parking lots and closing down part of Deer Valley Drive seem to be moving forward without input from the residents, community or local government. I am a regular walker and runner of the Deer Valley loop. Eliminating both bike lanes and sharing one path with all walkers, runners, cyclists and people walking their dogs is dangerous. I have regularly encountered inexperienced e-bike riders that do not know how to stop or move out of the way. Conditions will not improve by offering less space. One can get the feel of what it may be like by driving along Deer Valley Drive when cars are allowed to park on the side of the road. I can’t imagine that there will be enough room for a bus lane, two traffic lanes and a walk/bike path. We hope that the council and Planning Commission carefully considers the overall impact of this development including a thorough examination of Alterra’s move to take over part of Deer Valley Drive. A “gift” of this magnitude should not be done quickly or perhaps at all without a careful legal review and input from all stakeholders. We recognize that Alterra has the right to develop the property as part of the original plan approved many years ago, but it does not make sense to push forward with this project as-is without careful consideration of the long-term impact on our beloved community.”

Miguel Valenzuela: “I have a home in Deer Lake Village and wanted to express my concern about the proposed changes to the Deer Valley Loop and Snow Park Development. My family and I are specially concerned about the increased traffic on Deer Valley Drive East, the small drop off area and the elimination of the separate

pedestrian and bike tracks. In my opinion, the current traffic plan and potential road vacation is not good for the residents and it should not be approved as proposed."

Amit Verma: "I am a resident of the Oaks in Lower Deer Valley and strongly object to the proposal to change traffic flow in the Deer Valley Loop. This will cause immense amounts of traffic, noise and air pollution and will be a hazard for people using the sidewalks. This will be an unmitigated disaster."

Amit Verma: "I am a strong 'No' on the proposed traffic plan. The Deer Valley base is like a bowl. What plans does Alterra have to avoid air pollution? If anyone has been to a third world country or seen pictures of India and China - the bowl will trap all the combustions from the vehicles and make it unbearable for the residents and significantly affect the foliage and wildlife in the area."

Charles Southey: "I am a strong NO on "Vacate Portions of Right-Of-Way on Deer Valley Drive West and South." This is city and, subsequently, resident owned property. Do not give away our rights for the interest of big business. This will exponentially increase congestion, make the roads much less safe, limit access for neighbors who bought property exactly for that access and put pedestrians and bikers in harm's way. The environmental impact of thousands of backed up cars will get worse. We need better traffic planning not worse. Alterra has every right to expand but not at the cost of the residents' rights."

Charles Southey: "I am a Solamere Resident and recently heard about the shocking plans Alterra has proposed in order to facilitate their development plans. I strongly urge you to vote down their proposal and make them come back to the table with a plan that will not inconvenience the tax paying residents of Park City, hurt our environment, and put residents and tourists' safety at risk, for whatever perceived long term gain to Alterra. If I remodeled my home, I surely would not expect my neighbors to change their daily lives, clog neighborhood streets for miles and go against all the environmentally friendly progress the city has made in terms of increasing bike and foot traffic of our residents. And I definitely would not expect people to risk their lives to use public transport. Following is what I have learned and what I find SHOCKING: 1. Alterra's plan violates 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. First Class Action Lawsuit by Neighbors impacted starts here. 2. All of the benefit of this project (as presented) goes to Alterra Corp. All neighborhoods along Deer Valley Drive East have significant traffic impacts. There is projected to add 1000 additional cars in the morning on DV drive East and another 1000 additional cars in the afternoon. 3. Sidewalks will now become "walk/bike" paths. Many baby strollers and elderly use these same sidewalks. Bike paths on the roads will be eliminated, totally against Park City desires to promote alternative forms of

transportation. Clearly a Safety issue. WHEN THE FIRST INJURY/FATALITY occurs due to Park city's gross negligence, each and every one of those who approved this will be named in the lawsuit. 4. My 74 year old mother uses the city bus. Will you be there to escort her across the 3 lanes of traffic to cross to the south side of DV drive East? Third lawsuit if she gets hurt. 5. Where are the bike paths? Are you trying to develop a less bike friendly city? What happened to all the environmental friendly initiatives? 6. Have you studied this increase in carbon pollution to the residents along the new route? 4th and most punitive lawsuit that will be in play for decades. 7. The new "Proposed" Alterra bus route is a mess; it will ruin a very efficient and well used current bus route. 8. What is the solution to the closure of Marsac? Do you propose rerouting diverted cars into the Alterra plan? We are now at point 8 so I hope you are realizing how poorly thought out Alterra's plan is. 9. If the City "Abandons" a part of DV drive West, what compensation do the Taxpayers receive? You will SIGNIFICANTLY reduce the value of my home. 5th lawsuit. Following are the questions, that when asked to Alterra on Neighborhood zoom, they did not have a response. They think they can bulldoze the city and muscle whatever they want. I find that hard to believe. 1. What is Parking lot #5? How can you approve without knowing what it is. 2. What will the 20k square foot "Event Center" going to be used for? 3. What's with the traffic light at the transit center for buses? That will back everything up. SERIOUSLY? 4. What is Alterra's "Time specific" plan for workforce housing? Or is it cool to say "trust us we will figure it out". How has that worked out for you guys with PLANNING COMMISSIONMR? 5. Are you going to pick up the extra Fire Mitigation costs or is Alterra? Or are you cool with the "trust us we will figure it out." 6. The rest is boiler plate but if you think any of this passes the SNIFF test you are in for a lifetime of lawsuits and headaches: • 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. If we want to encourage bus ridership, this does it. 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 WONDER WHY!!!!\$\$\$\$\$\$) • The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Ester Drive, the Lodges at Deer Valley and Silver Baron Lodge will all need to make a left-hand turn and over two lanes of traffic to get into the lane going to Snow Park, with over 1,000 additional cars coming in the morning. THE TRAFFIC CONSULTANT STATED, "BE PATIENT, THEY WILL LET YOU IN"! Alterra stated they would need to consider the cost of staffing these intersections. WHAT? • Returning from Snow Park, these cars and vans will be making a right- hand turn from the center lane, over the bus lane in order to get into their street. This is not safe and probably is not legal. The first bus that smears a tourist car filled with well healed visitors will be your biggest lawsuit yet. • The neighborhood is changing in Lower Deer Valley with young children in the neighborhoods and now a number of School Buses moving thru morning and afternoons. We need to address the obvious safety issues closely. • The loop currently has buses running in both directions today. It is .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 DV drive East, more than double the distance with 18 curb cuts, affecting more the 1000 residents in the neighborhoods.”

Richard Labasky: “We are writing regarding the proposed changes to the Deer Valley Snow Park Lodge Loop. Below are our comments and concerns regarding the proposal. We oppose the current proposal to change the Loop. Following are our concerns: 1. First, there are currently two lanes leading into and two lanes leading out of the Snow Park Lodge drop off point. These lanes open to at least six lanes for loading and unloading passengers. There is also an additional 3 lane equivalent used by buses. The proposed changes would reduce entry and egress from Snow Park Lodge to one lane in each direction with only two lanes for access where there are now six. Yesterday afternoon and this morning- not the busiest days for Snow Park Lodge- there were no fewer than 15 cars and 4 shuttles loading or unloading at any time. If these vehicles are confined to a single lane (leaving one lane for traffic to pass through the circle), it is easy to imagine the bottleneck and traffic backup that will result. The resulting backup will not simply destroy the welcoming, casual, concierge atmosphere that is a hallmark of Deer Valley’s drop off point now, but increase pollution and noise with more idling cars, and lead to immense frustration to drivers and guests alike. 2. A second issue is the location of the proposed bus drop off point which is a considerable distance from Snow Park Lodge- close to a quarter mile- and uphill to the Lodge at that. This poses three problems. First, a separate bus drop off point creates a second class citizen group of bus riders hoping to enjoy the resort, and why should it? Is arriving by bus an embarrassment to Deer Valley and Park City? Second, when Park City has done so much to encourage bus ridership, why should the City now support an arrangement that discourages bus use over use of private cars, an arrangement that is contrary to Park City’s efforts to support a safer, more healthy environment? Third, there is the issue of equitable ease of access to Snow Park Lodge for those with disabilities who are intent on maintaining their independence and use public transportation. Does the resort or Park City expect those with disabilities go uphill a quarter of a mile in their wheelchairs, or on their crutches or canes after getting off the bus, while those who are able bodied or in a car amble into the Lodge from the car drop off zone? Not only does this arrangement prevent equal access to the Lodge in a practical sense, but may violate provisions of the Americans with Disabilities Act. 3. A third overriding equity issue is this. Why should the Deer Valley community be exposed to increased and concentrated traffic on the east side of the circle, and increased pollution, noise and congestion so that a private business can have more shops and a ski beach? Why should the disabled be disadvantaged so that a private business can have more shops and a ski beach? Why should the people who support Deer Valley be significantly disadvantaged so that a private business can have more shops and a ski beach? 4. In conclusion, we want to “Save the Loop”.”

Greg & Darice Porter: “I am writing to express my husbands 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. We are very concerned about the impact this will have on the traffic and safety for our neighborhood and other 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."

Lynda Shea: "Just heard on the news today alerting people of Utah to conserve on WATER really apparently you and your Planning Commissioners haven't gotten the word since all you do is allow the developments to continue and they are LARGE! you will not standup and call for a moratorium here - you all are nothing but a bunch of liberal hypocrites talking out of both sides of your mouths! you don't even know what the "H" climate change is all about - go back and look at history. America is going crazy with climate change meanwhile China, India, Pakistan, Iran, etc. could care less.....in

case you people don't realize we all live on the same planet. pls STOP this development nonsense!!!!"

Mark Balestra: "The proposal to "Vacate Portions of Right-Of-Way on Deer Valley Drive West and South" is bad for the residents and property owners of this community. When the 'Village' concept was initially reviewed by the city 45 years ago, it is unlikely that they would have foreseen the extent of the development that has occurred in and around Deer Valley and/or the increase in the % of full time residents. Even in just the 20 years since my family built our home here, the area has become almost entirely impacted. I am a resident of the Hidden Oaks neighborhood and, during the busy season, it often takes 30 minutes just to drive from the bottom of Solamere Drive to the traffic circle. I cannot imagine a scenario where the City can mitigate the traffic impact that will be added by this massive development PLUS the selfish idea of cutting off resort access from the west side of the Deer Valley Loop in order to provide a direct ski lift connection. If the resort 'needs' ski-in, ski-out access, build a bridge (or tunnel?) as was done downtown. It's bad enough that most of the ingress and egress to/from our neighborhood has to filter through the narrow Deer Valley Drive passageway. Heaven forbid that there is a major fire or other disaster as this proposed change of right-of-way (not to mention the Village itself) will, I fear, pose / compound a real danger to residents. I am a strong NO on this change of right of way. Furthermore, I encourage the city to take into account the safety and well being of its existing, tax-paying property owners and, within their power, minimize the impact of this development altogether."

John Broadbent: "I have several comments regarding which my family will likely be submitting a more fulsome comment letter to you. The most immediate issue, because it was one of the first agenda items tonight, is the buses. My family has come to Park City for close to two decades now. A few years ago, my mother purchased real property on Deer Valley Dr. N. With two family members who do not drive (including myself), our family's decision relied to a significant degree on the bus routes going in both directions. Perhaps due to COVID, the bus routes have been unreli Bottom lie."

Sally Jablon: "The local residents are watching this meeting with horror as there has been no mention of the potential impact on the adjacent communities."

Brock Cardiner: "As if the development all over Park City in general weren't heinous enough, here comes another bulldozer development company helping themselves to even more of what has made Deer Valley beautiful and unique and understated to benefit themselves (Alterra) and their shareholders. While I remain opposed to the development of the DV parking lots in general, I understand the rights dating back to inception. This, however, is just another greedy land grab. Many of us who have skied Deer Valley since the 90s and have been fortunate enough in life to have been able to purchase a home perhaps decades later have now fallen prey to yet another monster corporation with zero regard for history, skiers, homeowners or anyone other than their

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

Cori Chandler: "I attended the joint meeting with the City Council and Planning Commission yesterday which was both informative and frustrating. It was apparent to me that much of the frustration from residents and their failure to address Mayor Worel's question stemmed from a full understanding of the status of Altera's redevelopment plan with respect to the roadway petition and with the agenda item that was only about the voting process and therefore comments outside of that were not accepted. Shockingly it became apparent last night that Altera has moved forward with extensive planning and design despite the uncertainty of a pending vote on the town vacating a section of roadways and yet this is the linchpin in their plan. With a vote of no on the roadways they have no backup plan and are back to square one on their entire project. Their strategy for a project of this scope and size is truly perplexing and as one resident pointed out puts pressure on the Council to vote on all or nothing. As a homeowner in Lower Deer Valley, I have had some concerns about this project that I would like to share: Last night during the discussion on the first agenda item on land management presented by the Planning Staff, they listed the four pillars of Community Values with historical character and small town being two of them. They talked about the importance of maintaining Park City's "historical character". How does Altera's redevelopment plan fulfill this criteria? Where do you see the preservation of our historical character in the mammoth glass and metal of Altera's proposed redevelopment and how does it fulfill the small town criteria? Only two miles away is historic Old Town and this project does nothing to preserve the historical flavor of the area. There was also a brief discussion of water conservation by the Planning Staff as an ongoing concern. With 96% of Utah currently in a state of severe drought, and reservoirs currently at only 55% capacity and climate change what is Park City's plan to meet the increased water needs of Deer Valley's residential and hotel development? This of course is in addition to the Mayflower and PCMR developments. Also stemming from the size of this project is concern that the current infrastructure and the eventual increase in traffic will present a significant problem to residents and for people going into town. The single lane roads leaving Deer Valley can barely handle existing traffic conditions, how will moving all the traffic onto one single lane work with Altera projecting more cars on the road even with the expansion of public transit? Last summer's fire in Lambs Canyon has brought front and center to residents the importance of a quick and efficient evacuation route so this plan has residents very concerned. Pursuant to this I would like to bring to your attention that on February 11 there was a water main break on Deer Valley West and as a result all of the traffic departing the mountain was redirected onto Deer Valley East which interestingly is the proposed route of traffic in Altera's redevelopment plan. The result was an absolute nightmare for residents with bumper to bumper traffic the entire way to the rotary. This was in a sense a trial run of their plan and it failed miserably and looked nothing like their traffic study. My neighbor called me extremely frustrated while she was stuck in traffic trying to get her son to an

after school activity. Is this what you want for residents? Additionally Kearns and Bonanza road are unbearable at the end of the day, this will only add to the nightmare for all of these roads. I am in agreement that Deer Valley needs some updating but the size and scope of this plan are overwhelming for residents, certainly Alterra can come up with a redevelopment plan that is smaller in scope and size and one that would meet all four criteria of the town's Community Values? There is always resistance to change but there has to be a happy meeting ground on this. In closing I want to thank you for the work that you do. I have attended town meetings in other municipalities, and I was impressed by the questions, concerns and discussions that followed both agenda items. I was encouraged in particular to hear about water conservation, public transit expansion, carbon footprint and the suggestion of expanding biking and walking paths. I also want to thank Mayor Worel for her assurance that residents will have the opportunity in the future to voice opinions and concerns on this project."

Madeline Letchford: "Since I was cut off before being able to finish my one sentence public comment last evening, I'm submitting it now. I'd like to also see this process continue and take the Planning Commission's bus system routes considered since the current route uses Doe Pass Road. In addition, it doesn't appear that the City or Alterra has considered this important transportation system in its plans, nor has it coordinated with our School District. There are more children on the Deer Valley Drive & Lower Deer Valley route that use the school bus M-F to get to/from the opposite part of town, during the height of resort traffic, than use Park City buses to access Deer Valley Resort. The school buses need to be viewed as mass transit as well in traffic route planning."

Wayne and Leslie Levenfeld: "I own a home at 1358 Amber Road. We have owned and enjoyed this home and Park City for the past 22 years. Along with the other owners in our complex we recently voted to spend over \$130,000 per residence to upgrade our properties. I am not anti-development and in fact believe a development similar to what Alterra is proposing would be beneficial. HOWEVER, I am strongly opposed to the proposal to eliminate a portion of Deer Valley Drive. Beyond the fact that this is very valuable real estate that Alterra is asking the city to abandon to them, the more important issue is the negative impact that this plan will have on hundreds of homes located not only in our complex but also including all of the residences along Deer Valley Drive East, Queen Ester Drive, Solamere Drive and the large neighborhood in the hills above, and even residents of Deer Crest who exit their neighborhood via Queen Ester. Currently traffic to and from the ski area, concerts, and summer activities is spread between Deer Valley Drive East and West. Nevertheless, traffic is backed up for long periods of time at the end of each ski day and after every concert. The Alterra proposal will have all traffic enter and exit on Deer Valley Drive East which is simply untenable. I am sure they will attempt to say that more bus service and perhaps a traffic light at the intersection of the two streets will mitigate the situation but all you need to do is stand on my patio at a busy time to know that is simply not true. In addition to the greatly increased inconvenience of trying to get in and out of our complex at busy times

the Alterra plan will greatly increase the amount of vehicle noise and exhaust fumes we will have to deal with. There are many other negatives to the plan (much less convenient drop off and pickup for skiing, biking, and concerts, for example) and little or no benefit to anyone except the developers who would get a significant amount of developable land at essentially zero cost. They don't need the giveaway. A development on land adjacent to Deer Valley will be very profitable; it does not require a gift from the City at the expense of many current citizens/taxpayers. Lastly, I wish to point out that Alterra can create a huge development and can span the existing roadway both by going under it as is now the case, or by having one or several bridges that go over the roadway. Please give these concerns your serious attention. I will not be able to attend the meeting on 3/15 but request that this email be made a part of the public record of that meeting and I request that I be informed of all decisions and future meetings on this subject.

Michael and Janet Feeley: "As full-time residents of Solamere, we are very concerned with Alterra's proposal to acquire the City-owned property on Deer Valley Loop. Creating two dead end roads and further burdening the traffic is not an efficient and appropriate solution. We are generally in favor of the proposed development, but troubled by the lack of thought in addressing the overall traffic plan for the area. We urge you not to vacate the road and to encourage Alterra to conduct deeper and more creative planning to benefit Park City residents and visitors.

Matey and Morgan Hole: "Let's just say no to Alterra's request to relinquish public property and county roadways in the interest of safety for pedestrians, bikers and drivers. Let's just say no to this project because they want to expand their beach! Let's just say no to this project because we've lived here since 1989 and the reason we all moved here it's all but gone! When is enough enough and we say no to the development dollar! Stand up for Park City! That's why you are elected officials."

Tom Fleeter: "As a property owner in Solamere, I have no way to access Snow Park except to drive to the base area and park. During construction, parking will be limited. A bus route up Solamere drive would be immensely helpful and serve to 1. limit car trips and parking during ski season 2. limit CO2 emissions 3. encourage buy in to the project for those residents of Solamere and the Oaks."

Tamara Larsen: "On behalf of myself and my family we are greatly supposed against vacating the access to Deer valley loop road. We Own a home right on Deer valley dr N with a beautiful view of Snow Park Lodge and it would greatly impact us functionally and financially. We rent our home throughout the year and it would impact us tremendously. The potential roadway vacation has never been part of any of the approved plans. Deer valley is valuable real estate. They can easily build their base village without it. What Alterra is proposing will significantly change traffic flows directing most of the traffic to Deer Valley Drive North/East. There will also be a much smaller drop off area. A unique

feature of Deer Valley is being able to drop off people directly at the base. There appears to be no concern from Alterra for the residents or even the day skiers visiting the resort. We love that we are able to drop off family members at the base. We like walking and biking around the Deer Valley loop. What about emergency access to the base if Alterra creates two dead end roads? It would not be fair for Alterra to receive this valuable land rather than maintaining it as City property to benefit the taxpayers."

Danette and Jeffrey Marks: "Our family came to Park City for a ski vacation in 2003 and were immediately smitten. We had visited multiple other ski resorts but knew Park City/Deer Valley was special. We bought our first Park City home, a Foxglove townhome, on that very trip and have loved being part-time residents here for the last nineteen years. We now live in The Oaks and plan to retire full-time here in the very near future. We look forward to an improved Snow Park base area and the many benefits it will provide our community but are extremely concerned that the proposed traffic circulation plan being offered by Alterra is not in the best interests of anyone other than Alterra Corp. Routing all vehicular traffic along DV Drive west will create an untenable situation for local residents as well as day skier drop off. Those of us who live in the area already know we have to plan our day and evenings around avoiding the exit of afternoon skiers and summer concert attendees leaving Snow Park. The proposed plan will make driving, walking and biking in the area dangerous and a place to avoid, rather than a destination. I attended the Planning Commission meeting on February 9. The comment by the traffic consultant to "be patient, hopefully someone will let you in" when asked how residents would exit our neighborhoods was condescending and insulting. Ours are valid questions that deserve real answers. I urge the City Council and Commission to hear the many concerns being expressed by lower Deer Valley residents. The current plan deserves further study and revision to better serve Park City residents and visitors."

Craig Uttley: "I am quite surprised at the attempt to close the "loop" on Deer Valley Drive. The residents up where I live all have only one road to evacuate or just come down to Park City. Now all auto traffic would be diverted to this exit road for us. Have you ever seen the traffic after a Deer Valley concert? Doubling the number of cars on our exit road is not feasible. I hope that the city council will listen to reason and vote against this traffic nightmare. I am sure that reasonable changes can be made by Alterra that protect our neighborhood."

Allison Kitching, Julie Cowan, and Jennifer Dorsey, on behalf of the Portico Complex: "Our owners at Portico appreciate your dedication to public service. Your roles are critical. You are our voice in the key decisions regarding development in our community. We are writing to express our opposition to the current MPD for Snow Park Village and we strongly object to the ROW Vacation Petition. We look forward to contributing to the public input process to assure the new Deer Valley Village meets the objectives of both Deer Valley and the owners at Portico. Our board president has lived

in Park City for 10 years. The development adjacent to our complex is a tangible example of community input guiding the outcome of a project. What started as a request for 17 units was reduced for our neighborhood to 4 homes. The city, the developer and the Rossie Hill residents came together in a good faith effort to strike a compromise. The process took years, and the outcome was acceptable for all. With hard work and patience, we can develop a compromise blending the interests of both Deer Valley and our residents. Community concerns are not fully integrated into the current Deer Valley proposals. The Snow Park Village MPD and ROW Vacation Petition have both set off alarm bells with our owners. Our reasons for opposing the current proposals are extensive. -Deer Valley is proposing two dead-end roads to replace the current Deer Valley Loop. This proposal will disrupt existing traffic flow, restrict access to Deer Valley West and remove access to Deer Valley South. These are all existing taxpayer funded roadways our owners appreciate and fully utilize. Municipal Code 15-6-1 restricts this type of reallocation of the current residential use of Deer Valley Loop for the non-residential use of Deer Valley. -There has been no due diligence to support any changes to Deer Valley Loop. We request Deer Valley set up a mock trial of their proposed traffic flow changes during a summer concert evening and a busy weekend ski day. Once these mock trials occur and the results are shared, we will all have solid information regarding the effects of these proposals. -The Deer Valley funded traffic study is insufficient. The only timeframe studied was President's Weekend in 2020. As we all know many more people live here full-time now compared to February 2020. We also request the inclusion of the summer concert season in any decisions regarding traffic impacts. The traffic study included Deer Valley Loop from the "Y" and around Deer Valley Loop only. Without a comprehensive traffic study which includes the impact on all of Park City, our leaders do not have enough information to make an informed decision. -The South portion of Deer Valley Drive will be taken from our residents and gifted to Deer Valley for their development. Once residents lose Deer Valley Drive South, we will permanently lose our direct access to the base of the mountain by both car and bus. -Traffic flow from Deer Valley East will slow at the proposed turnaround at the top of Deer Valley Drive East. Individuals and shuttles will struggle to drop off skiers and then circle back to cross two lanes of traffic to park. -Deer Valley drive downhill past the "Y" will backup the short distance to the intersection of Sunnyside Drive and Rossie Hill Drive. - Air pollution in our neighborhood will increase with all of the cars stopped on Deer Valley Drive in both the morning and the evening. - Our owners and the entire Rossie Hill neighborhood use this intersection to enter our neighborhood. The Deer Valley plan will exacerbate the existing difficulty of entering Deer Valley Drive from our neighborhood. - If this existing plan is approved, Rossie Hill will likely need a traffic circle or a signal at our intersection to allow residents reasonable access to Deer Valley Drive. -Deer Valley paid parking combined with the additional traffic backup on Deer Valley Drive make our neighborhood an appealing free parking area during ski season, concert nights and mountain biking season. Our city leaders will need to support additional enforcement of resident-only parking to protect our neighborhood. -The assumptions behind the 20% reduction in parking variance requested by Deer Valley

are not supported with evidence. Due diligence has not occurred regarding the reduced parking variance request. Please require Deer Valley survey the current skiers to ask what the impact of the paid parking will have on their parking habits. It is likely the parking lot will fill even with paid parking. Please require Deer Valley to take full accountability for the parking needed to support their employees. Many local people work for Deer Valley and there is no solid plan for where they can park. These employees are not all on a bus line and they currently carpool to work. Deer Valley employees living in the Deer Valley/Old Town neighborhood will not drive to Park City High School or Richardson Flats to take a bus to work. The employees will park at Deer Valley Resort. The overflow parking situation created by the lack of parking for skiers, employees, guests and concert attendees will move into surrounding neighborhoods. Residents will bear the burden of overflow skier and concert parking. -Deer Valley Loop is currently a safe place to walk and bike because bikes and pedestrians are separated. The proposal to combine the existing walking path and bike lane into a multi-use path is dangerous. Our owners utilize the loop for walking and biking. Mountain bikers speed down Deer Valley Loop as fast as the cars. Electric bikes can travel uphill at almost the same speed as the cars. Serious road cyclists will only utilize the loop if they have a separate bike lane. Pedestrians and their dogs currently have a separate lane to assure there is safe place to walk without the fear of a collision. Deer Valley has provided no evidence of any safety benefits of a multi-use path. As it stands, the multi-use path should be rejected immediately. We need to continue with a separate bike lane and pedestrian lane. Municipal Code 15-6-1 supports our owners' concerns regarding the Snow Park MPD and ROW Vacation Petition. I have listed our specific concerns above and we feel 15-6-1 and sections B, D, H, I and J do not align with Deer Valley's current proposals. 15-6-1 Purpose, B. ensure neighborhood Compatibility; D. result in a net positive contribution of amenities to the community; H. provide opportunities for the appropriate redevelopment and reuse of existing Structures/Sites and maintain Compatibility with the surrounding neighborhood; I. protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses using best practice methods and diligent code enforcement; J. encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community."

Sandra Hoeffer: "As a resident and property owner in Lower Deer Valley, I am writing to express my concern about proposed changes to the existing traffic pattern. The current "loop" situation provides an excellent circulation pattern during periods of high use. The plan to create two dead ends on Deer Valley Drive and Deer Valley Drive East, will increase the number of cars so much that it will be very difficult to turn either North or South out of the driveways serving all of the condominiums along Deer Valley Drive East. These include Powder Run, Red Stag, Comstock Lodge, Courcheval, Silver Baron, and the Lodges at Deer Valley. In addition, the homeowners and neighborhoods along Deer Valley Drive North. Queen Esther, Deer Park and Solamare will all be

negatively impacted. Efforts to make the required ingress and egress to these properties will only result in bigger traffic jams. Although I am not opposed to development of the parking lots at Snow Park, it is my understanding that vacating the right of way in front of Snow Park Lodge was never part of the original entitlements, even if in exchange for right of way along Doe Park. According to Resolution No. 8-98, "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. How does this traffic change benefit the neighborhood or the City? The proposed traffic change serves no one's interest except the developer. Please use your vote to deny the traffic change as part of the approvals for new development at Snow Park. We have never received any communication from Alterra regarding the proposed development or the traffic/parking changes. Our only knowledge of the project has come from the City's notification of hearings, the Park Record, and other neighbors. There has been zero community outreach from the developer."

Mark Duross, Steve Aucamp, and Scott Martin, Daystar HOA Board: "This notification is to formally establish the Daystars HOA's position with regard to the Deer Valley Development Company, Inc. proposed modification – General: The Daystar HOA and its board members do not oppose the Deer Valley Development Company proposed development in concept. However, Daystar does oppose the proposed changes to the roadway system and traffic patterns. - Vacation of the southern portion of Deer Valley Drive South in front of Snow Park Lodge: We do not oppose the vacation of this sect of roadway. We would recommend that further consideration be given to maintain this section of roadway as an underground drop-off area below the proposed expansion. - Establishment of a ROW at Doe Pass Road: We do not oppose the transference of the ROW from Deer Valley Drive South to Doe Pass Road. However, we believe a looped roadway system should be maintained and not solely dedicated to mass transit. We also have concern for our fellow HOA located along Doe Pass Road and the increase in traffic for them. - Changes to the existing traffic patterns of Deer Valley Drive West: We support a dedicated transit lane along Deer Valley Drive West. We do not support the elimination of private vehicles on Deer Valley Drive West. We do not support the proposed gated dead-end roadway along Deer Valley Drive West. We recommend that further consideration be given to developing a one-way looped roadway system. Developing a one-way looped roadway system in a counterclockwise direction will eliminate lefthand turns at the "Y" coming into lower Deer Valley. We recommend loading the proposed parking structures from the most direct route which is along Deer Valley Drive West. - Changes to the existing traffic patterns of Deer Valley Drive North: We find the report is flawed because it does not address the residents of Deer Valley Drive North and the impacts the proposed roadway system will have. We do not support a dead-end street that is made up of Deer Valley Drive North and Deer Valley Drive East. We recommend that a looped roadway system be maintained and suggest that a one-way road system be investigated. We support in concept a dedicated traffic lane to mass transit and shuttle bus service. The Daystar property directly abuts Deer Valley

Drive North. We would be willing to work with the Planning Commission and its staff to enhance the bus route, walking paths, bike lanes and bus stops or bus pull outs along Deer Valley Drive North that abut our property. We would be in favor of bus pullouts that get the buses and shuttle services out of the flows of traffic along the northern side of Deer Valley. We do not support the proposed traffic pattern changes to Deer Valley Drive North. The proposed roadway system will force all private vehicles to make a left hand turn at "Y" intersection. This will likely cause additional traffic delays and potential accidents with buses and shuttle services. We recommend a counterclockwise one-way looped roadway system be investigated. We do not support a signalized intersection at the "Y" intersection. We believe a free flow counterclockwise one-way roadway system that eliminates lefthand turns and minimizes the need for vehicles to stop would be favorable. We recommend that a dedicated right turn lane be investigated at the "Y" intersection instead of a signal that would allow traffic to free flow toward the circle intersection at Marsac Ave. The report and proposed traffic pattern fails to address the left hand turn onto Amber Road for access to the Pinnacles and Daystar. The left hand onto Amber Road is within a 150' of the "Y" intersection. A signalized intersection at the "Y" would make the left-hand turn onto Amber Road nearly impossible because of the traffic queued at the light. The impact of this movement has not been addressed in the proposal or report. We oppose the addition of 166% more traffic to Deer Valley North and East. This additional traffic will adversely affect our property values by having more cars waiting to exit Deer Valley and idling directly in front of our property. Currently, we see wait times of 15-30 minutes along Deer Valley Drive North between the hours of 3:30 – 5:00 pm during ski season and concerts and special events. The addition of 166% more traffic will only make the wait time worse. Level of Service (LOS) figure 6 – "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." The LOS Table does not address the LOS during the critical peak hours. Traffic backs up and sits on Deer Valley North for 15 -30 minutes at a minimum. The LOS at these times we would consider to be a LOS of "F". The proposed roadway system does not attempt to mitigate an extremely poor level of service on this section of road and ignores the fact it will become worse. We recommend that additional studies be conducted to address the issue of traffic grid lock along Deer Valley Drive North. The report only mentions the left hand turn onto Solamere Drive as "the most significant delay will be a left turn out of Solamere Drive". The addition of 166% more traffic will make this situation worse. Currently, during peak hours, concerts and traffic gridlock, vehicles attempt to bypass the standstill issue by speeding down Amber Road from Solamere Drive through the Daystar and Pinnacles neighborhoods. This behavior puts residents, children, and pets at risk of being hit by speeding cars. Pushing all the traffic onto Deer Valley North and East will only make this worse. We recommend that the report address this issue. Daystar and the Pinnacles have begun conversations to gate off our communities to discourage vehicles from speeding through our residential neighborhoods as a mitigation measure to the proposed roadway system. - Changes to the existing traffic

patterns of Deer Valley Drive East: We do not support a dead-end street that is made up of Deer Valley Drive North and Deer Valley Drive East or the idea of adding 166% more traffic along the east side. We recommend that a looped roadway system be maintained and suggest that a one-way road system be investigated. We support in concept a dedicated traffic lane to mass transit and shuttle bus service along the eastern edge of DV. We recommend that parking structures be “unloaded” to the east along Deer Valley Drive East and exit along Deer Valley Drive North in a counterclockwise direction to eliminate lefthand turns. - Reduction of off-street parking stalls: We are not opposed to the concept of a reduction of off-street parking. The reduction of off-street parking will likely force private vehicle owners to search for off street parking in our neighborhoods. Daystar and the Pinnacles have begun conversations to gate off our communities to discourage vehicles from parking in our neighborhoods as a mitigation measure to the proposed off street parking reduction. We recommend that the new parking structures be established on a reservation system to discourage private vehicles from coming into Deer Valley and ‘searching’ for an open space. Instead, we suggest to encourage people without a reservation for a parking space in Deer Valley to go directly to the China Bridge parking structure or the high school to utilize mass transit to access DV on the dedicated mass transit road / lane. – Other: We feel that most of the grid lock is caused downstream of Deer Valley at two intersections; Bonanza and Kearns. • We recommend that a dedicated free flow righthand turn lane be established at the intersection of Bonanza Drive and Deer Valley Drive to aid in the movement of traffic toward Highway 189 / US 40. • We recommend that Bonanza Drive be widened to two lanes in the North bound direction to aid in the flow of traffic toward Highway 189 / US 40 • We recommend that a dedicated free flow righthand turn lane be established at the intersection of Bonanza Drive and Kearns Blvd. to aid in the movement of traffic toward Highway 189 / US 40. The report and proposal does not address the increase in construction traffic that will likely be present for 2-3 years. We would anticipate approximately 300 construction workers during this time frame and associated construction vehicles and trucks. We recommend this be addressed and mitigation measures be put in place prior to any approvals. We recommend that hours of construction be addressed prior to the start of work.”

Karl Marzec: “I own 418 Centennial Circle in American Flag. My parents built this house in 1989. We have been skiing at Deer Valley for decades and now my two daughters 5 and 2 (Hayden and Caroline) are learning to ski on the DV bunny slope. My grandmother often picks up my girls after their lessons using the existing DV traffic loop. It is very convenient when we come down off of Royal Street. I understand Alterra wants to change traffic flows at the base and making DV drive into a dead end where currently you can drive up to the loop. This would cause a huge inconvenience and traffic delays. This new proposal will affect all of the residents who use Royal st to get into town and who want access to the base of Deer Valley. Alterra has plenty of room to build there base without this land. Please keep this land part of the city so that the Taxpayers are not negatively affected.”

Victoria Callen: "I am writing to express my concerns regarding the Alterra request to vacate a significant portion of Deer Valley Drive for their project and reroute traffic. I would like my 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 at the base of the resort. My further concerns and comments are organized below as 1) lack of transparency and following prescribed process; 2) traffic impacts along Deer Valley Drive North and East; 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 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. It has not been approved as part of the plans. It has not been a part of the Alterra or city 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, 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. 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 viable means to 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. 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. 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. 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. 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 with a left-hand turn 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. 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. Carbon pollution: By changing the traffic flow as above, the "Carbon Pollution" in the area will more than double. Air pollution is known to increase mortality and hospitalizations. Increased 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 where it is currently located. Disabled skiers would 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 approximately 500-700 more workers. 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 express buses that do not stop. This is a big safety issue. 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 with an emergency access across the ski beach and plaza. This seems to mean that emergency vehicles will need to 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, these cars would end up in the middle of all the buses 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 paths. Individuals pushing baby strollers and older residents use the sidewalks around the loop. Bike paths on the roads will be eliminated which seems to be against Park City's desire to promote alternative forms of 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 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. 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. 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. I am enthusiastic about many aspects of the proposed development including restaurants that will be within walking distance from my home. Alterra has other options for this project including a bridge over the current loading-unloading area."

Tracy Stein: "I am writing to you in opposition to the plan submitted by Alterra to vacate a portion of the Deer Valley Loop, which will contort traffic flow around Snow Park and make the drop off of skiers more difficult and unpleasant and increase traffic and parking up Royal Street. Alterra wants this extremely valuable real estate, but they can easily build their base village without it. What Alterra is proposing will significantly change traffic flow, directing most of the traffic to Deer Valley Drive North/East. Alterra shows no concern for the inconvenience to neighboring residents nor those dropping off day skiers visiting the resort. The resulting much smaller drop off area at Snow Park will eliminate a very attractive feature of the ski resort. The proposed vacating of roadway has never been part of any of the approved plans and I believe it should this should not be approved now. Please don't choose to take away part of what makes this such a wonderful place to live."

Tammy Datwyler: "I am writing to express our family's 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 on Centennial circle where our residence is located. 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. The plan proposed by Alterra may technically comply with emergency access code requirements but if there are traffic congestion issues that complicate emergency services access for security, police, fire and ambulance, response times could increase significantly. We believe this change to the transportation plan for Snow Park Lodge and surrounding neighborhoods is short sighted and is not in the interest of the city, Deer Valley, property owners, and the community at large.”

Walt Syzonenko & Jeanne Taylor: “We are writing to you in advance of the joint meeting of the City Council and the City Planning Commission on March 15 to discuss the traffic proposal by Alterra in regards to the Snow Park project. As residents and homeowners in the affected portion of lower Deer Valley, we feel positive about the pending development project, yet very dismayed about the poor traffic planning proposed by Alterra Corp. as part of the Snow Park project. They clearly are not familiar with the dysfunction in traffic patterns they have proposed, which will have a serious negative impact on the quality of life and property values of the Lower Deer Valley neighborhoods and all our residents. As the project stands now, all of the benefits of this project go to Alterra Corp. with no concern to traffic impacts to the neighborhoods along Deer Valley Drive East. One of our major concerns is future fire safety. We have one way in and out of our neighborhoods, Deer Valley Loop. If we were threatened with a fire and needed to evacuate our homes for safety, the proposed reduction of available street for cars would create a terrible traffic jam and threaten our families in the event of a fire. Fire trucks may not be able to serve our area in a timely fashion due to the horrible traffic congestion the proposed changes to Deer Valley Drive would cause. One possible solution would be to build another road out of Lower Deer Valley, down to Prospector or Highway 40. As avid walkers and cyclists, we are concerned for the safety of all our residents and visitors on Deer Valley Drive, as the plan will eliminate dedicated bike and pedestrian paths. Instead, Alterra plans on creating multi-use paths for all alternative forms of transportation and leisure. Clearly a Safety issue. Furthermore, the proposed street layout will force pedestrians and those using City Buses, to cross three lanes of traffic to cross to the south side of DV drive East. Another grave safety issue. Speaking of buses, the Alterra plan will destroy a bus

system that runs very well today and replace it with one that is questionable and does not protect the neighborhoods. 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. If we want to encourage bus ridership, this does it. The Alterra proposal drops them off at the opposite end of the proposed garage facility, forcing passengers to walk past the new village restaurants and shops, a long walk with visitors carrying their equipment. As for traffic, there are several issues with the Alterra proposal. 1. What happens when Marsac is closed in the winter? Cars will need to be diverted to Royal Street, in the middle of all the buses that run to DV in that direction under the Alterra plan. 2. It is projected that the plan will add 1000 additional cars in the morning on DV drive East and another 1000 additional cars in the afternoon. The cars and vans going to Snow Park from Amber Rd, Solamere Drive, Queen Ester Drive, the Lodges at Deer Valley and Silver Baron Lodge will all need to make a left-hand turn and over two lanes of traffic to get into the lane going to Snow Park, with over 1,000 additional cars coming in the morning. Returning from Snow Park, these cars and vans will be making a right-hand turn from the center lane, over the bus lane in order to get into their street. This is not safe and probably is not legal. 3. 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 in a traffic jam. Today that is .2 miles. This will also include a left-hand turn across all the incoming Bus traffic. I urge you to require Alterra Corp. to return to the drawing board and make changes to their proposal that would incorporate maintaining an intact Deer Valley Drive loop to preserve the lifestyle and community benefits that we all share and enjoy in Park City."

Steve and Liza Starr: "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."

Jay and Sheri Shepherd: "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."

Scott Martin: "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."

Amrit Nagpal: "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 rerouting. 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 PLANNING COMMISSION/DV community to develop a project which considers the needs of all constituents comprehensively. Thank you for your consideration."

Lenny and Jill Feinberg: "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 its 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."

Claudia and John Malitz: "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!"

Michael and Alicia Butt: "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.”

Larry Clemmensen: “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.”

Stacey and Steven Rauch: “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.”

Robert Deutsch: “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-iq.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."

LAND MANAGEMENT CODE & GENERAL PLAN UPDATES



LMC AMENDMENTS

In 2020, based on the City Council's Critical Priorities, the Planning Commission directed staff to develop Land Management Code (LMC) amendments to:

- Incentivize **Affordable Housing** development
 - Encourage **Sustainability**
- Improve **Transit, Trail, and Active Transportation Connectivity**
- **Update the General Plan**, starting with the Bonanza Park area
 - Amend **Transfer of Development Rights**
- Evaluate **Lot Combinations in the Historic Districts**

ENACTED

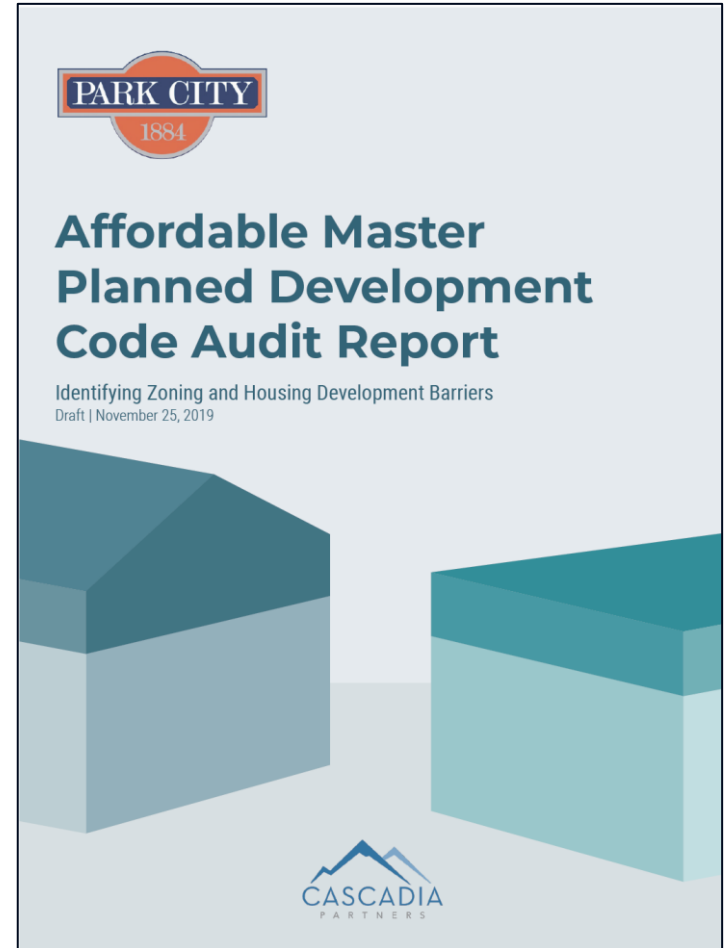
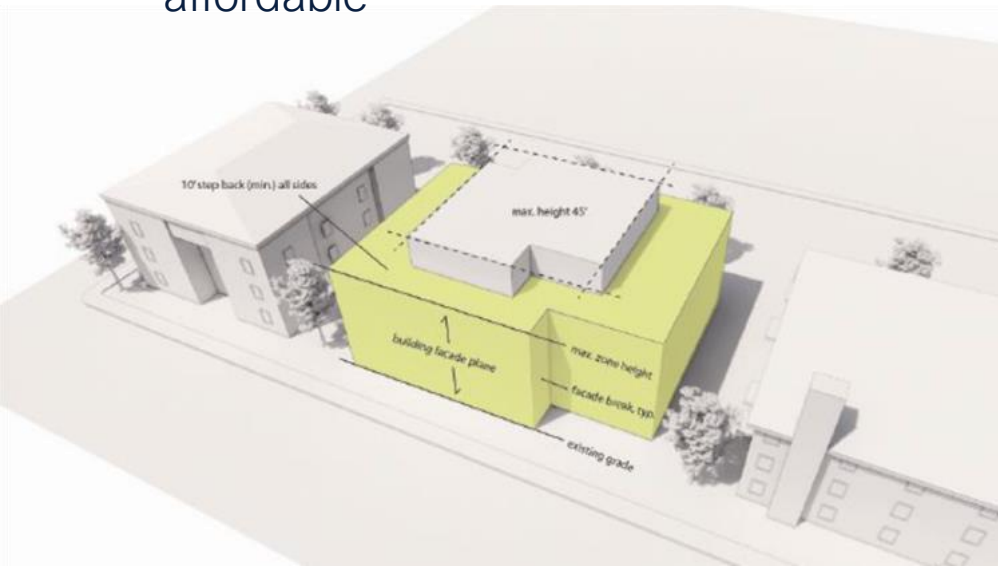
LAND MANAGEMENT CODE AMENDMENTS



AFFORDABLE HOUSING

Affordable Master Planned Developments

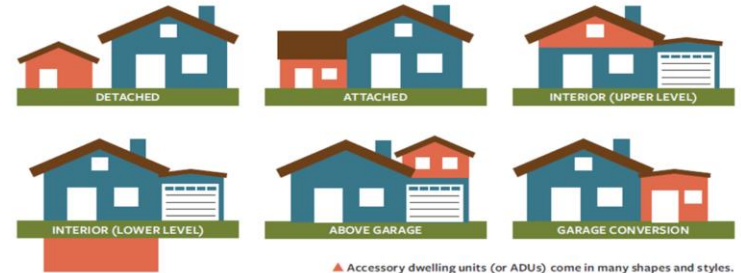
- Reduces setback, open space, & parking
- Increases density and height
- 50% residential square footage must be affordable



AFFORDABLE HOUSING

ACCESSORY APARTMENTS

- Now allowed in the Park City Heights area
- Property owner no longer must live on site
- 90-day minimum lease term
- Detached Accessory Apartments allowed on larger lots
- Requires public notice and public hearing

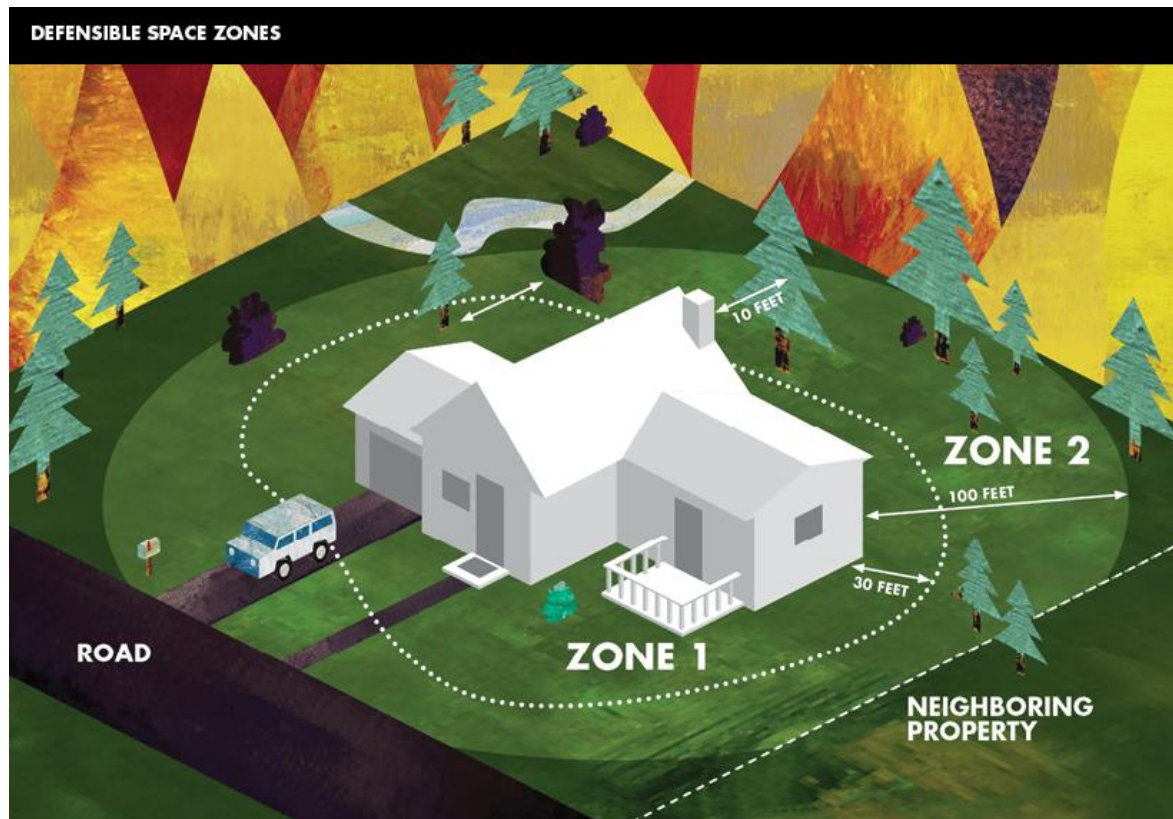


▲ Accessory dwelling units (or ADUs) come in many shapes and styles.

SUSTAINABILITY

WILD URBAN INTERFACE CODE

- Home hardening
- Landscaping and maintenance standards to protect structures from wildfire



SUSTAINABILITY

ELECTRIC VEHICLE CHARGING STATIONS

- Established consistent installation and signage standards
- Require conduit and installations for new construction



SUSTAINABILITY

DARK SKY CODE

- Requires dark sky compliant lighting for new construction
 - Outdoor lighting must be fully shielded
 - Lights must be 3,000 degrees Kelvin or less
- All outdoor bulbs must be 3,000 degrees Kelvin or less by December 31, 2024
- Currently evaluating outdoor lighting for City buildings to establish a plan for retrofits

TRANSIT & ACTIVE TRANSPORTATION

MASTER PLANNED DEVELOPMENT AMENDMENTS

- Authorized the Planning Commission to require applicants to submit and fund additional studies
- The Transportation Department and City Engineer may recommend the method of modeling and scope of study area for traffic studies
- The Planning Commission must make a finding that traffic is sufficiently mitigated



PENDING / IN PROGRESS

LAND MANAGEMENT CODE AMENDMENTS



AFFORDABLE HOUSING

HOUSING & TRANSIT

- Explore incentives to locate affordable units near existing and planned transit stops and routes
- Assess the feasibility of a car-share program for affordable housing tenants
- Assess potential density near existing and planned transit stops
- Applied for a UDOT Technical Planning Assistance Grant

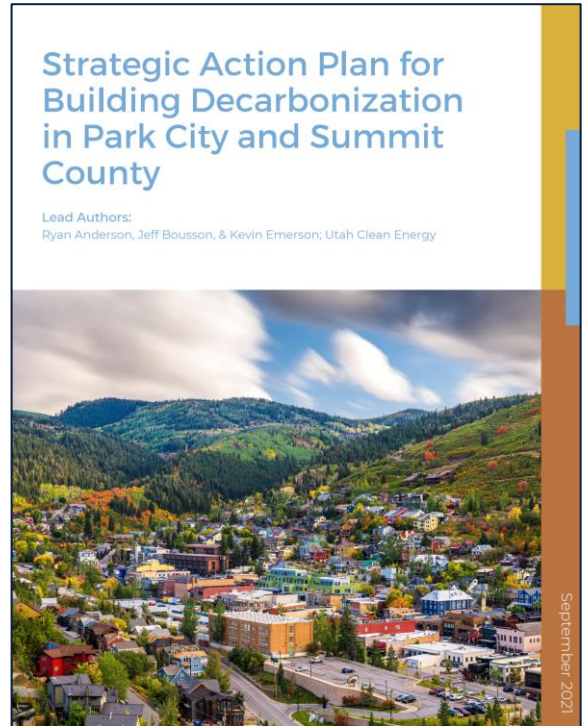


SUSTAINABILITY

NET ZERO DEVELOPMENT

City Council committed to achieving net-zero carbon and 100% renewable electricity citywide by 2030

Amendments to establish incentives for Master Planned Developments to achieve net zero standards



SUSTAINABILITY

WATER WISE LANDSCAPING

- Preserve Significant and Historic Landscaping
- Consider Landscaping Requirements Specific to Different Uses
- Update the Plant List to include Water-Wise Turfgrass
- Clarify Landscaping in Limits of Disturbance
- Investigate the Overlap of Wildland Urban Interface and Landscaping Regulations

TRANSIT & ACTIVE TRANSPORTATION

LMC COORDINATION

- Pending Active Transportation Plan, Short-Range Transit Plan, and Park City Forward
- Amending the Land Management Code to reference adopted plans
- Establish a menu for Transportation Demand Management
- Create standards for transit stop enhancements for MPDs proposed to be developed or redeveloped near an existing or slated transit stop

HISTORIC PRESERVATION

2019 TASK FORCE

- Update the Historic District Design Guidelines with user-friendly graphics and illustrations
- Evaluate maximum driveway requirements in Historic Districts
- Evaluate parking requirements and criteria in Historic Districts



HISTORIC PRESERVATION

LOT COMBINATIONS

- Standard historic lots are 25' x 75'
- Lot combinations can disrupt the rhythm and streetscapes of Historic Districts
- Lot combinations may increase setbacks, snowshed areas, and parking areas and may be appropriate in some instances like sites with steep slopes
- Evaluating criteria to consider when reviewing lot combination applications

HISTORIC PRESERVATION

—— SIGNS and STOREFRONT PROPERTY ——

- Storefront Property encompasses portions of buildings that have a pedestrian-level presence with an entrance and window display along Main Street
- Vertical zoning, vibrancy determinations, Conventional Chain Business caps, and requirements for compatible development are all based on the definition of Storefront Property
- Proposed amendments to the sign code to require a vibrant storefront to qualify for a temporary sign permit, and an active business license to retain a sign installation

RESPONSIVE ADMIN. REVIEW

—— TENT & TEMPORARY STRUCTURES ——

- Evaluating amendments to simplify and streamline planning applications for temporary tents and structures



RESPONSIVE ADMIN. REVIEW

PICKLEBALL COURT REGULATIONS

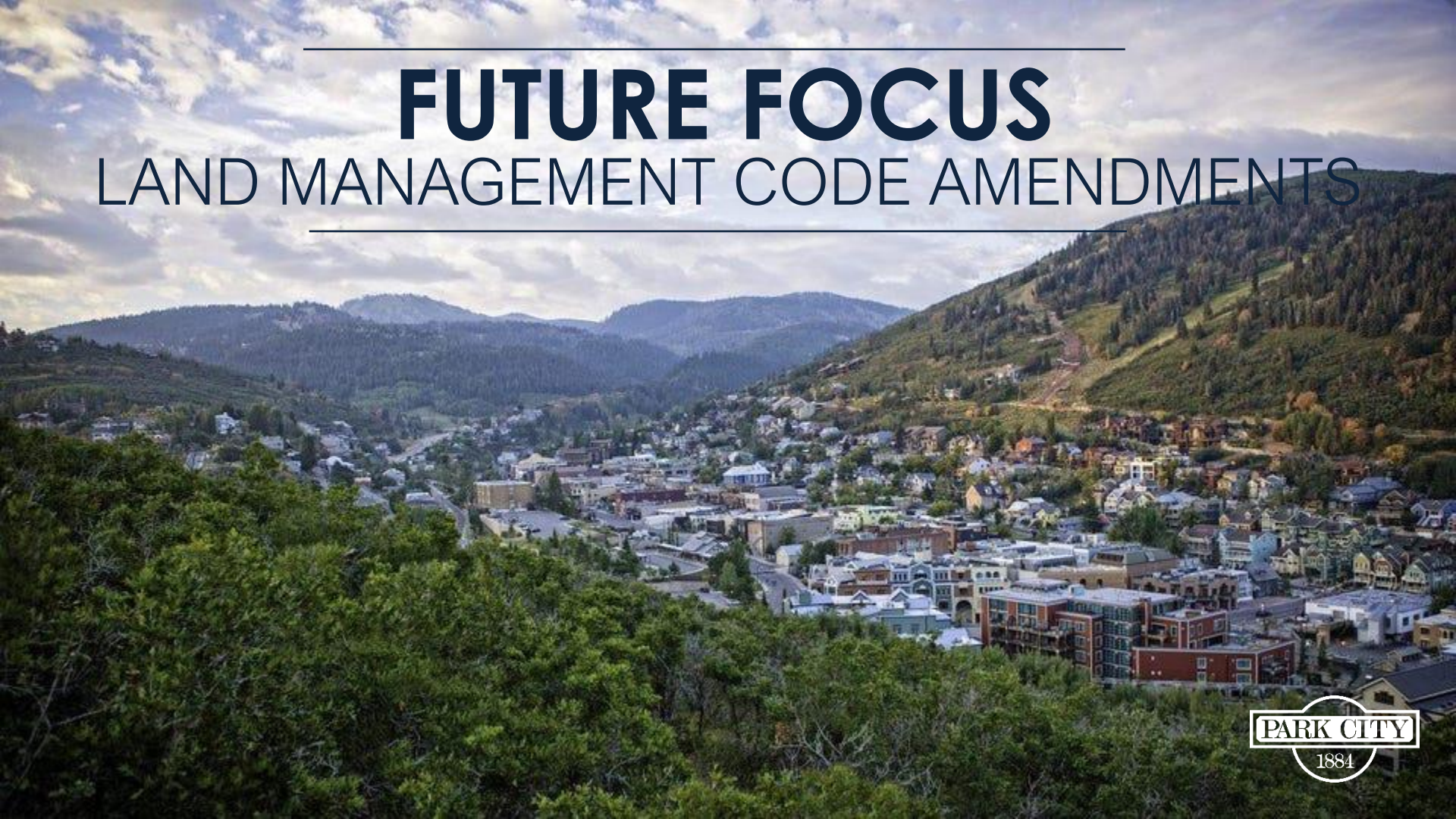


- Establishing minimum setbacks and requirements for noise studies for pickleball courts proposed for residential areas

RESPONSIVE ADMIN. REVIEW

ACCESSORY USES IN MPDs

- Refining the definitions of *Support Commercial*, *Residential Accessory Uses*, and *Resort Accessory Uses*, which are exempt from density in MPDs
- Reinstating some of the caps that existed in previous versions of the LMC



FUTURE FOCUS

LAND MANAGEMENT CODE AMENDMENTS



2022 CALENDAR

1. Pickleball Court regulations in residential areas

- Planning Commission public hearing – March 23
- City Council public hearing – April 7

2. Design Regulation Amendments to comply with changes to State Code

- Planning Commission public hearing – April 13
- City Council public hearing – May 26

3. Water Wise Landscaping

- Planning Commission work session – April 27

4. Signs and Storefront Property

- Planning Commission public hearing – April 27
- City Council public hearing – May 26

5. Lot Combinations in Historic Districts

- Planning Commission work session – June 22

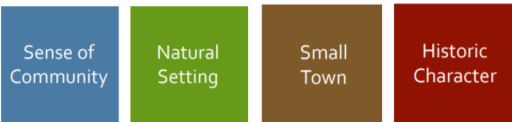
2022 PRIORITIES

- Affordable housing incentives and density near existing and planned transit stops
- Master Planned Developments
 - Net zero incentives
 - Accessory uses in Master Planned Developments
 - Amendments outlining a menu for Transportation Demand Management for requests to reduce parking
 - Amendments establishing standards for transit stop enhancements
- Streamlining tent and temporary structure permitting

GENERAL PLAN UPDATE

2014 GENERAL PLAN

COMMUNITY VALUES



GOALS

16 guiding policies

OBJECTIVES

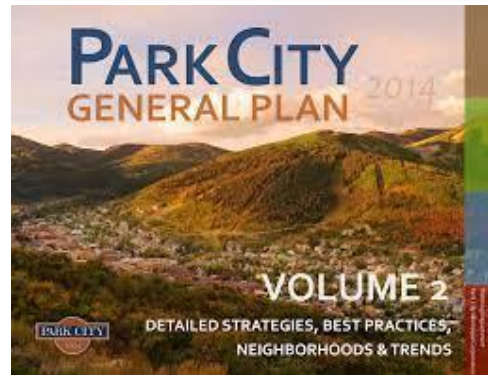
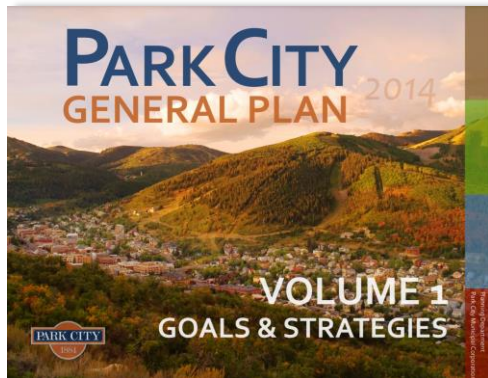
Establishes desired outcomes

STRATEGIES

Outlines steps to achieve desired outcomes

IMPLEMENTATION

Policies adopted into the
Land Management Code

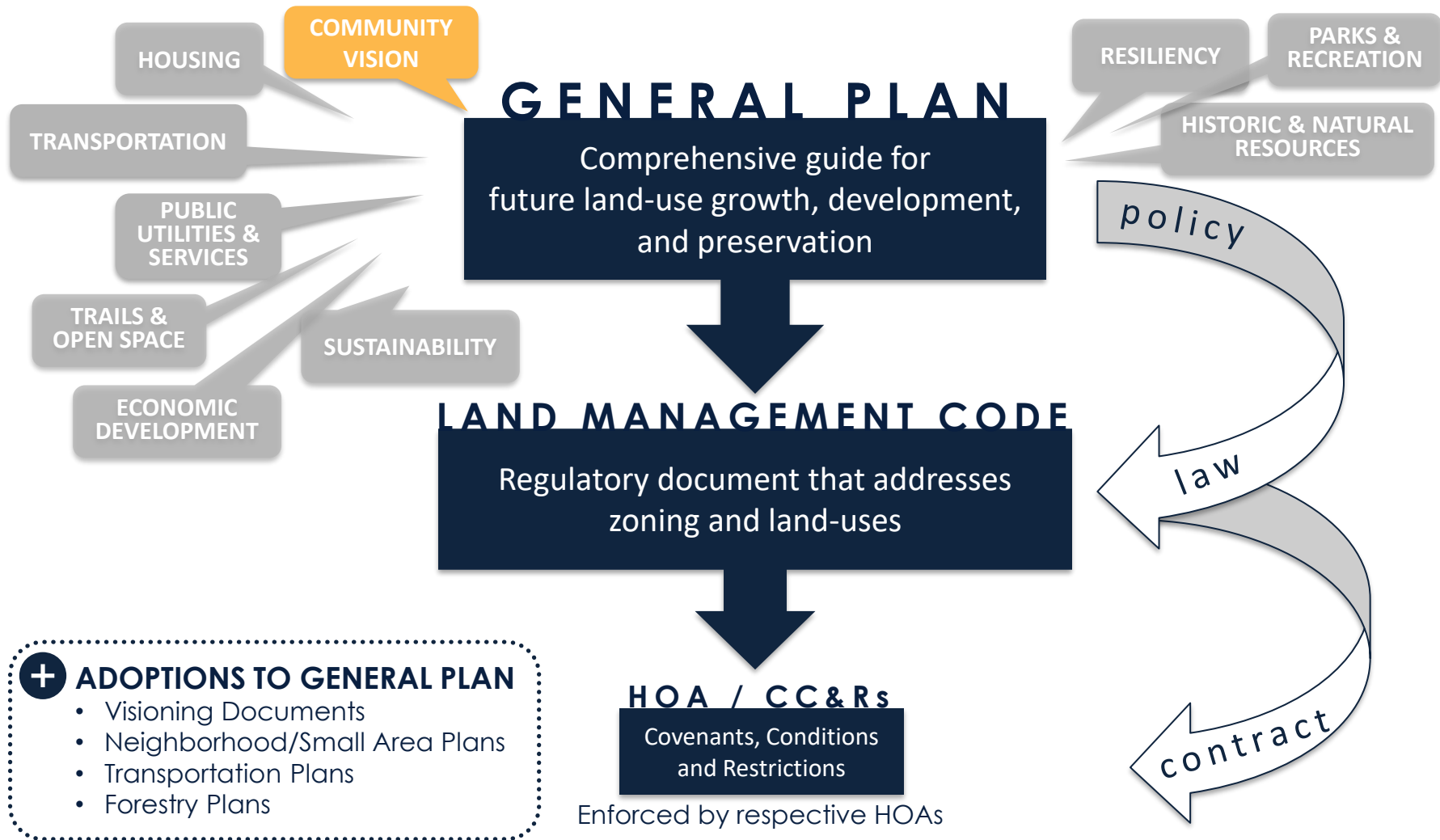


CITIZENS

CITY STAFF

PLANNING
COMMISSION

CITY COUNCIL



GENERAL PLAN UPDATE

PLANNING PROCESS

PUBLIC OUTREACH AND ENGAGEMENT

BACKGROUND ASSESSMENT & DATA ANALYSIS

3 - 6 MONTHS

- Review and Evaluation of the Current plan
- Identify the gaps and opportunities
- Data Collection
- PC Initiation

PLAN DEVELOPMENT

10-12 MONTHS

- Identify Plan Elements
- Organize stakeholder groups
- Community Engagement strategy
- Planning Commission work sessions

FINALIZATION OF DRAFT

2 – 4 MONTHS

- Community Review
- Planning Commission Review & recommendation
- Fine Tuning

ADOPTION PROCESS

3 - 6 MONTHS

- Finalize Plan
- Council Work Sessions
- Adoption Hearings

DISCUSSION

Are there additional LMC priorities staff should focus on?

Do we have support to move forward with updating General Plan
using professional planning consultants?

Deer Valley Snow Park Base Area Project

Petition for Vacation/Dedication of ROW

Joint City Council Planning Commission Work Session 3/15/2022



AGENDA

- 1. Staff Presentation – 15 minutes**
 - **Gretchen Milliken – Planning Director**
 - **Julia Collins – Transportation Planning Manager**
 - **Alexandra Ananth – Sr. Planner**
 - **John Robertson – City Engineer**
- 2. Applicant's Presentation - 15 minutes**
- 3. City Council / Planning Commission Discussion – 30 minutes**

PURPOSE

Procedural issue -

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.**

APPLICATION

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



3. Subdivision Application

[illegible]

ROW

Vacation of public ROW requires findings of:

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

MPD

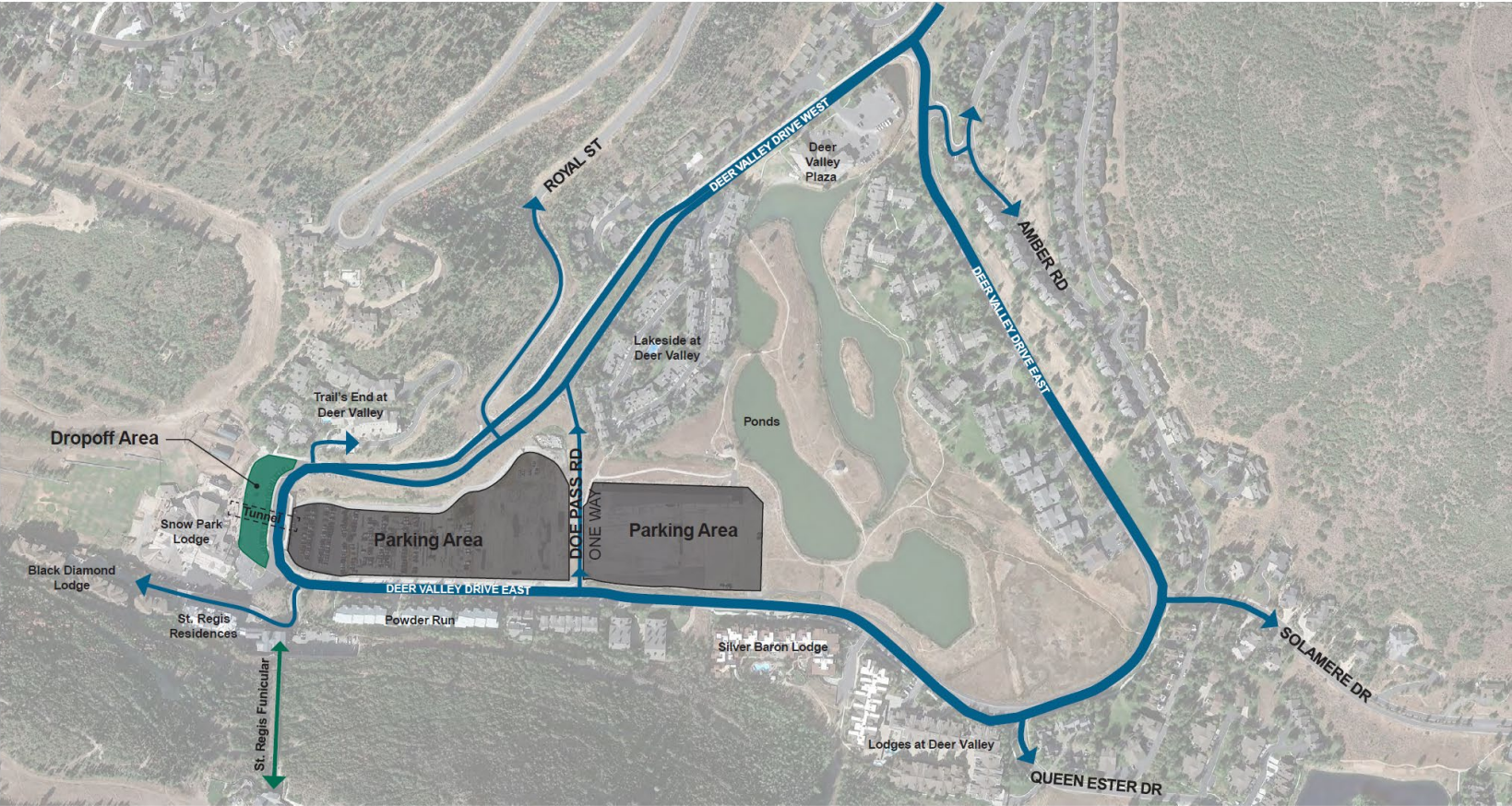
1. 1977 Special Exception Permit amended 12 times most recently 2016 - No approved site plan.
2. MPD authorizes 209.75 UE's of Density at 28-45 feet in Height, and 21,890 SF of general commercial are allowed in the Snow Park Village (442,000 SF of dev.).
3. LMC, City's Affordable Housing Resolution,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

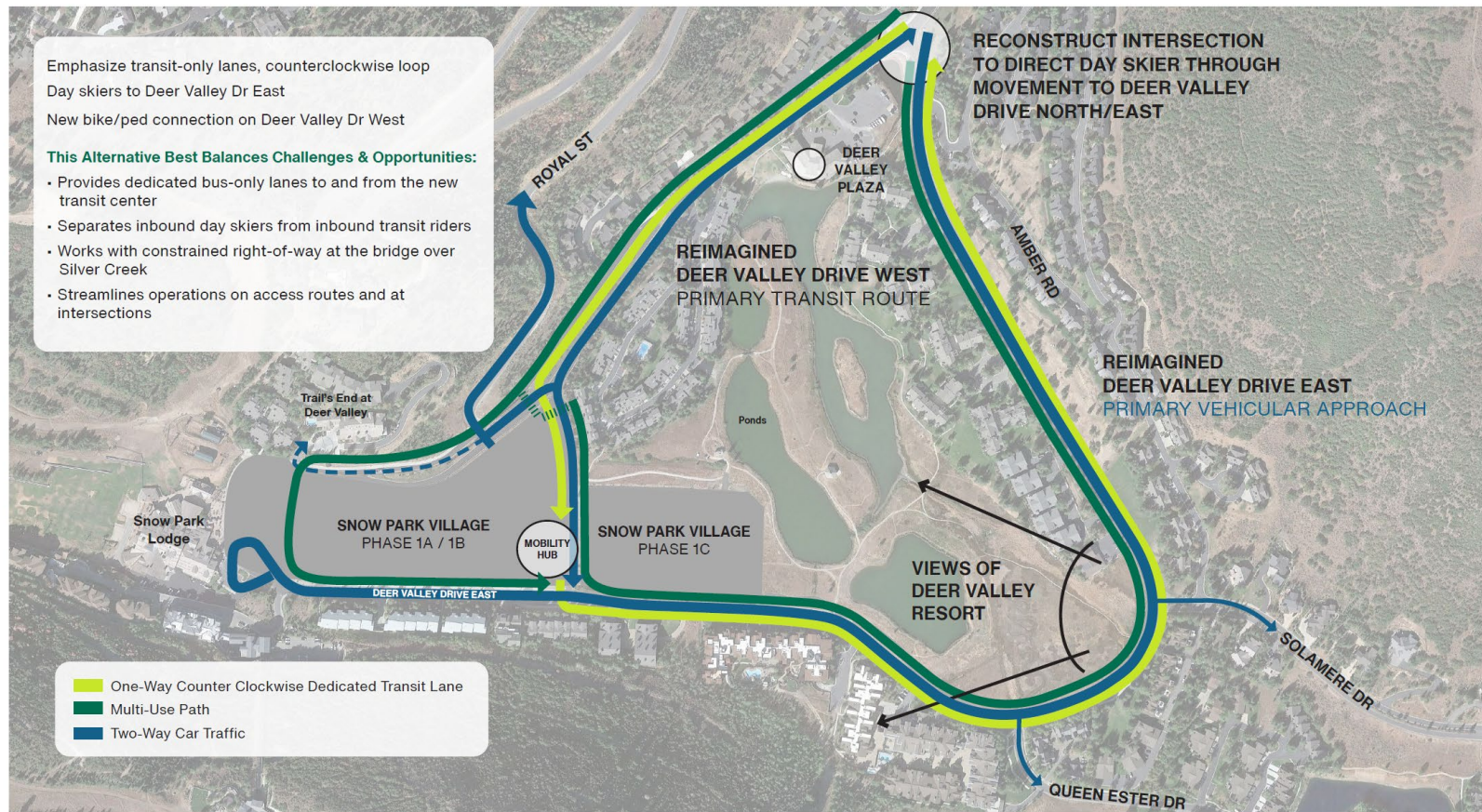


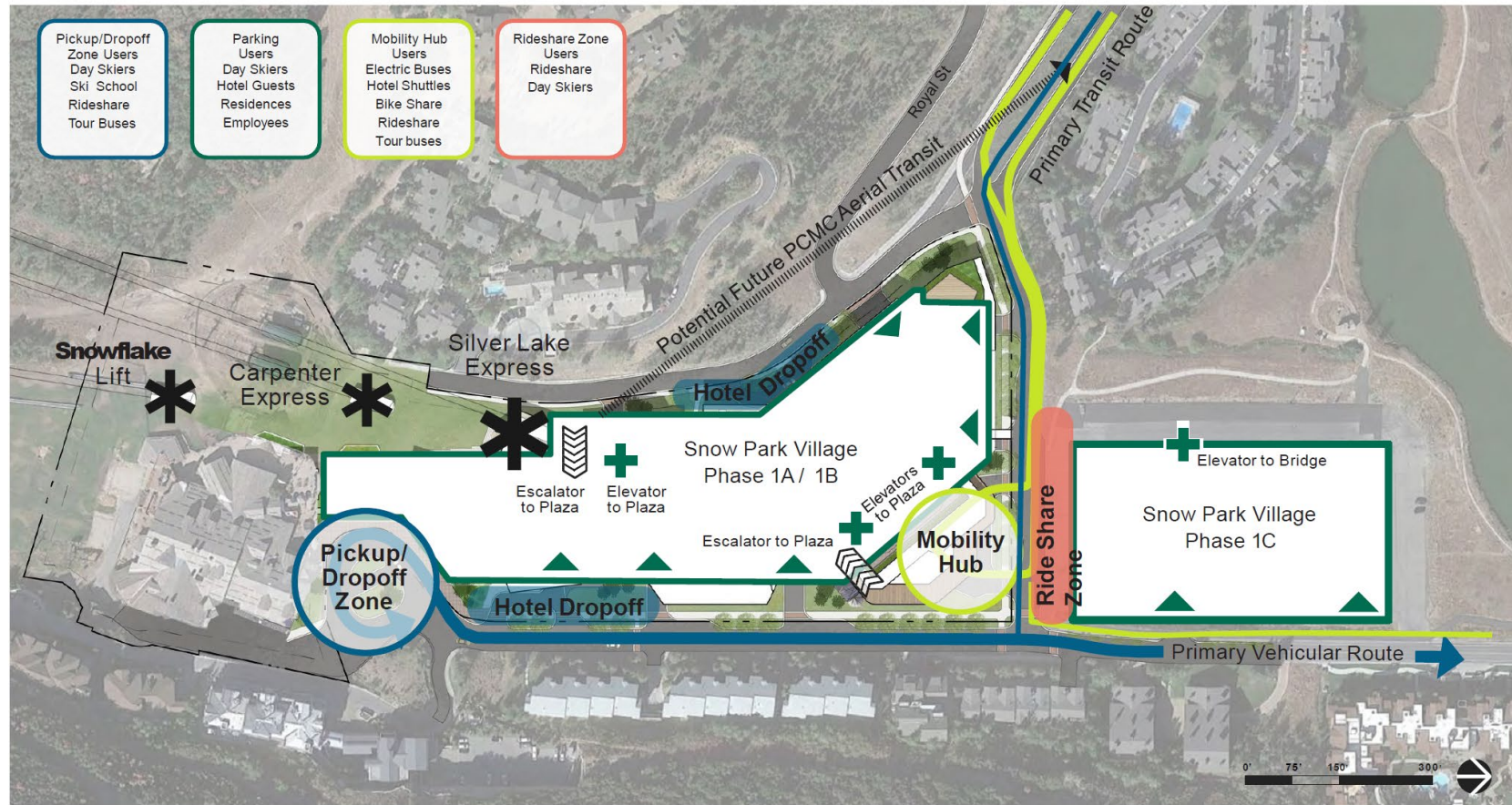
TRANSPORTATION GOALS FOR SPV

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



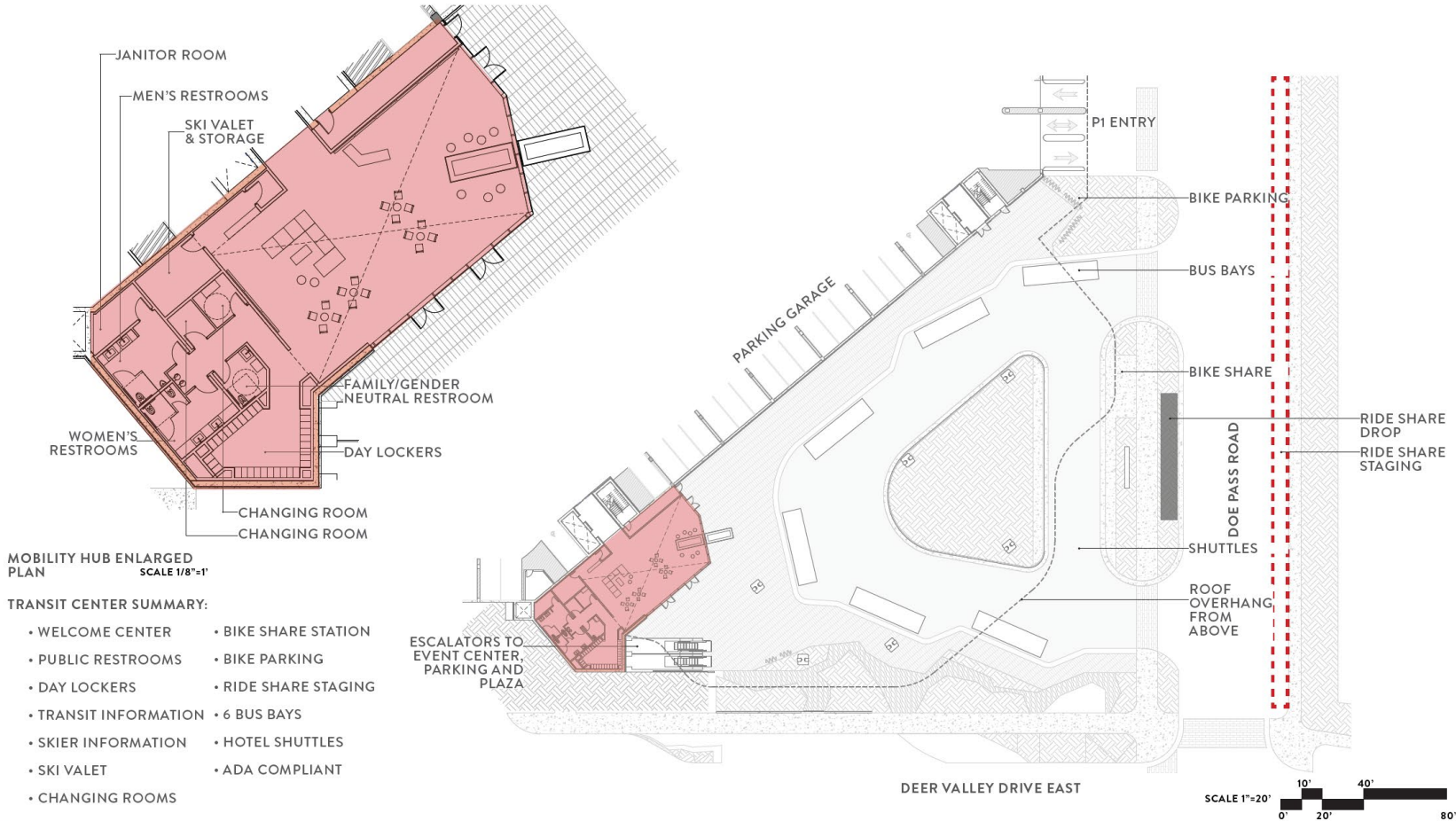












DAILY				AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Existing Traffic	6,450	6,658	13,108	825	325	1,150	486	969	1,455
New Trips	1,102	1,102	2,204	88	78	166	102	99	201
Total Trips	7,552	7,760	15,312	913	403	1,316	588	1,068	1,656

- Estimates for new trips generated by Snow Park represent approximately 15% of existing traffic
- The vast majority of trips are generated by the ski area - Snow Park village does not change that
- The nature of the proposed uses may decrease PM outbound trips, as more day skiers are enticed to linger longer and enjoy new amenities

PURPOSE

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; or**
- B. Review the Vacation/Dedication petition only if the Planning Commission approves the MPD.**

March 14, 2022

To: Planning Commissioners and Planning Staff

There is great concern among Deer Valley community members regarding the Alterra Corp development plan at the bottom of Snow Park Lodge.

The Alterra Development Plan is in **direct violation of Municipal Code 15-6-1 (Amended by Ord 10/1/2020)**, which states that there MUST be “**protection of residential uses and residential neighborhoods from impacts of non-residential uses using best practices methods and diligent enforcement.**”

The **Alterra plan does NOT adhere to Municipal Code 15-6-1**, and will have a detrimental impact upon the tax paying citizens and homeowners of Deer Valley.

Alterra's current plan causes a number of serious concerns including ***increased and unsafe traffic patterns, *unsafe issues with potential fire mitigation, *increased carbon imprint and pollution, *worsening traffic (bottlenecks) on Deer Valley drive, *destruction of an already efficient Park City bus system, *no viable plan for increased worker housing, *no viable/realistic plan for increased worker traffic** as well as ***loss of control of West Deer Valley Drive.**

As well, there are a number of unaddressed and extremely serious issues concerning ***pedestrian safety**, not least of which is the proposed elimination of our current bike path in favor of a so-called “shared cyclist and pedestrian sidewalk”. Firstly, such a plan would **eliminate “required alternative transportation” for cyclists. Secondly, a shared sidewalk is ludicrously dangerous for both cyclists and pedestrians/walkers.** Such concerns must be addressed and if not, it should be formally recorded that Alterra be held liable/responsible for future accidents occurring between cyclists and pedestrians on said “shared cyclist and pedestrian sidewalks”.

Finally, Alterra's plan has potential to do real harm to lower Deer Valley on a number of levels. It is our city's planning commission, planning staff and our city council's responsibility to protect the integrity and well being of Deer Valley and its citizens. Therefore, Alterra's development must be **blocked//postponed until ALL said concerns are addressed and mitigated before allowing this development to proceed.**

Sincerely,



Paul and Barbara Lambdin
3175 Sun Ridge Drive. 84060
Full time resident, Lower Deer Valley