



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
January 18, 2023**

The Planning Commission of Park City, Utah, will hold its special meeting in person at the Marsac Municipal Building, Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually. [Click here](#) for more information.

The Planning Commission of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually. [Click here](#) for more information.

Regular Agenda

Deer Valley Snow Park Village Redevelopment – Master Planned Development and Conditional Use Permit – The Planning Commission will hold a Work Session focused on Transportation, Circulation, and Parking. PL-21-04767 & PL-21-04811. (3 hrs.)

(A) Planning Commission Discussion; (B) Public Input as time allows; (C) Possible Recommendation to City Council Circulation Plan Only

In Person Public Comments Will Be Accepted As Time Allows; Written Public Comments Can Be Submitted In Advance To alexandra.ananth@parkcity.org or planning@parkcity.org

[Snow Park Staff Report Final 01.18.2023](#)

[Exhibit A: Applicant's Cover Letter and Responses](#)

[Exhibit B: Road Widening Exhibit](#)

[Exhibit C: Skier Drop-Off with Shuttle Lane](#)

[Exhibit D: Applicant's Snow Storage Plan](#)

[Exhibit E: Additional Project Background and Summary of the Park City General Plan for Lower Deer Valley Neighborhood](#)

[Exhibit F: Evaluation Framework and Site Circulation Analysis](#)

[Exhibit G: WCG's Transportation Analysis Review](#)

[Exhibit H: PC Forward Vision Summary](#)

[Exhibit I: Overview of City's Transportation System and Initiatives](#)

[Exhibit J: Park City's Evacuation Plan](#)

[Exhibit K: Public Input](#)

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

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

Planning Commission Staff Report



Subject: Deer Valley Snow Park Base Area Development
Applications: PL-21-04767 & PL-21-04811
Author: Alexandra Ananth, Senior Planner
Date: January 18, 2023
Type of Item: Substantive Amendment to the MPD; Conditional Use Permit for Phase 1 of the Project

Recommendation

Hold a Work Session to (I) review and discuss the Applicant's response to questions related to the Transportation, Circulation, and Parking plans to redevelop the Deer Valley Snow Park base area raised at the December 19, 2022, Planning Commission Work Session; (II) ***respond to the City Council's request to review and provide a recommendation from Planning Commission on the Applicant's circulation plans;*** and (III) take additional public input time permitting.

The Applicant submitted the following information to support this Work Session:

1. Deer Valley Letter to the Planning Director, including specific responses to Planning Commission and public comments from the December 19, 2022, Planning Commission Work Session (Exhibit A);
2. Applicant's Road Widening Exhibit to support a Shared Mobility Lane (SML) (Exhibit B); and
3. Applicant's Skier Drop-off Exhibit (Exhibit C).
4. Applicant's Snow Storage Exhibit (Exhibit D)

A major change to the project application has occurred since December 19, 2022. The Applicant has withdrawn their overall parking exception request. Instead, the Applicant proposes to:

1. Construct the LMC-required parking stalls (2,262); or
2. Defer any parking exception request to Phase 3, at which time the Applicant is required to return to the Planning Commission for approvals and to review parking demand information.

Project Description

Applicant: Deer Valley Resort
Location: 2250 Deer Valley Drive South
Zoning District: Residential Development (RD), within the Deer Valley Resort MPD (DV MPD)
Adjacent Land Uses: Residential, Resort, Open Space
Reason for Review: MPDs and CUPs require Planning Commission review and Final Action¹ and a recommendation to the Housing

¹ LMC § [15-1-8\(G\)](#)

Authority (as applicable).

The Municipal Land Use Development and Management Act of the Utah Code ("Act") provides that the City Council may vacate public right-of-ways upon findings of: (1) good cause for the proposed vacation; and (2) that neither the public nor any person will be materially injured by the proposed vacation.²

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

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

Project Summary

Deer Valley Resort Company (DVR) submitted [two applications](#) 1) amendment of the existing Master Planned Development ([MPD](#)) for the expansion and redevelopment of the Snow Park Base Area; and 2) a Conditional Use Permit (CUP) for Phase 1 of a three-phased redevelopment plan for the Snow Park Base Area and surface parking lots. ***The Planning Commission takes Final Action on CUPs/MPDs; only the City Council can vacate City ROW.***

Phase 1 (current CUP application) includes the Snow Park Conceptual Site and Circulation Plan, the South Parcel Parking Structure, new Transit Center, and Road and Utility Improvements. DVR also requests the City vacate a portion of Deer Valley Drive Right-of-Way for Phase 1.

² Utah Code § 10-9a-609.5; LMC § 15-7-7; Park City [Resolution No. 8-98](#)

Doe Pass Road is proposed to become the new loop/connector between Deer Valley Drive West and East, maintaining a vehicular loop which is shifted to the north or lower down in the area. Pedestrian, bike, and emergency vehicle access are maintained through the new village public plaza.

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

On March 15, 2022, the Planning Commission and City Council held a joint Work Session ([Staff Report](#), [Minutes](#)). Council directed DVR to continue to work on alternative site and circulation plans that support the City's transportation goals and consult with the Planning Commission to gain their recommendation before returning to Council:

Council Member Rubell restated it [the Vacation request] 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. [March 15, 2022, Minutes \(page 11\)](#).

DVR submitted three proposals for the December 19, 2022, Planning Commission Work Session:

- A. Alternative (Dedicated Bus Lane option);
- B. Alternative (Dedicated Bike Lane option); and
- C. Alternative (Shared Mobility Lane option).

Although all the Applicant's Alternatives continue to rely on the vacation of City ROW, Alternative C, the Shared Mobility Lane (SML) option is preferred by the City's team and described in the Analysis Section below.

The Planning Commission should determine whether it is ready to make a recommendation to Council on the Applicant's overall site, circulation, and parking plans, or if they need additional time and consideration. Policy feedback from the Commission regarding the degree of good cause for the ROW vacation may be forwarded to the City Council with the Planning Commission's recommendation on circulation. Alternatively, the Planning Commission may request another joint meeting with Council to discuss the Commission's input with respect to good cause for the ROW vacation with the Council directly.

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

On December 19, 2022, ([Staff Report and Exhibits](#), [Audio](#)), the Planning Commission reviewed DVR's submission materials and sought additional clarification in the areas of:

- Emergency Evacuation routes;
- Deer Valley's Drop-off Area;
- Need for traffic signalization;

- Alternative circulation plans that do not require the vacation of ROW;
- Ownership of Doe Pass Road;
- Roadway expansions and adding travel lanes;
- Good Cause for the proposed vacation; and
- Downstream impacts to overall traffic and congestion.

In response, DVR submitted the following response (Exhibit A).

Analysis

Circulation Plan that does not rely on the vacation of public ROW

At both the March 15, 2022, joint Council and Planning Commission meeting, and the December 19, 2022, Planning Commission Work Session, the applicant was asked for a circulation alternative that does not require the vacation of public ROW. In response to why further options have not been presented to the Planning Commission that include maintaining the existing loop/no ROW vacation, see DV responses Exhibit A, #8 and #12.

Shared Mobility Lane (SML) Alternative

The SML Alternative balances our desire to protect public safety interests (pedestrians, bikes, etc.) and maximize efforts to provide an elevated public transit experience. By incorporating separate elements of earlier circulation plans, the SML allows seasonal flexibility, and scalability for peak days and special events. Hopefully, it reduces long-term traffic and congestion by prioritizing transit access.

Specifically, the SML Alternative includes an 11-foot wide “Shared Mobility Lane” (SML) and two 11-foot-wide vehicular travel lanes from the Y-intersection around the Deer Valley Loop. The SML is contemplated as a bike lane for most of the year but re-purposed for public transit/busses on peak traffic days or when necessary.

The SML Alternative also includes the following adjustments:

- Geometric improvements to the “Y-intersection”;
- New “smart” traffic signals at the Y-intersection and the intersection of Deer Valley Drive East and Doe Pass Road, to meet Federal traffic regulations due to roadway volumes and to prioritize transit;
- New Transit Center;
- Additional left turn lanes at two (2) critical intersections; and
- 12-foot-wide multi-use path for pedestrians and bicycles to circulate relatively uninterrupted around the existing Deer Valley Loop.

Exhibits F and G are a detailed Evaluation of DVRs Circulation plans and were Exhibits to the December 2022 Staff Report.

Long-Term Planning and Traffic Congestion Mitigation

Most vehicle delays occurring on Deer Valley Drive and Loop result from peak skier days, special events, and local traffic (employees and residents). Transportation

industry best practices to mitigate and reduce extreme traffic and congestion commonly include:

- Roadway expansions and adding travel lanes;
- Additional and centralized parking infrastructure;
- Shared/HOV/flexible lane management;
- Public transit amenities and facilities;
- Parking pricing and reservations;
- Phased and coordinated access restrictions (start and stop times); and
- Transportation demand management.

In general, our [adopted transportation plans](#) including [Park City Forward](#), adopted September 2022 (Exhibit H), attempt to balance the desire to reduce traffic and congestion with right-sized infrastructure that reflects community impacts and financial priorities. Thus, our plans support and seek solutions such as offsite parking locations to intercept peak day visitation, parking pricing and reservations, dedicated bus/flex lanes, pedestrian- and bicycle-safe alternatives, transit signal prioritization, and rigorous transportation demand management programs.

The City's underlying goal or policy to reduce traffic and congestion relies upon modal shift – moving trips from cars to public transit, walking, and biking, without expanding our roadways or making additional in-town accommodations to accept more vehicles. To be fair, this is a controversial topic, and many disagree and want to expand roadways and build more parking to accept and accommodate vehicles.

One example of our plans is the collaborative Summit County-Park City Bus Rapid Transit (BRT) to occur on SR-224 ([SR224BRT.com](#)) between Kimball Junction and Old Town. BRT will provide separated lanes, high-frequency, and reliable transit services between our community's two busiest locations. From there, our effort is to continue transit prioritization throughout town, when applicable.

The City's Transportation Director and City Engineer provided a memorandum (Exhibit I) that gives an overview of the City's Integrated Transportation System and Initiatives.

Proposed Snow Park Transit Center

DVR designed a Transit Center to specifications provided by the City, including accommodation of 43-foot buses (40 ft. buses equipped with front bike racks), six (6) bus bays, an electric bus charging station, and passenger/driver amenities such as restrooms, lockers, break rooms for drivers, and wayfinding. DVR also met with High Valley Transit to accommodate their bus sizes and needs moving forward.

For comparison, the Old Town Transit Center includes 7 bus bays and accommodates 12 routes with up to 57 buses per hour. DVR's Transit Center includes 6 bus bays and accommodates 7 routes with up to 23 buses per hour. It was designed to accommodate additional services if warranted in the future.

Width of Deer Valley Drive

The width of the City's ROW around the Deer Valley Drive Loop varies from 31-36 feet, with an average of 33 feet in most places, not including curb, gutter, and sidewalks. DVR submitted Exhibit B to show where the road will need to be widened to accommodate an SML travel lane and a new 12-foot-wide community mixed-use path.

Exhibit B Sheet 1, Deer Valley Drive West, shows the existing ROW is 33 feet. Fortunately, the asphalt roadway does not require widening to achieve three 11-foot-wide travel lanes. However, due to a City request to increase sidewalk widths, the sidewalk will increase between 2-2.5 feet along that stretch of road.

Exhibit B Sheet 2, Deer Valley Drive East from the Y-intersection to Solamere, shows existing ROW is 31 feet. The asphalt roadway will require 2 feet of widening. The existing sidewalk along this stretch of road is approximately 8.5 feet, resulting in a widening to 12 feet where possible.

Exhibit B Sheet 3, Deer Valley Drive East from Solamere to Queen Esther, shows the existing ROW is 31 feet. The asphalt roadway will require 13 feet of widening to accommodate four 11-foot-wide travel lanes, including a left-hand turn lane to reduce congestion and improve safety. The existing sidewalk along this stretch of road will be widened from 8 feet to 12 feet, where possible.

Exhibit B Sheet 4, Deer Valley Drive East at Doe Pass, varies but shows the existing ROW at almost 36 feet in places. This section will require widening as it approaches Queen Esther, which narrows to 31 feet. The sidewalk will also be widened 2-2.5 feet in width along that stretch of road.

Exhibit B Sheet 5, Deer Valley Drive West, where the landscape median forms, shows no changes to the outbound lane (towards Y-intersection). For the inbound lane (towards Doe Pass), the roadway section varies between 16-17 feet in width and will need to be widened up to 6 feet. The sidewalk will also be widened an additional 2-2.5 feet in width along that stretch of road.

Park City's Engineer, John Robertson, confirmed that 11-foot-wide travel lanes accommodate safe travel, including public transit buses in both directions. They will also meet City ROW standards, as indicated in Section 200 of the City's 2021 [Supplemental Standard Plans and Specifications Manual](#).

Ownership of Doe Pass Road

Deer Valley Drive East and West, as they exist currently, are owned, operated, and maintained by the City. Due to the elevated level of service desired for resort-related operations and guest services on the future Doe Pass Road, we believe Deer Valley should be responsible for maintaining and operating DVRs "front door." DVR and Park City have decades of experience coordinating and collaborating on access, infrastructure, transit, maintenance, and emergency issues.

Despite our strong relationship and history of working together, we do not seek an exchange or ownership of Doe Pass Road. Instead, we request Planning Commission consider a Condition of Approval to ensure an Access Easement and Irrevocable Offer of Dedication. This would provide future flexibility to own or control the road if necessary.

Traffic Signals

At the December Work Session, the public comment seemed to prefer no traffic signals within the Deer Valley Loop. After a careful review of DVRs TIS, Park City's Engineering and Transportation teams determined that current traffic levels warrant the placement of a traffic signal at the Y-intersection due to existing and future traffic conditions at the resort. The City also requests a traffic signal at the intersection of Doe Pass Road and Deer Valley Drive East to facilitate bus movement out of the Transit Center.

Chapter 4C of the Manual of Uniform Traffic Control Devices ([MUTCD](#)) governs the practice and methodology used to inform the placement of transportation-related infrastructure. In our case, after applying the MUTCD, warrants necessitate the placement of a traffic signal at the Y-intersection to improve public safety and reduce liability. In addition, the TIS (Table 1: Snow Park Village Saturday AM and PM Peak Hour Level of Service Summary) demonstrates a signalized intersection will decrease wait times from 164 seconds to 17 seconds. Finally, despite the preference to not install traffic signals, signalization will also improve pedestrian and bicycle safety, as well as the traffic volume splits in the AM and PM by allowing the green signal timing for various traffic movements at the intersection to be tweaked as necessary.

Finally, a signal is also proposed at the intersection of Doe Pass Road and Deer Valley Drive East, or the new front door to the resort. Though not warranted by the MUTCD, the City strongly recommends the signal to prioritize public transit access to and from the Transit Center and to meter vehicular access efficiently. A signal at this location will also help residents of Comstock Lodge exit their driveway.

Traffic signals at other intersections on Deer Valley Loop are not warranted at this time. We have asked DVR to install the appropriate geometry and infrastructure (conduits, etc.) to future-proof intersections should they be warranted in the future. DVR indicated that they would pay for intersection signalization at the two locations on the Deer Valley Loop, and we recommend the Planning Commission consider a condition of approval.

Emergency Evacuation

The City's Emergency Evacuation Plan and Maps are attached (Exhibit J). The City's Emergency Manager confirmed that the City can notify various neighborhoods (including Deer Valley neighborhoods) via emergency mass notification systems before and during emergencies. Park City also has an agreement with Deer Crest that, in the case of an emergency, the gates to W. Deer Crest Estates Drive/Deer Hollow Road are opened to route passenger vehicles to US-40 instead of down Deer Valley Loop.

Public Input

Public input received since December 19, 2022, meeting is attached as Exhibit K.

Exhibits

- Exhibit A: Applicant's Letter to the Planning Director including responses to Planning Commission and public comments raised at the December 19, 2022, Work Session
- Exhibit B: Applicant's Road Widening Exhibit for the SML Alternative
- Exhibit C: Applicant's Skier Drop-off Exhibit
- Exhibit D: Applicant's Snow Storage Exhibit
- Exhibit E: Deer Valley MPD Requirements and a summary of the General Plan for the Lower Deer Valley Neighborhood
- Exhibit F: Transportation Evaluation Framework and Site Circulation Analysis (previously attached to the December 19, 2022, Staff Report)
- Exhibit G: WCG's Transportation Analysis Review (previously attached to the December 19, 2022, Staff Report)
- Exhibit H: Park City Forward Vision Summary
- Exhibit I: Overview of the City's Transportation System and Initiatives
- Exhibit J: City's Emergency Evacuation Plan and Map
- Exhibit K: Public Input



January 9, 2023

VIA E-MAIL: GRETCHEN.MILLIKEN@PARKCITY.ORG

Gretchen Milliken
Planning Director
Park City Planning Department
445 Marsac Avenue
Park City, UT. 84060

Re: Deer Valley Snow Park Village Planning Commission Review Comments

Dear Gretchen,

Thank you to you, the other staff members and the Planning Commission for the meeting on 12/19. There were many comments and questions made during the meeting. We have worked to assemble those comments and questions into one document to address them collectively. One clarification we would like to make is that we are no longer seeking a parking reduction and will build to the LMC required number of parking stalls. Based on this work, we have prepared and enclose the following:

- A compilation of Planning Commission and Public comments along with responses to each comment.

As a final note, we remain available to address additional city comments as these enclosures are reviewed. Please let us know your questions and we'll add them to the enclosed matrix so we can better track the progress we are making on addressing the items raised by the city.

Sincerely,

Jacob Romney

Jacob Romney
Director of Development

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Gretchen Milliken
October 18, 2022
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Enclosures

cc: Mark Harrington, Esq.
Fehr & Peers
IBI
Alliance Engineering
Snell & Wilmer
WCG
Matt Dias – City Manager
Jen McGrath – Assistant City Manager
Matt Neeley – Transportation Director
John Robertson – City Engineer
Alexandra Ananth – Senior Planner
Julia Collins – Transportation Planner

PLANNING COMMISSION COMMENTS FROM 12/19/22

DRAFT

1. What is the number of drop-offs now vs. proposed? How many shuttles use the drop off area and where will they be staged? Want more details on drop off area in general.
 - With the new vehicle circulation pattern, transit hub and reconfigured loop there will be multiple arrival points reducing the demand that exists on the drop off today. At the new drop-off the curb length is comparable to the current drop-off experience, there will be 3 lanes for drop-off and in response to feedback from the Planning Commission meeting, a shuttle zone has been added. Guests will have the option to ride the bus or park in the garage out of the weather and next or close to elevators and escalators that will bring them to the plaza and lifts. Overall, the drop off experience will be much improved over today due to:
 - Closer access to ski school and lifts
 - On grade access to ski school and lifts
 - Improved safety measures with the removal of the pedestrian & vehicle conflicts that exists today
 - A transit hub connected to Park City's long term transportation plan
 - A better parking experience in a garage vs a parking lot.

Currently, there are 10 shuttles on average per 15 minutes in our drop off area and no staging occurs. Shuttles park and wait for people or park while unloading but they do not stage in this area.

2. How can you make the DV shuttles more efficient and incentivize use?
 - The current Deer Valley shuttles system are for lodging guests only and HOA's that pay into the DV shuttle system. These shuttles are facilitated through an on-demand app that is only available for lodging guests. Skier shuttles only run in the winter for winter lodging guests. The trams from parking lots today will no longer be in use, they will not be necessary as the lifts will be extended so that they are part of the village and closer to parking and drop off areas.
3. Can you break down the LOS at Solamere further? Not acceptable to go to a D.
 - Our analysis shows the peak hour, which was 3:30-4:30 pm. It's standard practice in traffic engineering to show the worst 15-min period within the peak hour, so that is what is reported as the LOS D. Looking at the detailed results, the analysis shows 3 out of 4 of the 15-min periods within the peak hour as LOS D. A LOS D threshold is between 25 to 35 seconds per vehicle. For an unsignalized intersection, the worst movement is reported (southbound left out of Solamere in this case). City Engineer, John Robertson, said D was acceptable in the meeting. If a signal is placed at this intersection, the LOS would become an 'A'. Due to community feedback, the city directed us to provide the geometry (the required area) for a signal in the future if required. DV agreed to fund this in future if required and has provided the geometry necessary.
4. What is the LOS for vehicles crossing Doe Pass heading towards town at peak hours?
 - The LOS service for Doe Pass Road is included in the Transportation Analysis on page 10. Doe Pass Road achieves a LOS A at both DV East and West in the am and pm.
5. What is the internal circulation of the garage? Ceiling heights of garage? More details in general.
 - The parking garage is being designed with a true Deer Valley guest experience in mind: high ceilings, state-of-the-art parking assist technology, day-use lockers, internal drop-off/pick-up locations near vertical circulation cores (to the Plaza), graphic signage/wayfinding. Additional details include:
 - Parking garage access & internal ramping:
 - P1 – 1 driveway access: 2 lanes from Doe Pass (1 entry lane, 1 exit lane)
 - P2 – 2 driveway accesses: 3 lanes from Doe Pass, 3 lanes from DV East (1 entry lane, 1 reversible lane, 1 exit lane); internal ramp to P3

- P3 – 1 driveway access: 3 lanes from DV East (1 entry lane, 1 reversible lane, 1 exit lane); internal ramp to P2
 - P4 – 1 driveway access: 2 lanes from DV East (1 entry lane, 1 exit lane)
 - Minimum garage height is 10'-0" clear, which would accommodate a 9'-6" Sprinter Van. We have up to 12'-0" in many areas where there isn't any planned mechanical, plumbing, or structural systems overhead. (ICC requires 8'-2" minimum)
 - Currently, it is anticipated the parking stall dimensions will vary to include: standard (9'X20' and 10'X20') and ADA sizes. The complete assignment of each type, along with EV charging stations, is still to be determined and will be finalized once the final parking stall count has been decided.
6. Are your transportation consultants observing traffic next week? This season? Is your traffic and parking data still relevant and accurate post covid and with the rumor that many Epic passholder have made the switch?
- Deer Valley collected data previously on peak days and consolidated that information into the traffic study. We have been monitoring the traffic counts on S.R. 248 and S.R. 224 since 2019 and have found the patterns to be consistent with the projections in our traffic impact study verifying that our study is comprehensive and complete. Data collection is not on-going as the City has approved the data that we collected as a valid data set to use. The traffic study has been peer reviewed by city traffic consultant and we meet all city requirements.
7. More details on paid parking, is there a way to incentivize not leaving at peak hour? Can you require parking reservations? Why or why not?
- We are still working through the SOP on paid parking. Based on experience at other resorts peak hour behavior will change dramatically with new village amenities over a surface parking lot today and paid parking increases occupants per vehicle. Being able to offer Après ski experiences that don't exist today will encourage guests to "linger longer" and help meter the traffic flow out in the evening. We have conservatively reflected peak hour arrival and departure changes in the transportation analysis (see pages 8, 14, 35, 36 and 37).
8. Could a ski bridge maintain the existing loop?
- Today's plan maintains the loop for pedestrians and bikes by means of a multi-use path across the plaza. We looked at a ski bridge from the east, we do not own that land and there are buildings there. From Carpenter and Silver Lake lifts the bridge would be around 500' long to get enough clearance at the road for fire trucks and be able to have enough grade on the bridge to ski down it. There just isn't the grade there to create a ski bridge while maintaining appropriate grades to accommodate skiing into the plaza. Additionally, we believe that the current drop-off and ROW creates dangerous vehicle conflicts on a daily basis. The existing drop off requires cars to re-merge into the ROW on a blind corner. The future drop off will not require re-merging with the road and reduce vehicle conflicts. This is one of the main reasons we believe separating the loop and the ROW will be beneficial to the community.
9. The multi-use path changes from one side of the road to the other, how will pedestrians safely cross the road?
- We worked with City staff and their traffic consultant to identify a technology that would safely allow pedestrians to cross the ROW while still maintaining efficient vehicle flows. As shown on sheet 5 of the Access Exhibit_OptionBUS, we have incorporated crosswalks with rapid flashing beacons.
10. What is the plan for traffic and parking during construction?

- This will be part of the construction mitigation plan that will come before staff and Planning Commission in a future meeting. The purpose of this current submittal is to address traffic and circulation of the built-condition. Deer Valley will maintain the winter season parking supply during construction.

11. Have you considered a roundabout instead of a light at the Y-intersection? What are the pros and cons?

- This has already been thoroughly studied at the Y-intersection, Solamere Drive and Queen Esther. After extensive discussion with the City and their traffic consultant, it has been determined that the best traffic circulation option is what is being proposed. Further, and beyond functionality, there is not enough land for a round-about in that location. There are concerns with safety for bicycles and pedestrians, concerns with environmental impacts to the wetland habitat, transit-priority, consistency with the City's long-range transportation plan, and land ownership.

12. Do you have a plan that doesn't require the vacation of ROW? What else has been explored?

- Deer Valley has looked at several versions that did not include a ROW vacation over the last 20 years. Today's plan that requires the ROW vacation is very much superior to any other plan. Community benefits of the ROW vacation plan are:

- Improved safety by removing pedestrian and vehicular conflicts at the drop-off area
- Transit hub for 6 buses in covered garage with lockers, restrooms, waiting area, and driver facilities vs 4 on street bus stops exposed to the elements
- Safer and better pedestrian experience with the multi-use path around the loop and across the plaza.
- Ability to tie the SML to the City's long term transportation goals.
- Neighborhood connectivity through the Silver Lake Gondola and possible connection to Old Town.
- Après ski experiences during the wintertime and trail head for summertime.
- Updates aged underground utilities in Deer Valley Drive West

The plan today does not require variances and benefits the community with both on site offerings, a world class ski experience, connectivity (gondola and transit), and financially by the project generating money back to the city. Overall, Deer Valley will provide significant community benefit through this plan such that we believe a ROW vacation will help to support the community and not detract from the quality of life in Park City.

13. Some residents would like to hear more about the summer experience of the project.

- The summer experience will be enhanced for our guests compared to current summer operations. Currently, most of the summer operation is based out of Silver Lake Village and guests are required to park at Snow Park and take a lift to access this area. Summer guests will now enjoy a lively village with dining options, retail, and mountain biker services. The village and multiuse path will provide a safer way for bikers and hikers to access our lifts without making them cross the current ROW. The road bike experience around the loop will be improved with the new SML lane and pedestrians will have a safe 12-foot path to walk around the Deer Valley loop.

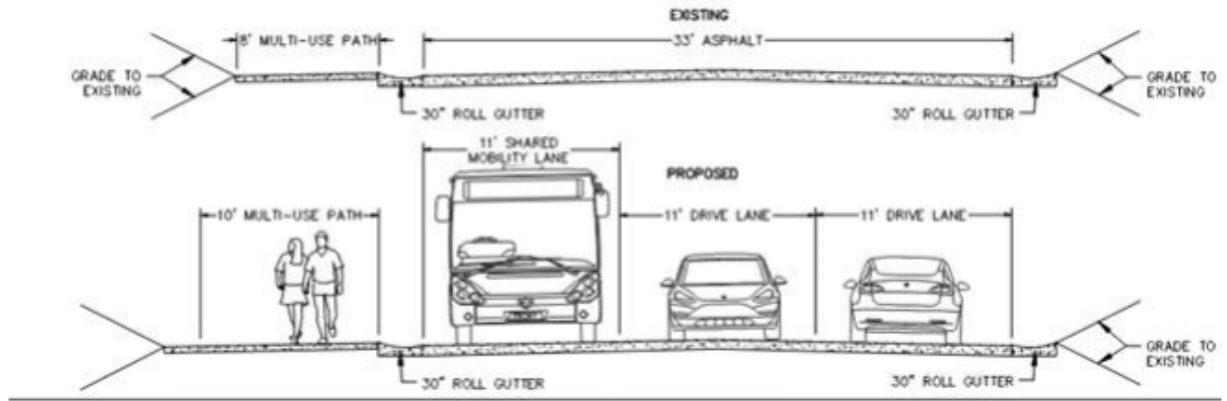
14. How much parking is being constructed for DV guests at the Mayflower base area and when will it be available? Where is the parking in the permitting/construction process? How much parking will their base area have and when?

- The Mayflower base area will be constructing 1,200 day skier / public spaces. Phase one has already been constructed and is 400 spaces. The city should confirm this by reaching out to Extell. To be clear, Extell has a 198 year lease allowing access to DV with a paid ticket, Fehr & Peers have estimated significantly improved travel durations from key intersections for those

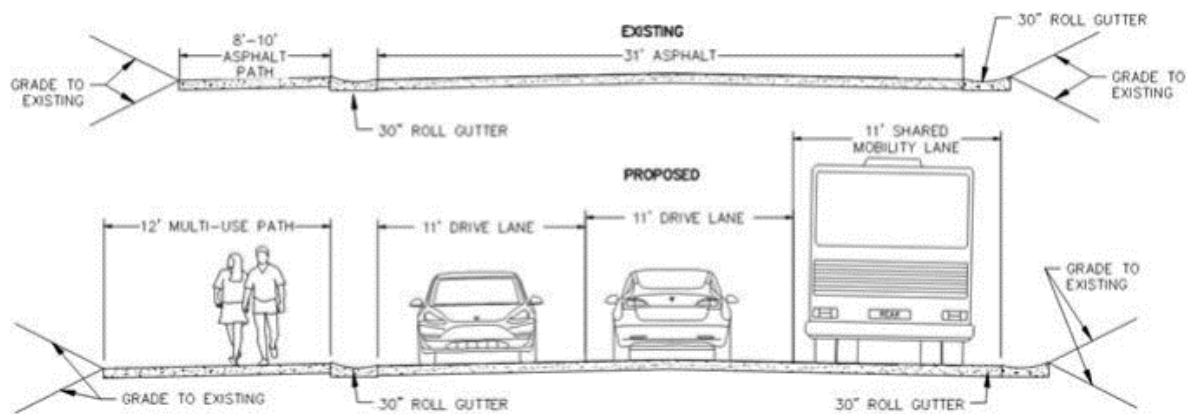
who access Deer Valley Mountain from Mayflower side and our current analysis does not assume any of these improvements.

15. What are your parking solutions if you aren't required to build the parking? Want a wholistic view. What will really increase the AVO? What will really help decrease traffic?
 - The proposed Snow Park development project will comply with all off-street parking requirements established in Land Management Code 15-3. No exception is being pursued.
16. Not building the parking may be upwards of \$20 million. What exactly is the City getting in exchange for this and the ROW Vacation? Quantify. Need more back to City!
 - Deer Valley is seeking an administrative approval of an MPD approval. The off-street parking requirement is the one set forth in the Land Management Code. Deer Valley will comply with the Land Management Code requirement for off-street parking. The exactions for this entitlement were assessed in 1977 and at this time the discussion revolves around complying with the current Land Management Code and prior entitlement, not negotiating a new exaction.
17. Please confirm the roadway widths can accommodate 3 11-foot wide lanes, curb and gutter, 12 ft. sidewalks. (Again)
 - The area around the ponds is too narrow and Deer Valley land would be donated to accomplish the road and multi-use path widening around the ponds. The third lane will be on land owned by the city. The city has proposed three lanes to accommodate city goals for greater transit options. Deer Valley has worked to support the City's vision. Additional City right of way would be needed if the city were to choose to have 12 foot wide sidewalks around the entire loop. We have discussed this with staff presently and while there are options to build within the existing right of way, some taking of strips of land would be needed from some landowners if the city were to choose to apply its 12 foot standard to these existing right of way areas. The additional widths needed in some of the areas around the lower loop would range between 1' and 18' feet. Because of the impacts on adjoining owners, it may be preferable to have the sidewalk width vary to reflect existing conditions, see images and additional information below as well as the road widening exhibit. In discussions with surrounding neighbors many of them did not want the 3rd lane but meeting with the city this was an important component for them and they could better explain the benefits of safety and tying into other city projects in the future related to transit and other transportation solutions. We are working on this to be good partners to the city.

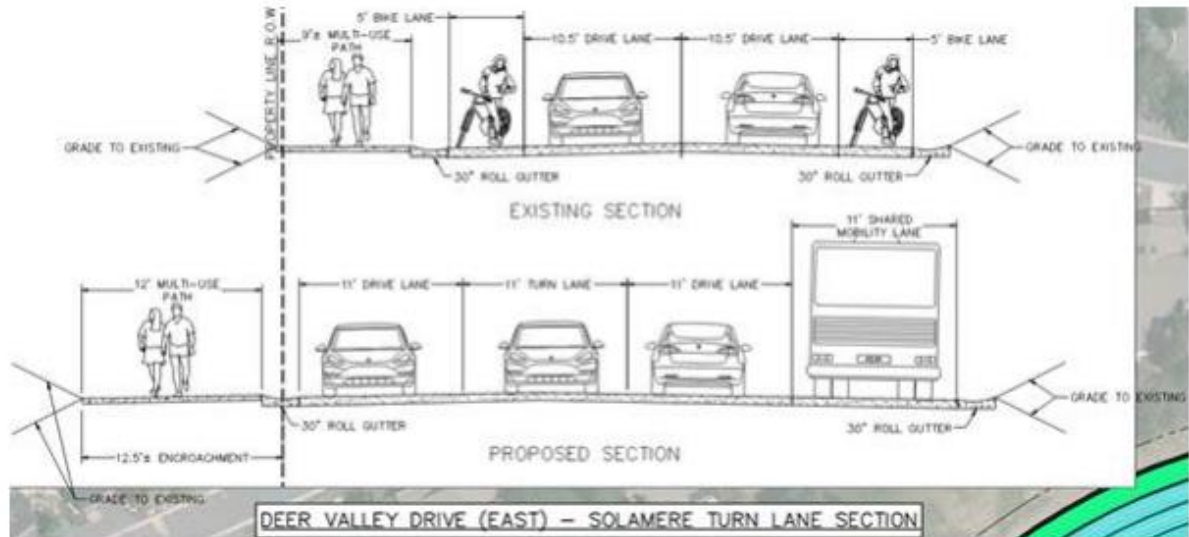
For **Sheet 1** (2 of 6 for the .pdf) along Deer Valley Drive (West): Existing Roadway width is 33', so the asphalt roadway does not require widening to achieve (3) 11'-W lanes. However, due to us increasing the existing sidewalk from 8'-W to 10'-W, we are growing 2'-2.5' (varies in spots) in width along that stretch of road. Associated road section:



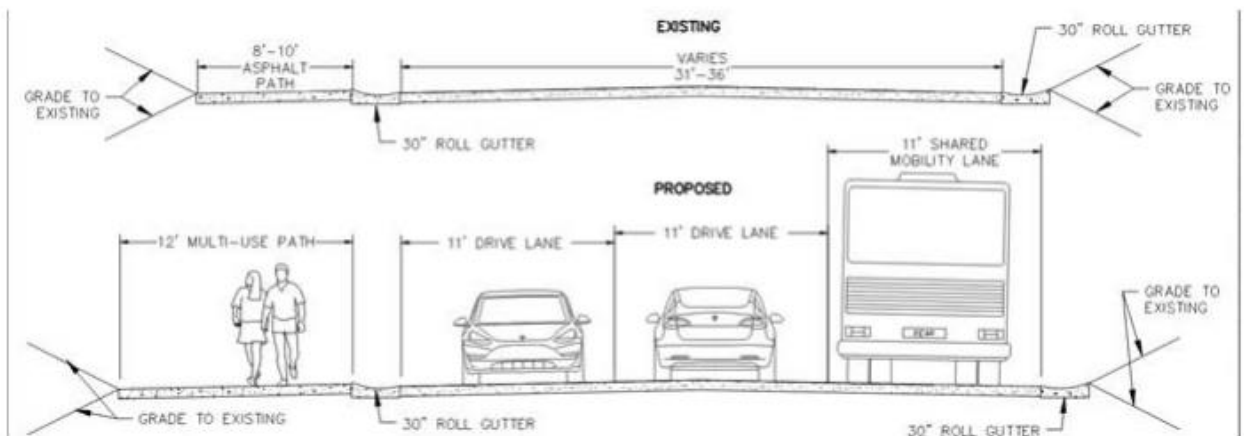
For **Sheet 2** along Deer Valley Drive (East) between Y-intersection and Solamere: Existing Roadway width is 31', so asphalt roadway will require 2' of widening. Since the existing asphalt path along this stretch of road is approximately 8.5'-W and we're bumping it up to 12'-W, this will require an additional 3.5' of widening to bring us to a total widening of up to 6' along that stretch of road (Please note that I've updated a few notes on this sheet, total required widening will be up to 6' in this section, not up to 7' or 8' as I had on previous .pdf). Associated road section:



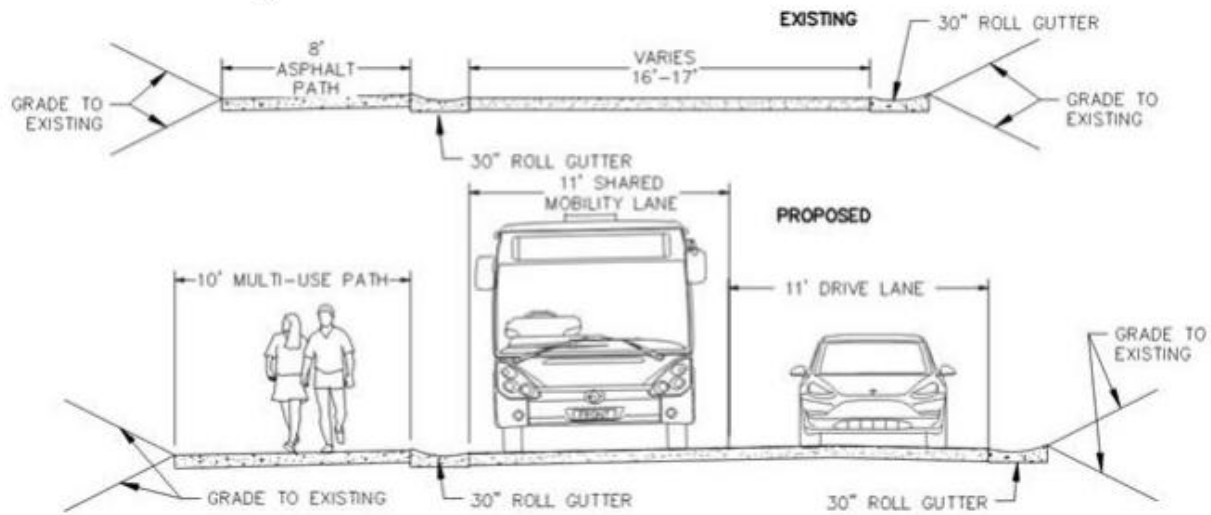
For **Sheet 3** along Deer Valley Drive (East) at Solamere and Queen Esther: Existing Roadway width is 31', so asphalt roadway will require 13' of widening to accommodate (4) 11'-W lanes. Since the existing asphalt path along this stretch of road is approximately 8'-W and we're bumping it up to 12'-W, this will require an additional 4' of widening to bring us to a total widening of up to 17-18' along that stretch of road. Associated road section:



For **Sheet 4** along Deer Valley Drive (East) near Doe Pass: Existing roadway width near Doe Pass begins at almost 36'-W and as you head north it narrows to 31'-W, so the asphalt roadway will require widening as we approach Queen Esther, but not near Doe Pass. However, due to us increasing the existing asphalt path from 8'-W to 12'-W, we are growing 2'-2.5' (varies in spots) in width along that stretch of road. This will result in a varied amount of road widening up to a maximum total widening of up to 6'. Associated road section:



For **Sheet 5** along Deer Valley Drive (West) where the landscape median forms: No changes to the outbound (towards Y-intersection) lane. For the inbound (towards Doe Pass) lane, the existing asphalt roadway section varies between 16'-17' in width. Since we are putting in (2) 11'-W lanes here, asphalt width will need to increase up to 6'. Due to us increasing the existing sidewalk from 8'-W to 10'-W, we are growing an additional 2'-2.5' (varies in spots) in width along that stretch of road, resulting in a maximum total widening of around 8.5'. Associated road section:



DEER VALLEY DRIVE IMPROVEMENT PLAN

ROAD WIDENING EXHIBIT

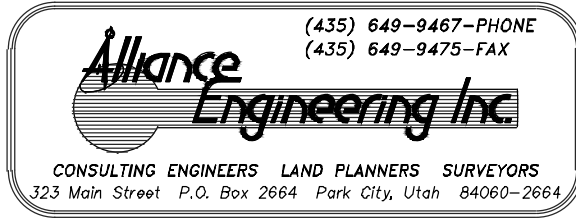
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2250 DEER VALLEY DR
PARK CITY, UTAH 84060

JANUARY 3, 2023



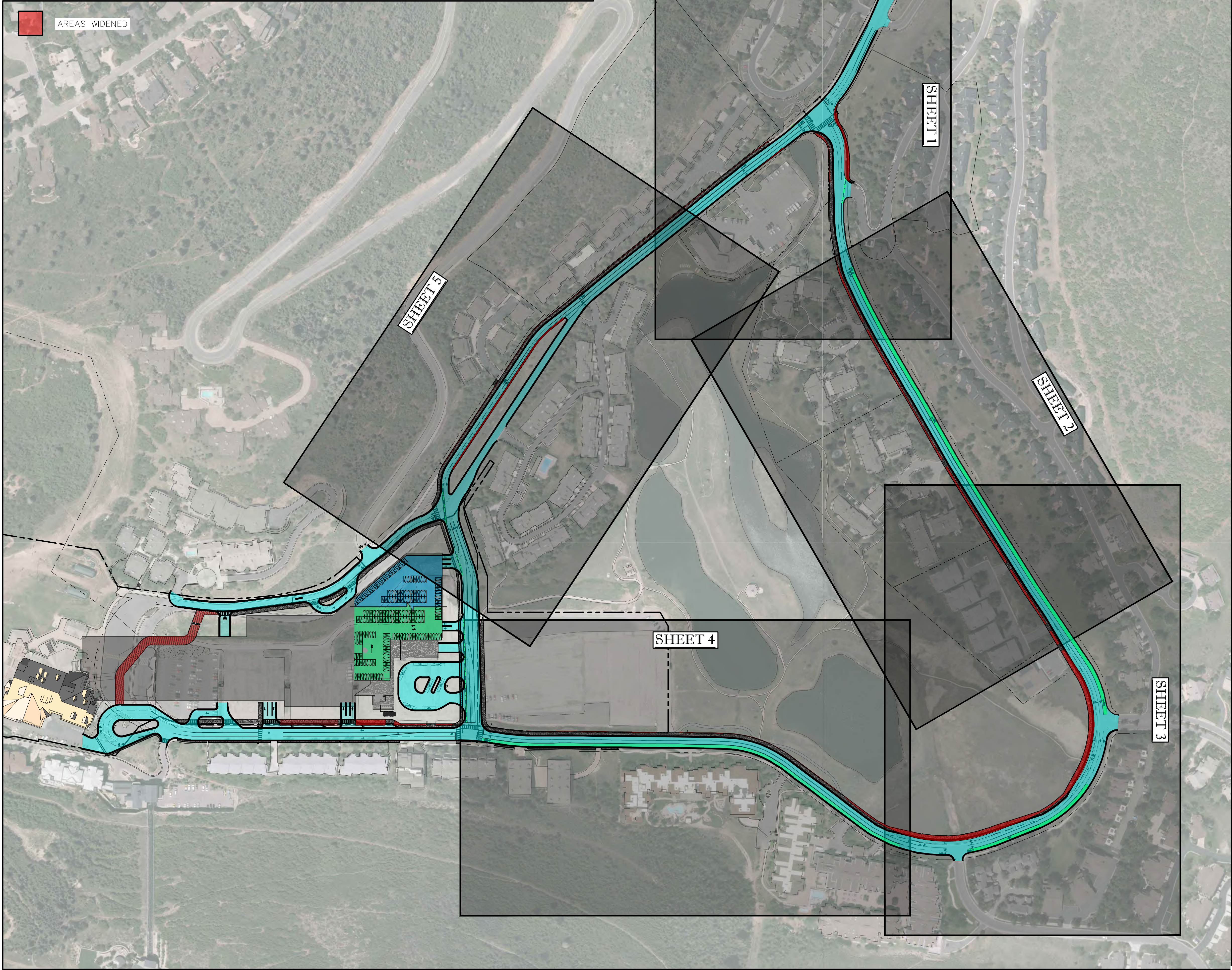
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RESORT

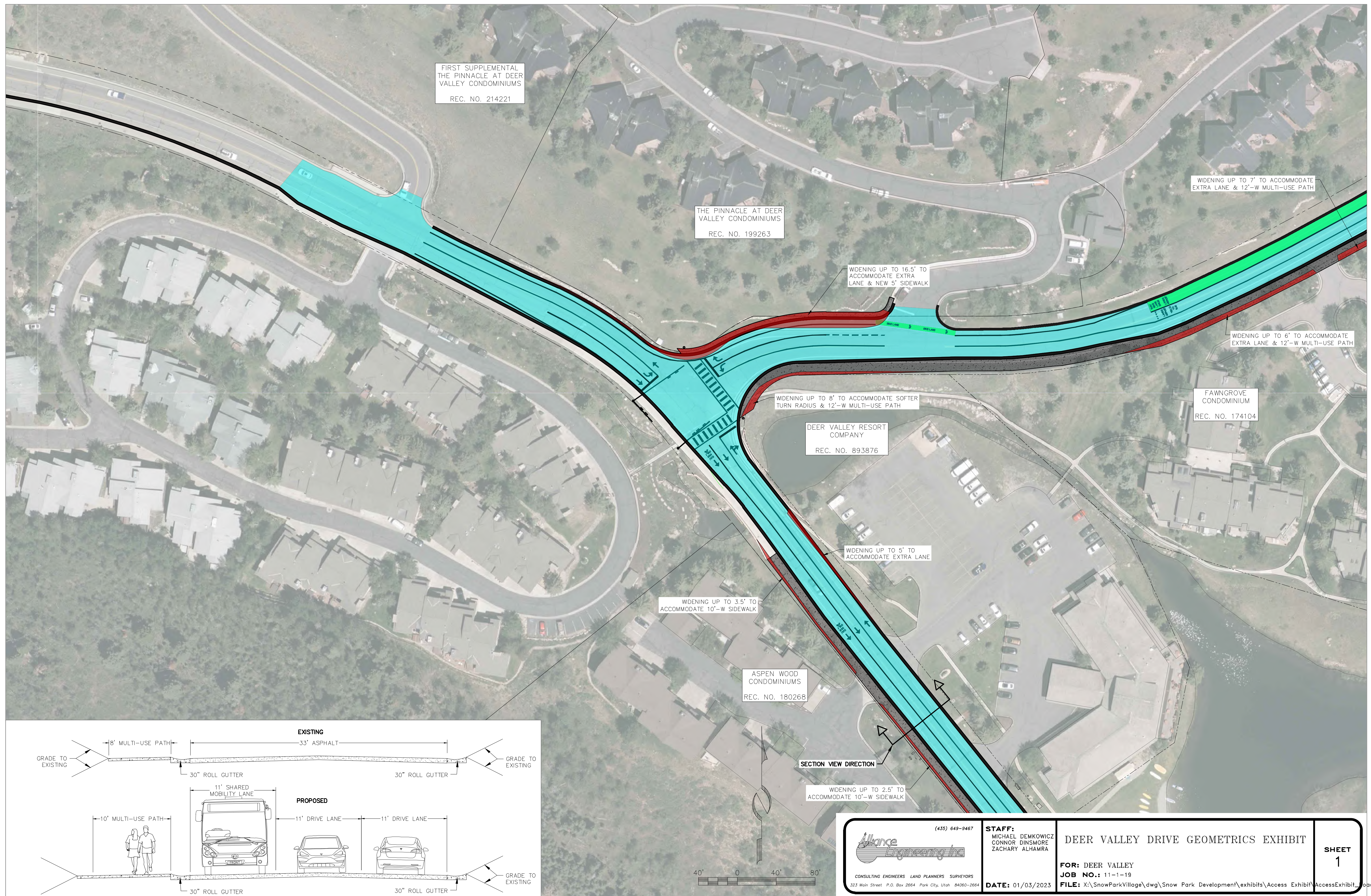
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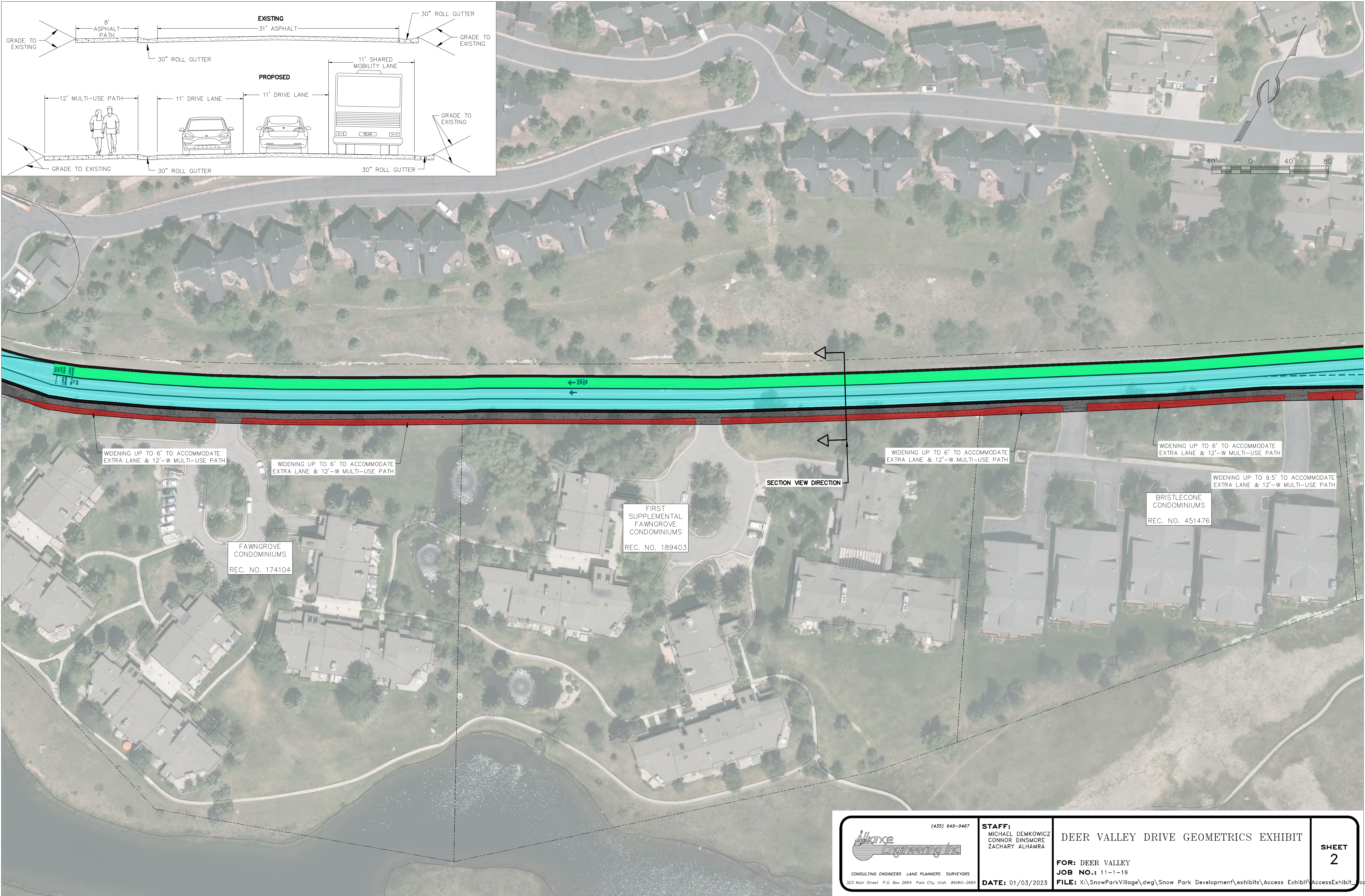
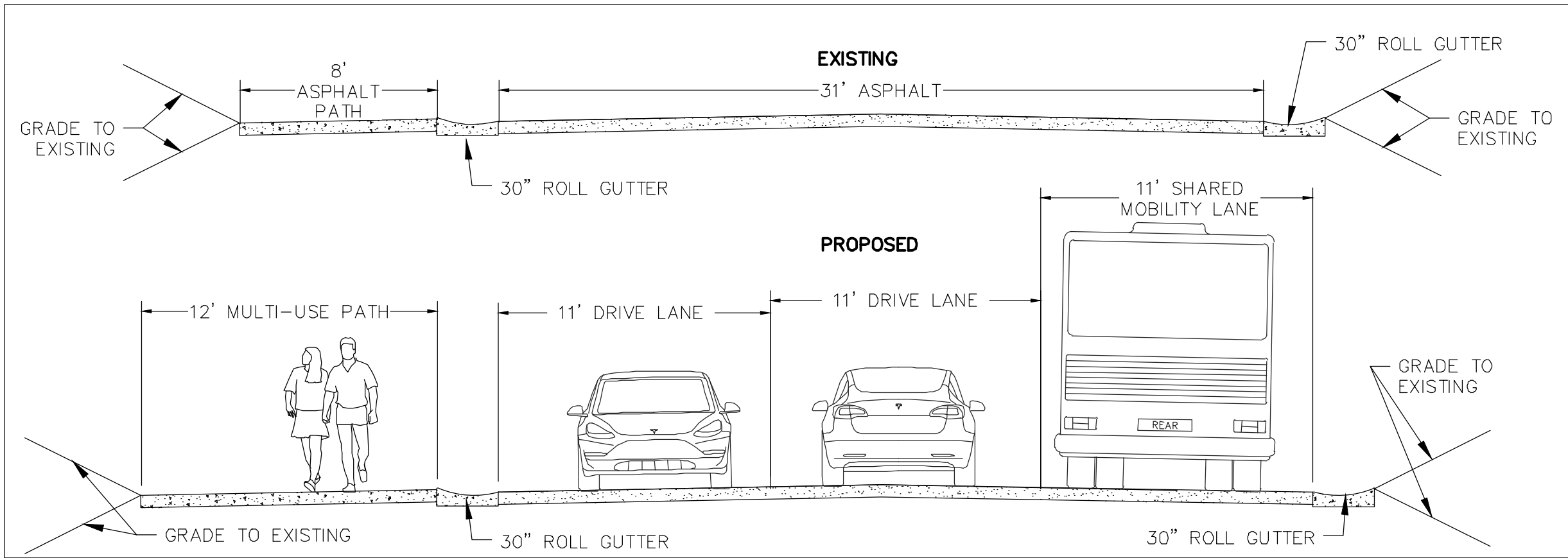


SHEET INDEX

1. SHEET 1 OF 4
2. SHEET 2 OF 4
3. SHEET 3 OF 4
4. SHEET 4 OF 4







(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

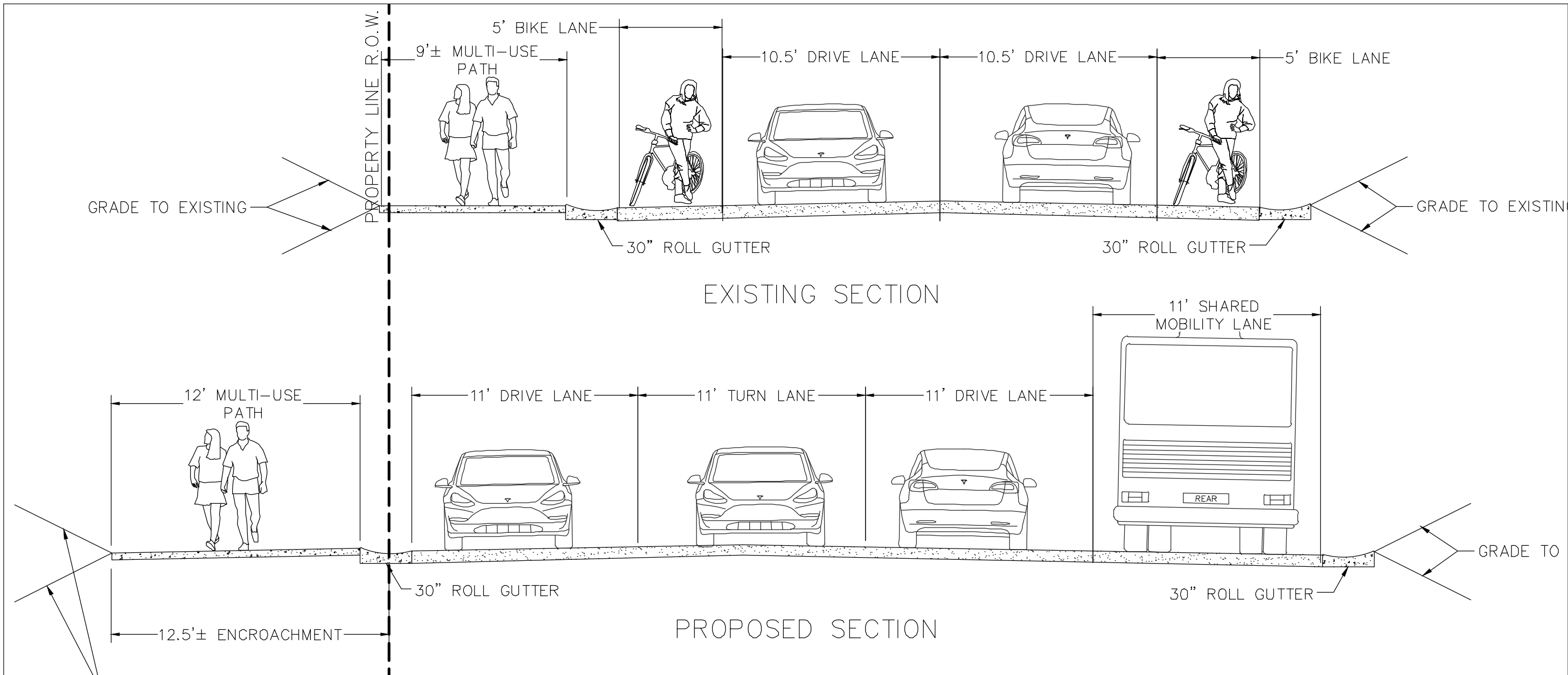
STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

DATE: 01/03/2023

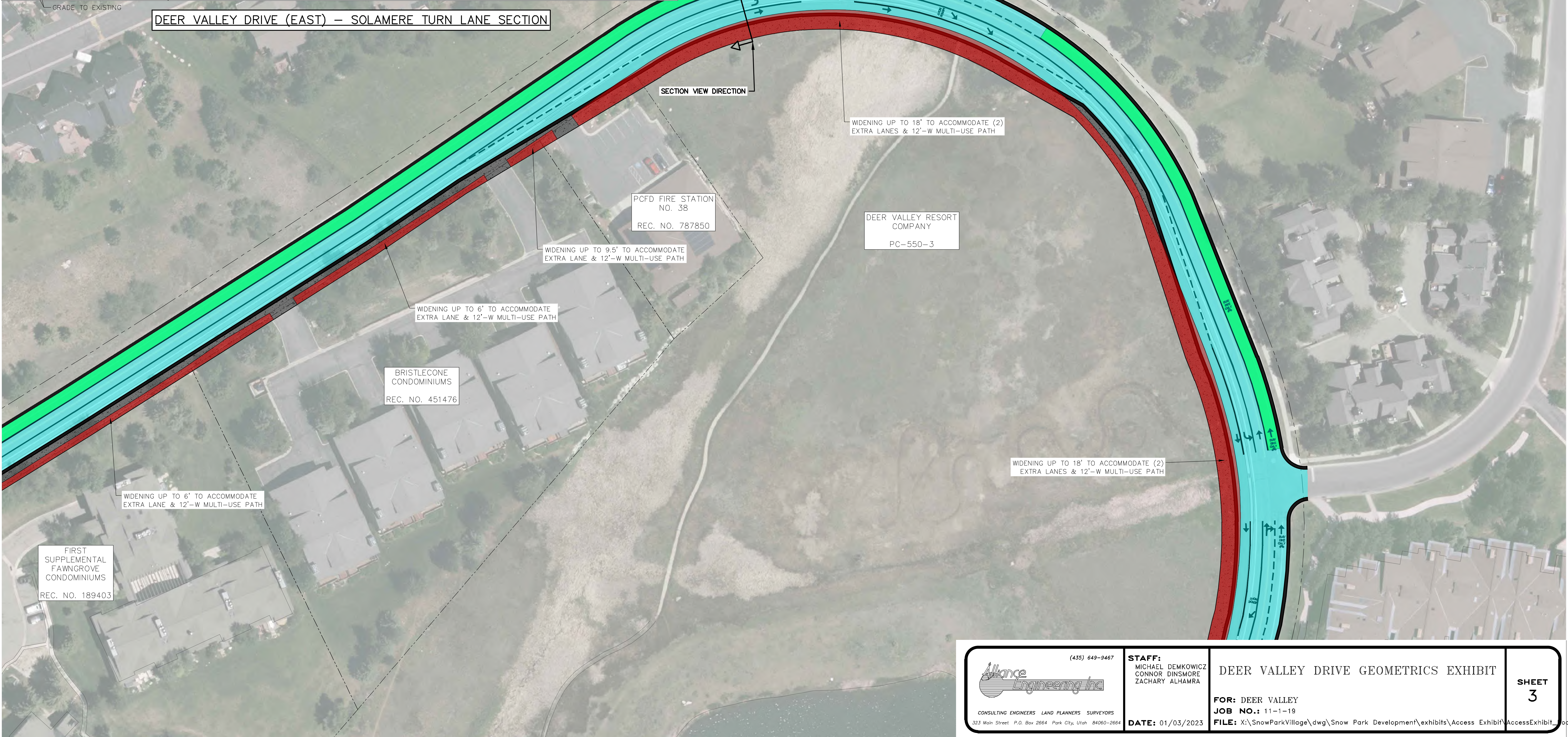
DEER VALLEY DRIVE GEOMETRICS EXHIBIT

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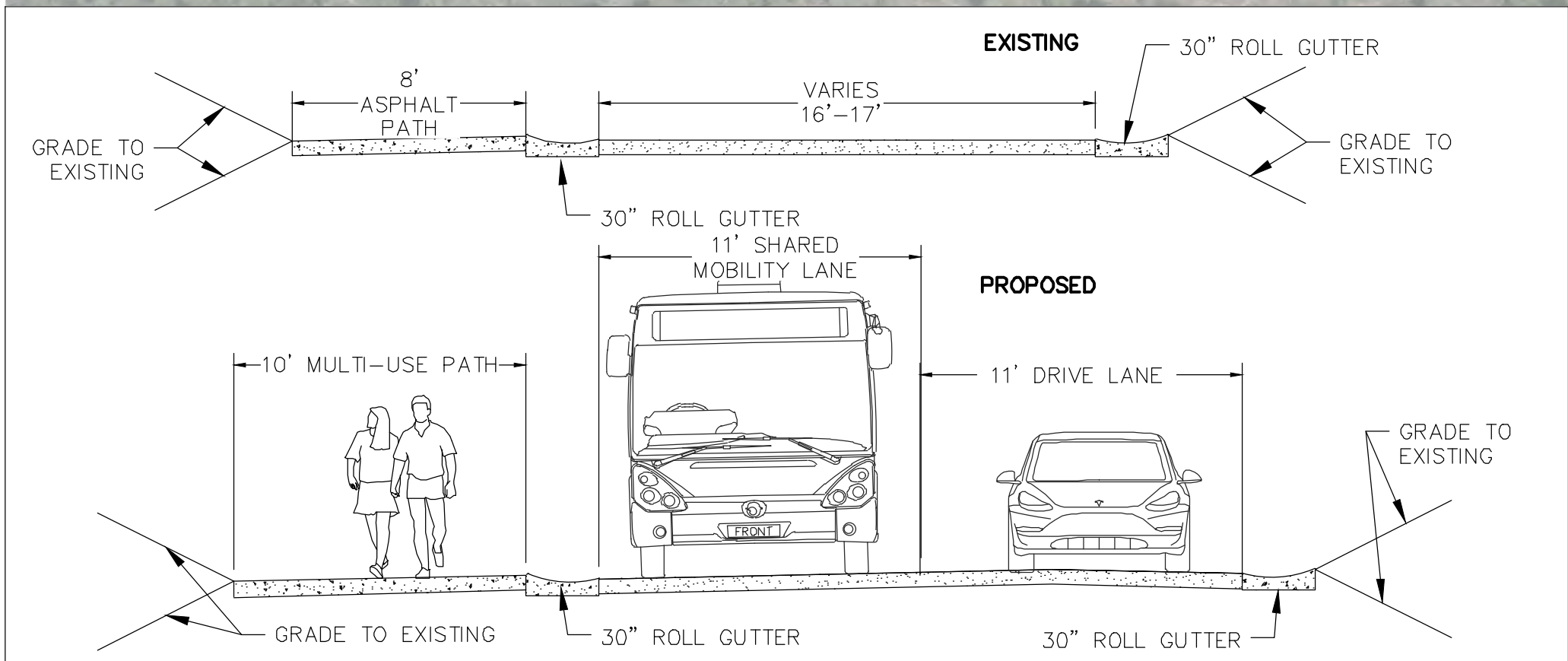
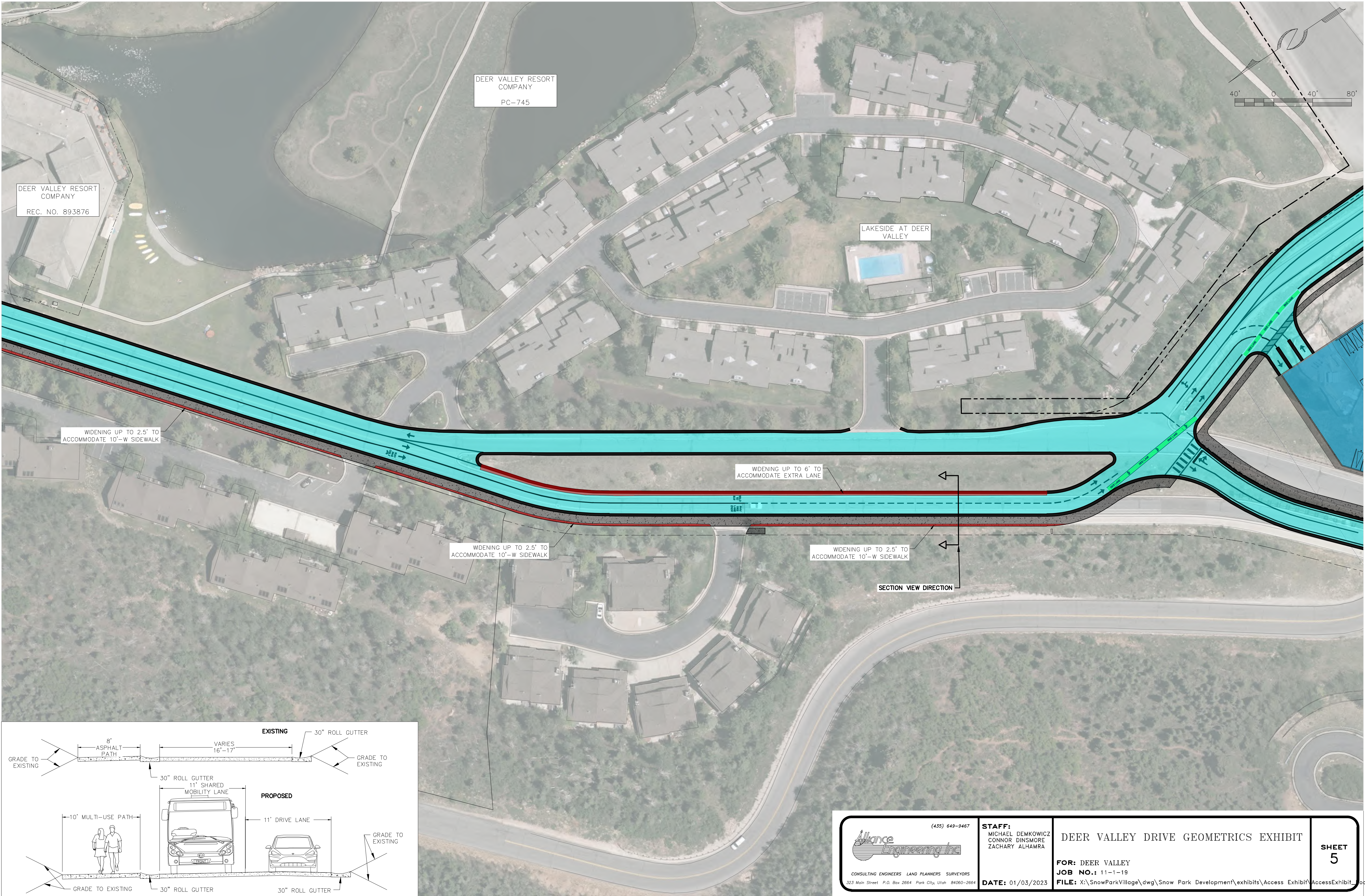
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DEER VALLEY DRIVE (EAST) – SOLAMERE TURN LANE SECTION



 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: MICHAEL DEMKOWICZ CONNOR DINSMORE ZACHARY ALHAMRA	DEER VALLEY DRIVE GEOMETRICS EXHIBIT	SHEET 3
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CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

STAFF:
MICHAEL DEMKOWICZ
CONNOR DINSMORE
ZACHARY ALHAMRA

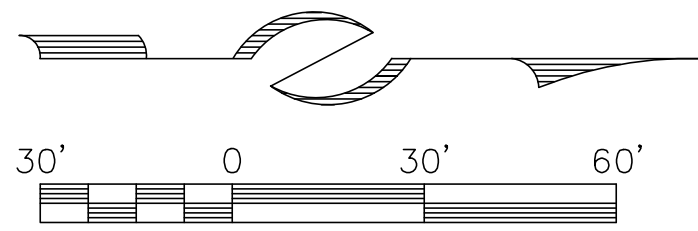
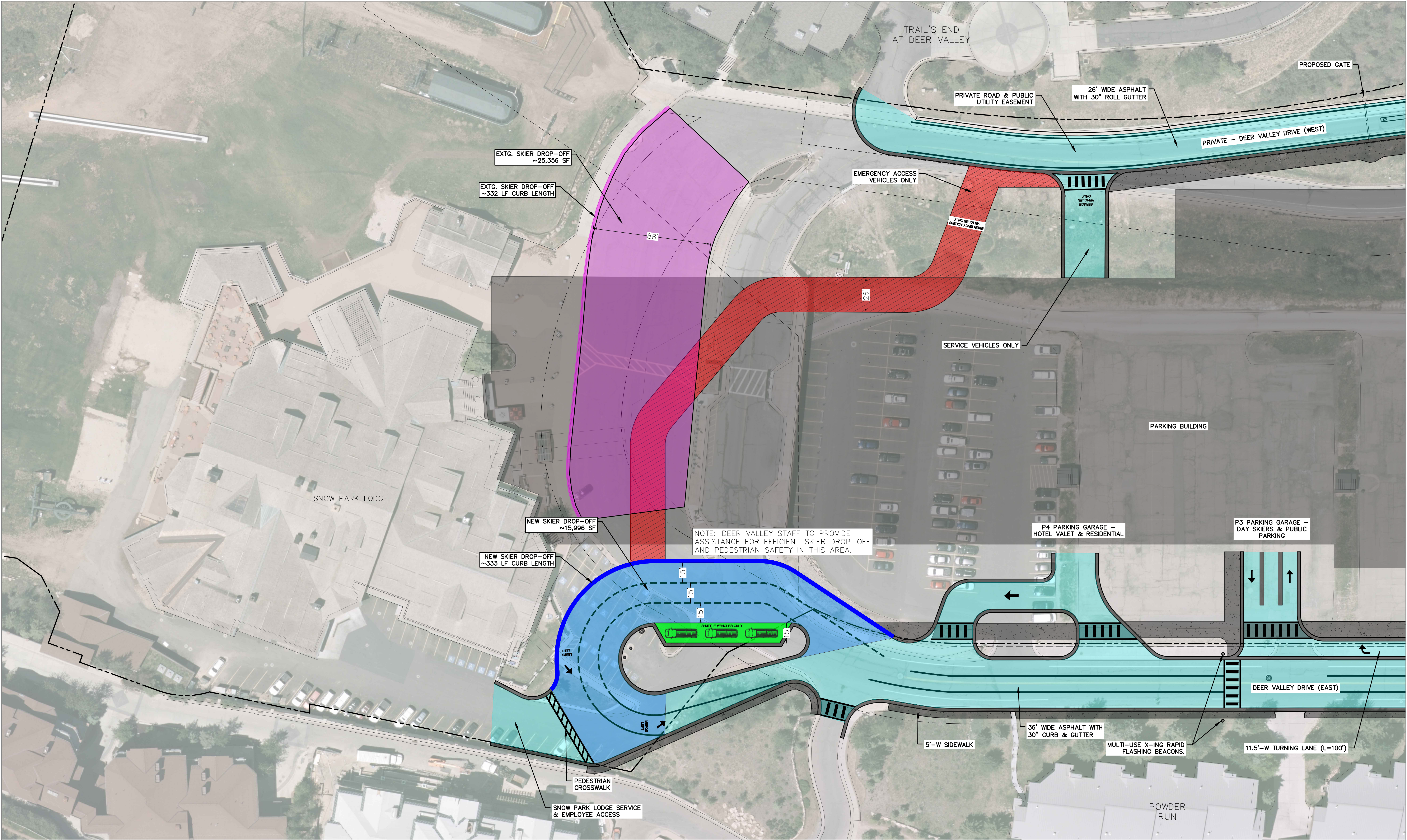
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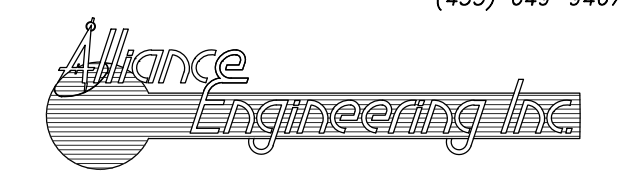
DEER VALLEY DRIVE GEOMETRICS EXHIBIT

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 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	(435) 649-9467	STAFF: MICHAEL DEMKOWICZ CONNOR DINSMORE ZACHARY ALHAMRA		
	SKIER DROP-OFF COMPARISON SHARED MOBILITY LANE PRIORITY OPTION			
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			SHEET 1	



Snow Storage Area= 54,437 SF (1.25 Acres)



Exhibit E: Addition Project Background and Summary of Park City's General Plan for the Lower Deer Valley Neighborhood

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

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

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

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

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

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

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

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

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

As noted earlier, there is no approved site plan associated with the Snow Park development parcels other than when the Deer Valley Sixth Amended and Restated Large Scale MPD was approved subject to the rezone of the north 1.48 acres of the Sports Facility Parcel from RD-MPD to ROS, which effectively created a pool of

Commercial Density for designated Parcels

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

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

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

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

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

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

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

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

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

Governing Documents

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

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

The Planning Commission has held seven (7) Work Sessions and one (1) Joint Work Session with City Council on the project proposal. Public comment has been taken at all meetings.

Public Meeting Timeline:

July 28, 2021	Planning Commission conducted an initial work session and held public comment. The applicant gave a high-level presentation of the project. (Staff Report , Minutes)
August 25, 2021	Planning Commission conducted a work session and held public comment. Discussion focused on site circulation and parking (Staff Report , Minutes)
September 22, 2021	Planning Commission conducted a work session and held public comment. Site design, density, building height, and the Transit Center were reviewed and discussed. (Staff Report , Minutes)
October 27, 2021	Planning Commission conducted a work session and held public comment. The Commission reviewed and discussed the submitted Transportation Analysis (Staff Report , Minutes)
December 8, 2021	Planning Commission conducted a work session and held public comment. Discussion focused on the Transportation Analysis (TA) and progress made since the October 27, 2021 Work Session. (Staff Report , Minutes)
February 9, 2022	Planning Commission conducted a work session and held public comment. The Commission reviewed updated Transportation Analysis, proposed site circulation, and parking reduction request. (Staff Report , Minutes)
March 15, 2022	City Council and Planning Commission conducted a joint work session to discuss the ROW vacation. Council directed the Commission to continue review of the application and return with a recommendation for approval or denial. (Staff Report ; Minutes)
December 19, 2022	Planning Commission conducted a work session and held public comment. Questions were raised about the new drop-off area, the width of the Deer Valley Drive ROW, the Y-intersection and other key intersections, pedestrian crossings, Doe Pass Road, parking,

and mitigation, community benefit, and good cause for the requested ROW vacation. ([Staff Report](#); [Minutes](#))

Exhibit C: Evaluation Framework and Site Circulation Analysis

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

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

Site Circulation Analysis

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

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

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

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

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

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

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

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

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

Pros and Cons of the Dedicated Bus Lane

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

incentives;

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

Pros and Cons of the Dedicated Bike Lane

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

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

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

TECHNICAL MEMORANDUM

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

Purpose & Background

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

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

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

Summary

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

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

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

Applicant Proposed Mitigation Measures

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

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

Identified Concerns

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

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

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

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

PARK CITY **FORWARD**



a comprehensive
transportation blueprint

VISION SUMMARY





VISION SUMMARY

Park City Forward is our community's long-range transportation plan. It articulates a forward-thinking vision and package of investments that will guide decisions on how to spend transportation funds that best serve our values. As the city's long-range transportation plan, Park City Forward plans for the next 30-year planning horizon. Park City Forward aims to implement the transportation vision of the community. It provides projects and policies that shape the transportation network, but is not rigid in approach to remain flexible in an evolving and quickly-developing environment.

Park City Forward builds on many prior projects including: Park City Vision 2020, the General Plan, and the Transportation and Trails Master Plan. It includes coordinated Nodal and Modal Plans to show how the Project List will be programmed by location and transportation type in a phased and fiscally justifiable manner.

Since 2018, we have talked with and heard from hundreds of people – their ideas, concerns, challenges, priorities, and goals. While the needs and opinions of community members vary, a shared set of values anchors this work.

Park City Forward is your plan.



OUR TRANSPORTATION VALUES

OUR VISION

Park City's transportation system embraces innovation to provide safe, year-round transportation options that promote a connected, inclusive, and multimodal mountain community and culture.

OUR GOALS



ACCESS - Improve local and regional multimodal transportation connections between activity nodes for residents, commuters, and visitors. Ensure the transportation network supports Park City's future growth and land use changes.



INCLUDE - Ensure equitable access to opportunity, catalyzed by local and regional mobility choices that are affordable and support healthy living.



SUSTAIN - Support a resilient, net-zero carbon community, anchored by long-term transportation investments that reduce greenhouse gas emissions, decrease single occupancy vehicle trips, and mitigate environmental consequences of growth.



TRANSFORM - Embrace innovative action to prioritize a community-focused, multimodal transportation network that is easy to use, efficient, convenient, safe, and incorporates cutting-edge technologies.

OUR GUIDING PRINCIPLES

To make these goals a reality and further transportation innovation in our community, Park City operates within these five guiding principles:

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

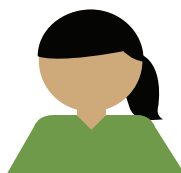
OUR COMMUNITY

PEOPLE

We recognize that there are multiple reasons why people travel within and to Park City. As such, Park City Forward is designed for multiple travelers displayed below. We recognize that these user types have different needs and a desire to go to various locations. Park City will continue to thrive because of its people. Park City Forward examined our community's diverse transportation needs through a lens of our typical users to define tailored, yet complementary, transportation solutions.



PARK CITY
RESIDENT



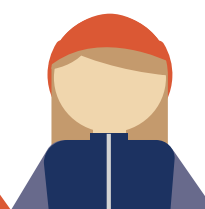
YEAR-ROUND
EMPLOYEE OR
BUSINESS OWNER



CULTURE AND
EVENT VISITOR



RECREATION DAY-
TRIPPER



SEASONAL
EMPLOYEE



LONG-STAY
VISITOR/SECOND
HOMEOWNER

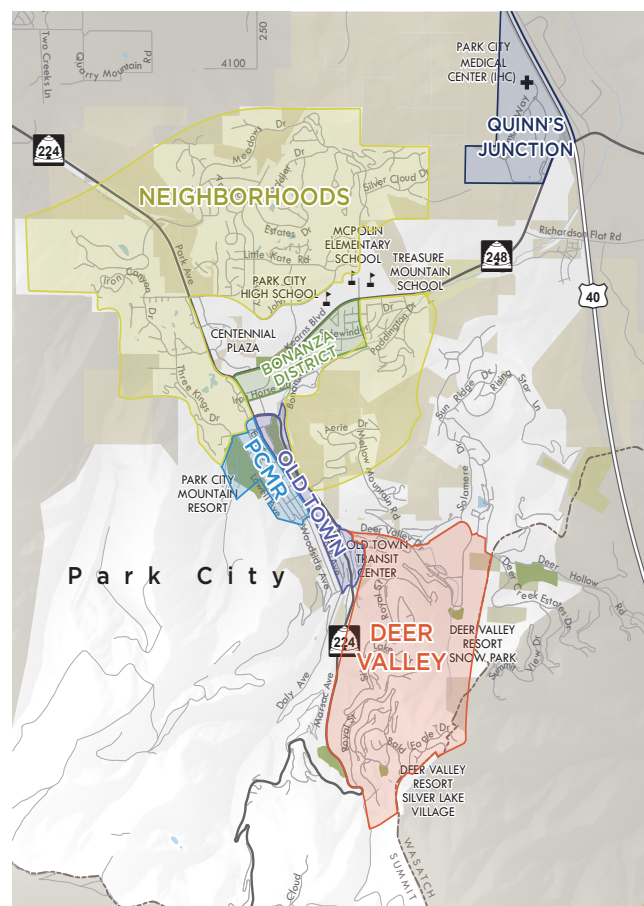
PLACES

Park City Forward identifies six key nodes, or locations, where transportation challenges and their solutions are representative for the broader city. Woven together, Park City Forward's nodal focus will anchor the city's transformation of its transportation system.

Park City Forward identifies projects and mode split targets for each node that reduce drive-alone trips and support a park once community. Targets are calibrated by node to make sure they reflect project priorities and reasonable outcomes.

The targets will be assessed and updated over time as Park City Forward is implemented in the coming decades.

For more information regarding each of these key nodes please reference the full Park City Forward blueprint document.



OUTREACH

The Park City community has shaped Park City Forward at all stages of the planning process, from early listening sessions to refinement of proposed transportation strategies. Beginning in 2018, Park City Forward is built on years of community voices and knowledge. At the outset of Park City Forward, the project team articulated four core principles to guide how we engaged the public throughout the planning process:

- Listen to understand people’s transportation and mobility challenges, needs, and desires
- Involve a broad range of stakeholders with diverse perspectives and experiences
- Educate people about potential solutions and what tradeoffs may be necessary to achieve meaningful results
- Collaborate to develop locally generated solutions with technically sound expertise

A technical advisory committee (TAC) was an invaluable resource and met with the project team more than a dozen times over the course of the project. The TAC included representatives from resorts (Deer Valley and Park City Mountain), Park City Chamber of Commerce, Historic Park City Association, Summit County, Park City Lodging, Park City School District, Utah Department of Transportation (UDOT), Ski Utah, High Valley Transit, and other local businesses, employers, and residents.

People living, working, and visiting here shared their ideas about what the community can and should be through multiple transportation surveys and community workshops. Park City Forward was showcased at four open houses: September 2018, March 2019, September 2019, and September 2021. Recognizing that meeting people where they are is one of the best ways to reach a broad audience, the project team hosted mobile workshops at six different locations, including one location specifically targeting the Spanish-speaking community. These events were supported by online engagement throughout.

Open Houses



Mobile Workshops



Public support for several key themes and top project ideas emerged consistently throughout Park City Forward's public engagement activities and phases:

- Develop **high-capacity transit service** and/or **transit priority lanes** along gateway corridors
- Expand the network of **high-frequency transit service**
- Improvements to Main Street and Old Town to support business operations while balancing the need for **safe, comfortable walking and bicycling access**
- Develop commute **incentive programs** and update parking pricing and options to improve employee and visitor access at resort areas
- Improve sidewalks and crossings and develop **multimodal improvements** in Bonanza District and along Park Avenue, Kearns Boulevard, and Deer Valley Drive
- Complete the **sidewalk network** to make walking the default choice for short trips
- Develop new **park-and-ride facilities** and serve them with fast, **frequent transit connections**

Stakeholder and public feedback were a critical part of project evaluation criteria. For more information regarding outreach refer to Chapter 2 of the Park City Forward Report or the Park City Forward Community Engagement Report.

1,000+ views of project website

Over 900 survey participants

PARK CITY FORWARD



a comprehensive
transportation blueprint



OVER **1,700** COMMENTS
AND IDEAS RECEIVED

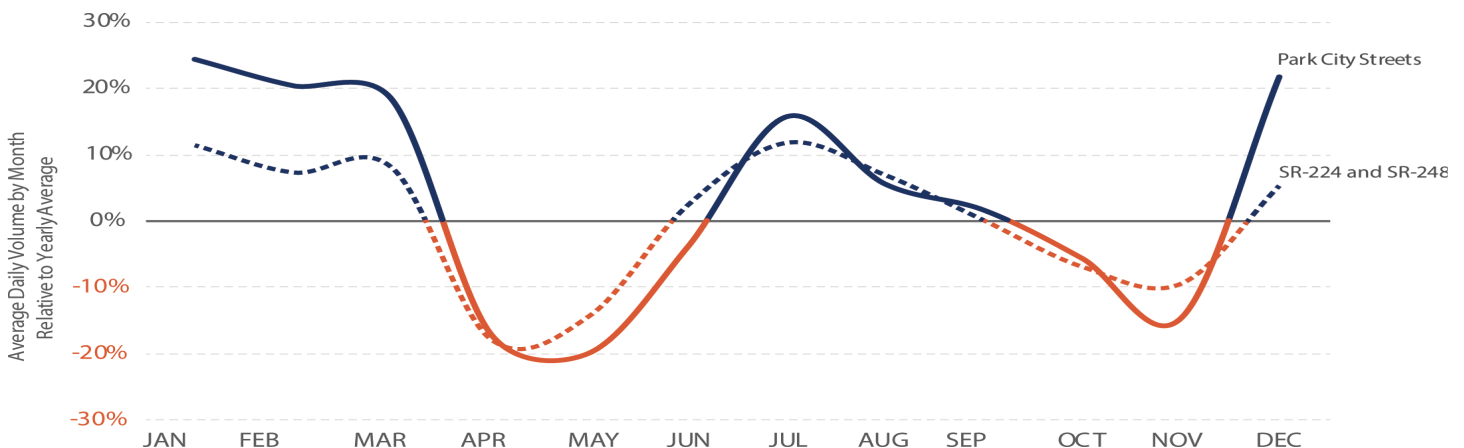
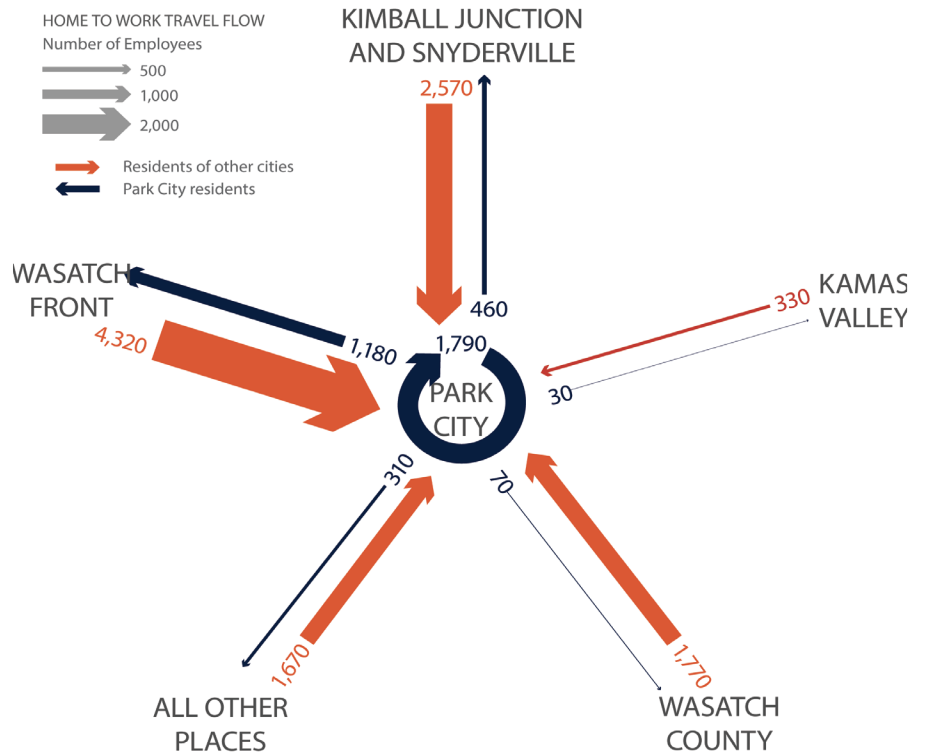
A REGIONAL GATEWAY

Park City is part of a regional transportation network that extends beyond the city boundaries. This means that our future - and the transportation system- will evolve in tandem with surrounding communities.

In addition to regional residents and employees, Park City's recreational opportunities and major events bring thousands of people to town, swelling the city to more than five times the local population at certain times of the year. These peak times combine with a workforce that largely travels into the Park City community. To build for peak demand would require a system that is not fitting with Park City's historical and community makeup.

Park City Forward seeks to build a transportation system that can scale with peak periods but not negatively change the design and feel of the town.

To hold onto our values, we need to get ahead of the demographic trends and find mobility opportunities that will leverage our healthy and dynamic regional economy. We can plan for growth and lessen today's transportation challenges while addressing social equity, environmental sustainability, access to work, and affordable housing.



PRIORITY PROJECT PLAN

Park City Forward elevates the projects that will best help us reach our goals and fulfill our vision. The map on the next page shows some of the highest priority projects to keep Park City moving forward.

GETTING TO PARK CITY



Park City is working to decrease the amount of traffic coming into town by providing robust mobility options, including new regional services, parking areas outside of town via intercept lots, and enhanced transit service.

Priority Projects

- **SR-248 Corridor Mobility Improvement Project**
- **Support Regional Projects (PC-SLC Connect)**
- **SR-224 High-Capacity Transit**
- **SR-248 Transit Corridor Study**
- **Park-and-Ride Facilities**
- **Park City Mountain Resort (PCMR) Multimodal Hub**
- **Deer Valley Resort Multimodal Hub**
- **Peak Day Mitigations**
 - » Wayfinding, Real-time Information, and Data
 - » Marketing & Communications
 - » Real-time Travel Information

GETTING AROUND PARK CITY

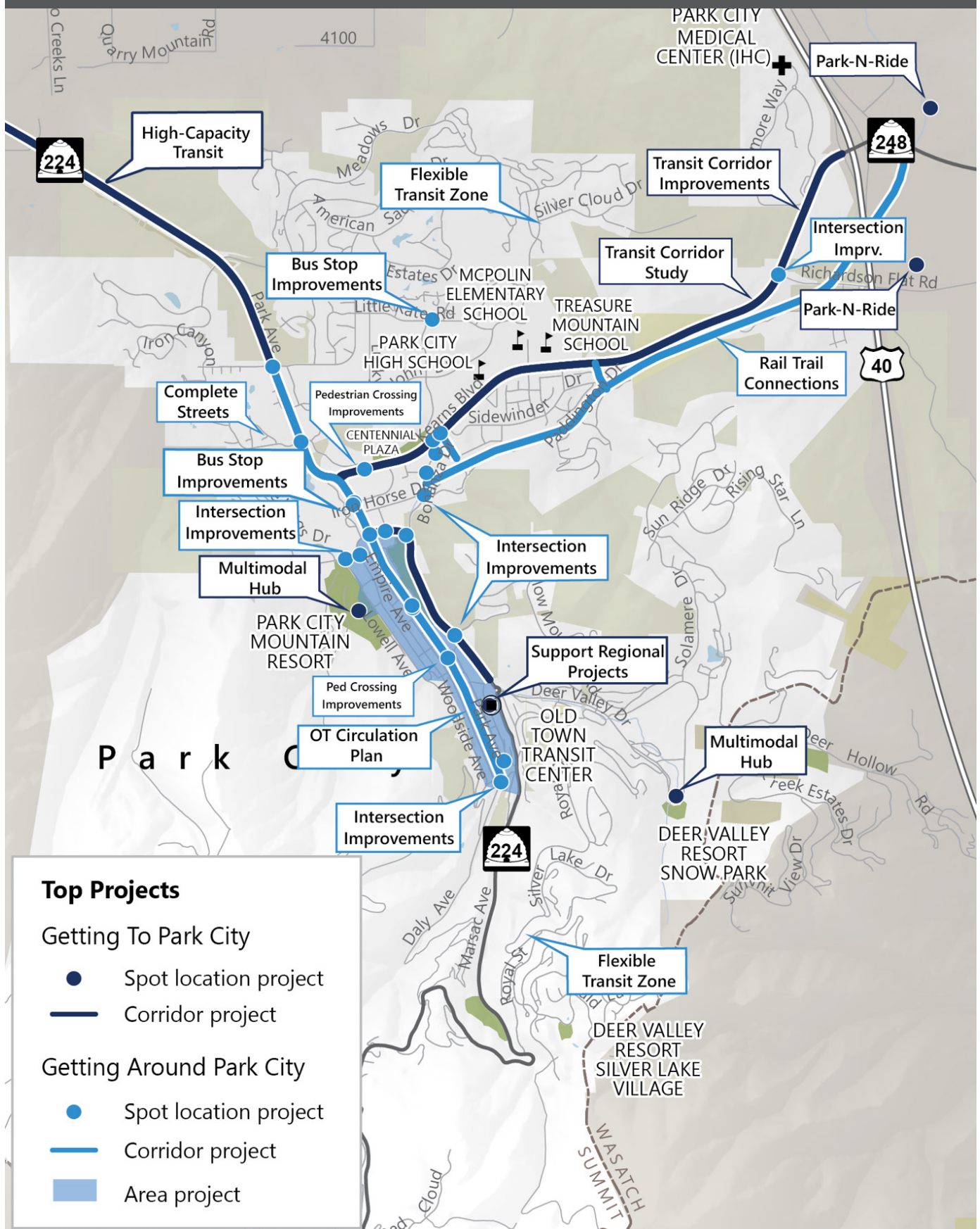


When people are in Park City, we focus our investments in projects and modes that support parking once, using non-driving modes as able, and improving connections for the local community.

Priority Projects

- **Pedestrian Crossing Improvements**
- **Rail Trail Connections**
- **Park Avenue Complete Streets**
- **Old Town Circulation Plan**
- **Intersection Improvements**
- **Flexible Transit Zones**
- **Bus Stop Improvements**

Park City Forward - Highest Priority Projects



FINANCIAL OVERVIEW

THE PARK CITY FORWARD FINANCIAL PROGRAM

Park City Forward defines substantial transportation investments over the next 30 years. While Park City Forward is not a fiscally constrained plan, the financial program makes reasonable assumptions, allowing for realistic implementation over the next 30 years. Implementing the projects, programs, and policies will require funding from a combination of existing and potential federal, state, regional, local, and other sources. This is a high-level planning exercise, all project costs are planning-level estimates designed to approximate costs and revenues via best practice assumptions. As such the Park City Forward financial program is best utilized as a prioritization and education tool, identifying relative tiers of investment and the full funding need for transportation in Park City.

HOW WERE THE COST ESTIMATES DEVELOPED?

Park City Forward used a mix of sources to inform cost estimation, including local project costs and municipal expenses, city transportation and capital improvement plan (CIP) line items, a national database of built transportation project costs, and professional judgement. Capital costs include physical improvements such as transit lanes and park-and-ride facilities, while program and ongoing costs are items that generally do not have physical infrastructure improvements associated with them, including new staff positions and operating transit service.

PARK CITY FORWARD FINANCIAL COSTS AND PROJECTED REVENUE

Fully funding Park City Forward will require a wide variety of funding sources. Current funding sources for Park City already include a combination of Federal Grants, State Grants, County Contributions, the Local Transportation Fund, and the Local City Fund, which is not transportation-specific and is competitive for citywide project funding. The total cost for the Park City Forward Project List is estimated at \$722.33 million through 2050. The total cost for the Phase 1 Priority Projects is estimated at \$87.23 million. Based on current estimates, Park City has an estimated \$58 million available to fund projects, though this total may be subject to uncertainty. An additional \$29.2 million in “supplemental” funding may be available, but would need potential City or other revenue sources to address the funding gap. The total of these two values was used to set the Phase I project list.

Using an estimation based on projecting recent historical budget data across years 6-30, it is assumed that a total of \$336.47 million may be available to fund projects in the future Big Concepts and Vision phases. Of the projected revenue, only the City Transportation Fund is under the immediate discretion of council and available for transportation projects. There is a high degree of uncertainty with many of the funding sources. A funding gap of \$385.86 million is estimated for the full life of Park City Forward.

CLOSING THE FUNDING GAP

To fully implement the transportation projects and programs identified in Park City Forward, Park City in coordination with the state, Summit County, and other partners, will need to identify and secure additional funding sources. Some of these sources, such as grants, are available but highly competitive. Others would require local or state action to initiate, or expand their use, such as additional fees, taxes, or bonds.



OUR PLAN

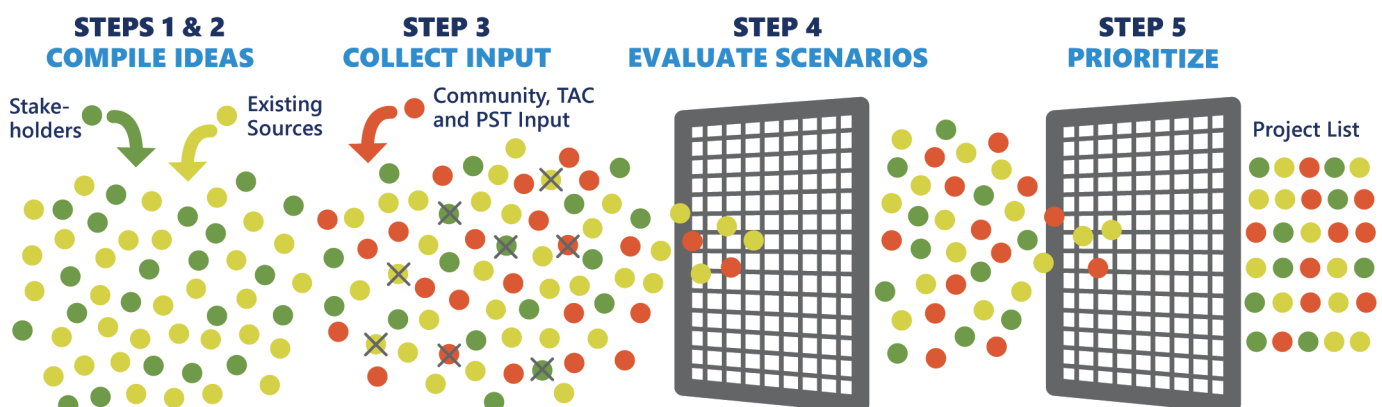
Park City Forward identifies an extensive project list for multimodal infrastructure projects, policies, and programs that will help keep Park City moving and address challenges across each travel mode. The project list represents the community's ideas to make an innovative, multimodal future a reality. The Park City Forward project list consists of 84 transportation initiatives in the following areas:

-  Active Transportation – 26 Projects
-  Parking and TDM – 14 Projects
-  Roadway and Goods Movement – 13 Projects
-  Shared Mobility – 4 Projects
-  Transit – 19 Projects
-  Technology and Innovation – 8 Projects

The list ranges from the visionary and years into the future to the expansion of smaller scale projects that are currently ongoing. The project list is organized into phases, recognizing that financial resources are finite, and we must adopt a phased approach that prioritizes investments relative to our means.

- Phase 1 Priority Projects: a fiscally-constrained package of investments that will catalyze near-term action and mobility benefits.
- Big Concept Projects: Transformative projects that Park City is actively developing, or plans to seriously pursue in the near-term.
- Vision Projects: a long-term package of investments that will guide decision-makers and staff as community needs, transportation tools, and financial resources evolve.

HOW WAS THE PROJECT LIST DEVELOPED?



EVALUATE AND PRIORITIZE

Throughout Park City Forward, the project team worked with city staff and the TAC to closely review and refresh the project list. The PC Forward Team added new projects, removed projects that were implemented or were no longer viable, and added new detail throughout based on Park City's capital projects list and new ideas from staff and TAC members. City Council, Planning Commission, the TAC, and the Park City community told us which projects were most important within key geographic areas of the city, and which were most important within each travel mode. To develop the project phasing, all the projects were evaluated against Park City Forward's goals, travel benefits, community and stakeholder feedback, and PC Forward Team discussions.

IMPLEMENTATION AND NEXT STEPS

Constructing, enacting, and adopting transportation and transit projects, programs, and policies is how we make Park City a better place to live, work, and visit. Park City Forward is not the end of our work, but the beginning. It is now up to us as a community to put the plan into action. Critical next steps towards implementation include establishing the next generation of biking and walking projects, working with local and regional partners on regional transportation improvements, developing capital improvement projects, and understanding the future of emerging transportation and transit technologies. Using the project's vision, goals, and action items, Park City Forward provides a framework for the future of transportation in Park City.







MEMORANDUM

To: Park City Planning Commission
From: Matt Neeley, Transportation Director
John Robertson, City Engineer
Date: January 11, 2023
Re: Overview of the City's Integrated Transportation System

Overview

The Park City Council adopted Park City Forward and the Long-Range Transportation Plan (Plan) on September 15th, 2022. Guiding principles include working to develop a “Park Once” community, collaborating with regional partners on long-range transportation solutions, identifying, managing, and mitigating traffic during peak conditions, and continuing to develop and improve the internal Park City Transit system.

Initiatives of this magnitude are easily oversimplified – integrated transportation systems are complex, include multiple stakeholders and jurisdictions, levels of governmental regulation, public and private property, financial strategies, grants, and evolving community priorities. As a result, we caution the notion to suggest there are quick and easy solutions, or even a silver bullet to summarily resolve our transportation challenges.

Instead, as transportation professionals, we endeavor to make meaningful, strategic, and coordinated improvements over time, such as the five-year capital project prioritization and funding plan coming to Park City Council this spring as part of the FY24 budget process.

Response to Planning Commission Questions on the Proposed Snow Park Development Application:

The Snow Park development proposal provides an opportunity for the City to improve and reimagine community transit services and connections. In the near term, the “Shared Mobility Lane” (SML) proposal provides flexibility to reprogram Deer Valley Drive to accommodate and reprioritize travel modes. During peak winter season and special events, when traffic congestion is heavy, the SML will enable a dedicated public transit/bus lane and provide a faster connection to the SR224 BRT project. During non-traffic peak times, the SML will prioritize and protect cyclists. A dedicated transit lane integrating with the BRT system is an essential and compelling opportunity to help improve traffic congestion.

Immediate Priority Initiative Highlights

Short-Range Transit Plan (S RTP)

The S RTP is nearing completion and targets 1–5-year transit improvement projects and includes the following highlights.

- Evaluates current transit ridership and projects future demand;
- Explores new transit programs, such as microtransit and aerial transit;
- Contemplates route adjustments to provide faster, more direct transit service;
- Captures a full year of community outreach; and
- Considers growth and increased demand at both resort base area developments.

Improved Winter Peak Day Traffic Operations

Park City made extensive operational adjustments this winter to improve traffic flow during peak days.

- Increased frequency on Red, Yellow, Blue, and Green bus routes – every 20 minutes instead of 30 minutes;
- Implemented Richardson Flat Park & Ride – a new fixed bus route every 20 minutes;
- Launched a Microtransit pilot program with High Valley Transit to serve the Thaynes, Upper Park Meadows, and Royal Street neighborhoods;
- Implemented daytime paid parking in City-owned parking lots to support Main Street merchants;
- Established a peak traffic calendar to set expectations and forecast for residents when the most congestion is anticipated;
- Presented to HPCA, Lodging Association, and the Chamber of Commerce to coordinate peak day operations;
- Collaborated with Park City Mountain and Deer Valley Resort to improve and enhance base area circulation and public safety measures; and
- Coordinated communication with both ski resorts for real-time parking and traffic information via text alerts, social media, and variable message board signage.

Short-Term Priority Initiative Highlights

- 224 BRT – dedicated transit lanes and express service from Kimball Jct. to Old Town Transit Center. Estimated operational in 2025, as reported by High Valley Transit.
- Design and funding secured to overhaul several of Park City’s most utilized bus stops, including seating, shelters, ADA access, expanded sidewalks, and bicycle storage;
- Pursuing UDOT support for short-term transit solutions on SR248 implemented within the next 6-24 months including an eastbound shoulder lane for buses (using existing roadway width), transit technology, and bus signal prioritization; and,

- Advancing several other ideas: a technological solution that explores a “Park Once” Park City software application, dynamic and centralized parking, land acquisitions/development, viability of underground tunnels, and a centralized communication platforms for the region.

Long-Term Priority Initiative Highlights

- Advancing SR 248 as a major transit corridor – improving the entire SR 248 corridor, including feeder streets (Bonanza and Deer Valley Drive);
- A study of Bonanza Drive is included in the Bonanza District Small Area Plan currently in progress;
- Lower Deer Valley Drive / SR 224 improvements - In 2025, UDOT will reconstruct a portion of Deer Valley Drive/SR224 between Park Avenue and the Marsac Roundabout. Park City is working with UDOT to include bicycle, pedestrian, and traffic safety improvements.
- Mayor Worel established a regional working group from Summit and Wasatch County, PC Chamber, Deer Valley, Park City Mountain, Utah Olympic Foundation, MIDA, and Extell to discuss transportation solutions. These include remote parking locations to capture traffic and provide direct transit services between regional destinations; and
- Summit County and MAG formed a Wasatch Back Regional Planning Organization (RPO) focused on transportation. This group is made up of mayors and council members from municipalities in Wasatch and Summit Counties.

Moving forward, we will continue to support community and Council guiding principles to develop a “Park Once” community, collaborate with regional partners, mitigate traffic during peak conditions, protect our neighborhoods, and develop and coordinate improvements to the transportation system.

Park City Evacuation Plan

Decision Guide

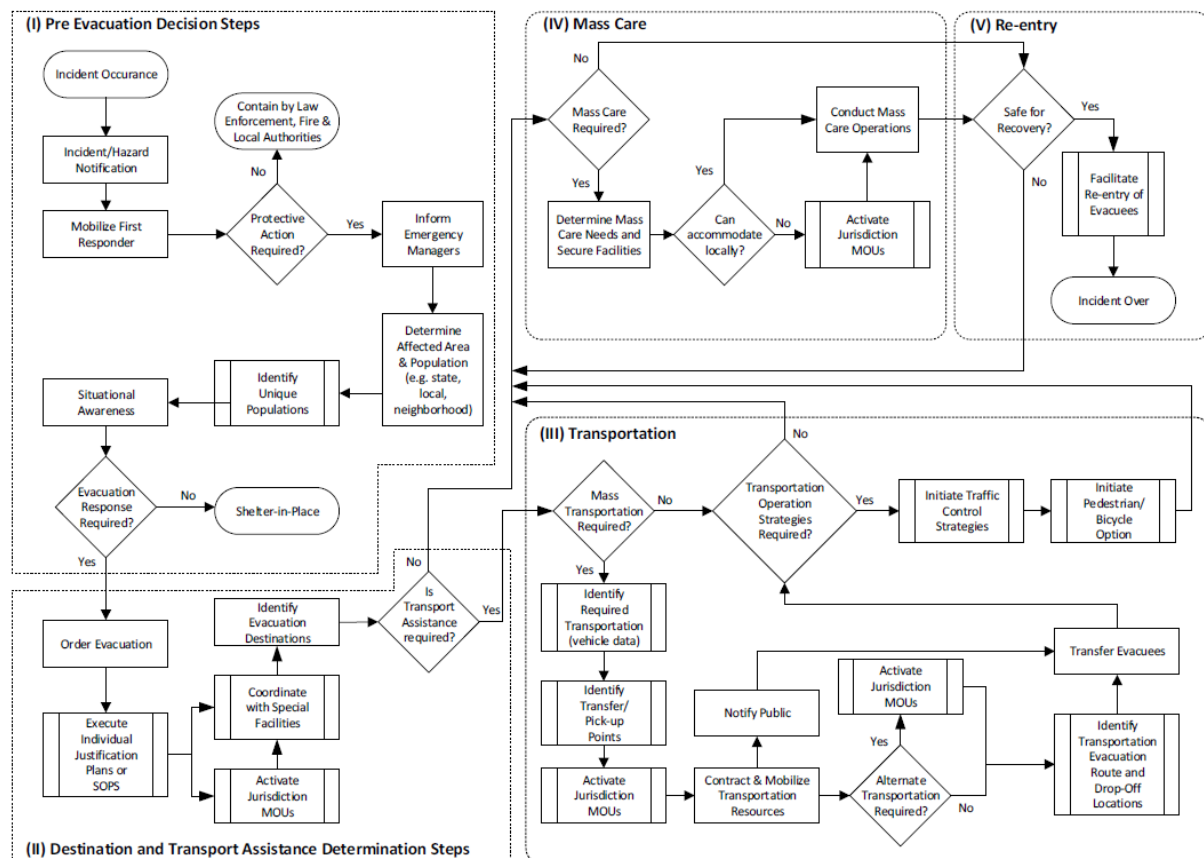
In determining whether a large-scale evacuation is appropriate, the following conditions should be met:

- A hazard poses a significant threat, meeting pre-established levels of concern to life and health
- Mitigation of the hazard is insufficient to reduce the risk to life and health
- No other protective action is applicable



NOTE: *To the extent that circumstances and public safety allow, evacuations should be limited in scope and scale to the extent possible, due to the inherent hazards, safety considerations, and logistical challenges involved in a mass evacuation. Routes to safety should likewise be planned to minimize the distance that must be traveled by evacuees.*

The following decision flowchart is provided as a potential resource in planning evacuation and re-entry.



Emergency Support Functions (ESFs) Involved in Evacuation:

- ESF #1: Transportation
- ESF #2: Communications
- ESF #3: Public Works and Engineering
- ESF #4: Firefighting
- ESF #5: Information and Planning
- ESF #6: Mass Care, Emergency Housing
- ESF #7: Logistics
- ESF #8: Public Health and Medical Services
- ESF #9: Search and Rescue
- ESF #13: Public Safety and Security
- ESF #14: Cross-Sector Business and Infrastructure
- ESF #15: External Affairs

Park City Municipal Corporation's Comprehensive Emergency Management Plan, Chapter 4 (Incident Response and Management), as well as Appendices L and Q, contain detailed information on designated emergency support functions, typical roles, and standard operating procedures during an incident.

Stage 1: Evacuation Alert

The purpose of an Evacuation Alert is to inform the community of a potential or current threat which could lead to an Evacuation Order. In advanced-notice warning situations, an alert allows a potentially threatened population to begin preparations to evacuate, and should be structured to provide timely and accurate information.

Unless already activated, the Emergency Operations Center should be established and coordination between emergency support functions should begin at this point.

- When circumstances allow for issuance of an Evacuation Alert, designated officials will notify individuals in threatened areas through various communication channels of the potential need to evacuate. Common City channels include the City's website and social media accounts, local radio and television stations, Highway Advisory Radio, UDOT VMS signs, City-owned VMS signs, and the Emergency Mass Notification System.
- Information will be provided regarding the nature of the hazard and any suggested protective action recommendations.
- Situation updates on potentially hazardous conditions will be provided on an ongoing basis.

An Evacuation Alert should contain the following:

- The issuing authority
- The reason for the Alert including hazard description
- Duration of the evacuation
- The areas impacted, with as much detail as possible - also known as the Emergency Zone
- Recommended evacuation routes and identification of closed routes
- Location of reception centers/shelters
- What personal belongings to prepare and take (limitations if applicable)
- Where to get additional information

Depending on the nature of the hazard, an Evacuation Order may be issued without a prior Evacuation Alert.

- **Evacuation Zones:** Park City has identified eight separate zones within its jurisdiction for notification. Two or more impacted zones may be included as an Emergency Zone and notified for evacuation depending on the location and circumstances of the threat. Consideration should be given to timing and distance required to be traveled in order for those populations to reach safety. These zones and their likely demographics, as well as estimated trail use volume and special event attendance estimates, are detailed in Appendix A.
- **Access & Reentry Levels:** To aid in determining appropriate access needs to threatened areas during various phases of the emergency, the following tiered access levels (AL) are established for emergency response, recovery, and return phases. These non-binding recommendations may be adjusted as necessary by Incident Command:

AL-1	Emergency Response: Emergency Zone is unstable – Emergency Services and authorized support personnel only
AL-2	Response Support: Emergency Zone being stabilized – Key Resources for relief, assessment, stabilization
AL-3	Recovery Support: Emergency Zone is stable – Support for restoration of community lifelines and essential services
AL-4	General Return: Area stable for temporary access or general re-entry by the public

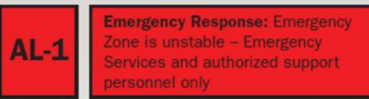
NOTE: Access levels will be determined by circumstances and threat to public safety, and may need to be adjusted by Incident/Unified Command.

More details regarding Department of Homeland Security's Crisis Event Response and Recovery Access (CERRA) Framework can be found in Appendix D.

ACCESS LEVEL	SITUATION	ACCESS CONSIDERATIONS
Emergency Response  RED	Timeframe Before, during, and immediately after emergency Emergency Zone Area considered potentially hazardous or unstable Authorized Access Local first responders, emergency services, and other approved emergency support personnel after visual inspection of approved forms of ID and/or access tokens	• Specific or additional access restrictions required (e.g., AL-1 [HAZMAT]) • Critical infrastructure-related personnel may require access (e.g., utility crews, public works personnel, hospital staff, etc.) • Status of Evacuation (pending, ordered, or underway) • Establishment of Inner or Outer Perimeter Checkpoints
Response Support  YELLOW	Timeframe During and after emergency Emergency Zone Area being stabilized; potential hazardous conditions may still exist Authorized Access AL-1 support and relief assets; essential personnel to assess, protect, or initiate recovery of critical services and facilities (e.g., hospitals, utilities, critical infrastructure facilities, transportation hubs, etc.) after visual inspection of approved forms of ID and/or access tokens	• Priority to response resources needed to protect or restore essential community lifeline functions • Safety of response personnel • Hazards within designated restricted areas • Status of Evacuation (pending, ordered, or underway) • Access token required for non-marked or personal vehicles • Location of mustering points and staging areas • Coordination with checkpoint personnel
Recovery Support  GREEN	Timeframe After emergency Emergency Zone Area stabilized for re-entry of repair/recovery personnel; potential hazardous areas may still exist Authorized Access Assets that may assist with recovery efforts—not general population (e.g., retail businesses, banking and insurance providers, VOADs, etc.) after visual inspection of approved forms of ID and/or access tokens	• Priority to resources required for reestablishing essential services • Safety of response and recovery personnel • Spot Checks within restricted areas • Access tokens required for non-marked or personal vehicles • Location of mustering points and staging areas • Coordination with checkpoint personnel
General Return  BLUE	Timeframe After emergency Emergency Zone Area stable for temporary access or general re-entry by the public; basic lifeline services restored or restoration in process Authorized Access Area open to the public; access tokens not required; all or majority of checkpoints removed	• Sufficient infrastructure to support re-entry (e.g., functioning utilities, emergency services restored, etc.) • Any areas approved for temporary access, but not re-occupancy • Any Jurisdictional curfew restrictions • Any remaining hazards, response efforts, or designated restricted areas • Any Checkpoints being maintained • Any areas that should require photo ID and proof of residence or company affiliation

Pegasus Research Foundation, State of Louisiana Joint Standard Operating Procedure Statewide Credentialing/Access Control Program All Hazards Reentry and Transit, July 25, 2011.

Stage 2: Evacuation Order



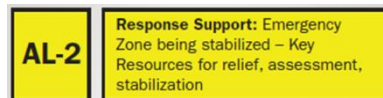
When an evacuation order is issued for an Emergency Zone, the impacted population should leave the area immediately. An evacuation order will provide the same information as the Evacuation Alert but should also include whether the order is mandatory or voluntary.



NOTE: Law enforcement authorities will notify remaining individuals of the issuance of a mandatory evacuation order, but will not expend resources or jeopardize safety to forcibly evacuate someone determined to remain. They will conduct an in-person notification (recorded if possible) of the individual regarding the mandatory order, the individual's requirement to comply, and that if the individual chooses to remain, that no resources will be expended to attempt a rescue in that area until after the danger has passed.

- **Sweep:** After an evacuation order has been issued, plans should be put in place to conduct a sweep of the evacuation area to ensure that all those at risk are aware of the need to evacuate.
- **Control access:** After an area is cleared of inhabitants, access routes to the area will need to be controlled to prevent unauthorized early re-entry.

Stage 3: Damage Assessment



Accurate damage assessment information must be obtained by Park City at the earliest possible time in order to:

- Evaluate the impact on the population and socioeconomic system of Park City and its ability to respond and recover.
- Assist the Governor with determining local and State level of contribution to the recovery effort.
- Allow the State Coordination Officer and the Federal Emergency Management Agency Regional Director to determine the kinds and quantities of disaster assistance to be provided by the State and Federal government, if appropriate.
- Document the need for supplementary Federal assistance under a Presidential 'Emergency' or 'Major Disaster' Declaration.
- Notify insurers of damaged/destroyed property.

During the damage assessment phase, access to the affected area should be restricted to agencies and other private service providers with roles that assist with assessing damages. All damages are to be documented; initially, resources should be dedicated to providing detailed damage assessments and safety planning in the following areas:

- **Structures** – Structures should be assessed by comprised of Building, Planning, and Engineering personnel for safe access and be documented as either residential or commercial.
- **Water and Wastewater Services** – All water and wastewater services should be inspected in accordance with industry standards for damage and connectivity to structures. All source water intakes, water treatment plants, reservoirs, water distribution lines, sanitary lines, waste water treatment plants, as well as storm water collection and outfall must all be inspected, repaired and certified to safe conditions.

- The availability of water and whether it is potable must be known and shared to service providers entering the area during this stage.
- Air Quality Conditions – information about outdoor air quality, particularly when a fire may still be present in the region, may be provided by the State Division of Environmental Quality or by Fire, Forestry, and State Lands. Smoke and other contaminants (e.g., oil and gas release) that may have impacted or caused a poor or hazardous outdoor air quality condition may also penetrate into buildings through active or passive intrusion. Service providers returning to buildings which may have been subjected to poor air quality events should enter buildings with caution or consider having them pre-inspected before re-entry depending on the reason for evacuation.
- Gas and Electric – All gas and electric lines and facilities should be inspected by response utilities service providers and status established. Service must be restored prior to re-entry.
- Access Routes – A hazard assessment of all transportation modes and associated infrastructure must be completed.
- Telecommunications – Voice and data lines, towers and stations should be restored
- Accommodation/Food – Consideration should also be given to the availability of accommodation and food for contractors if required.
- Debris Management – Consideration of where and how debris (solid or liquid) will be stored, transported and disposed of. Secondary hazards (i.e., intrusion of wildfire, infectious disease, and proliferation of rodents, flies or other insects) are more likely if wastes are not considered and controlled early in planning.

For more information, refer to Chapter 5 of the Park City Municipal Corporation Comprehensive Emergency Management Plan (CEMP).

Stage 4: Re-Entry Planning

AL-2	Response Support: Emergency Zone being stabilized – Key Resources for relief, assessment, stabilization	AL-3	Recovery Support: Emergency Zone is stable – Support for restoration of community lifelines and essential services
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The following types of re-entry should be considered under the circumstances:

- Restricted Entry – enforced through credentialing and placards identifying needs and roles of entrants. Note that in addition to credentialing, this requires enforcement and patrol.
- ‘Look and Leave’ policy – property owners allowed to review damage and enter for limited amounts of time and leave if utilities or other basic services not functioning.
- Unrestricted general re-entry.

Stage 5: Rescind Evacuation Order

AL-3	Recovery Support: Emergency Zone is stable – Support for restoration of community lifelines and essential services	AL-4	General Return: Area stable for temporary access or general re-entry by the public
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Once the Incident Commander or Unified Command determine that circumstances allow safe and orderly re-entry to the area, as discussed below, the Evacuation Order should be rescinded.



NOTE: Substantial friction is likely to occur between the evacuees’ desire to return to their homes as soon as possible and the need to delay return until the evacuated area is declared safe and can support the returning population.

A rescinded Evacuation Order should include

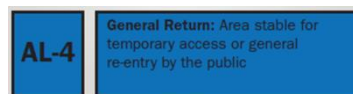
- The issuing authority
- The description of the areas with as much detail as possible
- Specific timings for return
- Details if phased return is applicable
- Recommended routes and identification of closed routes
- Where to get additional information

Multiple dissemination methods shall be utilized to capture as wide an audience as possible.

Evacuation related forms found in Appendix B:

- Evacuation Alert Template
- Evacuation Order Template
- Sample Evacuation Instructions
- Rescinded Evacuation Order Template

Stage 6: Community Re-Entry



During community reentry, considerations should be given to the size and demographics of the evacuated population. With larger scale re-entry plans, a best practice may be to establish Welcome Centers. Welcome Centers can also act as a centralized facility for Non-Government Organizations and faith-based communities to provide assistance.

Information available at the Welcome Center should include:

- Status of water systems, including quantity and safety of drinking water, ability to use wastewater and storm water systems, the location and access to waste disposal services.
- Clean up procedures and resources available to assist
- Clean-up Kits could be made available for individuals or businesses returning to their properties.
- Psychosocial assistance that is available
- Health and Safety advice
- Insurance advice
- Communications access (voice, data, internet)
- Returning to your home guide, provided by service providers or industry
- Where to get updates on weather, air quality or flood/forecast information (if applicable)
- It is important to note that not everyone will visit a Welcome Center; therefore, it is key to ensure that all available information is duplicated on as many communication methods as available (e.g., websites, social media, radio, printed literature and door hangers)

Worksheets and considerations for re-entry can be found in Appendix C.

Park City Evacuation Zones & Likely Demographics

Round Valley:

- Trail patrons (may require transport)
- Dogs, bikes

Prospector / Quinns:

- Schools
- Residents
- Patients
- Visitors
- Trail and playing field patrons
- Work staff (Peace House, IHC, clinics, NAC, Ice Arena, et al.)

Iron Horse / Aerie:

- Residents
- Visitors
- Work staff (+ Arts District)
- Hikers/bikers, dogs

Solamere:

- Residents
- Visitors (short-term rentals)
- Hikers/bikers, dogs

Deer Valley / Empire:

- Residents
- Visitors (short-term rentals)
- Resort patrons (will require transport)
- Work staff

Old Town / PCMR:

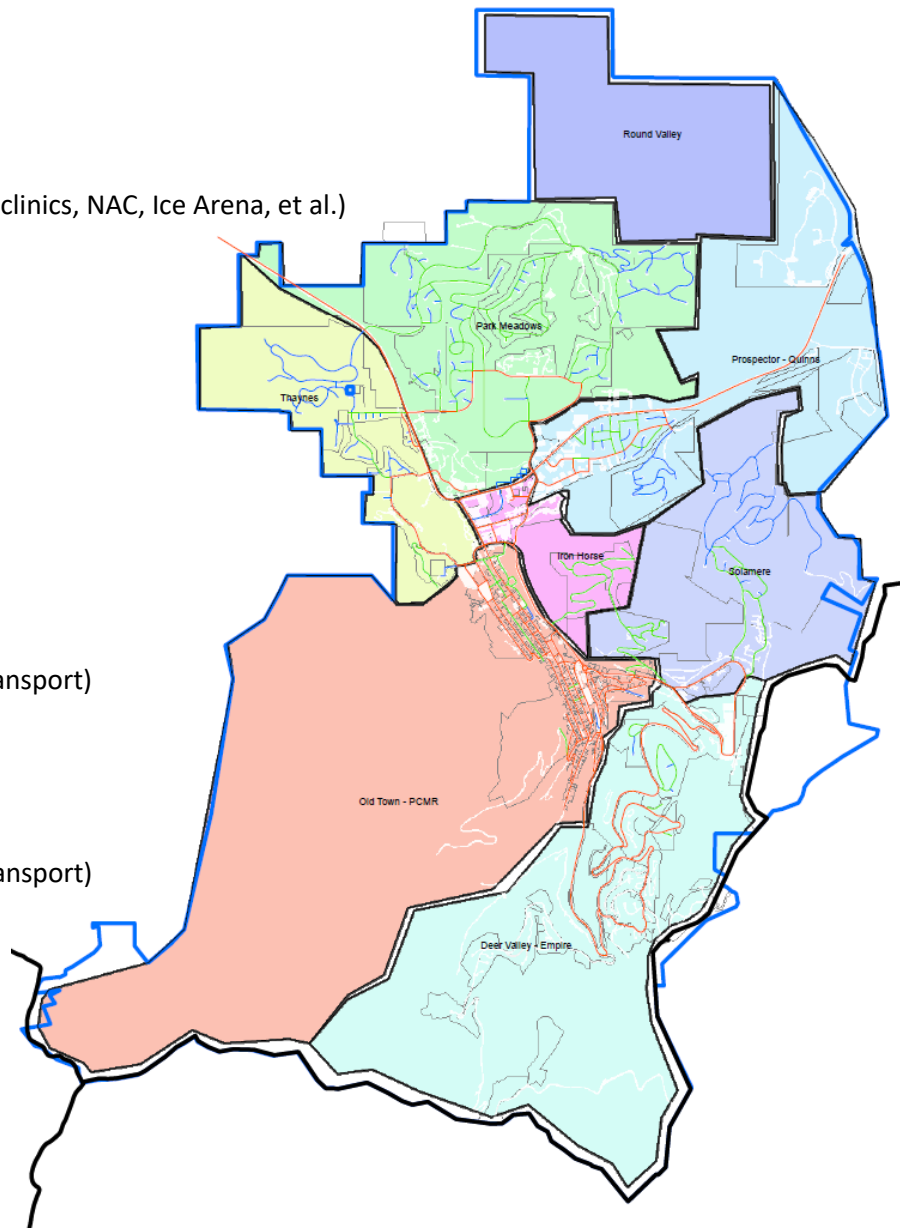
- Residents
- Visitors (short-term rentals)
- Resort patrons (will require transport)
- Work staff
- Senior Center

Thaynes:

- Residents
- Visitors
- Trail/golf course patrons
- Hikers/bikers, dogs

Park Meadows:

- Residents
- Visitors (short-term rentals)
- MARC patrons



NOTE 1: Construction crews and vehicles likely in all residential areas.

NOTE 2: The City-owned Bonanza Flats parcel (not shown) is located within Wasatch County, which will require coordination of notifications for that area.

Estimated Event Attendee Levels (Pre-COVID)

Event (duration)	Estimated attendance	Primary Zone(s)
Sundance (10 days)	50,000-75,000 / day	Old Town - PCMR / Iron Horse / Park Meadows / Prospector - Quinn's
Peak Ski Day	30,000-35,000 / resort	Deer Valley / Old Town / PCMR
Park Silly Sunday Market	10,000	Old Town / PCMR
Independence Day	15,000-30,000	Old Town / PCMR / Iron Horse
Arts Fest (3 days)	15,000-20,000/day	Old Town / PCMR
Tour of Utah	10,000-15,000	Old Town / PCMR
Autumn Aloft (2 days)	10,000/day	Prospector / Quinn's
Miner's Day	15,000	Old Town / PCMR / Iron Horse
Halloween	7,500-10,000	Old Town / PCMR
World Cup	6-8,000	Deer Valley / Empire
Deer Valley Concert Series	5,000	Deer Valley / Empire

Estimated Summer Trail Users - 2020 Data	
--	--

Summer Trail Count Totals:									
TOTAL NUMBER OF COUNTED USERS: 196,067									
Bloods Lake Trail VEH									
Week:									
	6/29/2020	7/6/2020	7/13/2020	7/20/2020	7/27/2020	8/3/2020	8/10/2020	8/19/2020	Totals:
Counts	3,926	3,634	3,762	8,484	9,520	5,227	3,517	2,485	40,555
Bonanza flat trail									
Week	7/6/2020	7/13/2020	7/20/2020	7/27/2020	8/3/2020	Totals:			
Counts	820	427	1,624	1,312	1,309	5,492			
Spiro									
Week	6/22/2020	6/29/2020	7/6/2020	7/20/2020	7/27/2020	8/3/2020	Totals:		
Counts	2,097	2,373	728	496	270	7,973			
Daily's Trailhead									
Week	6/22/2020	6/29/2020	7/6/2020	7/27/2020	8/3/2020	Totals:			
Counts	4,680	2,014	1,582	1,106	2,891	12,273			
Guardzman TH									
Week	7/20/2020	7/27/2020	8/3/2020	Totals:					
Counts	3,098	3,090	3,458	9,646					
Porculimb (Bike Counter)									
Week	6/1/2020	6/8/2020	6/15/2020	6/22/2020	Totals:				
Counts	2102	2,661	2,523	4,004	11,290				
Highland Trailhead (South)									
Week	6/8/2020	6/15/2020	6/22/2020	Totals:					
Counts	2,680	2,564	2,818	8,062					
Bloods Lake trail (people)									
Week	7/13/2020	7/20/2020	7/27/2020	8/3/2020	8/10/2020	8/19/2020	8/26/2020	Totals:	
Counts	10,417	10,202	7,599	8,329	9,900	9,256	4,459	60,162	
Jennys									
Week	8/3/2020	8/10/2020	8/17/2020	8/24/2020	Totals:				
Counts	10,133	3,932	1,194	15,259					
Armstrong									
Week	6/22/2020	6/29/2020	7/6/2020	7/20/2020	7/27/2020	8/3/2020	Totals:		
Counts	2,097	2,009	496	270	7,973				
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Counts	2102	2,661	2,523	4,004	11,290				
Mid Mountain (Guardzman)									
Week	7/6/2020	7/13/2020	7/20/2020	7/27/2020	8/3/2020	Totals:			
Counts	1,476	1,085	5579	1120	10,030				
Bloods Lake Trail VEH									
Week:	6/29/2020	7/6/2020	7/13/2020	7/20/2020	7/27/2020	8/3/2020	8/10/2020	8/19/2020	Totals:
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Counts	3,926	3,634	3,762	8,484	9,520	5,227	3,517	2,485	40,555
Bonanza flat trail									
Week	7/6/2020	7/13/2020	7/20/2020	7/27/2020	8/3/2020	Totals:			
Counts	820	427	1,624</						

Evacuation Alert Template

An Evacuation Alert has been issued by Park City Municipal Corporation.

(Briefly describe the event and potential risk)

Because of the potential danger to life and health, Park City Municipal Corporation has issued an Evacuation Alert for the following areas:

- Geographic description including boundaries and properties potentially impacted.

An Evacuation Alert has been issued to prepare you to evacuate your premises or property should it be found necessary. Residents will be given as much advance notice as possible prior to evacuation; however you may receive limited notice due to changing conditions.

- Provide map or description of potential evacuation route and map of evacuation alert area.

WHAT YOU SHOULD DO WHEN AN ALERT IS IN EFFECT:

Upon notification of an ALERT, you should prepare for an evacuation order by:

- Determining the location of all family members and/or coworkers and establishing a planned meeting place should an evacuation be called while separated. Determine an out-of-area contact to be used for family reunification and to pass messages between impacted family members.
- Gathering essential items such as medications, eyeglasses, valuable papers (i.e. insurance), immediate care needs for dependents and, if you choose, keepsakes (photographs, etc.). Have these items readily available for quick departure.
- Preparing to move any disabled persons and/or children.
- Moving pets and livestock to a safe area.
- Arranging to transport your household members or co-workers in the event of an evacuation order. If you need transportation assistance from the area, please call (contact number).
- Arranging accommodation for your family if possible. In the event of an evacuation, a Reception Center will be opened if required.
- Monitoring news sources for information on evacuation orders and locations of Reception Centers. Further information will be issued at (insert time or meeting location) or should the situation change (or visit the Park City Municipal Corporation website at www.parkcity.org).

For more information contact: (Local Authority Contact- Potentially Call Center).

(Signature of Police Chief or Designate, Mayor or Designate), Park City Municipal Corporation

INDICATE WHETHER PETS MAY BE BROUGHT TO THE RECEPTION CENTER(S). BRING BLANKETS, SLEEPING BAGS AND SPECIAL NEEDS ITEMS, IF POSSIBLE.

Evacuation Order Template

(DATE AND TIME) Pursuant to the DECLARATION OF LOCAL EMERGENCY, a Mandatory Evacuation Order has been issued by Park City Municipal Corporation due to immediate danger to life safety due to (briefly describe event).

Park City Police Department and other applicable agencies) will be expediting this action.

The Evacuation Order is in effect for the following areas:

- Geographic description including boundaries and properties impacted.
- Include map of evacuation area and evacuation route.

WHAT YOU SHOULD DO:

- Leave the area immediately!
- Follow the travel route provided.
- Don't take shortcuts. A shortcut could take you to a blocked or dangerous area.
- If you need transportation assistance from the area, please call (contact number).
- Close all windows and doors.
- Shut off all gas and electrical appliances, other than refrigerators and freezers.
- Gather your family, take a neighbor or someone who needs help.
- Wear clothes and shoes appropriate to the conditions.
- Take critical items (medicine, purse, wallet, and keys) only if they are immediately available.
- Take pets in pet kennels or on leash.
- Do not use more vehicles than required.
- Do not use the telephone unless you need emergency service.

YOU MUST LEAVE THE AREA IMMEDIATELY! For more information contact: (Local Authority Contact).

(Signature of Police Chief or Designate, Mayor or Designate), Park City Municipal Corporation

Sample Evacuation Instructions

1. Above all – REMAIN CALM
2. Gather your family, take a neighbor or someone who needs help.
3. **Evacuation Alert:** Assemble essential items (diapers, baby food, clothes, medical, eyeglasses, and money). Be ready to leave at a moment's notice.
4. **Evacuation Order:** Take critical items (medicine, purse, wallet, and keys) only if they are immediately available. Take pets in pet kennels or on leash.

NOTE: Reception Centers generally do not allow pets (with the exception of service animals). A separate location may be available to lodge your pet for a short period of time.

5. Turn off appliances (stove, lights, and heaters).
6. Do not use more vehicles than you require.
7. Do not use the telephone unless you need emergency service.
8. Go immediately a location outside the evacuation area, or to the Reception Center located at: _____.
9. Regardless of whether you require support, contact the American Red Cross as soon as possible to ensure you are registered as an evacuee. This will help ensure that your safety can be verified with family and friends outside the area.
10. Emergency Response Workers will be stationed at intersections along the way to direct you.
11. If you need transportation, call: _____ or _____.
12. Children attending Park City School District will be evacuated according to the school's established evacuation plan
 - Do not drive to your child's school. Pick your child up from the authorities at the evacuation location identified by the District.
 - Keep the windows and vents in the car closed.
 - Other: _____.

Rescinded Evacuation Order Template

(DATE AND TIME) The Evacuation Order, pursuant to the declaration of a STATE OF LOCAL EMERGENCY issued (date and time) to the area(s) (geographic locations(s)) is rescinded.

(Indicate if Evacuation Alert is in place).

An Evacuation Order may need to be reissued: however if that is deemed necessary the process will re-commence.

For more information contact: (Local Authority Contact).

(Signature of Police Chief or Designate, Mayor or Designate), Park City Municipal Corporation

Re-entry Guide

Damage Assessment	Point of Contact and telephone #/email	Additional Information
Structural assessments		
Assessment of Hazardous Material		
Gas Utilities Electric Utilities Water Utilities Sewage / Wastewater		
Access to all transportation modes		
Cellular/landline communications infrastructure		
Air Quality Condition		
Communications Plan		
Control of entry identified		
Storm water management systems		
Means by which access is authorized into restricted areas		

Restoration of Services

Service	Point of Contact and telephone #/email	Additional Information
Health Services		
Emergency Services		
Gas Utilities Electric Utilities Water Utilities Sewage / Wastewater		
Public Health Inspectors		
Critical Retail		
Banking		
Communications Plan		
Control of entry identified		
Storm water management systems		
Means by which access is authorized into restricted areas.		

Community Re-entry

Service	Point of Contact and telephone #/email	Additional Information
Welcome Center Established		
Information Packs Available		
Key NGOs Available		
Information on condition of homes available		
Insurance Information/personnel available		
Available Communications (computer, internet)		
Faith Communities available		
Mental Health Services Available		
Obtain returning home information sheets from department/industry (AHS, Fortis) including what to do checklists		
Information on weather, air or water conditions as applicable		
Survey 1-2-3 app accessible by QR code for surveying homes and businesses by owner		

Suggested Contents for “Clean-up Kit”

- 5-Gallon Bucket
- Mop
- Long handled broom
- Hand brush
- Cleaning fluid/detergent
- Sponges
- Heavy duty garbage bags
- Disposable Gloves
- Work gloves
- Dust particulate masks
- Safety Glasses
- Any other equipment deemed necessary or useful to the specific incident

**Department of Homeland Security
Crisis Event Response and Recovery Access (CERRA) Framework**

Alexandra Ananth

From: planning
Sent: Tuesday, January 3, 2023 8:55 AM
To: Alexandra Ananth
Subject: FW: [External] Support for Proposed Snowpark Development

From: brian kinhead <bmk645@gmail.com>
Sent: Monday, January 2, 2023 2:34 PM
To: planning <planning@parkcity.org>
Cc: shruthireddyny <shruthireddyny@gmail.com>
Subject: [External] Support for Proposed Snowpark Development

[CAUTION] This is an external email.

To the Commissioners of the Park City Planning Commission Concerning the Proposed Development of Snowpark by Alterra/Deer Valley

My wife and I have been full-time residents of Park City since March 2020. We live in Park Meadows. We own a condo at the Silver Baron Lodge. We purchased the condo about 9 years ago and, before moving to Park City full time, used it in winter and summer to visit Park City. When we purchased the condo, one of the considerations in our decision to buy the unit was the prospect of the Snowpark parking lots being developed into a ski village. Prior to moving into our house in Sept 2021, we lived for 15 months in our condo giving us a very good perspective on resort traffic once it reopened for the 2020-21 ski season.

We are excited about the proposed development of Snowpark and believe it will enhance the skiing experience for locals and visitors alike. Based on our experience at the Silver Baron Lodge, we don't think it will make the traffic situation any worse. Most visitors to Deer Valley don't rent cars or if they do, only use them for the trip to and from the airport. While here, they use transportation provided by their lodging, take an Uber, use the bus or walk.

Further we believe that the existence of the village and its amenities will induce many DVR users to stay for apres ski activities, including dinner, thereby dispersing departure times.

We don't think the closure of the loop will adversely affect traffic. Most people only use one side or the other, not both, on the same journey.

We are somewhat skeptical of the proposal to put a 3rd lane on DV Drive East given the width of the road. We suspect this aspect of the Deer Valley proposal is their attempt to meet the Planning Commission's request for measures to increase the use of public transportation. The reality is that most people, ourselves included, prefer to use their own vehicles and the creation of a dedicated lane for buses is unlikely to change people's preferences. We think the planning commission just needs to be pragmatic about this.

We are also skeptical about the proposal to add traffic lights at the Y. The alternating system people use now works fine and traffic lights are just going to add delays.

In conclusion, we are enthusiastic about the proposed development of Snowpark, with a couple of modest reservations about the proposal for 3 lanes and the traffic light at the Y.

Sincerely yours,
Brian and Shruth Kinhead

Gateway Tower West
15 West South Temple
Suite 1200
Salt Lake City, Utah 84101-1547
801.257.1900
801.257.1800 (Fax)
www.swlaw.com

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PLANNING DEPT

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

December 19, 2022

VIA EXPRESS MAIL

Park City Planning Commission
c/o Planning Department
445 Marsac Ave.
Park City, UT 84060

Re: In the Trees at Deer Valley Owners Association's ("ITT") Opposition to Deer Valley Snow Park Village Right-of-Way Vacation.

Dear Commissioners:

This firm represents Deer Valley Resort Company LLC ("DVR"), the owner and operator of Deer Valley Resort (the "Resort"). This letter responds to some of the items raised by ITT's letter of December 13 and includes a specific enclosure responding point-by-point to ITT's traffic concerns.

As we know, DVR is developing and enhancing the existing Snow Park Lodge, including the parking areas and roadways ("Project") as long contemplated by development approvals existing since the 1970s. In fact, the very same development approval that allowed for the construction of the ITT project approved and contemplated the Project.

To develop the Project, in accordance with current codes and existing entitlements, DVR has submitted a master planned development application with Park City for creation of a new and extended village incorporating the existing Snow Park Lodge. A primary aim of the Project is to enhance the public's access to and experience at the Resort. To achieve this goal the Project promotes public transit, prioritizes alternative modes of transportation, and incorporates design elements to improve arrival and departure experiences for all guests. These aims and proposals are in line with Park City's stated objectives and goals¹.

¹ See Park City Code § 15-6-6 (providing factors for the Planning Commission to assess in determining whether to approve a master plan amendment).

Snell & Wilmer

L.L.P.

Park City Planning Commission

December 19, 2022

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For the Project to move forward, a small portion of the existing roadway must be vacated. A roadway may be vacated if “good cause exists for the vacation; and neither the public interest or any person will be materially injured by the vacation.” Utah Code § 10-9a-609.5(4)². Good cause means providing positive benefits and mitigating negative impacts which can be accomplished by providing public amenities and benefits, resolving issues, or promoting excellent design and practices. *See* Park City Municipal Code § 15-15-1.

The proposed vacation provides a significant net benefit to Park City. Notably, Park City’s general plan contemplates an intermodal transportation hub within the Resort area to link the City and region’s prime recreational facility to the larger public transit network. Park City has no location where it can locate the transit hub in or near the Resort, but DVR is willing to incorporate the hub into its Project. The proposed road vacation is a key element to facilitate the creation of the long-desired transit hub. DVR has prioritized assisting the City in meeting its transportation and transit goals while at the same time incorporating the long-ago approved density into the Snow Park area. As recognized by the City’s general plan, this intermodal hub will significantly benefit Park City.

The Project will also create other positive benefits. For example, the Project will create a more compact, walkable, and pedestrian oriented experience. The new traffic circulation plan will reduce pedestrian, vehicle, and transit conflicts, reduce on street parking, and provide for more efficient and safer drop off points. Indeed, instead of the current arrangement which provides only one arrival experience, the Project incorporates elements to provide for no fewer than four different arrival points for guests coming from near and far. The Project will also increase the desirability and usability of public transit by facilitating the arrival of multiple buses to the Resort in a covered facility that will shelter departing or arriving guests from the elements. In the future, transit users will no longer just be dropped off on a public street, needing to cross lanes of traffic to reach the resort. Rather the guests arriving at the new transit facility, made possible through the small road vacation, will be able to take elevators and escalators to the ski village and beach being incorporated into the Resort. The extension of the village into the existing ski facilities, uninterrupted by a public road, will ensure that those arriving by car, bus, or foot will all enjoy a unified village connected to the existing ski facilities. Further, the length of curb for the revised car drop-off point is equal to the length of the existing drop-off point.

The Project and vacation will not materially injure the public’s interest or any person. Rather, this vacation will open-up the solutions to meeting the stated goals of improving transportation and transit opportunities. Just as the public will not be harmed by the vacation, neither will ITT and its owners be injured or harmed by the roadway vacation.

² ITT improperly cites to Utah Code § 17-27a-609.5, but that provision only applies when a County is acting as the land use authority. Here, Park City is the land use authority so Utah Code § 10-9a-609.5 applies.

Snell & Wilmer

L.L.P.

Park City Planning Commission

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In its letter, ITT posits several incorrect statements about the Project's traffic. Each of these is addressed in the traffic analysis enclosure, prepared by Fehr & Peers, the project's traffic engineering firm. This analysis, and these responses, confirm that the design and Project elements anticipate and have solved for ITT's identified concerns. In fact, the vacation and its corresponding transit and transportation improvements will ensure that travelers to and from ITT will have the same or better arrival and departure experience as they have currently.

An item that ITT has not considered is that the road vacation is key to making the entire Project operate in a way that benefits all concerned, including those neighboring the Project. It is notable that the homeowner associations closest to the vacation are supportive of the vacation. Those willing to read the ample traffic analysis submitted by DVR will see these benefits. Ironically, if ITT were to get its wish for no vacation, and the remaining and already entitled density were placed on the existing Snow Park parking lots without coordinating significant transit and transportation improvements, the harm that ITT seeks to avoid may more likely develop. In other words, the most efficient way to develop and mitigate impacts associated with the development of the existing entitlements, is to vacate the road and create multiple arrival points for the Project. By allowing the vacation Park City will be putting into action its goal of prioritizing transit while ensuring that the arrival experience remains top-of-class for one of the state's foremost recreation destinations.

ITT makes no claim of a particularized, material injury, because they cannot. Specifically, ITT asserts that it will be injured because the roadway vacation will impair the visual quality of Deer Valley, impact egress and ingress to ITT, increase vehicular traffic and queueing generally, reduce easily accessible pick up and drop off areas, and create congestion. These statements are unsupported and directly rebutted by the enclosure. DVR has submitted multiple traffic studies, simulations and analyses to confirm that these concerns are unfounded. DVR's traffic engineers' work has been peer-reviewed by independent traffic professionals obtained by Park City. For example, the transportation study concluded that the Project would improve connectivity and reduce delays. Likewise, de minimis inconveniences, such as ITT's perception that Project reduces Deer Valley's visual quality, are not material injuries. Rather, they are subjective preferences that do not reflect the fact that DVR's right to locate these units within its Resort have existed since before ITT was built. ITT maintains complete and unfettered access to the public roadway system and only speculates as to potential issues that may arise to its visual experience.

For the reasons stated herein, and in DVR's other submittals, the Planning Commission should recommend the roadway vacation's approval because it will materially benefit Park City, improve the travel experience for residents and guests alike, and does not materially injure the public's interest or any individual. The roadway vacation is a small but important part of the Project's overall approval and design to modernize the Snow Park and its connection to the larger Park City area. If the roadway vacation is not approved, Park City with forego the Project's numerous benefits, including the availability of an intermodal transportation hub in

Snell & Wilmer
L.L.P.

Park City Planning Commission

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Deer Valley, as contemplated by Park City's general plan. This is a not result that will benefit no one. We look forward to a positive recommendation here.

Very truly yours,

SNELL & WILMER

A handwritten signature in blue ink, appearing to read 'Wade R. Budge', with a stylized flourish at the end.

Wade R. Budge, P.C.

WRB:de

Enclosure

Fehr & Peers Enclosure and Response

Each of the below claims in on Page 4:

- CLAIM: "Increased Vehicle Traffic on Deer Valley Drive (West)", "...Vehicular Flow for morning traffic entering via Deer Valley Drive (West)...will be 60% of the general traffic flowing to the Snow Park resort area, and 100% of the day skier traffic, along with local residential use."
 - RESPONSE: The volume assumption of 60% entering via Deer Valley Drive West is correct. However, the assumption of 100% of the day skier traffic using Deer Valley Drive West is not correct. Day skier traffic is distributed, among other users, on both Deer Valley Drive East and Deer Valley Drive West to compose the 60/40 split for the proposed build conditions.
- CLAIM: "Increased Vehicle Traffic on Deer Valley Drive (West)", "DVR does not include any of the hotel drop off/pick up traffic for the hotel driveway to be located on Deer Valley Drive (West) just north of Royal Street, nor does it address additional daily trips created by day visitors to the village (restaurant users, hotel/spa/homeowner visitors, shoppers and those attending events in the future event space.)"
 - RESPONSE: This is not correct; the proposed plus project conditions analysis includes projected trips generated by the development.
- CLAIM: "Increased Vehicle Traffic on Deer Valley Drive (West)", "Day skiers who park in the parking lots typically enter the lots via Deer Valley Drive (East) as there currently is no direct access to the lots from Deer Valley Drive (West)."
 - RESPONSE: The traffic counts collected at the Deer Valley Drive East/Deer Valley Drive West shows nearly 80% of the total inbound traffic continuing on Deer Valley Drive West in the AM peak hour. Vehicles were also observed to access the parking lots via Deer Valley Drive West (looping around by the current drop off/pick up in front of Snow Park Lodge) on site, in the AM peak.
- CLAIM: "Anticipated Traffic Queueing Along Deer Valley Drive (West)", "Day Skiers traveling to the resort as designed in DVR's Circulation Site Plan will travel along Deer Valley Drive (West) and shortly after passing the "Last Bus Stop" adjacent to In The Trees will turn left onto Doe Pass..."
 - RESPONSE: The proposed roadway alignment actually reconfigures the roadway so that vehicles along Deer Valley Drive West "go through" onto Doe Pass Road, not turning left onto Doe Pass Road.

- CLAIM: "Anticipated Traffic Queueing Along Deer Valley Drive (West)", "A review of the Circulation map for this traffic flow raises concerns regarding frequent traffic queueing, particularly near ITT given its proximity to Doe Pass."
 - RESPONSE: This is a valid concern and depends on efficient parking ingress operations. Our analysis uses a state of the art traffic simulation analysis, which assumes a worst-case scenario of ingress transaction time at the parking garage, indicates that queues will not extend to Potters Lane, the driveway to the In The Trees development. The desired plan is to implement an efficient parking management strategy that requires no ingress transaction time. DVR is committed to operating its lots to the highest standard for efficiency.

Alexandra Ananth

From: dslattery@stonebridgera.com
Sent: Wednesday, December 21, 2022 10:42 AM
To: Alexandra Ananth
Subject: [External] Snow Park Development

[CAUTION] This is an external email.

Alex,

Good morning. We have owned a home in lower Deer Valley since 2004 at 1124 Stonebridge Circle. I want to commend the plan commission and staff on all the time and effort they are putting into the Snow Park Redevelopment project. I have Zoomed in for most of the presentations regarding this project and am very much in support of the proposed redevelopment with two concerns. Regarding the development and one concern for overall Park City

1 – I don't understand how Deer Valley in good conscious can request a reduction in parking of 20%. As most people arrive to the resort via shuttle or drop off not public transportation as testimony was provided to support these findings on Monday evening. I strongly request the city not allow Deer Valley this variance. We do use public transportation or get dropped off at the resort.

2- As I listened to the testimony I found the vast majority of local residents support the redevelopment. Their major concern was traffic and changing the local feel of the area with a traffic signal being installed at the "Y" intersection of Deer Valley Drive. As an engineer and having completed many development projects over the years it has been found that round-a-bouts operate more efficiently than traffic signals. I strongly urge the plan commission to look into changing the traffic signal to a round-a-bout as currently exists at Deer Valley Drive and Marsac.

3- The last concern isn't about this development but to me is the elephant in the room as it relates to overall traffic in Park City. For whatever reason the city neglects to address a fundamental traffic issue that occurs almost daily on Kearns Boulevard either inbound or outbound as well as on Bonanza between Kearns and Deer Valley Drive. Park City Mountain and Deer Valley resorts are the lifeline of the local economy. Allowing people to get to and from these resorts not only helps the economy but also allowing traffic to flow reduces pollution. Most people would like for everyone to take public transportation but that may not be possible for everyone.

Thank you again for all your time and effort on this project as well as the many other things you do for the community.

Merry Christmas and Happy New Year.

Dan Slattery
Phone – 630-235-2477

Alexandra Ananth

From: planning
Sent: Tuesday, December 20, 2022 8:21 AM
To: Alexandra Ananth
Subject: FW: [External] Fwd: Tonight's planning session

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

From: Mike MacNaught <macnaught45@gmail.com>
Sent: Monday, December 19, 2022 7:07 PM
To: planning <planning@parkcity.org>
Subject: [External] Fwd: Tonight's planning session

[CAUTION] This is an external email.

Moving to a "D" LOS is not acceptable. The traffic planner said "let's take a wait and see approach to the Solamere issue" - in my experience this would need to be addressed at the onset, not later.

>

> I would urge the commission to require a "c" or better for everyone.

>

> Best regards,

>

> Mike MacNaught

> 2041 Solamere Drive

Alexandra Ananth

From: Levi Jensen
Sent: Monday, December 19, 2022 2:56 PM
To: Alexandra Ananth
Subject: FW: [External] link

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: Martha Lieberman <mlresources@mac.com>
Sent: Monday, December 19, 2022 2:54 PM
To: Levi Jensen <levi.jensen@parkcity.org>
Subject: Re: [External] link

Here was an email I submitted earlier that could be entered as a comment?

While I appreciate the planning committee allowing for resident input on the Snow Park development, the timing of this meeting on 12/19 doesn't seem to allow the best attendance possible. The residents who live in PC part-time during the summer months are gone. Most of the winter residents will not have arrived yet. And, many full-time residents will be traveling to spend the holidays with family in other places.

While I know that Zooming in is an option, so many people will have other commitments leading up to the holidays.

I guess we'll see Monday if you get the turnout you did over the summer when it was on the patio at the cafe. I hope so!

=====

Also, what about people who want to comment but get frustrated that the link doesn't work and don't persevere?

Martha

On Dec 19, 2022, at 1:43 PM, Levi Jensen <levi.jensen@parkcity.org> wrote:

Hello Martha,

That link has been corrected and should link you to planning@parkcity.org .
You can submit your comment to that email, or you can send your comment in response to this email and I will make sure it gets with the right person.

Thank you for bringing that to our attention, and for being understanding.

Levi Jensen
He/Him

Planning - Executive Office Administrator
435.615.5060

<image001.png>

Begin forwarded message:

From: Martha Lieberman <mlresources@mac.com>
Date: December 19, 2022 at 1:10:28 PM MST
To: Linda Jager <linda.jager@parkcity.org>
Cc: Allison Keenan <allisondkeen3@gmail.com>
Subject: [External] link

[CAUTION] This is an external email.

Hi,

I clicked on the link to planning@parkcity.org on the link below and it went to Jessica Nelson. I tried emailing her a couple of days ago and it bounced back. So, I can't see where to email if I want to comment at tonight's meeting on this page:

<https://www.parkcity.org/Home/Components/Calendar/Event/39051/14>

Thanks,

Martha Lieberman

Alexandra Ananth

From: Stu Foster <medpres@yahoo.com>
Sent: Monday, December 19, 2022 1:10 PM
To: Planning_Mail
Subject: [External] DV Snow Park Redevelopment

[CAUTION] This is an external email.

Having had a chance to review the plans for Snow Park at the recent open house we feel that is important for all voices to be heard.

In our view, the redevelopment plan is a huge win for Park City, residents of Deer Valley, visitors and the resort itself. The update of what is now a tired 80's site is great new amenity for the city, in bringing an up to date, world class ski base to an already recognized top tier resort.

The addition of a hotel and dining options can only enhance the area. The traffic and road situation can only improve from the current situation.

As an upper deer valley resident, I loved the idea of a gondola running after hours as a means to access the base area without needing a car.

We can see property values and the allure of our town as a tourist destination only enhanced by this plan

We would urge the planning commission and city council to give the go ahead on this and let's get it done

Regards,

Stu and Sonja Foster

Alexandra Ananth

From: David Live <livex002@gmail.com>
Sent: Monday, December 19, 2022 12:24 PM
To: Alexandra Ananth
Subject: [External] Snow Park Village Redevelopment

Categories: Red Category

[CAUTION] This is an external email.

The traffic plan submitted for the Snow Park development at Deer Valley fails to address aspects relating to the section of Deer Valley Drive from the traffic circle at the intersection with Marsac Ave. to the “Y” intersection. This segment, along with the loop, effectively comprise a single unit, as all traffic heading to Snow Park must traverse this stretch before reaching the loop. It is recognized in the plan put forth by Deer Valley that improvements in the intersections with Solamere Dr. and Queen Esther Dr. are needed for traffic flow. However, the traffic flow problem is arguably worse in the section below the “Y”. The nature of the loop effectively offers 2 lanes of traffic for each direction leading to Snow Park, depending on which direction around the loop drivers choose to take from the “Y”, while there is only one lane in each direction in the stretch below the “Y” to accommodate the traffic. Thus, it is at least as urgent to deal with the traffic flow from the traffic circle to the “Y”.

Within this lower section there are a number of driveways opening onto Deer Valley Dr., and the four way intersection where Rossie Hill Dr. and Sunnyside Dr. meet Deer Valley Dr.. There is also greater total traffic on this stretch than in the loop since, in addition to vehicles heading for Snow Park via the loop, this is the access for vehicles traveling to and from the existing numerous units along this lower section of Deer Valley Dr. and providing associated services (e.g. trash collection), as well as the residences on Rossie Hill Dr., McHenry St., Coalition View Ct., Deer Valley Loop Rd., Sunnyside Dr, and Mellow Mountain Rd. that feed into the intersection noted above. During the ski rush hours, making turns at this intersection, as well as entering Deer Valley Dr. from the driveways is problematic. The proposed traffic signal at the “Y” may provide some gaps in the traffic to help address this situation for the west bound lanes of Deer Valley Dr., but not the east bound lanes. In the initial traffic survey, it does not appear that flow at this four way intersection was examined.

This is the time when there is an opportunity for a comprehensive plan for traffic flow control along the whole section from the traffic circle to the Snow Park development. For instance, would an additional traffic signal at the Rossie Hill, Sunnyside, Deer Valley Dr. intersection help mitigate the issues.

In addition to whether the models of future traffic flow will hold up, it is worth noting that Deer Valley has an aggressive schedule for construction once a permit is obtained. During the construction period there would likely be significant additional traffic from the construction workers and trades people, as well as material deliveries. After the project is completed there is likely to be additional traffic generated by those staffing the hotels and business as well as deliveries.

The roadway that Deer Valley wants Park City to vacate appears central to their concept for the Snow Park development and by extension its economic benefit to them. Park City, and by extension its residents, should get something in return in the transaction. Waiting for the project to be completed and then follow-up analysis of the traffic to see if additional measures should be taken seems to be something of a delaying tactic that would in effect fragment the problem and leave those affected by the situation on the segment from the traffic circle to the “Y” with few options.

Alexandra Ananth

From: planning
Sent: Monday, December 19, 2022 12:13 PM
To: Alexandra Ananth
Subject: FW: [External] DV Planning meeting — my thoughts
Attachments: E9AEE05D-9BFE-4E2C-B5D0-9DC6FFF6CE21.jpeg

From: Christina Marie Shiebler <christina@shiebler.com>
Sent: Monday, December 19, 2022 12:11 PM
To: Nann Worel <nann.worel@parkcity.org>; Matt Dias <matt.dias@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; planning <planning@parkcity.org>; Council_Mail <Council_Mail@parkcity.org>
Subject: [External] DV Planning meeting — my thoughts

[CAUTION] This is an external email.

Mayor Worel and Matt, hi.

I'm writing in advance of the Deer Valley Planning Commission meeting and I would like my email to go on record.

Deer Valley Resort (formerly Royal Street Land Co.) was issued a permit in 1977. The Deer Valley 12th Amended and Restated Large Scale MPD Permit is currently in place. The MPD authorizes densities for the Snow Park Village Parcel which consists of the surface parking lots (Existing Site). In 2008, Deer Valley created a site plan which was within the existing property ownership boundaries (2007-2008 Proposed Site Plan — attached).

14-15 years later and the Field of Dreams mentality that has consumed our community is lending to the optics and narrative that behemoth resort operators and their asset growth and earnings goals take prescient over quality of life, livability and safety of residents. Over building and building beyond ownership boundaries in order to heighten a perceived resort user experience and assets under management / ownership all while knowingly sacrificing resident safety and experience sets an alarmingly dangerous and fatalistic community prescient.

The current proposal submitted in November of 2022 extends beyond the existing MPD and property ownership boundaries. Additionally the plan presented at the two day (12/13 and 14) short notice rsvp mandatory "open house" has been contradicted in the packet submitted by the planning department the day after the open house. This contradiction and significant opinion change presented by planning staff is alarming at best.

Beginning in Spring of 2022 elected and employed officials of the municipality stressed the importance of community involvement in meetings, communications and the process. Following that advice many members of the community came together in a meaningful way to help build consensus and articulate a message. A consultant was hired and an extensive unbiased survey was developed and kept public for months; with the intent of gathering authentic and broad input. Significant personal time and financial resources have been allocated to this initiative. Our personal and collective efforts have been met with the optics that the process lacks transparency and it certainly lacks the staff engagement our officials encouraged.

It is incumbent upon our leadership to authentically and transparently represent our community; beginning with a building moratorium and unbiased community (muni / basin) wide transit and safety study. It is evident that this revised resort plan, including the significant opinion change from planning staff, comes with a robust future Olympic venue in mind; when the push should instead be focused on community sustainability.

In closing I would like to state that I am not anti development but rather pro property owners rights. As a tax paying member of the municipality, I do not believe in the transfer of city owned assets to for profit corporations; especially at the cost of safety and livability of members and visitors of the community.

I look forward to transparent access to all matters concerning this proposal.

Christina Shiebler
Rossi Hill resident since 2004

Hotel

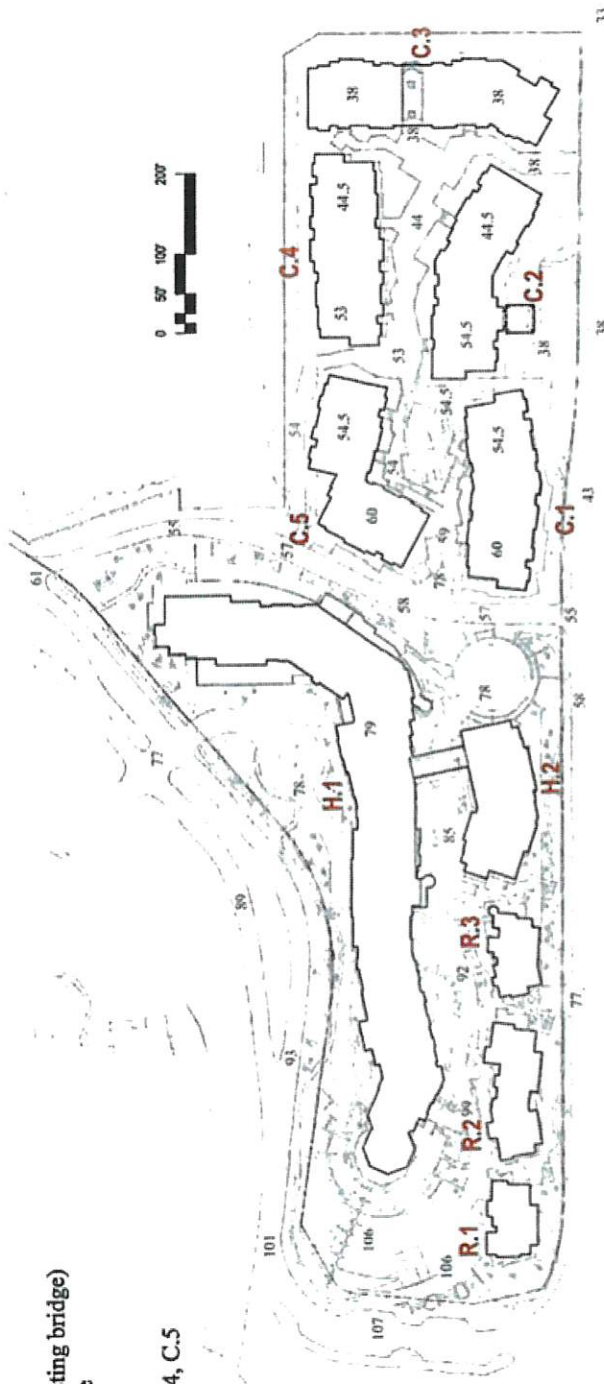
H.1, H.2 (connecting bridge)

Retail with Condo above

R.1, R.2, R.3

Condo

C.1, C.2, C.3, C.4, C.5



Parcel I

Parcel II

Parcel III

Phase I - North End "Condos" Phase II - West Side "Condo Hotel" Phase III - East Side "Condo over Retail"



P1
P2
P3
P4
P5

Section of parking structure levels P1-P5

MHTN
ARCHITECTS

WPA
ARCHITECTURE

Overall Site Plan

06.07.07



Turnberry Associates

p2

Alexandra Ananth

From: Jennifer Franklin <j.marie.franklin@gmail.com>
Sent: Monday, December 19, 2022 11:17 AM
To: planning
Cc: Alexandra Ananth
Subject: [External] Jen Franklin public input, Deer Valley ReDevelopment

[CAUTION] This is an external email.

Hello Planning and Staff,

Thank you for your diligent work and community collaboration on this project and during this work session.

I write as a primary resident with 16 years on Deer Valley Drive (downhill of the Y), as a 24-year Deer Valley (DV) Resort Mountain Operations employee, and a Park City Vision 2020 think-tank participant.

Based on my walking, bike, and bus riding experience, I support Alternative C for Deer Valley Drive. I support the seasonal flexibility and the ability for adaption Alternative C provides.

I trust the Right of Way (ROW) Vacation conversation can be moderated in Conditions of Approval to ensure best results for the community at large. Also, based in my decades with DV Operations, I believe the management of Doe Pass Road is best handled by the site, Deer Valley Resort.

From 1999 to 2018 I commuted to Snow Park via walking, e-bike with trailer, car, carpool and via city bus. In the current proposal, the pedestrian, bike, and emergency access through the site and the "Loop" is an effective and safe proposal.

I have no doubt whatsoever in the ability of PC Fire and PC Police to access the site; I know these entities very well. Deer Valley Resort and PCFD have a highly functional relationship, with decades of training and effective collaboration having numerous firefighters with Deer Valley patrol experience, present or past (including Owens and Zanetti).

I support robust public transit and hope this re-development can enhance the offerings to residents and visitors.

Thank you for the time you all have put into this project.

Be well and happy holidays,

Jen

Jennifer Franklin
mobile 435-602-3822
j.marie.franklin@gmail.com

555 Deer Valley Drive owner/resident, since 2006
Deer Valley Resort employee, since 1999
PC Municipal Board of Adjustment member, since 2012

My working day may not be your working day. Please do not feel obliged to reply to this email outside of your normal working hours.

December 19, 2022

To Park City Planning Commissioners and City Planning Staff,

My husband Joe and I have been owners at Comstock Lodge, 2650 Deer Valley Drive East, Park City, since 2010. During that time we have enjoyed the tremendous activities provided by Deer Valley in the winter, summer and fall. We have also been looking forward to the the day when Deer Valley Resort's Snow Park base area will be developed to fulfill the last major piece of its visionary master plan approved in 1977.

The resort's decision not to seek additional density or height variances speaks volumes about its commitment to the local community. In addition, the resort has addressed traffic and parking with a well-thought-out and integrated traffic management plan. Since residents and guests of our building access Deer Valley from Deer Valley Drive East, we have been highly interested in potential traffic flow changes and any impacts to our guests and the building. The resort team members responded with multiple meetings and a high level of engagement with us.

Over the past year, we have read many documents provided, and updated by Alterra/Deer Valley, including analysis by consultants, reports, charts, tables and other materials of the entire project. Additionally, I have had several in-person meetings, Zoom sessions and Teams presentations with Jake Romney, Alterra Director of Development. After sharing my concerns with Mr. Romney, he addressed all questions and concerns and suggested alternatives to address critical issues. In particular, he reviewed several maps, charts and tables that showed the roads, traffic flow, traffic volumes, vehicle level of service, parking lots, plaza, lifts, ski beach, ski check, options for a bike lane, transit and/or flex lane, and many other aspects of the plan. He also presented traffic simulation software which showed various scenarios of the traffic flowing into, and out of Lower Deer Valley at peak times during ski season. Recently, I attended the Informational Open House at Snow Park Lodge where I was able to meet and discuss the project with several members of the Deer Valley Snow Park Project Team. They answered my questions and addressed concerns expressed to them. The Open House was an excellent public event to present their plan.

Deer Valley Resort has been, and continues to be an open and responsive partner. They have worked closely to consider the community, and the requirements placed on them by the City to be transit-focused and environmentally conscious. Deer Valley Resort President and COO Todd Bennett also has sustainability as a top priority. This is rare these days with development projects, and very much appreciated.

My husband and I fully support Deer Valley's plan and urge Planning Commissioners to submit a positive recommendation of the current plan for approval by the City Council. We believe the proposal is a positive one for the community, for guests who wish to visit a world-class ski resort, and for visitors to a resort that provides amenities that currently do not exist.

Thank-you for this opportunity to express our support for Deer Valley's Snow Park project.

Sincerely,

Jeanne & Joseph Graupmann

Comstock Lodge, Unit 301

JG22301@hotmail.com

Alexandra Ananth

From: planning
Sent: Monday, December 19, 2022 8:32 AM
To: Alexandra Ananth
Subject: FW: Deer Valley Ski Resort

From: Martin Pichinson <mdp@sherwoodpartners.com>
Sent: Friday, December 16, 2022 4:32 PM
To: planning <planning@parkcity.org>
Cc: hello@protecttheloop.org
Subject: [External] Deer Valley Ski Resort

[CAUTION] This is an external email.

As a long time residence of Deer Valley, what the new owners are trying to do to create a Snow Park project is totally crazy. I have had two homes in Deer Crest and am a current owner in the St. Regis. Reducing parking will be nothing more than a disaster. The current lot gets over filled to begin with during high season. Furthermore, taking away any parking, adding buildings for hotel, condos, restaurants, shops and an event center will definitely bring additional need for additional parking, not less. Taking away parking by adding parking needs makes sense? This will create a traffic nightmare. How will the residence even get through the current road structure off the highway to Park City? The project was approved in 2007-2008 and yes, things happen. Today, 2022-2023, we have more condos and homes in the area, which already creates traffic congestion.

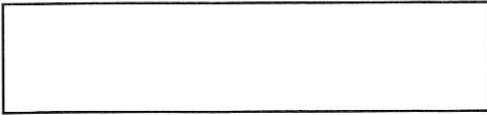
What are the developers thinking? What is the city of Park City thinking? Furthermore giving the resort free land is ludicrous. They want land, build a multi-structure parking (additional parking, not less) area with automated transportation to and from the resort with a stop in the middle for the shops.

Since when does a profitable corporation deserve any free ride? Park City and Deer Valley have become a brand, an international brand, a resort known for convenience and enjoyment. Park City and Deer Valley have a pristine reputation and Johnny-Come-Lately developers want to destroy what generations have built, only for their bottom line and greed. Park City only should have sponable growth, not bottom line growth. The city agreed to the 2007-2008 plan and going beyond the plan will only destroy what our forefathers built.

The request is morally wrong and hope that the city of Park City and the planning commission does not permit this for-profit company to destroy the reputation. If the developer has to go back to the drawing board, so be it. Why should Park City and Deer Valley just give in? This will be nothing more than a disaster that I believe the city of Park City and Deer Valley will regret this for generations.

Sincerely,

Martin Pichinson



Martin Pichinson

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Silicon Valley | Los Angeles | New York



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Alexandra Ananth

From: oriesantillo@gmail.com
Sent: Monday, December 19, 2022 12:29 AM
To: Planning_Mail
Subject: [External] Snow Park

[CAUTION] This is an external email.

I say it is a go project; it will bring value to our community financially and by reputation. Vail is dragging down the reputation of Park City: Alterra and DV will add value and enhance PC and DV reputations. The city needs a Master Plan to integrate this growth. Orie Santillo

Sent from my iPhone

Alexandra Ananth

From: planning
Sent: Friday, December 16, 2022 12:46 PM
To: Alexandra Ananth
Subject: FW: [External] Deer Valley - Snow Park Development

From: Michael Weiner <mdwaresmgmt@gmail.com>
Sent: Friday, December 16, 2022 11:56 AM
To: planning <planning@parkcity.org>
Cc: Michael Weiner <mdwaresmgmt@gmail.com>
Subject: [External] Deer Valley - Snow Park Development

[CAUTION] This is an external email.

To Whom It May Concern ...

While I/we appreciate the public hearings, some of the materials respecting traffic/transportation remain unclear especially as it affects the Solamere/Queen Esther and above neighborhoods. The materials offered by DV are unclear as to whether the traffic patterns on DV East and West are proposed as "one way" or "dual"? Currently, the Solamere neighborhoods are accessed via the DV Loop which has dual traffic (i.e., both directions). Will that remain or is the proposal now to access via a one-way pattern from DV West to the new Doe Pass Road continuing then left onto DV East with a right onto Queen Esther and Solamere? There are 1,000+ residences in the affected neighborhoods and if the pattern is proposed as one way we will be severely disadvantaged and especially so without proper vetting or hearing to those of us affected.

Please advise.

Many thanks

--

Michael D. Weiner
[C] (310) 717-0881
Email: mdwaresmgmt@gmail.com

Alexandra Ananth

From: planning
Sent: Friday, December 16, 2022 12:45 PM
To: Alexandra Ananth
Subject: FW: [External] Deer Valley project

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

From: Robert Gurss <robert.gurss@gmail.com>
Sent: Friday, December 16, 2022 11:48 AM
To: planning <planning@parkcity.org>
Subject: [External] Deer Valley project

[CAUTION] This is an external email.

Relevant to the upcoming meeting, I would suggest that the City condition any approvals on a commitment from Deer Valley that it will continue to provide complimentary ski storage. This is necessary as the plan anticipates greater use of public transit to reach the resort, which will be much more viable if passengers are able to leave ski equipment at the resort, rather than carrying it from lodging/homes to bus stops and then on to potentially crowded buses.

Bob Gurss
Full-time Park City resident
robert.gurss@gmail.com

Alexandra Ananth

From: planning
Sent: Friday, December 16, 2022 12:45 PM
To: Alexandra Ananth
Subject: FW: [External] For Deer Valley - Monday's Meeting

From: theplusjns@aol.com <theplusjns@aol.com>
Sent: Friday, December 16, 2022 11:11 AM
To: planning <planning@parkcity.org>; tbennett@deervalley.com
Subject: [External] For Deer Valley - Monday's Meeting

[CAUTION] This is an external email.

Thought or Idea to ponder Deer Valley.

Bringing in venues that will draw in more tourist visits in the off season should be considered in all developments.

Consider adding an artificial whitewater course running down the middle of the new development. Wouldn't it be awesome to be hanging out on your hotel or condo deck in the spring, summer, fall and watching a Whitewater competition or even novices using the course. Typically, 300 yards in length. It could be saddled next to the new and improved Silver Lake or Carpenter lifts.

While everyone is brainstorming about traffic and other important issues. Adding a venue that will extend the season is something that should be considered as well.

Just something that has been on my brain and wanted to share.

John Seelander
2447 Gilt Edge Circle, PC
630-306-0215

https://en.wikipedia.org/wiki/List_of_artificial_whitewater_courses

Alexandra Ananth

From: planning
Sent: Thursday, December 15, 2022 4:43 PM
To: Alexandra Ananth; Gretchen Milliken; Rebecca Ward
Subject: FW: [External] Snow Park Meeting

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

From: Martha Lieberman <mlresources@mac.com>
Sent: Thursday, December 15, 2022 12:30 PM
To: planning <planning@parkcity.org>
Subject: [External] Snow Park Meeting

[CAUTION] This is an external email.

While I appreciate the planning committee allowing for resident input on the Snow Park development, the timing of this meeting on 12/19 doesn't seem to allow the best attendance possible. The residents who live in PC part-time during the summer months are gone. Most of the winter residents will not have arrived yet. And, many full-time residents will be traveling to spend the holidays with family in other places.

While I know that Zooming in is an option, so many people will have other commitments leading up to the holidays.

I guess we'll see Monday if you get the turnout you did over the summer when it was on the patio at the cafe. I hope so!

Just my two cents.

Martha Lieberman
2436 Deer Lake Dr.