



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
November 16, 2023**

The Council of Park City, Utah, will hold its regular meeting in person at the Marsac Municipal Building, City Council Chambers, at 445 Marsac Avenue, Park City, Utah 84060. Meetings will also be available online with options to listen, watch, or participate virtually.

CLOSED SESSION - 3:15 p.m.

The Council may consider a motion to enter into a closed session for specific purposes allowed under the Open and Public Meetings Act (Utah Code § 52-4-205), including to discuss the purchase, exchange, lease, or sale of real property; litigation; the character, competence, or fitness of an individual; for attorney-client communications (Utah Code section 78B-1-137); or any other lawful purpose.

WORK SESSION

3:45 p.m. - Emerging Disruptors Study Update

4:45 p.m. Childcare Scholarship Program

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Procurement Update
2. August Sales Tax and Budget Monitoring
3. Sundance Transportation Plan 2024
4. Community Engagement Quarterly Update

III. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

IV. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from October 26, 2023

V. CONSENT AGENDA

1. Request to Adopt the Proposed Childcare Benefit for all Full-Time Municipal Employees

2. Request to Approve a Contract for State Lobbying Services, in a Form Approved by the City Attorney, with Consult-LEC, LLC (David Stewart) for \$100,800 Per Year through December 31, 2025
3. Request to Approve a Contract for Federal Lobbying Services, in a Form Approved by the City Attorney, with Barker Leavitt for \$109,478 Per Year through November 1, 2026
4. Request to Approve Resolution 20-2023, a Resolution Declaring November 25, 2023, as "Small Business Saturday" in Park City, Utah

VI. OLD BUSINESS

1. Consideration of Deer Valley Development Company's Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area Master Planned Development and Subdivision Application.
(A) Public Hearing (B) Continue to November 30, 2023

VII. NEW BUSINESS

1. Consideration to Approve the Funding Recommendations for the FY24-25 DEI and Mental Health Special Service Contracts
(A) Public Input (B) Action
2. Consideration to Approve Ordinance No. 2023-52, an Ordinance Approving the 902 Woodside Avenue Plat Amendment, Located at 902 Woodside Avenue, Summit County, Park City, Utah
(A) Public Hearing (B) Action
3. Consideration to Approve Ordinance No. 2023-53, an Ordinance Amending Land Management Code Section 15-5-5(N) Landscaping and Section 15-15-1 Definitions
(A) Public Hearing (B) Action
4. Consideration to Approve Ordinance No. 2023-54, an Ordinance Approving the North Norfolk Plat Amendment Amending the Knudson Subdivision and Parcel SA-200, and Re-Subdividing the Vacant Lots into Four Lots to Allow Four Single-Family Dwellings.
(A) Public Hearing (B) Action

VIII. ADJOURNMENT

A majority of City Council members may meet socially after the meeting. If so, the location will be announced by the Mayor. City business will not be conducted. Pursuant to the Americans with Disabilities Act, individuals needing special accommodations during the meeting should notify the City Recorder at 435-615-5007 at least 24 hours prior to the meeting.

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



City Council Staff Communications Report

Subject: Emerging Disruptor Task Force: Future Transportation Study
Author: Hannah Pack, Transportation Planner
Department: Transportation Planning
Date: November 16, 2023
Type of Item: Work Session

Summary

This work session will provide the Council with an update on the Emerging Disruptors Task Force and Study, and request feedback and input on potential next steps. Park City's Transportation Team and Brent Crowther (Project Manager, Kimley-Horn) will facilitate a policy discussion.

In May 2023, Mayor Worel convened a Stakeholder Committee to assess and screen transformative transportation solutions. No project or concept was off-limits due to scope, cost, or previous analysis. This report contains background information, recommendations, and direction for future evaluation. A final report incorporating the Council's input is expected by the end of the year.

Background

In 2021, Park City was awarded an \$80,000 grant from the Utah Department of Transportation (UDOT), alongside a \$50,000 local match, to study emerging technologies and disruptive ideas. At the [March 31, 2022, Council meeting](#), an initial "[disruptive ideas list](#)" was presented in response to growing community calls for innovation in our transportation systems and infrastructure. The City Council received an [update](#) from the Stakeholders during its September Retreat.

The Stakeholders include:

- Casey Christ, PC Resident
- Josh Finken, PC Resident
- Christine Hesse, PC Resident
- Herve Lavenant, PC Resident
- Tarra McDonald, PC Mountain
- Caroline Rodriguez, High Valley Transit
- Victoria Schlaepfer, Deer Valley
- Henry Sigg, Planning Commission
- Peter Tomai, PC Resident
- Steven Yevoli, PC Resident

Analysis

The Stakeholders ranked and selected eight topics from a [list of seventeen](#) to hold individual workshops. The proposed next steps are considerations for the Council to reflect on and provide feedback.

Recommended Continuation

<u>Priority Transportation Topics</u>	
SLC International Airport Connections	Begin discussions with relevant stakeholders and identify a regional champion for transit service and funding
Aerial Gondolas	Evaluate alignments between nodes that have a competitive advantage over existing travel corridors
Underground Transportation Tunneling	The Boring Company (TBC) or other provider conducts feasibility analysis with a social equity parameter
<u>Coordination with Regional Partners</u>	
Dedicated Bus/HOV Lanes	Explore opportunities to repurpose travel lanes to transit-only lanes/shoulders
Reversible Arterial Flex Lanes	Pursue coordination with UDOT on gateway corridors
Passenger Rail	Support coordinated efforts to advance regional rail considerations
<u>Lower Transportation Priority</u>	
Vehicle-Free/Restricted Zones	Support mechanisms to improve the pedestrian environment of Main Street
One-Way Loop Concept	Consider pilot in winter temporary operations, but do not support year-round implementation

The Stakeholder Committee endorsed some topics that ultimately fell short of meeting the criteria set by the group. These are summarized below.

Topics Not Selected for Workshops	
<u>Topic</u>	<u>Decision Factors</u>
Local and Regional Transit Enhancements	Noted the City should support regional transit partners where applicable, but this did not meet considerations of the Committee
Intelligent Transportation Systems	Noted the City should advance where applicable and support UDOT and other partners but this did not meet considerations of the Committee
Land Use Policy	Recommended working with Planning to advance transportation goals in land use policies and regulation
Active Parking Management	Noted the City should advance current parking policy but it did not meet considerations of the Committee
Congestion Pricing and Tolling	The City should work with UDOT to explore options but noted concerns about equity
Mobility on Demand	Did not meet the considerations of the Committee

Smart Corridors and Connected Vehicles	Technology advancements are continuous but rely on UDOT research and fell beyond the time horizon of the Committee's focus
E-Bike and EV Public Charging	Did not meet the considerations of the Committee
Curbside Management	Did not meet the considerations of the Committee

For each workshop, the content included a brief background, national subject experts, and real-world examples of major infrastructure improvements from other cities and towns. Comprehensive notes of each workshop are found in **Exhibit A** and **Exhibit B**.

Stakeholder Committee Recommendations

The following are meeting summaries and recommendations:

1. Dedicated Bus/HOV Lanes – July 20, 2023

Stakeholders focused on introducing new transit-only or high occupancy vehicle (HOV) lanes in Park City and extending the [SR-224 bus rapid transit](#) (BRT) dedicated bus lanes to the Old Town Transit Center. The Stakeholders recommend that day visitors and commuters be diverted to conveniently located capture and intercept lots near freeway exits, and the BRT should have convenient access points for local residents.

Stakeholder Committee Recommendation:

- The Stakeholders recommend advancing transit-only lanes if feasible without significant right-of-way expansion. Some Stakeholders felt that reversible flex lanes provide the most practical opportunity for near-term transit-only lanes. The Stakeholders seek more information on the time savings that transit-only lanes would provide, given several pinch-points at key intersections.
- The Stakeholders only support transit-only lanes if accomplished within existing travel lanes and shoulders.

2. One-Way Loop Concept – July 27, 2023

The Stakeholders discussed a major one-way concept, or a counter-clockwise traffic pattern, that would convert Kearns Boulevard, SR-224, and Bonanza Drive into a large one-way traffic loop. This concept could improve traffic flows on Park City's primary corridors and most congested intersections, and potentially provide transit-only lanes. It would also drastically change local travel patterns, and impact local residents and businesses.

Stakeholder Committee Recommendation:

- While the Stakeholders recognized the peak traffic benefits, they did not believe it would be compelling enough to warrant year-round implementation.
- Some Stakeholders supported a two-week pilot program. However, given the amount of infrastructure adjustments, education, and coordination, most did not

support a pilot program.

3. Aerial Gondolas – August 21, 2023

The Stakeholders reviewed background information on [previous studies](#) regarding a gondola transportation system and routing options. The Committee reviewed gondola systems in other cities, including Telluride, CO, and Portland, OR. In other locations, each end of the gondola system was activated with a desirable and mixed-use development.

Stakeholder Committee Recommendation:

- The Stakeholders recommend exploring potential gondola alignments that connect major nodes and are more competitive than automobile travel times. Exploring routes outside of existing transportation corridors could also minimize impacts on existing structures, including homes, and be more efficient.
- The Stakeholders recommend exploring funding gondolas through public-private partnerships.
- Some Stakeholders were concerned that direct access could be an economic disadvantage to other areas of town, and future consideration must integrate gondolas within a larger transit network and with multiple access points.

4. Passenger Rail – August 30, 2023

The Stakeholders considered the potential impacts and feasibility of bringing rail to Park City, including different systems such as light rail, street cars, elevated rail, and commuter (heavy) rail. The Stakeholders emphasized a need for a transportation network beyond cars, including rail, but had concerns about price, ROW impacts, community compatibility, and seamless connections.

Stakeholder Committee Recommendation:

- The Stakeholders felt Park City should not be the leader in bringing passenger rail to the Wasatch Back but should support regional efforts. The Stakeholders recommend advancing conversations with regional partners to bring regional rail to the perimeter of Park City to integrate with Park City's transit network.
- The Stakeholders do not support a Park City internal-only rail system.

5. Salt Lake City International Airport Connections – September 6, 2023

The Stakeholders explored several models to connect Park City to the Salt Lake City International Airport (SLC Airport). Due to ongoing regional transit coordination between High Valley Transit (HVT) and UTA, general-purpose transit connections between Salt Lake County and Park City were not discussed in this workshop. Instead, Stakeholders explored how systems in Colorado ski towns, including the [Landline and United Airlines](#) partnership and the [Epic Mountain Express](#), might work in Park City.

Stakeholder Committee Recommendation:

- The Stakeholders recommend advancing a high-capacity shuttle from the SLC Airport to Park City by engaging with stakeholders and identifying partnerships.
- The Stakeholders believe this is a feasible and potentially low-cost investment that would benefit multiple stakeholders, including locals, visitors, airlines, and hotels.
- The Stakeholders noted that providing safe and secure capture lots with overnight parking and transit access will also be key to making shuttles attractive to Park City residents.

6. Reversible Arterial Flex Lanes – September 12, 2023

The Stakeholders discussed reversible flex lanes on Park City's corridors to help improve traffic flows in and out of town. Reversible lanes create more efficient traffic patterns by increasing capacity in one direction while reducing it in the other, depending on travel patterns. For example, these lanes might increase capacity into town during morning peak hours and out of town during the evenings.

Stakeholder Committee Recommendation:

- The Stakeholders recommend advancing flex lanes in Park City if it includes transit improvements.
- The Stakeholders recommend traffic modeling to determine if reversible lanes reduce travel times and congestion on different road segments, including Bonanza Drive, SR-248, and SR-224 (Deer Valley Drive).

7. Vehicle-Free/Restricted Zones – September 18, 2023

The Stakeholders assessed vehicle-free streets in Park City. Unlike the other workshops, the Stakeholders recognized that this topic focused less on improving travel conditions and more on placemaking, pedestrian safety, and boosting economic opportunity. Examples of other vehicle-restricted streets were evaluated, including 8th Street in Boise, ID, and the Charlottesville Mall in Virginia.

Stakeholder Committee Recommendation:

- The Stakeholders recommend advancing pedestrian prioritization concepts on Main Street, coupled with improved transportation options to Main Street, replacing on-street parking with more parking in secondary locations, and considerable community and business district engagement.
- The Stakeholders recommend considering additional pedestrian priority zones throughout town, including near the ski resorts and in the Bonanza Park area.
- The Stakeholders recommend vehicle restrictions to include a safety and circulation plan that accommodates those with mobility disabilities, emergency vehicles, and deliveries.

8. Underground Transportation Tunneling – October 3, 2023

The Stakeholders heard a presentation by The Boring Company (TBC), known for their work on the [Vegas Loop](#). The concept requires deep boring to create underground

tunnels with a 12-foot radius. In Las Vegas, TBC operates an underground network of electric vehicles with stations at destinations near the Vegas Convention Center. The privately operated tunnel only allows their vehicles access, thereby bypassing the traffic above ground and providing direct access to their destination.

Stakeholder Committee Recommendation:

- The Stakeholders recommend advancing conversations with TBC, or other providers, to conduct a feasibility study regarding tunnels in mountain terrain with a mining history. Ideally, TBC or another provider would fund the study.
- Advancing tunnel concepts should include the ability to move significant users during peak seasons and special events. Other uses could be explored during off-peak times.
- The Stakeholders recommend further exploration of funding strategies and noted that TBC is not the only company constructing similar tunnels.

Conclusion

The Stakeholders recommended advancing several ideas that have the potential to reduce traffic congestion and support a more sustainable transportation future for Park City. Transportation Planning seeks further feedback from the City Council on the Emerging Disruptors process prior to the final report, which is expected by the end of the year.

Exhibits

- A - Workshop Summaries
- B - Workshop Discussion Notes

Emerging Disruptors Workshop Summaries

Dedicated Bus/HOV Lanes – July 20, 2023

Some Stakeholders noted that removing buses from mixed-flow traffic would significantly improve travel times for BRT thereby increasing ridership. The Stakeholder Committee also considered whether the BRT line should extend directly to each ski resort.

The Committee briefly discussed separate dedicated high-occupancy vehicle (HOV) lanes and stated concerns with equity, enforcement, and potential negative impacts for local residents.

One-Way Loop Concept – July 27, 2023

The Stakeholders supported the simplification of traffic signal phasing, adding directional roadway capacity, and reducing congestion at the SR-224 and Kearns Boulevard intersection. The concept could also accommodate dedicated transit without right-of-way (ROW) expansions.

However, there was concern that the One-Way Loop would not provide significant benefits year-round and that it would negatively impact businesses and residents. Locals may not experience day-to-day benefits, while visitors would experience decreased congestion into and out of Old Town and transit and bike prioritization. There were also concerns about increased vehicle miles traveled despite reduced congestion, access to Fresh Market, and increased travel times to the hospital. The Stakeholders also acknowledged that the One-Way Loop would not likely decrease the number of cars entering Park City and may result in many residents being in favor and strongly opposed to such a major change.

The Committee noted the potential of gaining a dedicated transit lane in the loop was very compelling. The improved level of service at congested intersections and improved transit travel times to key destinations, especially during peak periods of congestion, were attractive.

The Committee agreed that the One-Way Loop was disruptive and may change regional traffic patterns, including diverting more traffic away from Kimball Junction and towards US-40. Given the current efforts on the Bonanza Park Small Area Plan, future studies of the One-Way Loop should consider potential land use and travel pattern changes.

Aerial Gondolas – August 21, 2023

The Committee expressed a desire to eliminate, rather than shift, traffic in Park City and expressed concern that the prior gondola network concepts would not sufficiently disrupt traffic. The gondola systems often travel slower than vehicles, and to make it an attractive alternative to a personal vehicle, gondolas would need to provide direct access to major destinations rather than following existing roadways.

The Committee also noted that the impacts on existing structures due to tight space requirements and logistical constraints would present considerable challenges. However, gondolas have the benefit of verticality that can allow for creative routing.

The Stakeholder Committee liked the positive environmental impacts that gondolas have over automobiles and emphasized that gondolas will complement our transit system. Gondolas may also be more attractive to out-of-town visitors than buses. However, the City should consider whether investment in gondolas for in-town travel is effective, given that in-town travel is not the primary traffic source.

Passenger Rail – August 30, 2023

The Stakeholders felt that an in-town rail concept should depend on the City's growth-trajectory and land-use goals. Often, investments in rail are facilitators of economic and population growth. The Stakeholder Committee noted that rail stations must be strategic and align with the City's growth-oriented goals, which are often framed as growth-reduction strategies. However, given the expected growth in Park City and Summit County, investment in rail may provide additional advantages to prepare for the future. The Committee was skeptical about a Park City internal-only rail system and saw more benefit to connect to neighboring communities and existing rail systems, such as Utah Transit Authority (UTA) routes.

Salt Lake City International Airport Connections – September 6, 2023

The Committee noted that many vehicles on our gateway corridors originate at the SLC Airport, and visitors rent cars to journey from the airport to Park City. Other visitors utilize hotel or private vehicles, which the Stakeholder Committee noted are not as environmentally friendly as higher-capacity vehicles. A common theme emerged to incentivize other forms of transportation; we require seamless and frictionless additional transportation options.

The Stakeholder Committee proposed a high-capacity shuttle system from the SLC Airport to a mobility hub in Park City. Once visitors arrived, hotel shuttles or PC Transit would take guests to their destination. Stakeholders recommended frictionless vehicle transfers, avoiding bag-handling, much like flight transfers. The Committee noted that Park City locals would also find this system attractive as they would not need to park their vehicle at the airport or pay costly private shuttle fees. A high-capacity shuttle service would also be more equitable by providing a low-cost transportation option while making Park City a more attractive destination.

Reversible Arterial Flex Lanes – September 12, 2023

The Stakeholder Committee discussed reversible flex lanes on Park City's corridors to help improve traffic flows in and out of town. Reversible lanes create more efficient traffic patterns by increasing capacity in one direction while reducing it in the other, depending on travel patterns at a given time. For example, these lanes might increase capacity into town during morning peak hours and out of town during the evenings.

Reversible flex lanes are used throughout the country, and the Stakeholder Committee saw several examples, including Phoenix, AZ, and Roswell, GA. UDOT currently maintains reversible lanes on 5400 S in Taylorsville, Utah, and utilizes overhead LED signage to indicate the direction of travel. The Stakeholder Committee disliked the visual impacts of the [Taylorsville](#) design. The Stakeholders discussed how reversible lanes may confuse visitors and drivers unfamiliar with the traffic pattern but noted that the lanes might work well given Park City's highly directional and predictable travel patterns. Reversible lanes may improve traffic flows and help the City achieve dedicated transit lanes without significant ROW acquisition.

Vehicle-Free/Restricted Zones – September 18, 2023

In Park City, Main Street is often closed to vehicles for annual events such as Miners Day, Halloween, Park Silly Sunday, and the Kimball Arts Festival. Closing Main Streets for these events requires significant coordination and time from Park City Municipal, PC Fire, and PC Police Department. With these considerations in mind, the Committee, along with City staff, discussed significantly reducing or eliminating private vehicle access on Main Street and other areas of Park City. By removing most cars and parking on Main Street, the Stakeholder Committee noted that visitors and locals would have more public space available while allowing businesses to expand onto the street and appropriately staff this additional space. The Stakeholders remarked that the sidewalks on Main Street are currently too narrow and present safety concerns when heavy with pedestrians.

The Stakeholder Committee explored other alternatives, such as removing parking, widening the sidewalks, and converting Main Street to a one-way street. The Stakeholders were open to these concepts as long as the street prioritizes pedestrians. Funding opportunities included utilizing parking revenues to pay for improvements. The Committee felt that reducing parking on Park City streets would also help discourage driving and shift people to alternative modes of transportation.

Underground Transportation Tunneling – October 3, 2023

To have a successful tunnel like the Vegas Loop in Park City, the Stakeholder Committee proposes additional capture lots on the perimeter of the town and the construction of above-ground or underground stations. The Stakeholder Committee was excited about the idea, noting that express routes, especially those that deviate from the above-ground right of way, may be more time-efficient than buses.

Additionally, as presented by TBC, tunnel construction could be relatively cost-effective, at \$12-\$15M per mile, and currently takes approximately one month to bore one mile of tunnel. The Committee was concerned about the funding strategies for Boring tunnels as the project may not be eligible for the grants Park City typically receives and may be perceived as a poor use of public funds. TBC proposed funding the construction of the tunnels by their private investment, and station construction would be funded by owners, either the municipality or private companies. The construction costs of the privately owned and operated tunnels would be recouped through fares or fees priced competitively with taxis and Lyft/Uber.

There were some concerns with charging fares or fees given Park City's free transit system, as well as the practicality of putting riders underground, preventing them from enjoying Park City's views and patronizing local businesses. There were also concerns with Park City's soils, utilities, mine shafts, and the ability to bore through mountains noted for its hard rock. The Stakeholders liked the environmental benefits of an all-electric system and the potential to alleviate Park City's traffic issues without ROW expansions.



Stakeholder Workshop Notes

Workshop #1 Dedicated Bus Lanes/Transit ways

Date Held: Thursday, July 20, 2023

Attendees:

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Anna Maki, Park City Planning
- Caroline Rodriguez, Stakeholder Committee
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Tarra McDonald, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Christine Hesse, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

What are the challenges that a BRT extension seeks to improve?

- Targeting the right constituencies and making sure that it is efficient and benefits multiple user groups, not just the workforce users or visitors.
- Reducing friction on the roads, and potentially lowering VMT and decreasing road density.
- Transferring tourists from roadway travel into Park City, which is only adequate if there is parking off the freeway.
 - Capture lots are needed to broaden ridership.
 - BRT needs to bypass traffic to be effective and reduce travel time.

Who does the BRT extension primarily benefit?

- The BRT would need to benefit more than just workforce commuters coming in and out of Park City.



- Would need to benefit visitors, residents, and workforce.

Is Bus Rapid Transit “sufficiently disruptive” to provide a mobility benefit to Park City residents and visitors?

- Is sufficient if it disrupts local streets
- Needs to reduce friction and decrease road density (e.g., get people out of their SOV's).
- Need to understand the resiliency of ridership.
 - Market to those who are already in the city, those who are trying to get into the city, and those trying to leave the city.
 - Must understand the points of friction during the journey of being in, getting in, and getting out.
- As a user, what would make you use the BRT?
 - High frequency. Bus every 10 minutes?
 - Parking options
 - Easy access to the park and ride locations
 - Keep transit stops short
 - If we had clear capture areas that were areas of interest (people are there anyway)
 - Needs to be efficient
 - Cost and time are big motivators
- Delivering “at the door” is key and an attractor for a lot of people
 - When considering travel time savings, we need to evaluate the entire trip (door to door) instead of just vehicle travel time. Parking and getting to the resort destination (or park and ride lot, commercial destinations, etc.) can take significant time if the drop off location is a distance away.

Recognizing that a BRT system is planned to extend to Old Town Transit Center, what is the appetite to extend the BRT to directly serve PCMR and Deer Valley?

- Travel time appears low for the Deer Valley segment.
- One potential route could be from Gordo, a dedicated bus lane with no or few stops to Deer Valley.

Is there support for roadway widening for the BRT extension (add a lane to the existing roadway)?

- No, the stakeholder committee does not support widening the road to accommodate the BRT extension.
- Stakeholder committee would like to see existing travel lanes repurposed for BRT or dedicated transit, if needed.

What is the appetite for a separate dedicated high-occupancy vehicle (HOV) lane, in addition to



the transit-only lane?

- The stakeholder committee is okay with HOV so long as it is HOV 3+ (4+ is preferred).
- City needs to be diligent in monitoring equity.
- Regarding bus on shoulder allowance, instead of a lane:
 - There are difficulties with merging/diverging into travel lanes and getting into/out of mixed-flow. Also, an operational challenge with snow. (Currently, UDOT has the responsibility to plow shoulders, but they are last on the priority list.
 - Also, a lot of driver error with vehicles pulling into the shoulder.
- If there is no alternative to driving, then this is inequitable.
- HOV requires a high level of enforcement. Need commitment from City and enforcing agencies.

Is this something that we want to advocate is further considered by Park City?

- There is stakeholder committee support for dedicated transit lanes without intrusive infrastructure changes such as widening or major curb or median improvements.
 - a. No appetite for this type of improvement if significant ROW acquisition is required.
- Best case scenario: repurpose and existing lane and make it transit (or HOV) only.
- Consider transit only during peak times/congested times.
- Stakeholder committee feels this could be pursued further but stopping at significant infrastructure or ROW requirements. Also, may be beneficial to get the currently planned BRT operational before planning an extension.



Workshop #2 - Dedicated Bus Lanes/Transit ways/HOV Lanes

Date Held: Thursday, July 27, 2023

Attendees:

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Anna Maki, Park City Planning
- Gabe Shields, Park City Engineering
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee

Christine Hesse, Stakeholder Committee

What transportation problems in Park City would a One-Way Loop solve?

- Discussion on the benefit of eliminating traffic signals. While the loop does not necessarily eliminate traffic signals, it does simplify the traffic signal phasing required at some locations (less movements that need signalization). Traffic signal timings would change at the existing traffic signals.
- Noted that Kearns Boulevard and Park Avenue (SR 224) intersection often experiences high delay and long-queues.
- With a one-way loop, is there potential for a roundabout at the Deer Valley Drive and Park Avenue intersection?
- If this helps with peak traffic, can it be seasonal? Temporary? Only during certain times of day?
 - Depends on whether physical improvements (adding/removing median, etc.) are included.
 - Would a one-way loop only be beneficial for a month or 3 months of the year?

Who does the One-Way Loop primarily benefit?

- The loop potentially does not benefit businesses and particularly business access along Kearns Boulevard.



- The impacts are felt more by locals. Benefits likely to visitors (decreasing time and congestion into/out of downtown).

Are the trade-offs worth it? Refer to Pros/Cons list below.

- A potential con discussed included travel time, particularly for resorts. Will resorts still support taking guests outside of Main Street if you force them to take a longer route? If they discontinue or decrease the shuttle timing, then the number of rideshares would increase, opposite the goal of reducing congestion and vehicles on the roadway.
- It is likely that locals will learn cut-throughs and “shortcuts.” Iron Horse Drive is set up to be a potential cut-through to bypass the loop.
- Safety is a considerable pro. Discussion on the left-turns into/leaving the Fresh Market area on SR 224.
- A con discussed was the potential increased travel time to the hospital, particularly for those who live north of Kearns Boulevard.
- Increased travel time. For those living in Park City and want access to Fresh Market, they would have to traverse most of the loop to get there.
- A potential con to consider – business accesses inside the loop. If the traffic signals are less disruptive and are providing fewer (or shorter) gaps, how bad will the internal accesses get delayed from those trying to leave and join the loop?
- Discussion on this disruptor and the fact it may increase the vehicle miles travelled (VMT) in the area.
- Discussed the potential pro of having one of the lanes of the loop a dedicate bus or transit lane. This is a possibility.

Pros	Cons
• Provides for dedicated transit/BRT lane for most of the loop (Deer Valley Drive/SR 224 would be general purpose/transit lane).	• 2nd eastbound lane on SR 248 required
• Improvement of vehicle Level of Service (LOS) at congested intersections	• Increased travel time (Vehicle Miles Traveled) for cars.
• Improves safety at un-signalized intersections by reducing cross-traffic movements (Snow Creek/Holiday Village)	• Addresses a seasonal condition in Winter vs. greater impacts on typical Summer/off-season travel times.
• Improves PM travel times from PCMR & Deer Valley resorts to SR 248	• Impacts Business/Residential due to changes in access patterns.
	• One-way streets may correlate with higher speeds and decreased levels of driver attention. Pedestrians prefer crossing two-way streets since drivers tend to travel more slowly on them, and vehicular conflicts are more predictable



	Two-way streets are less confusing for downtown visitors than one-way streets. Visitors driving in a two-way network can approach their destination from either direction.
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Is there Stakeholder Committee interest and support to:

- Increase capacity on SR 248 east of Bonanza Dr.**
- Acquire SR 248 from UDOT/nullify the 2019 Council resolution for widening**
- Further investigate a One-Way Loop**
 - Noted, the previous study by PC did not consider land use changes.
 - Previous study recorded a letter grade LOS improvement in future conditions. Improvements recorded in 2050, less so in the existing and near-term.
 - The group acknowledged the density of the uses inside the loop would change.
 - A small area plan is currently underway in the area.
 - Consensus that more items need to be studied further (land use changes, internal cut-through, business access, how many people affected, how many people experience more/less delay, impacts to other streets by rerouted traffic, etc.)
 - What intersection improvements would be required to create the one-way loop? Option to include roundabouts?
 - Would like to put up a pilot test run

Is a One-Way Loop “sufficiently” disruptive to provide a mobility benefit to residents and visitors?

- The loop has the potential to change travel patterns. Specifically looking at the larger picture.
 - People leaving PCMR and wanting to get back to Kimball Junction. If they can use SR 248 and the flyovers at US 40 and I-80, do they now re-route that way instead of SR 224 back to Kimball Junction?
- The concept of the one-way loop may not fall into the disruptive technology category since it does not eliminate vehicles from the roadway, and it does not require new or a large amount of technology to implement.
 - However, this may be a concept that could be more easily implementable and not take years to plan, design, and implement – particularly a pop-up pilot test.
- The Stakeholder Committee wants to run a pilot or a test of this concept without a huge capital expense. Potentially try a 10-day or two-week long test run to see how it is received and what could be learned.
 - Evaluate pre-and post-analyses to get an idea of how this concept works in the actual setting.



- How Park City communicates this to the community needs to be strategic because they are likely to be upset and have questions. To run a concept there will need to be education, advertisement, marketing, etc.
- Other considerations
 - Must coordinate closely with UDOT. Will they allow a pilot? And for how long?
 - Without capital investment it would be restriping, temporary signage and cones, officer control, etc.
- Stakeholder committee likes the pilot program, needs to try it out.
- Stakeholder committee is willing to try something within reach. Note, we only have one shot, so it needs to be planned and set up well.
- Stakeholder committee all for a pilot program with minimal capital investment. Do it for an identified period and set expectations for the community.
- Stakeholder committee likes a pilot program. Does not recommend trying this over holidays.
- Stakeholder committee likes the concept, is efficient and moves vehicles. However, five-lanes in one direction is troublesome from a safety standpoint.
- Will have internal meetings to understand the reality of pulling off a pilot program.

Workshop # 3 Aerial Gondola

Date Held: Thursday, August 21, 2023

Attendees:

- Hannah Pack, Park City Planning
- Sarah Pearce, Deputy Park City Manager
- Alex Roy, Park City Planning
- Caroline Rodriguez, Summit County
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Chris Cushing, SE Group
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee



Gondola Potential and Placement:

- Longer gondola rides during non-congested times.
- Desire to eliminate, rather than shift, traffic.
- Consideration of a public/private partnership for a gondola route from Kimball Junction to Deer Valley to ease visitor traffic.
- Comparisons to European gondolas for directional flexibility. Certain gondolas in Europe transition you from cable to cable and you can go different directions.
- Exploration of potential routes, such as Old Town to Deer Valley, Kimball to Canyons, and crossings over mountains in the area so the alignment is not following an existing road.
- Gondola MUST bypass other forms of ROW. Like going up and over the mountain and going straight to the destination.
- Consideration of ride times and willingness to use gondolas for longer durations.
- Common practice of over-designing for capacity expansion later.
- Challenges of designing capacity, considering cabins, towers, etc.
- Need for capture lots and catchment while reducing parking in town.
- Gondola could decrease traffic on 224 by going over the mountain, there are also very few homes in that area.
- Group discussed gondola following a road would be less impactful vs there being no other way to get there so you need to take the gondola. The gondola must efficient enough and easy enough to get people off the road and out of their cars.

Gondola Logistics and Challenges:

- Challenges of gondola placement in populated areas due to space requirements.
- Corridor dimensions and angle stations for bends.
- Being in a populated area makes it hard for a Gondola, no building can be within 35ft of a residence without a variance.
- Corridor of the gondola is 40ft wide and needs a lot of space.
- Importance of having multiple loading points for guests.
- Debate on gondola impact on following roads and traffic displacement.
- Gondola to activate different access points and spaces on either end of the gondola.
- Expansion of access points to make trips as short as possible.
- Challenges related to building setbacks, corridor width, and angle stations.
- Possibility of resorts having multiple loading points for gondola access.
- Town is going to get more affluent, gondolas are sexy, try to meet expectations of those people.

Gondola as Part of Transit Strategy:

- Highlighting the value of multi-usage gondola systems for reducing pollution.



- Balancing the desire of resorts for visitors with the need for "capture lots" to facilitate gondola access.
- Emphasis on integrating gondola within a larger transit network and creating multiple access points.
- Gondola would not get people out of their cars; demand falls when there is no reason to use it (when cars are a faster option).
- Discussion around the value of a gondola with younger generations in mind. Is a gondola considering the needs/wants of future generations? Are we being forward thinking enough when considering this?
- If gondola is going to be slow, the value proposition is less to younger and future generations.
- Challenges of maintaining demand for gondola rides.
- Need for attractive destinations/nodes for gondola start/end stations.

Gondola and Funding:

- Discussion about challenges associated with public funding for gondola projects.
- Consideration of whether investment in gondolas for in-town travel is effective, given that town traffic is not the main issue.

Gondola as Component of Larger Transit Ecosystem:

- Need for a multi-modal transit transition, where gondolas are part of a larger interconnected system.
- Importance of having "capture lots" to make gondola travel feel like a destination.
- Potential ideas for enhancing certain areas like Richardson Flats.
- Gondolas as part of a distributed transit system from park and ride locations to resorts.
- Gondola's role in inter-town traffic reduction through capture points.

Geographic Constraints and Solutions:

- Debating whether Park City is significantly geographically constrained and how gondolas could provide solutions.
- Park City is not as geographically constrained as places like Telluride where a gondola makes sense.
- A gondola as the main transportation in and out of town is not the preferred choice. But if we can work in gondolas with the rest of the transportation system then the stakeholder group would consider this as a disruptive way to enhance Park City's transportation network.



Workshop # 4 Passenger Rail

Date Held: Wednesday, August 30, 2023

Attendees:

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Caroline Rodriguez, Stakeholder Committee
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Tara Macdonold, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Anna Maki, Park City Planning
- Jeresun Atkin, University of Utah Student
- Liz Scanlon, Kimley-Horn
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Henry Sigg, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee

Rail Impact and Configuration

- Rail is more expensive and disturbs more land/ground.
- Consideration of elevated rail vs. ground rail and its impact on land acquisition.
- Operations and maintenance differences between rail and BRT (Bus Rapid Transit).

Differentiating Factors in Rail

- Differences between which type of rail should go where is getting too semantic
- Recognition of differences between public and private passenger rails.

Alternatives and Feasibility

- Discussion of train solutions on a macro scale, potential limitations beyond Quinn's or Kimball Junction, and the idea of a tram.
- Emphasis on the need for a transportation network beyond cars, including light rail, but concerns about price and seamless connections.



- Consideration of public-private partnerships to achieve transportation goals.

Land Use Authority and Transition

- Discussion of land use authority within a 1/3 mile transit zone and its implications.
- Exploration of long-distance solutions outside of PC.
- Lack of support for rail within city limits, and the possibility of transitioning from rail to BRT or light rail.
- Consideration of practicality and alternative solutions like BRT when multiple stops lead to urbanization.
- Debate over the scale of urbanization in the community and the role of capture lots without land use authority.

Economic Viability and Regional Perspective:

- Skepticism about economic viability and concerns about pushing traffic to the boundary if kept local.
- Rail has historically not been a reactionary design mode, been a facilitator for the growth of cities
 - Move people efficiently, drives business and economics
 - If there is resistance to growth, rail is the last thing we should be looking at
 - Makes things efficient
- Advocacy for a regional transportation plan over a local one.
- Historical perspective on rail as a facilitator for city growth and efficiency.
- The role of rail in fostering infrastructure growth and its advantages in navigating the city.
- Consideration of the city's goals, future generations, and land use decisions in the face of expected growth.
- If the idea is to help build and foster infrastructure in Park City, then this is the FIRST thing we should be doing to help foster a growing city
- The ability to navigate in and out of the city is advantageous.
- What is the goal of the city?
 - Future generations are who is going to be using this
 - That is who this will impact
 - Must be prepared with the land use decisions that come with that
 - Growth is COMING, so why not plan for it properly?
 - Can we do buses now with an eye towards rail in the future?

Final Discussions

- This is outside of Park City's control
- The stakeholder group likes rail within Park City so long as it is also regional, otherwise it does not make a ton of sense.
- Long term, speed is going to equal accessibility and efficiency



- If Olympic funds are used, stakeholder support Park City should investment
- Modes can be scaled. New technologies could help.
- Rail as a standalone is impractical and the stakeholder committee does not support that
- The stakeholder committee feels that if a rail line is regional then it could benefit Park City, but if it is just internal to Park City, there is not support
- The stakeholder committee would support a bigger/higher capacity train on the perimeter of the metro area and a smaller train within the metro area for connectivity purposes.

Workshop #5 Salt Lake City Airport Connection

Date Held: Wednesday, September 6, 2023

Attendees:

- Hannah Pack, Park City Planning
 - Alex Roy, Park City Planning
 - Brent Crowther, Kimley-Horn
 - Makena Gove, Kimley-Horn
 - Eric Sweat, Kimley-Horn
 - Andrew Scanlon, Kimley-Horn
 - Tara Macdonold, Stakeholder Committee
 - Peter Tomai, Stakeholder Committee
 - Steven Yevoli, Stakeholder Committee
 - Herve Lavenant, Stakeholder Committee
 - Josh Finken, Stakeholder Committee
 - Scott Burningham, Transit Director
 - Carl Miller, Summit County Transportation Director
 - Casey Christ, Stakeholder Committee
 - Henry Sigg, Stakeholder Committee
 - Victoria Schlaepfer, Stakeholder Committee
-
- We need nonstop transportation from the airport to PC
 - Epic airport shuttle does point to point drop-offs
 - People who are not familiar need to have a comfortable ride and making it easier for them to understand
 - We need to make transportation as seamless as possible so there are not cars in Park City
 - Incentivizing people from out of town to take other modes of transportation
 - Solving friction for people coming into town



- Shuttle buses need to come down to the transit centers to pick up people who are taking transit to/from the airport
 - Connectivity between resorts is imperative
 - Make it hotels responsibility to take tourists where they want to go, resort to resort
- High traffic patterns are coming from the airport
 - Get people to a distribution center in PC
 - Then replace last mile with a shuttle
 - Locals and tourists benefit from this
- Caveat to drop off at Kimball junction is for residents you need parking vouchers to stay long term
- There are potential capacity issues for the final mile; Suburban's are not the vehicles that should be serving the last mile
- Majority of low occupancy vehicles are locals and regionals
- Other shuttle services (current services) are expensive, but they are reliable
- "Maybe isn't worth the investment because people are going to get here how they want to get here.;" perhaps this is not an effective transportation solution?
- Getting higher occupancy vehicles will benefit environmentally
- Skiing is already expensive, so having an equitable and economic way to get here can be valuable
- Might set Park City apart from other ski resorts
- There are interesting financing models about how to fund this and make it drive utilization
- Go to constituents, there are a lot of stakeholders that could be involved to make this a viable option
- TSA systems over complicates things, we do not need to have the perfect service first try with this... we just need something in place that is better then what is currently available... which is not much.
- The idea of self-tagging bags could be of interest
 - Alaska Airlines has been self-tagging bags for a long time
 - Could have shuttle off load it that way the person does not have to deal with bag check-ins, etc.
- If at the transit center there are delta agents to check your bag, they would just take the bags off at the airport and you would not touch them again
- Delta has a handful of areas they are willing to partner with
- Anything delta can do to stand out they are willing to do
- Delta is struggling to take in bags and store them
- If there were enough support in the community to have free transport that would be game changing, it would incentivize people to take transit
- What is the role of the ski resorts?
 - They are not struggling for people... so what incentive would they have to be a part of this?



- Vail would like to expand their epic mountain express program; currently is in Colorado only
 - They would welcome the opportunity to work with Park City and expand their program
- “The city and hotels and everyone involved could be working together instead of the city doing an hourly bus for XXX amount of dollars?”
 - Hotels are only a portion of our visitors, so it would not be as effective
 - There are people that do not stay at hotels
 - Marketing tool is to sell park city
 - Need to make this as frictionless as possible
 - Maybe get the chamber involved?
 - In line with the Environmental Bureau tourist plan
- If hotels are going to be a part of this, we need to have representatives of the hotels be a part of this conversation
 - They are critical to support this
 - If people feel like they cannot get around it will ruin retail and the way people perceive this town
- Note: hotel shuttles currently do not go to the airport

Final Discussions

- This is doable
- The investment to make this work is not significant
- This is a win-win for all parties and participants involved
- If we figure out a location for a park and ride this could be successful
- Overnight parking is important
- Capture area needs to be large
- Just because we may not have the parking figured out, does not mean we should stop moving forward with this idea.
- This would be sufficiently disruptive; would this have an impact on reducing traffic?
 - YES
- Committee wants to recommend this idea to city council

Bounds and guidance of the stakeholder committee:

- Must include strategic partners, cannot dump on the users for them to figure out
- They have ability to fund
- Need to have last mile transport
- Challenge is knowing when people are going to show up
- Make it not random
- Low hanging fruit
 - Marketing
 - Outreach to the airports



- Could start an important behavior change
- You want a predictable schedule; frequency may adjust for the congregation of flights coming in at that time
- Minimum level of service, but enhance when you know there are lot of people
- This has legs, we should pursue it
- Even at the highest cost estimate, it is not a huge bar to set

Workshop #6 Arterial Reversible Flex Lanes

Date Held: Tuesday, September 12, 2023

Attendees:

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Emily Moser, Kimley-Horn
- Tara Macdonold, Stakeholder Committee
- John Robertson, City Engineer
- Peter Tomai, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Sarah Pearce, Deputy City Manager

Do we do physical barriers, or signage to guide the reverse lanes?

- Snow and ice would not work well for the zipper machine that other cities use
- Do not want to replicate what they did in Taylorsville, it is not aesthetically pleasing

What push back do we tend to see with reverse lanes?

- Side street considerations
- Making sure people know where to turn
- Do people understand it well?
- Are these in sections where there are the same day to day travelers?
- Could be confusing for tourists, might need explanatory signs and education around how to use them



- Overall potential confusion, and how to mitigate without over signing and cluttering

If we did flex lane on SR 248, where do they go when they get to 248-40?

- Gets clogged
- Could be another receiving lane
- There is certainly a congestion point when you go from more lanes to less
- A lot more issues when you have side streets trying to join the mainline.
- City may have to eliminate lefts, and create more U-turns which will push more traffic internal to the neighborhoods

Highways are successful because there are no entry and exit points

- Left turns would be hard, unless signalized
- Potentially eliminate lefts at Comstock St.
- City is already talking about not allowing left turns on Sidewinder St
- All these considerations might push a lot of U-Turns on 248

We are considering reversible lanes in an area where there would not be 4 lanes...

- Bonanza to Richardson Flat
- Or Comstock to Richardson Flat
- If there was another lane added at Kearns and Sidewinder, that could help the reverse flex lane appeal

Could this be a daily peak hours arrangement?

- Yes, in the wintertime especially during school
- Let people get used to it

Does the stakeholder committee see reverse flex lanes on 224?

- Does get backed up on ski days, but nowhere close to like 248
- Already has 2 lanes into Kearns
- BRT is also going on there
- Great until you get to Park and Kearns
- Only place that could make sense is from Canyons to the freeway
- Lots of avoiding getting on and off at Kimball by going extra miles through neighborhoods and around Kimball junction
- People avoid exiting Kimball Junction and will use Old Ranch Road to cut off SR 224
- From Canyons to freeway would be GREAT for reverse flex lanes
- UDOT has plans to lower SR 224 and have cross streets overpass (grade separated)

Potential flex lanes on Deer Valley Drive

- Potentially do it on Bonanza as well



- City wants a transit flex lane on Deer Valley Dr

What are some tradeoffs? Appetite in community for this?

- The state routes would require state design.
- Those outside the community may benefit though
- Does the community benefit? Meh, not really?
 - If we can flush visitors off roadways in more efficient manners, then it benefits the community
- Might make morning commutes easier
- We might end up creating choke points
 - Roads are narrow and limited
 - Could work with UDOT to change signal times...

How much ability does PC have to deal with Mayflower projects?

- We cannot incentivize Mayflower because its outside of the city jurisdiction
- Because Mayflower has their own parking, they do not think it will affect Deer Valley parking

Are the benefits of this worth exploring more? Or are there too many weird externalities?

- Managing visual impacts will be challenging
- Could be an everyday peak hour situation
- Least expensive
- Could recommend we model it and recommend this only works if all transportation ideas could work together
- Take it from Deer Valley roundabout to Bonanza which would help buses and transit get in/out of transit center
- Reality is there will be more cars on the road
- In America, cars represent freedom, and our systems are built around cars currently
- This could make transit safer and work better
- Make the most use out of the space we have
- The way we frame it to community... better utilization of asphalt we already have
- There IS merit in trying to figure out how to use the pavement better, flex lanes could solve a lot of issues with limited infrastructural changes
- If this was recommended, we need to collaborate with community about ingress onto 248
- Alleviate through longer traffic signal phases or come out at Comstock?
- For people turning left who work at hospital or getting to SLC will be getting better
- Bottleneck is still a concern -- could happen at the roundabout on Deer Valley Dr
- Bringing 3 lanes into the single lane roundabout at Deer Valley will be a congestion pinch point. You get people in there fast, but that will be trouble.
- Ingress will be a mess during peak ski time, but could help egress
- Having additional capacity north of roundabout could help flush capacity



- Once Snowpark starts construction it will create tons of bottleneck

Final Discussion

- Model it and see if it works. Cannot just be reversible on 248, need the dual lefts at the interchange as well. From Bonanza (or even Deer Valley roundabout) all the way to Richardson Flat. Some 224 and 248. (not supported if traffic from PCMR is forced to turn left on park and not go through and then turn left on Bonanza.
- Group is supportive so long as there is conversations with communities and how it would function at turnaround points and roundabouts
- Supportive if has capacity without widening
- City needs to identify how reverse flex lanes can improve transit options so that this idea is not solely for the purpose of SOV's
- Are we incentivizing people not to ride transit and improving capacity? We are not increasing parking, so transit incentive may still be there.

Workshop #7 Vehicle Free Zones

Date Held: Monday, September 18, 2023

Attendees:

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Brent Crowther, Kimley-Horn
- Makena Gove, Kimley-Horn
- Eric Sweat, Kimley-Horn
- Sam Zimbabwe, Kimley-Horn
- Jeresun Atkin, University of Utah Student
- Caroline Rodriguez, Stakeholder Committee
- Victoria Schlaepfer, Stakeholder Committee
- Peter Tomai, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Jonathan Wasden, Park City Parking Manager
- Jenny Diersen, Park City Special Events Coordinator
- Sarah Pearce, Deputy City Manager

Park Silly Sunday Market



- Silly Market has been going on for 17 years
- Been reduced at the request of the community

What parts of the community are less receptive to Silly Market?

- Business owners and residents
- PC has event fatigue
- Business owners are concerned that if there are not parking spaces in front of their businesses that there will be loss in sales
- From the city's standpoint, for vehicle free zones to be successful, there needs to be programming, who manages it and who pays for it?
- Business owners feel like when there is an event like Silly Market (who bring their own vendors) there is competition of business.
- Vehicle free zones need to be separated from events
- Car free zone may have success if you unbundle it from other events...

Challenges and things to consider with Main St as a vehicle free zone

- Wasted opportunity during the pandemic on creating vehicle free zones when people were more accepting of an idea like that
- Is there a way to change the balance between vehicles and pedestrians on Main St?
- On the other side, the capacity on Main Street vs the parking spaces is not significant
- There is not enough sidewalk room on Main St; needs to be flex space on the sidewalk/road

There is a disadvantage to doing vehicle free zones for a limited time...

- Cannot staff someone for 3 days a year type of thing
- Duration of vehicle free zones is important because if businesses can start to take advantage of it... more days the vehicle free zone is in place, the better

Swede Alley has a lot of surface parking, and there could be discussion on that being a vehicle free zone

- Winter could be a challenge for Swede Alley
- How would circulation happen and what would the management look like?

Vehicle free zones could be difficult to execute...

- Limited driving options in PC
- If you force more cars through a small funnel, people may just not go to these vehicle free zones

How do you get to the car free zones?



- Walk or bike from your house or hotel?
- Or go to park and then enter the vehicle free zone
- Prospector could be a place to try a pedestrian friendly/car free concept?
- This concept could be implemented in the small area plan at Bonanza
- Majority of businesses/residents did not want to continue car free Sundays
- Majority voted not to continue car free Sunday. Challenge for businesses to get enough employees to staff their existing store, let alone something outside.
- But was this during COVID, or do these challenges still exist today?
- City cut car free Sunday from 17 times to 11, due to push back from community. Push back from mix of folks, business owners, residents, etc.
- Did not have staff to staff people outside
- Did not want the city to produce this event anymore, and it is the role of the business association
- These may be temporary things, not a permanent closure

Potential Ideas:

- Do not close Main St but widen the sidewalks and get rid of parking; people can still drive through, but not park on it and there would be widened sidewalks
- Pedestrianizing a street and having vehicles on the street would need police sign off
- Potentially making one way traffic flow might help
- PC tried to hay bales to block off a “dining deck;” was a safety hazard and won’t work
- Using other tools to get sidewalk space, instead of a special event permit

Is there a transportation benefit that vehicle free zones provides?

- Infrastructure to get people around would need to be improved (what we have discussed in other workshops)
- There needs to be a network of transit and active transportation
- Everyone has an electric bike now, people like to get around that way but,
- Infrastructure around park city needs to improve first
- Crossing over some main streets can be difficult
- Mapping features allow people to know that the streets are closed, and it will redirect you to where traffic flows. This can help drivers not be clogged right where the vehicle free zones are
- This may be a planning tool, not a transportation tool
- These ideas all stem from an active transportation space rather than a transportation/city wide mobility space
- Still ok though, important to differentiate the two goals of what the city is wanting
- Parking does not matter and can be better utilized (especially on Main Street)



- We need to be cautious though because anything that discourages employees to park will backfire!
- Figuring out ways to help businesses subsidize parking for their employees
- Should be free
- Is there anything that prevents flagpole lot from going vertical?

Businesses/Staffing

- The businesses paying rent are saying they are losing business if parking is taken away
- Research shows this is not an accurate statement
- Staffing for a vehicle free zone may be better year round. If this is temporary/random like some special events are, it may be harder for business owners to plan for which may lead to some frustration
- There needs to be some certainty for business owners, residents, and visitors so people have time to get used to this/know what to expect
- There are certain times of the year where this truly makes sense (summertime?) and where it may not make as much sense or will be more difficult to achieve (wintertime).
- Would need to consider winter operations and snowplows... other cities make it work
- We may not have the demand during the day (specifically weekdays) that we are trying to solve for
 - But does there need to be demand? Or can this just be the new normal and leaving it a closed street like our case studies depicted?
 - Sometimes those areas are busy, and sometimes they are not, but overall could be a good thing for the community
- Reducing parking for customers and further incentivizing other modes

How is this funded?

- China bridge comes from transportation funds not the general fund
- China bridge is profitable
- Main street is 80% of daily revenue
- If we increase parking costs, we could use those funds as a subsidy for permanent activations and closures on Main Street or use it for a parking garage which could make a lot of sense
- If parking costs are high there is an incentive to take other modes of transit
- There have been recent comments made that Park City has cheap parking!
- City could make parking free certain times of year (down times) to get people back on Main Street

Community will naturally benefit if a vehicle free zone(s) is permanent

- People want consistency



- Communication about it also needs to be consistent
- If Main Street becomes more communal/there is a place to gather, you will drive a lot more people there

Final Discussion

- Do this permanently
- There will be consistency and businesses on board
- Raise parking fees to use those funds to create activation on Main Street and to subsize other forms of parking facilities
- Account for daily deliveries
- Would incentivize to not limit vehicle free zones to Main Street and create other areas to do it with the same purpose in mind
- Do Main Street, but also consider other areas.
- Is it practical that there will be a delivery period?
- Not closed, but pedestrian oriented for a certain time, currently it is 3am-noon
- There would need to be authorized or emergency vehicle access
- Do not expand special event type closures
- This could leave a positive impact on the community
- Not everyone will see it initially, but it will pay off
- There will be complicated processes to go through, but it is worth the time and energy to try and solve this and make it happen

Workshop #8 Tunnels

Date Held: Tuesday, October 3, 2023

Attendees:

- Hannah Pack, Park City Planning
- Alex Roy, Park City Planning
- Victoria Schlaepfer, Stakeholder Committee
- Steven Yevoli, Stakeholder Committee
- Josh Finken, Stakeholder Committee
- Sarah Pearce, Deputy City Manager
- Henry Sigg, Stakeholder Committee
- Tarra McDonald, Stakeholder Committee
- Casey Christ, Stakeholder Committee
- Herve Lavenant, Stakeholder Committee
- Hunter Brauer, The Boring Company
- Jim Fitzgerald, The Boring Company
- Makena Gove, Kimley-Horn



- Eric Sweat, Kimley-Horn

The Boring Company Presentation

Company wanted to be more efficient in tunneling speed and decrease tunnelling cost (\$12-\$15M per mile)

Speed goals:

- Currently they are doing 1 mile/per month
- 1 mile/week short term
- 7 miles/day medium term

Primary constraint for moving freight is the size of the tunnel and economic viability in how much it will cost.

To what degree can you make a radium curve?

- 600 ft turn radius
- Space constraint comes at the stations themselves
- Currently want the drivers to turn around and go the other way depending on load and demand

High Occupancy Vehicles

- 4400 passengers per hour
- 80-85 vehicles are run in the city at peak times (Las Vegas)
- Offering express rides from station 1 through to 5 is more efficient, then doing something like a train or bus where with stops at stations 1,2,3,4 and 5.
- Continuous flow



TBC Goal #1 – Increase Tunneling Speed

Prufrock, TBC's third generation Tunnel Boring Machine (TBM) is designed completely in-house and built in the United States. A typical TBM mines a mile in 8-12 weeks, while Prufrock's short-term goal is 1 mile per week. While there is no "silver bullet" for increasing speed, selected design modifications include:

Surface Launch and "Porpoising" – Eliminates need for expensive launch shafts. TBM is mining within days of arrival onsite.

Simultaneous Mining and Installation of Reinforcement Segments – Eliminates need for machine to stop

Double the Thrust and Triple the Power of a Standard TBM – Assists TBM in particularly difficult mining scenarios

Elimination of Rail and All Rail-Associated Systems – Simplifies logistics

TBC GOALS

1 Mile / Week
Short Term

7 Miles / Day
Medium Term
(1/10 of Human Walking Speed)

Current operations:

- Averages less than 30 second turn over. Note, with ski gear will be a longer time loading/unloading.
- Currently at a 40mph speed limit
- Pricing between \$5-\$7 per ride

The longer the tunnel, the higher the ridership needs to be to justify.

Autonomy of the vehicles are not a technological constraint, rather a regulations constraint (claims they are 18 months away from that regulation being cleared for them?)

Franchise rights:

- Boring company funds the tunnels
- Owners (municipalities, private developers etc.,) fund the stops
- Recoups their costs through a fair policy

Las Vegas Loop:

- They claim they are over 1.3 million rides given
- They implement safety through their command center

Proposed ideas:

PARK CITY Emerging Disruptors



Loading and unloading:

- What to do if gets backed up?
 - There are queuing entry points where cars are on call
 - There is human intervention

What is the turnaround time of community saying yes, to them (TBC) having the capabilities to do it?

- Producing boring machines at a rate of 1 per quarter (every 3-4 months)
- Legal agreements and permitting are the timeline constraints, not machine availability.

Committee Discussion

- This is a no brainer, most environmentally friendly and cost-effective option we have discussed thus far.
- Cheaper than burying power in the Bonanza District!
- Noted that the costs seem low. Would like to vet those costs.
- Cannot see tunnels fitting in with the vibe of the City. In LV, you want to be inside, in the dark. Here in PC, you want to be outside. Want to enjoy nature
- The arrival experience becomes the park and ride. It is a great option to create a new entry point to the City. It moves traffic to somewhere else (and it should be something away from a currently congested point).



- regardless of permitting. Who pays for the feasibility investigation? The Boring Company? If they pay for it, why wouldn't we do that?
- Is it even possible to drill through the mountain? Typically, they are only 50 ft underground. What if you want to go from Mayflower to Park City? Possible?
- What about eventual freight and other stuff? Next step beyond Tesla's?
- How is this different than just adding capacity to existing roadways?
- You are not adding any more traffic or cars at all. Cars will not make it into town.
- We are shifting capacity away. And this capacity will get backfilled. Creating capacity that is quasi invisible.
- This needs to be paired with reduced parking in town.
- Need to consider UDOT roadways. You will create congestion to those touch point loading lots outside of town. What are you doing to our roads?
- Could be a good selling point, that you do not need drivers! (Since drivers are hard to come by right now).
- We want to place people where they are today. Why follow existing system? Just hit the entry/exit points. You do not need a loop to serve the entire city. Just go through the mountain directly and get people to their end points. This reduces overall needed mileage from 10+ to like around 5.
- Need to talk with Las Vegas on lessons learned, hurdles, etc.?
- Frequency and how to manage loading/unloading.
- How do you control the backlog at the loading points? It is not an efficient process.
- In the tunnels everything is controlled (headways, etc.). Cars can be "on-call." Can manage capacity from the command center.

How is this different then adding capacity to existing roadways?

- We are not reducing capacity, we are just shifting it
- Mitigating traffic for a period
- We are not expanding ROW or roadways
- Shifting capacity onto federal and UDOT roads because parking will then be on their roads
- Boring Company have not been successful using federal funds, so what funding mechanisms would be in place?
- Municipal bonds?
- Olympics?

Recommendation:

- Recommendation: This has some validity. Gets away from ROW constraints. Opens new access points. Concerns with feasibility given landscape and environment. Concerns on how to leverage partnerships, uses, etc. on how to pay for it.
- How would we leverage partnership to make it a financially viable project



City Council Staff Report

Subject: Childcare Needs-Based Scholarship Program
Author: Michelle Downard, Resident Advocate
Haley Swenson, Procurement Manager
Sarah Mangano, Human Resources Director
Department: Executive, Budget, Human Resources
Date: November 16, 2023
Type: Work Session

Summary

Pursuant to the City Council's direction during the FY24 Budget process, review and consider additional programmatic and qualifying details to help administer the 2023/24 PCMC Childcare Needs-Based Scholarship Program.

Background

After considerable City Council and public deliberation ([November 17, 2022](#), [May 11, 2023](#), [May 25, 2023](#), [June 1, 2023](#),) based on the lack of affordable and available childcare in Park City combined with an impending reduction in Federal funding, Council made a one-time \$1,000,000 allocation ([June 22, 2023](#)) as part of the FY24 Budget. However, the Council clarified that no funds would be distributed until a transparent and accountable administrative criteria and process was established.

Accordingly, a Working Group was created to help design a program reflective of Council input and using the [assessment submitted by the Early Childhood Alliance](#). After several meetings, the Working Group recommended:

- Prioritizing lower-income Park City households and residents with young children;
- Encouraging short- and long-term capacity-building in Park City's existing and newly regulated childcare facilities; and
- Increasing the use of the Department of Workforce Services (DWS) Childcare Assistance in Park City (currently underutilized).

On [July 27, 2023](#), and [August 22, 2023](#), the Working Group submitted a childcare progress report and presented administrative recommendations to the City Council. Importantly, the Council also discussed a potential PCMC employee benefit program funded from within the \$1M allocation. In addition, the Council also discussed a desire to identify metrics to measure success, expressed a desire to start distributing funds, discussed the AMI rates for scholarship eligibility, and supported immediate advertising to procure a qualified Childcare Funding Administrator.

[On October 26, 2023](#), the City Council held additional discussions on the proposed Childcare Scholarship Funding Criteria, how it would work with the DWS Childcare Assistance program, and a maximum scholarship amount. The City Council also approved the Childcare Funding Administrator contract with [Upwards](#) but was clear that

no funds would be distributed until the scholarship criteria returned to Council for further discussion, and solidified their intent that the initial PCMC employee benefit program source funding from within the \$1M. The PCMC employee program is addressed in a separate staff report.

Fortunately, the contract approved by Council with Upwards has been executed so they can begin mobilizing their software and begin designing marketing materials. Upwards is waiting for the program criteria approved by Council.

Analysis

Since the last work session and as requested, Upwards provided EXHIBIT A outlining best practices for childcare subsidy programs and a marketing plan for PCMCs Childcare Scholarship Program. Upwards also reviewed the proposed program eligibility criteria and provided the following feedback:

- Support the simplicity and the consistent application of 10% household income, which makes it easier for the public to understand and forecast;
- Support a monthly maximum childcare scholarship amount;
- Support and commits to ensure that scholarships are not provided for childcare expenses that are potentially eligible for other programs, including DWS and other federal funding, unless the household can provide proof of application and denial. If denied, the PCMC scholarship will be available.
- Support the recommended AMI rates in order to capture families who are currently not receiving any childcare support from the DWS Childcare Assistance Program;
- Regarding fraud or abuse, the most common scenario where childcare funds are requested incorrectly is when a child unenrolls in childcare and the scholarship administrator is not notified. Upwards is confident they can prevent this through their ongoing enrollment verification program;
- Support not earmarking funding for specific scholarship allocations, but providing scholarships to all eligible and qualifying households until the funding is exhausted; and
- Recommends eliminating or reducing the incentive for childcare providers who provide care to children who receive DWS Childcare Assistance and provide all funding directly to households.

Exhibit B outlines answers to Council's questions received following the October 26, 2023, work session including additional background information such as when AMI rates are updated and how often eligibility criteria are verified by Upwards. In addition, the Council raised questions regarding the program which the Council may discuss and consider.

The current program eligibility criteria are outlined in detail in Exhibit C which includes adjustments as a result of the Council's October 26, 2023 discussion and includes three components:

1. Childcare Needs-Based Tuition Scholarships;
2. Infant & Toddler Childcare Tuition Scholarships; and

3. Regulated Childcare Provide Incentives to Serve Children Enrolled in DWS Childcare Assistance.

Ongoing reporting will be provided by Upwards and a comprehensive program review will occur in a City Council work session.

Finally, the Scholarship Program is a one-time allocation and cannot sustainably build long-term capacity and industry support. As such, the Working Group recommends establishing a joint task force involving additional stakeholders, such as Summit County, PC Chamber, PC Community Foundation, PC School District, childcare providers, parents, and other stakeholders.

EXHIBITS

- A- General Best Practices for Childcare Subsidy Programs and Marketing Plan from Upwards
- B- Questions following the October 26, 2023 Meeting
- C- Childcare Needs-Based Scholarship Program Criteria

EXHIBIT A

Marketing Plan: Announcement of Programming	
Step 1	Market Research and Analysis Needs, Preferences, Challenges of the target audience, and the competitive landscape.
Step 2	Define Target Audience and Objectives Park City / Summit County - Primary Target: Designated families per AMI in need of child care support. - Secondary Target: State Employees and local Child care providers
Step 3	Messaging and Positioning Reasoning: Craft compelling and relatable messaging that resonates with the target audience. - Core Message: - Positioning: Present the subsidy program as a solution that provides access to high-quality child care, supports working parents, and contributes to children's development.
Step 4	Marketing Channels and Creatives Utilize a mix of online and offline channels to reach a broad audience effectively. - Online: Create a dedicated website, social media accounts, and email campaigns. Develop engaging videos showcasing success stories, testimonials, and interactive graphics. - Offline: Collaborate with local agencies to distribute brochures, posters, and flyers; host community events and information sessions, as applicable
Step 5	Partnerships and Collaborations - Collaborate with local Family Child Care, Center facilities, etc. to promote the program through their existing channels.
Step 6	Incentives and Promotions (State DWS Focus) Reasoning:

	Offer incentives to motivate participation. - Introduce a referral program for current recipients to refer eligible families. - Provide exclusive benefits for early applicants.
Step 7	Data Collection and Feedback - Implement online forms and surveys to gather feedback from parents, providers, and partners. - Analyze data regularly and adjust the marketing strategy based on insights.
Step 8	Monitor and Evaluate Reasoning: Regularly assess the effectiveness of the marketing campaign and make necessary adjustments. - Use metrics like website traffic, social media engagement, application rates, and event attendance to evaluate the campaign's success.
Step 9	Reporting and Transparency Reasoning: Share the results of the marketing campaign to maintain transparency and accountability. - Create reports and share them with municipalities, stakeholders, and the public to show the program's impact and reach.
Step 10	Continuous Improvement Reasoning: Use the data and insights collected to refine the marketing plan for future campaigns. - Continuously improve the marketing strategy by addressing any challenges and seizing opportunities identified during the campaign.



Child Care Subsidy Potential Eligibility Criteria	These criteria are just a starting point and can be adapted to meet the specific needs of your program. Additionally, ensure that the application process is user-friendly and that applicants are provided with adequate support to navigate the eligibility determination process.
Residency Requirement	Applicants must reside within the approved geographic area served or have base stipulations for the seasonal migrant worker population.
Income Limits	Household income should fall below a certain threshold, typically expressed as a percentage of the Area Median Income (AMI). Specify the exact percentage based on your program's funding and local cost of living.
Work or Education Requirements	Parents or guardians must be working, attending school, or participating in a job training or vocational program. Provide evidence of current employment, enrollment, or program participation.
Family Composition	Scholarships may be available for families with children aged 0-3 or as per the program's defined age group.
Legal Guardianship	Parents or legal guardians must provide documentation of legal guardianship for the child or children in need of childcare services.
Certification Date to Date	Define the duration of scholarship support, whether it covers a set period, an academic year, or another timeframe.
Time Requirements	Specify the minimum weekly hours parents or guardians must work or attend education/training programs to qualify for the subsidy.
Co-Payment	The program may require parents' co-payments, calculated based on their income and family size.
Priority Categories	Establish priority categories, such as families experiencing homelessness, families with children with disabilities, or other vulnerable populations.
Verification Documents	Applicants must provide relevant documentation to verify their income, employment, and household size. This can include pay stubs, tax returns, proof of enrollment in an educational program, and birth certificates.
Recertification:	Outline the conditions and deadlines for scholarship renewal, including documentation requirements for continued eligibility.
Fraud Prevention Measures	Clearly state that providing false information or attempting to defraud the program can result in disqualification and legal action.



Appeals Process	Establish a straightforward procedure for parents to appeal a decision if their application is denied.
Clear Requirements	Communicate all eligibility criteria and requirements to potential applicants through program materials and outreach efforts.
Provider Requirements (Baseline)	
Licensing	Childcare providers should be licensed and regulated by the appropriate state or local authorities.
Criminal Background Checks	Require background checks for all staff and individuals residing in the home or facility, including fingerprinting, to ensure that no one with a history of child abuse or violent offenses is involved in child care.
Health and Safety Standards	Providers must meet specific health and safety standards, including proper sanitation, childproofing, first aid and CPR certification, and adherence to state-recommended health practices.
Child-to-Provider Ratios	Mandate appropriate child-to-provider ratios to ensure each child receives individualized care and supervision, with lower ratios for infants and toddlers.
Best Practices	
Issue official notice of action that outlines certified care service dates, hours awarded, location awareness, the amount being awarded, and the appeal process (if not outlined in the application).	
Issue a certificate of enrollment that outlines a brief of care services and fees but omits personal identifying information listed by parents/guardians on the application or notice of action.	
Establish a withdrawal policy for parents and providers.	
Self-certification statement forms for families under presumptive requirements, signed under penalty of perjury.	
Families that do not meet the presumptive requirements after 60 days will adhere to the notice of withdrawal. Providers will be paid for two weeks of care following the withdrawal date.	
Providers and parents complete attendance sheets to monitor active participation.	
Establish a comprehensive rate chart to confirm income eligibility.	
Clear differentiation for full-time and part-time care hours and how subsidy amount will be reflected.	
Providers are paid a percentage more for children with diagnosed special needs.	



Providers are paid based on child enrollment and not attendance.
Providers are paid for pre-disclosed amounts of sick days and vacation days per regulations.
Providers are paid for federal holidays.
Resource and Referral listing for families with alternative needs and providers supporting families with alternative care needs.
The agency can create a payment platform for co-payments to simplify the process. The agency is not responsible for unpaid co-payments if allowable within program criteria and requirements.
State-based written policies in handbooks, postings, webpages, or other written materials to support the program
Provide a clear plan for ending the program if funding is not renewed or create a plan for expanding program efforts.
Surveys: The collected data helps identify trends, areas of concern, and potential opportunities for improvement.
Self-Evaluation: Develop mechanisms to monitor and evaluate the impact and effectiveness of the scholarship program



City Council Childcare Scholarship Questions

Nov 16, 2023

On October 26, 2023, during the City Council meeting work session, Council discussed the Childcare Scholarship Program and provided outstanding questions which are listed below.

1. When do you start taking money from one bucket for another bucket? What's the trigger point or timeline?

- *There is no identified or recommended trigger. The buckets are non-exclusive. Meaning, all awarded scholarships will pull from the \$1M until the full amount is exhausted. The forecasted amounts were a guess for how the total funds will be distributed which the Working Group referenced when identifying the recommended scholarship amounts. Council can make an adjustment to the program at any time based on how it is being distributed or ask staff to come back for council discussion when certain increments are reached.*
- *The administrator can keep the funds separate and only allow certain amounts to be awarded within the different buckets if **Council provides direction**.*

2. When do we decide we have a high enough percentage of participation in each bucket that we would now give money to another bucket?

- *See the answer to question #1 above.*

3. Did the Council direct for residents to have a higher priority than the workforce?

- *The previous language about prioritizing residents was included within the draft contract in an effort to identify performance measurements for the administrator. However, since the administrator cannot control how the funds are distributed and this was also questioned by Council, it has been removed from the contract.*

1. Maximum cost of care to use?

- *For the purposes of the scholarship program design and the example, we referred the Park City Childcare Needs Assessment provided by the Early Childhood Alliance. On page 22 and 23, they list Park City center-based childcare monthly fees and the \$1,700 monthly childcare costs for Ages 5 and younger and a 7% max household income.*
- *Given the recommended adjustment from 7% to 10% max household income (as recommended by the Working Group) and the incremental increases in Park City childcare costs, the recommendation is to implement a scholarship based on a max of \$1,700 cost for care.*

2. AMI at 150% for the \$200 workforce under 3 years old scholarship... why wouldn't this just be factored in the cost of care calculations since the cost of care is higher the younger they are and each place is going to be a little bit different? My initial answer to myself is that item 1 refers to residents only, and item 2 is broader in referring to workforce as well. In which case, why not factor into 1 if they're a resident, and if they aren't a resident yet are using a Summit County licensed daycare they receive the \$200 scholarship only if their income * expected contribution is less than the actual cost of care, and treat the math the same. For example, make 100k/year and participate year-round, 10k/year to childcare, \$833/month. Tuition is \$1,233. They are workforce, not a resident (so it's not double

EXHIBIT C

dipped), then gap is \$400, they get the full \$200 under 3 kid bonus. If the tuition were \$1,000/month, the difference is only \$167, so they only get a \$167 scholarship. Then it makes the AMI irrelevant, the family contribution capacity and actual cost drives eligibility. It protects against price inflation a bit that way too.

- *Correct, the two scholarships apply to residents vs workforce. The \$200 scholarship was recommended to address the higher average cost of care for children under 36 months and support the workforce. It was not recommended to require 10% household contribution prior to receiving a scholarship. However, Council may provide direction.*

3. Tier the max family contribution instead of a flat 10% to 100% AMI and 12% up to 120% AMI... under a certain AMI (maybe 70% to hit our WFW around 60%) 1 kid = 8%, 2+ kids = 11%, 70% to 100% - 1 kid = 10%, 2+ kids = 13%... over 100%... 1 kid = 12%, 2 kids = 15%... point of this is to increase scholarships for those who need it most, plus to increase treat everyone a little more fairly so if you have 2 kids or more you are expected to contribute a little more than someone with 1 kid.

- *The recommendation of 10% considered that the household contribution amount would adjust comparatively based on the total household income. However, Council may provide direction.*
- *Upwards recommends 10% for all residents to make the program easy for applicants to understand.*

4. Clarify presumptive eligibility required for DWS funds recipients, the idea sounds great

- *On July 11, 2023, President Biden released a [statement](#) on strengthening the care economy. On that same day, the [US Department of Health and Human Services announced a new proposed rule for the Child Care and Development Fund](#), the main source of assistance for families with low incomes. Among other things, it encouraged states to consider children ‘presumptively eligible’. [Delaware](#), [Montana](#), [Wyoming](#), and [Monroe County, NY](#) are among the states that have already implemented this philosophy. While Utah has adopted presumptive eligibility to allow for temporary medical assistance through Medicaid, the DWS Childcare Assistance Program has not. Therefore, households do not receive DWS childcare assistance funds until an application is reviewed and approved. However, for the purposes of PCMC’s Childcare Scholarship Program, we would treat the DWS Childcare Assistance Program as if they applied presumptive eligibility for all applicants who meet the DWS Childcare Assistance income threshold. Therefore, PCMC would not distribute PCMC funds for the amount potentially covered by the DWS Childcare Assistance Program. When approved by DWS, the household would receive the remainder of the eligible childcare assistance funds. However, if a household is not approved for the State due to ineligibility (based on the State criteria, which are different than PCMC’s), the household can provide that documentation to PCMC’s Childcare Scholarship Administrator to receive the remainder of the eligible scholarship amount. Note: DWS applications that are denied because they are incomplete will not be covered by PCMC’s Childcare Scholarship.*

5. When do annual AMI adjustments take place and apply to the scholarship calculations?

- *AMI is updated by HUD each year. Generally, this is published in April or May. PCMC will share the updated AMI with the Administrator and adjust scholarships accordingly within 2 weeks of HUD’s publishing date.*

6. Employee benefit through June 2024 is funded from the \$1M, FY25 and forwards will be built into the budget

- *The employee program includes the recommendation to utilize the \$1M during the current fiscal year and the operations budget thereafter. See the November 26, 2023 staff report from Sarah Mangano with additional benefit details.*

EXHIBIT C

7. How often is residency and employment validated? If either condition is unmet does the program adjust that month?

- *The administrator will follow industry best practices including verifying eligibility requirements for the application period. Typically, this is 60 days before re-verification is required.*

8. How do we calculate family contribution for folks who don't use childcare every month or when the summer months are significantly less than the academic year because they take a camp approach or leverage unlicensed providers (like high school kids not in school) instead of a facility? If they only use childcare 9 out of 12 months (guessing that's academic year?) and make 100k/year, shouldn't their contribution be $100k * 10\% / 9$ (not divided by 12)? So \$1,111 rather than \$833? How is that all managed? If we always use the lower number they'll be receiving a scholarship a few hundred bucks higher than the math would result in. I could support an answer of monthly is how it's handled, period. I wouldn't want to calculate benefits yearly and then only have actual costs for 9 out of 12 months because then we'd essentially be subsidizing way more than we're letting on.

- *The recommendation is to implement a \$1,700 max monthly childcare cost for scholarship consideration. Also see question #1 from above for additional details about the \$1,700.*
- *Upwards recommends calculating 10% household contributions and a childcare cost on a monthly basis to make the program easy for applicants to understand.*

9. Do we have a maximum scholarship amount per family? I'm thinking 2 or 3k so we don't end up with a single family with 3 kids going to Montessori schools sucking up all the funds getting a 4 or 5k/month scholarship. Some examples in the spreadsheet.

- *There is no maximum scholarship amount of recommended funds for the number of children covered per household. There is a recommended maximum amount of monthly childcare costs per child per month. For reference, the Department of Workforce Services has no maximum number of children. However, Council may provide direction.*

Seems for our AMIs DWS only applies up to 55 or 60% which if true would be important to note as well. *Correct. The exact percentage will vary with AMI adjustments.* The way I'm thinking about it is DWS subsidies count towards scholarship amounts we issue, however, the DWS "bonus" we have outlined to providers to handle administration of DWS subsidies would not count towards the scholarship amount we offer. That really is a bonus to the provider for doing the paperwork. *Yes- Correct.*

Childcare Needs-Based Scholarship Program Criteria

1. Childcare Needs-Based Tuition Scholarship
 - a. Park City resident children up to 60 months;
 - b. A household income of less than 100% AMI;
 - c. Enrolled with a regulated childcare provider located within Summit County;
 - d. Households contribute 10% of the household income to childcare per month;
 - e. PCMC scholarship will cover the remaining childcare expenses up to \$1,700 monthly tuition per child per month, however,
 - i. Households who are identified as potentially eligible (as identified by the administrator) must apply for DWS Childcare Assistance; and
 - ii. The scholarships will not be provided for childcare expenses that are potentially eligible for other programs, including DWS and other federal funding unless the household can provide proof of application and denial. If denied, the PCMC scholarship will be available.
 2. Infant & Toddler Childcare Tuition Scholarship
 - a. Park City residents and/or Park City workforce children up to 36 months;
 - b. A household income of less than 150% AMI;
 - c. \$200 scholarship per child per month; and
 - d. A regulated childcare provider located within Summit County.
 3. Regulated Childcare Provider Incentive to Serve Children Enrolled in DWS Childcare Assistance
 - a. \$300 per month per Park City resident or workforce child enrolled in DWS Childcare Assistance; and
 - b. A regulated childcare provider located within Summit County.
- Scholarships and childcare-provider funding incentives are available first come, first serve each month and provided directly to regulated Summit County childcare providers.
 - Funding amounts for each program component are not mutually exclusive.
 - For example, if funding for the infant & toddler childcare (up to 36 months) tuition scholarship component is exhausted early, that program can continue to draw upon the total allocation until City Council desires otherwise.

City Council Staff Communication Report

Subject: Procurement Update
Author: Haley Swenson, Lisa Roadfuss, Cate Brabson
Department: Budget, Attorney's Office
Date: November 2, 2023
Type of Item: Informational

The following report provides an update on the implementation of Park City Municipal's recently revised procurement policy and processes.

On [March 9, 2023](#), after several years of incremental changes, the City Council approved an overhaul of its Procurement Rules, which included:

- Designating the City Manager as the official Procurement Official with authority to delegate to selected individuals from each department. The Procurement Official oversees all purchases and contract management, including selection of procurement methods, administration of contracts, and resolution of controversies related to procedure and contract disputes;
- Expanding and clarifying Definitions from 9 to 42 defined terms;
- Updating the Competitive Bidding Provisions that reflect a more comprehensive process for Invitation for Bids, Request for Proposals (RFP), and Request for Statement of Qualifications (RSOQ), and use of Approved Vendor Lists, as well as Exemptions, Exceptions, and Waivers;
- Adding Emergency Contracts, Trial Use Contracts, and Protests and Appeals provisions; and
- Increasing the City Manager's approval threshold from \$25,000 to \$100,000 to reflect the growth and scope of public services offered by PCMC.

At the same time, several new internal processes were established to improve overall accountability and clarify processes, including:

- Creation of the One Stop Shop/Procurement file accessible to all PCMC staff, which provides resources about training materials, Certificates of Insurance, contract and RFP checklists and flowcharts, Conflict of Interest and Confidentiality Statements, Procurement Official Authority, Procurement Policies and Rules, templates for RSOQs, RFPs (non-bid), Amendments, Construction Agreements, Professional Services Agreements, and Design Professional Services Agreements.
- Implementation and training for managers on the new Procurement Rules, internal process workflow clarifications, and elevation of the State of Utah's Procurement Website, or Utah Public Procurement Place (U3P).
- Publishing a monthly [contract tracking document on the City's website](#) outlining all contracts within the City Manager's authority. The contract tracking sheet proactively centralizes individual contract details, ensuring Council oversight.

Procurement Manager

Through the FY24 budget process, the City Council approved a Procurement Manager position to lead Park City's procurement administration, processes, and strategies. Working closely with the City Attorney's Office, the Procurement Manager actively supports staff in acquiring a diverse range of goods and services, including but not limited to equipment and supplies, professional engineering and architectural services, construction projects, information technology solutions, and various commodities.

The Procurement Manager:

- Works to identify cost-saving opportunities, streamline processes, and enhance the overall value to the City of goods and services procured;
- Ensures strict adherence to the organization's procurement policies and procedures, fostering transparency and integrity throughout the procurement process; and,
- Regularly reviews and updates policies to reflect best practices, increase efficiency, and ensure compliance with evolving State and Federal regulations.

Current Status

Since adopting the Rules and rolling out the Basic and Advanced training modules, the Attorney's Office has updated the RFP template and created new and improved contract templates for Professional Services Agreements, Amendments, and State Cooperative Contracts End User Agreements. More templates are planned, including Design Professional Services Agreements and RSOQ/Task Orders. The addition of the Procurement Manager has greatly assisted the Attorney's Office to keep its work focused on legal review rather than time-consuming process or policy assistance.

The rollout of the new checklists and flowcharts has been relatively smooth, and the transition was assisted by regular email reminders to a newly formed group of Project Managers. The Procurement Manager has also helped identify areas not addressed by current policy or where policy could be created or amended to be more efficient. Specific examples we are considering include:

1. IT Policy and Processes: We are exploring potential updates to our IT policies and processes to enhance cybersecurity measures, streamline software deployment, and improve data management.
2. Purchasing Policy: We are looking into expanding our purchasing policies to foster cost-efficiency, vendor diversity, and sustainability practices.
3. RFP Flowchart: Our goal is to create a more user-friendly and comprehensive Request for Proposal (RFP) flowchart to guide the procurement process, making it easier for both our team and potential vendors.
4. FAQ Processes: We are developing more efficient processes to address frequently asked questions (FAQs) from our customers, aiming to provide quicker and more accurate responses while reducing workload on our support team.

Long Term Goals

- 1. Digital Transformation:** Develop and execute an integrated strategy to revolutionize procurement by harnessing technology and automation. The ultimate goal is to establish a fully automated and eco-friendly procurement system that optimizes cost, time, accountability, transparency, and environmental impact.
- 2. Streamlined Auditing:** Develop and implement a standardized system for file management and record-keeping to ensure rigorous adherence to documented protocols. The primary emphasis is on individual staff members strictly following established document protocols to maintain consistent record-keeping and file pathways, ensuring easy retrieval, and sharing of information when necessary (I.E., GRAMA requests).
- 3. Fostering a Unified Culture:** Cultivate a culture within PCMC that encourages all staff and stakeholders to embrace and collaboratively navigate procurement policies and procedures to elevate operations, efficiency, and impact.



Staff Communication

Subject: Sales Tax, Budget Monitoring, and Operating Insights
Author: Budget Team
Department: Budget
Date: November 16, 2023
Type of Item: Informational

August Sales Tax Update

Park City's economy modestly slowed in August as the City's sales taxes, excluding Transit and Transient Room taxes, were down -2.9% from August FY23. On the lodging front, Transient Room taxes also exhibited a small August reduction, down -3.6% from FY23. Transit sales taxes posted a minor decrease of -3.0% from last August.

In the City's General Fund, this resulted in a similarly sized -2.9% reduction in sales tax revenues from the previous August. Despite this, General Fund sales tax revenues were +18.5% above the City's cumulative year-to-date budget. Fortunately, the August numbers are a relatively small sales month compared to winter months, hopefully indicating minor fluctuations are common without a large overall impact.

Trends in the City's Capital and Transportation funds, which also receive sales tax revenues, broadly mirrored the trends seen in the General Fund.

Overall, we remain confident yet on high alert heading into this year's winter season and will regularly assess various leading indicators in collaboration with the PC Chamber of Commerce.

August State Compliance Monthly Budget Reporting

The attachments to this report show monthly revenue and expenditure reports detailed by fund and major object type. There may be discrepancies in YTD actuals vs. estimated budget in some cases due to program seasonality, the timing of payments, capital projects, and bond transactions.

Notable Observations:

Revenues

- Due to state sales tax reporting timing, August sales tax journal entries were not recorded at the time of this report. The first entry for FY24 will be September 30, 2023.
- Year-to-date Planning, Building, and Engineering fees are tracking slightly

under budget but above FY23 due to the pace of the construction industry.

- Golf revenue continues to track above budget and previous years, yet overall rounds are down mainly due to weather.

Expenditures

- Personnel budgets are tracking under, as expected, due to vacancies and attrition in FY24 and our budgeting methodology of using maximum position range and benefits.
- Utility budgets will true-up as the year progresses.
- Typical variances are shown in Materials, Supplies, and Contract Services, only two months into the fiscal year.
- Variances in Capital expenditures in various funds due to project timelines, invoicing, completion dates, and carry-forward amounts.

Exhibit A: Revenue Summary by Object and Type

Exhibit B: Expense Summary by Object and Type

Exhibit C: FY24 August Sales Tax

YTD Revenue - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estm	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
- 011 GENERAL FUND							
Property Taxes							\$ 13,109,914
Sales Tax							\$ 18,759,861
Franchise Tax	\$ 116,477	\$ 109,356	\$ 147,451	\$ 117,022	\$ 30,429	26%	\$ 3,591,845
Licenses	\$ 27,616	\$ 48,824	\$ 36,554	\$ 25,118	\$ 11,436	46%	\$ 412,920
Planning Building & Engineering Fees	\$ 1,090,469	\$ 765,910	\$ 916,272	\$ 985,712	\$ (69,440)	-7%	\$ 4,137,954
Special Event Fees	\$ 8,000	\$ 14,263	\$ 7,996	\$ 10,479	\$ (2,483)	-24%	\$ 322,924
Federal Revenue					\$ -		\$ 48,362
State Revenue				\$ (195)	\$ 195	-100%	\$ 68,086
County/SP District Revenue		\$ 15,000		\$ 8,185	\$ (8,185)	-100%	\$ 21,827
Cemetery Charges for Services	\$ 2,589	\$ 5,062	\$ 10,581	\$ 60,179	\$ (49,598)	-82%	\$ 228,269
Recreation	\$ 466,980	\$ 450,806	\$ 462,097	\$ 491,611	\$ (29,515)	-6%	\$ 2,715,675
Other Service Revenue	\$ 5,434	\$ 14	\$ 8,208	\$ 3,222	\$ 4,986	155%	\$ 56,768
Library Fees	\$ 4,067	\$ 3,062	\$ 3,636		\$ 3,636		
Misc. Revenues	\$ 28,775	\$ 19,947	\$ 9,127	\$ 7,282	\$ 1,845	25%	\$ 686,242
Interfund Transactions (Admin)	\$ 372,550	\$ 443,334	\$ 493,268	\$ 474,606	\$ 18,662	4%	\$ 4,011,403
Special Revenues & Resources	\$ 515,283	\$ 505,029			\$ -		
Total 011 GENERAL FUND	\$ 2,638,239	\$ 2,380,607	\$ 2,095,190	\$ 2,183,225	\$ (88,035)	-4%	\$ 48,172,050
- 012 QUINNS RECREATION COMPLEX							
Recreation	\$ 143	\$ 294	\$ 704	\$ 447	\$ 257	58%	\$ 4,806
Ice	\$ 71,749	\$ 117,518	\$ 159,980	\$ 113,893	\$ 46,087	40%	\$ 716,838
Misc. Revenues	\$ 90	\$ 4	\$ (4)		\$ (4)		\$ 1,212
Total 012 QUINNS RECREATION COMPLEX	\$ 71,981	\$ 117,817	\$ 160,681	\$ 114,340	\$ 46,341	41%	\$ 722,856
- 022 DRUG CONFISCATIONS							
State Revenue	\$ 2,356				\$ -		
Total 022 DRUG CONFISCATIONS	\$ 2,356				\$ -		
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
Property Taxes				\$ 8,667	\$ (8,667)	-100%	\$ 4,252,000
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND				\$ 8,667	\$ (8,667)	-100%	\$ 4,252,000
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
Property Taxes					\$ -		\$ 11,319
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND					\$ -		\$ 11,319
- 031 CAPITAL IMPROVEMENT FUND							
Sales Tax					\$ -		\$ 16,329,673
Planning Building & Engineering Fees	\$ 106,472	\$ 44,346	\$ 66,436	\$ 100,526	\$ (34,090)	-34%	\$ 419,695
Federal Revenue				\$ 4,913	\$ (4,913)	-100%	\$ 29,478
State Revenue				\$ 215	\$ (215)	-100%	\$ 62,171
County/SP District Revenue		\$ 35,000		\$ 9,024	\$ (9,024)	-100%	\$ 50,000
Misc. Revenues	\$ 11,787	\$ 23,216	\$ 54,672	\$ 49,839	\$ 4,833	10%	\$ 3,503,219
Special Revenues & Resources	\$ 1,682	\$ 75,698	\$ 938		\$ 938		
Bond Proceeds				\$ 5,000,000	\$ (5,000,000)	-100%	\$ 30,000,000
Total 031 CAPITAL IMPROVEMENT FUND	\$ 119,940	\$ 178,260	\$ 122,046	\$ 5,164,518	\$ (5,042,472)	-98%	\$ 50,394,236
- 033 REDEVELOPMENT AGENCY-LOWER PRK							

YTD Revenue - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estm	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
Interfund Transactions (CIP/Debt)	\$ 515,422	\$ 515,422	\$ 515,422	\$ 465,154	\$ 50,268	11%	\$ 3,092,532
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	\$ 515,422	\$ 515,422	\$ 515,422	\$ 465,154	\$ 50,268	11%	\$ 3,092,532
- 034 REDEVELOPMENT AGENCY-MAIN ST							
Interfund Transactions (CIP/Debt)	\$ 116,666	\$ 116,666			\$ -		
Total 034 REDEVELOPMENT AGENCY-MAIN ST	\$ 116,666	\$ 116,666			\$ -		
- 038 EQUIPMENT REPLACEMENT CIP							
Interfund Transactions (CIP/Debt)	\$ 264,266	\$ 264,266	\$ 314,266	\$ 307,768	\$ 6,498	2%	\$ 1,885,600
Total 038 EQUIPMENT REPLACEMENT CIP	\$ 264,266	\$ 264,266	\$ 314,266	\$ 307,768	\$ 6,498	2%	\$ 1,885,600
- 051 WATER FUND							
Planning Building & Engineering Fees	\$ 366,422	\$ 236,300	\$ 265,332	\$ 199,340	\$ 65,992	33%	\$ 750,000
Water Charges for Services	\$ 2,710,425	\$ 2,646,408	\$ 2,873,221	\$ 2,822,144	\$ 51,077	2%	\$ 22,487,920
Misc. Revenues	\$ 7,165	\$ 88,073	\$ 127,988	\$ 24,491	\$ 103,497	423%	\$ 388,887
Bond Proceeds				\$ 2,079,561	\$ (2,079,561)	-100%	\$ 12,477,367
Total 051 WATER FUND	\$ 3,084,012	\$ 2,970,781	\$ 3,266,541	\$ 5,125,537	\$ (1,858,995)	-36%	\$ 36,104,174
- 052 STORM WATER FUND							
Water Charges for Services	\$ 145,665	\$ 150,580	\$ 154,215	\$ 157,002	\$ (2,787)	-2%	\$ 2,000,000
Total 052 STORM WATER FUND	\$ 145,665	\$ 150,580	\$ 154,215	\$ 157,002	\$ (2,787)	-2%	\$ 2,000,000
- 055 GOLF COURSE FUND							
Recreation	\$ 844,104	\$ 878,496	\$ 963,291	\$ 648,271	\$ 315,019	49%	\$ 1,406,143
Misc. Revenues	\$ 18	\$ 13	\$ 2		\$ 2		\$ 40,128
Interfund Transactions (CIP/Debt)	\$ 4,166	\$ 4,166	\$ 4,166	\$ 4,166	\$ -	0%	\$ 25,000
Total 055 GOLF COURSE FUND	\$ 848,288	\$ 882,675	\$ 967,458	\$ 652,437	\$ 315,021	48%	\$ 1,471,271
- 057 TRANSPORTATION & PARKING FUND							
Sales Tax					\$ -		\$ 15,425,176
Licenses	\$ 41,426	\$ 66,495	\$ 32,960	\$ 29,400	\$ 3,560	12%	\$ 981,896
Federal Revenue	\$ (2,148)			\$ (1,042)	\$ 1,042	-100%	\$ 21,713,819
County/SP District Revenue			\$ 171,419		\$ 171,419		
Transit Charges for Services	\$ 1,100		\$ 368	\$ 9,445	\$ (9,077)	-96%	\$ 85,740
Misc. Revenues	\$ 13,155			\$ 13,566	\$ (13,566)	-100%	\$ 270,552
Special Revenues & Resources					\$ -		\$ 216,418
Total 057 TRANSPORTATION & PARKING FUND	\$ 53,533	\$ 66,495	\$ 204,748	\$ 51,369	\$ 153,379	299%	\$ 38,693,601
- 058 PARKING FUND							
Fines & Forfeitures	\$ 587,982	\$ 604,615	\$ 751,600	\$ 679,729	\$ 71,871	11%	\$ 2,995,080
Total 058 PARKING FUND	\$ 587,982	\$ 604,615	\$ 751,600	\$ 679,729	\$ 71,871	11%	\$ 2,995,080
- 062 FLEET SERVICES FUND							
Interfund Transactions (Admin)	\$ 396,800	\$ 457,570	\$ 559,002	\$ 527,637	\$ 31,365	6%	\$ 3,354,000
Total 062 FLEET SERVICES FUND	\$ 396,800	\$ 457,570	\$ 559,002	\$ 527,637	\$ 31,365	6%	\$ 3,354,000
- 064 SELF INSURANCE FUND							
Misc. Revenues	\$ 45,834	\$ 58,334	\$ 75,000	\$ 66,924	\$ 8,076	12%	\$ 450,000
Interfund Transactions (Admin)	\$ 263,910	\$ 282,330	\$ 307,908	\$ 307,760	\$ 148	0%	\$ 1,847,445
Total 064 SELF INSURANCE FUND	\$ 309,744	\$ 340,664	\$ 382,908	\$ 374,684	\$ 8,224	2%	\$ 2,297,445
- 070 SALES TAX REV BOND - DEBT SVS FUND							
Misc. Revenues	\$ 16,335	\$ 62,196	\$ 231,818		\$ 231,818		

YTD Revenue - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estm	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
Interfund Transactions (CIP/Debt)	\$ 1,160,370	\$ 1,161,466	\$ 1,160,886	\$ 1,142,328	\$ 18,558	2%	\$ 6,965,316
Total 070 SALES TAX REV BOND - DEBT SVS FUND	\$ 1,176,705	\$ 1,223,662	\$ 1,392,704	\$ 1,142,328	\$ 250,377	22%	\$ 6,965,316
- 071 DEBT SERVICE FUND							
Property Taxes					\$ -		\$ 9,478,438
Misc. Revenues	\$ 66	\$ 960	\$ 2,059		\$ 2,059		
Total 071 DEBT SERVICE FUND	\$ 66	\$ 960	\$ 2,059		\$ 2,059		\$ 9,478,438
- Grand Total							
TOTAL	\$ 10,331,665	\$ 10,271,038	\$ 10,888,840	\$ 16,954,394	\$ (6,065,554)	-36%	\$ 211,889,918
Total without Bond Transactions and Debt Service	\$ 9,154,895	\$ 9,046,416	\$ 9,494,077	\$ 8,732,505	\$ 761,571	9%	\$ 152,968,797

YTD Expenses - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estimate	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
- 011 GENERAL FUND							
PERSONNEL SERVICES	\$ 3,220,050	\$ 3,950,506	\$ 4,140,729	\$ 5,160,378	\$ (1,019,649)	-20%	\$ 33,994,582
MATERIALS, SUPPLIES AND SERVICES	\$ 171,886	\$ 131,869	\$ 278,338	\$ 257,410	\$ 20,929	8%	\$ 1,544,459
UTILITIES	\$ 19,454	\$ 39,883	\$ 61,467	\$ 320,952	\$ (259,485)	-81%	\$ 1,925,714
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 657,589	\$ 678,705	\$ 761,256	\$ 996,210	\$ (234,954)	-24%	\$ 5,977,261
PARTS/MAINTENANCE SUPPLIES	\$ 142,596	\$ 154,609	\$ 227,239	\$ 310,242	\$ (83,004)	-27%	\$ 1,861,453
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 244,540	\$ 38,427	\$ 259,304	\$ 350,350	\$ (91,046)	-26%	\$ 2,102,100
CAPITAL OUTLAY	\$ 24,663	\$ 19,562	\$ 198,430	\$ 130,887	\$ 67,543	52%	\$ 785,322
INTERFUND TRANSFER	\$ 514,130	\$ 573,298	\$ 697,364	\$ 697,360	\$ 5	0%	\$ 4,184,157
Total 011 GENERAL FUND	\$ 4,994,909	\$ 5,586,859	\$ 6,624,127	\$ 8,223,789	\$ (1,599,662)	-19%	\$ 52,375,048
- 012 QUINNS RECREATION COMPLEX							
PERSONNEL SERVICES	\$ 120,819	\$ 137,111	\$ 145,923	\$ 188,898	\$ (42,976)	-23%	\$ 1,244,390
MATERIALS, SUPPLIES AND SERVICES	\$ 1,103	\$ 13,984	\$ 3,661	\$ 11,490	\$ (7,829)	-68%	\$ 68,940
UTILITIES	\$ 3,125	\$ 7,487	\$ 5,782	\$ 24,503	\$ (18,721)	-76%	\$ 147,017
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 12,629	\$ 11,905	\$ 27,818	\$ 20,068	\$ 7,750	39%	\$ 120,410
PARTS/MAINTENANCE SUPPLIES	\$ 4,950	\$ 9,439	\$ 12,446	\$ 9,503	\$ 2,943	31%	\$ 57,020
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 3,075	\$ 3,462	\$ 4,000	\$ 3,833	\$ 167	4%	\$ 23,000
CAPITAL OUTLAY				\$ 167	\$ (167)	-100%	\$ 1,000
Total 012 QUINNS RECREATION COMPLEX	\$ 145,701	\$ 183,388	\$ 199,630	\$ 258,463	\$ (58,833)	-23%	\$ 1,661,777
- 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND							
MATERIALS, SUPPLIES AND SERVICES	\$ 3,643			\$ 1,667	\$ (1,667)	-100%	\$ 10,000
UTILITIES	\$ 223	\$ 95	\$ 224	\$ 1,518	\$ (1,295)	-85%	\$ 9,109
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 180			\$ 11,667	\$ (11,667)	-100%	\$ 70,000
SPECIAL SERV CONTRACT/MISC CHARGES				\$ 94,667	\$ (94,667)	-100%	\$ 568,000
INTERFUND TRANSFER	\$ 515,422	\$ 515,422	\$ 515,422	\$ 515,422	\$ -	0%	\$ 3,092,532
Total 023 LOWER PARK AVE RDA SPECIAL REVENUE FUND	\$ 519,468	\$ 515,517	\$ 515,646	\$ 624,940	\$ (109,295)	-17%	\$ 3,749,641
- 024 MAIN STREET RDA SPECIAL REVENUE FUND							
CONTRACT SVCS/CONSULTING/SOFTWARE LIC		\$ 4,800		\$ 8,333	\$ (8,333)	-100%	\$ 50,000
SPECIAL SERV CONTRACT/MISC CHARGES				\$ 67,500	\$ (67,500)	-100%	\$ 405,000
INTERFUND TRANSFER	\$ 116,666	\$ 116,666			\$ -		
Total 024 MAIN STREET RDA SPECIAL REVENUE FUND	\$ 116,666	\$ 121,466		\$ 75,833	\$ (75,833)	-100%	\$ 455,000
- 031 CAPITAL IMPROVEMENT FUND							
PERSONNEL SERVICES	\$ 3,636	\$ 2,253	\$ 1,873		\$ 1,873		
CAPITAL OUTLAY	\$ 577,478	\$ 745,682	\$ 1,604,515	\$ 8,112,562	\$ (6,508,047)	-80%	\$ 48,675,370
INTERFUND TRANSFER	\$ 695,772	\$ 696,180	\$ 695,746	\$ 695,746	\$ -	0%	\$ 4,174,476
Total 031 CAPITAL IMPROVEMENT FUND	\$ 1,276,886	\$ 1,444,115	\$ 2,302,134	\$ 8,808,308	\$ (6,506,173)	-74%	\$ 52,849,846
- 033 REDEVELOPMENT AGENCY-LOWER PRK							
CAPITAL OUTLAY		\$ 6,776	\$ 76	\$ 74,167	\$ (74,091)	-100%	\$ 445,000
INTERFUND TRANSFER	\$ 464,598	\$ 465,286	\$ 465,140	\$ 465,140	\$ -	0%	\$ 2,790,840
Total 033 REDEVELOPMENT AGENCY-LOWER PRK	\$ 464,598	\$ 472,062	\$ 465,216	\$ 539,307	\$ (74,091)	-14%	\$ 3,235,840
- 034 REDEVELOPMENT AGENCY-MAIN ST							
CAPITAL OUTLAY				\$ 25,000	\$ (25,000)	-100%	\$ 150,000
Total 034 REDEVELOPMENT AGENCY-MAIN ST				\$ 25,000	\$ (25,000)	-100%	\$ 150,000

YTD Expenses - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estimate	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
- 038 EQUIPMENT REPLACEMENT CIP					\$ -		
CAPITAL OUTLAY	\$ 59,793	\$ 204,466	\$ 234,599	\$ 327,433	\$ (92,834)	-28%	\$ 1,964,600
Total 038 EQUIPMENT REPLACEMENT CIP	\$ 59,793	\$ 204,466	\$ 234,599	\$ 327,433	\$ (92,834)	-28%	\$ 1,964,600
- 051 WATER FUND					\$ -		
PERSONNEL SERVICES	\$ 439,358	\$ 563,130	\$ 739,868	\$ 748,993	\$ (9,125)	-1%	\$ 4,934,076
MATERIALS, SUPPLIES AND SERVICES	\$ 48,157	\$ 112,435	\$ 117,868	\$ 94,170	\$ 23,698	25%	\$ 565,020
UTILITIES	\$ 7,788	\$ 8,794	\$ 18,414	\$ 235,620	\$ (217,206)	-92%	\$ 1,413,719
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 149,259	\$ 217,806	\$ 325,403	\$ 329,534	\$ (4,131)	-1%	\$ 1,977,206
PARTS/MAINTENANCE SUPPLIES	\$ 157,203	\$ 164,889	\$ 287,258	\$ 245,925	\$ 41,333	17%	\$ 1,475,550
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 23,798	\$ 32,879	\$ 44,270	\$ 30,533	\$ 13,737	45%	\$ 183,200
CAPITAL OUTLAY	\$ 3,722,114	\$ (2,987,768)	\$ 668,613	\$ 1,696,301	\$ (1,027,688)	-61%	\$ 10,177,805
DEBT SERVICE	\$ (20,666)	\$ (124,730)	\$ (209,740)	\$ 1,567,311	\$ (1,777,051)	-113%	\$ 9,403,863
INTERFUND TRANSFER	\$ 182,072	\$ 223,708	\$ 256,140	\$ 431,442	\$ (175,302)	-41%	\$ 2,588,649
Total 051 WATER FUND	\$ 4,709,082	\$ (1,788,855)	\$ 2,248,095	\$ 5,379,828	\$ (3,131,733)	-58%	\$ 32,719,089
- 052 STORM WATER FUND					\$ -		
PERSONNEL SERVICES	\$ 89,696	\$ 128,578	\$ 60,232	\$ 100,590	\$ (40,359)	-40%	\$ 662,651
MATERIALS, SUPPLIES AND SERVICES	\$ 2,838	\$ 3,011	\$ 1,554	\$ 10,500	\$ (8,946)	-85%	\$ 63,000
UTILITIES	\$ 2,255	\$ 1,533	\$ 2,707	\$ 7,270	\$ (4,563)	-63%	\$ 43,621
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 10,765	\$ 10,604	\$ 36,180	\$ 24,938	\$ 11,243	45%	\$ 149,625
PARTS/MAINTENANCE SUPPLIES	\$ 4,301	\$ 600	\$ 5,696	\$ 6,901	\$ (1,205)	-17%	\$ 41,406
CAPITAL OUTLAY		\$ (98,573)	\$ 2,874	\$ 210,250	\$ (207,376)	-99%	\$ 1,261,500
INTERFUND TRANSFER	\$ 22,576	\$ 26,230	\$ 28,984	\$ 28,984	\$ 0	0%	\$ 173,903
Total 052 STORM WATER FUND	\$ 132,431	\$ 71,982	\$ 138,227	\$ 389,433	\$ (251,206)	-65%	\$ 2,395,706
- 055 GOLF COURSE FUND					\$ -		
PERSONNEL SERVICES	\$ 167,762	\$ 167,197	\$ 192,965	\$ 168,623	\$ 24,341	14%	\$ 1,110,825
MATERIALS, SUPPLIES AND SERVICES	\$ 9,609	\$ 7,087	\$ 14,400	\$ 12,283	\$ 2,116	17%	\$ 73,700
UTILITIES	\$ 19,102	\$ 16,673	\$ 188	\$ 22,553	\$ (22,365)	-99%	\$ 135,320
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 24,170	\$ 20,410	\$ 31,347	\$ 16,638	\$ 14,709	88%	\$ 99,825
PARTS/MAINTENANCE SUPPLIES	\$ 58,916	\$ 86,112	\$ 82,821	\$ 55,800	\$ 27,021	48%	\$ 334,800
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 16,248	\$ 15,639	\$ 18,541	\$ 7,250	\$ 11,291	156%	\$ 43,500
CAPITAL OUTLAY		\$ 3,155		\$ 47,155	\$ (47,155)	-100%	\$ 282,928
INTERFUND TRANSFER	\$ 23,730	\$ 28,016	\$ 29,992	\$ 29,991	\$ 1	0%	\$ 179,945
Total 055 GOLF COURSE FUND	\$ 319,537	\$ 344,289	\$ 370,254	\$ 360,293	\$ 9,961	3%	\$ 2,260,843
- 057 TRANSPORTATION & PARKING FUND					\$ -		
PERSONNEL SERVICES	\$ 937,179	\$ 1,089,837	\$ 1,367,866	\$ 1,782,334	\$ (414,468)	-23%	\$ 11,741,329
MATERIALS, SUPPLIES AND SERVICES	\$ 36,232	\$ 27,404	\$ 15,821	\$ 55,404	\$ (39,583)	-71%	\$ 332,422
UTILITIES	\$ 4,189	\$ 10,650	\$ 14,643	\$ 68,220	\$ (53,577)	-79%	\$ 409,320
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 62,026	\$ 118,394	\$ 101,253	\$ 476,160	\$ (374,907)	-79%	\$ 2,856,960
PARTS/MAINTENANCE SUPPLIES	\$ 2,512	\$ 5,420	\$ 1,228	\$ 6,167	\$ (4,939)	-80%	\$ 37,000
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 651	\$ 1,071	\$ 2,413	\$ 2,750	\$ (337)	-12%	\$ 16,500
CAPITAL OUTLAY	\$ 164,963	\$ 88,984	\$ 1,388,937	\$ 2,995,639	\$ (1,606,702)	-54%	\$ 17,973,836
INTERFUND TRANSFER	\$ 551,084	\$ 598,790	\$ 645,470	\$ 645,472	\$ (2)	0%	\$ 3,872,831
Total 057 TRANSPORTATION & PARKING FUND	\$ 1,758,835	\$ 1,940,550	\$ 3,537,631	\$ 6,032,145	\$ (2,494,514)	-41%	\$ 37,240,198

YTD Expenses - Aug 2023	FY22	FY23	YTD Actuals	YTD Monthly Budget Estimate	Variance YTD Actual vs Monthly Estm \$	Variance YTD Actual vs Monthly Estm %	Original Budget
- 058 PARKING FUND					\$ -		
PERSONNEL SERVICES	\$ 100,607	\$ 126,499	\$ 150,607	\$ 193,126	\$ (42,519)	-22%	\$ 1,272,238
MATERIALS, SUPPLIES AND SERVICES	\$ 36,674	\$ 11,948	\$ 3,260	\$ 78,750	\$ (75,490)	-96%	\$ 472,500
UTILITIES	\$ 298	\$ 1,112	\$ 2,411	\$ 1,667	\$ 744	45%	\$ 10,000
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 168	\$ 436	\$ 174	\$ 24,667	\$ (24,493)	-99%	\$ 148,000
PARTS/MAINTENANCE SUPPLIES	\$ 298	\$ 1,175		\$ 9,500	\$ (9,500)	-100%	\$ 57,000
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 26,751	\$ 18,065	\$ 23,278	\$ 10,833	\$ 12,444	115%	\$ 65,000
CAPITAL OUTLAY				\$ 63,333	\$ (63,333)	-100%	\$ 380,000
INTERFUND TRANSFER	\$ 2,750	\$ 1,624	\$ 20,660	\$ 20,661	\$ (1)	0%	\$ 123,963
Total 058 PARKING FUND	\$ 167,546	\$ 160,858	\$ 200,389	\$ 402,536	\$ (202,147)	-50%	\$ 2,528,701
- 062 FLEET SERVICES FUND					\$ -		
PERSONNEL SERVICES	\$ 138,352	\$ 151,117	\$ 174,490	\$ 197,794	\$ (23,304)	-12%	\$ 1,302,988
MATERIALS, SUPPLIES AND SERVICES	\$ 6,494	\$ 9,714	\$ 3,200	\$ 10,658	\$ (7,459)	-70%	\$ 63,950
UTILITIES	\$ 121,798	\$ 120,843	\$ 132,628	\$ 167,150	\$ (34,522)	-21%	\$ 1,002,900
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 453	\$ 470	\$ 853	\$ 1,333	\$ (480)	-36%	\$ 8,000
PARTS/MAINTENANCE SUPPLIES	\$ 50,692	\$ 107,253	\$ 112,272	\$ 128,367	\$ (16,095)	-13%	\$ 770,200
CAPITAL OUTLAY				\$ 1,034	\$ (1,034)	-100%	\$ 6,205
Total 062 FLEET SERVICES FUND	\$ 317,788	\$ 389,398	\$ 423,442	\$ 506,336	\$ (82,894)	-16%	\$ 3,154,243
- 064 SELF INSURANCE FUND					\$ -		
MATERIALS, SUPPLIES AND SERVICES	\$ 700	\$ 11,000	\$ 26,632	\$ 8,417	\$ 18,215	216%	\$ 50,500
CONTRACT SVCS/CONSULTING/SOFTWARE LIC	\$ 68,226	\$ 20,661	\$ 67,504	\$ 174,638	\$ (107,134)	-61%	\$ 1,047,829
SPECIAL SERV CONTRACT/MISC CHARGES	\$ 34,099	\$ 35,066	\$ 40,820	\$ 179,250	\$ (138,430)	-77%	\$ 1,075,500
Total 064 SELF INSURANCE FUND	\$ 103,026	\$ 66,727	\$ 134,957	\$ 362,305	\$ (227,348)	-63%	\$ 2,173,829
- 070 SALES TAX REV BOND - DEBT SVS FUND					\$ -		
DEBT SERVICE			\$ 2,100	\$ 1,162,553	\$ (1,160,453)	-100%	\$ 6,975,316
Total 070 SALES TAX REV BOND - DEBT SVS FUND			\$ 2,100	\$ 1,162,553	\$ (1,160,453)	-100%	\$ 6,975,316
- 071 DEBT SERVICE FUND					\$ -		
DEBT SERVICE	\$ 1,358,250	\$ 1,248,625	\$ 1,133,875	\$ 1,579,740	\$ (445,865)	-28%	\$ 9,478,438
Total 071 DEBT SERVICE FUND	\$ 1,358,250	\$ 1,248,625	\$ 1,133,875	\$ 1,579,740	\$ (445,865)	-28%	\$ 9,478,438
- Grand Total					\$ -		
TOTAL	\$ 16,444,516	\$ 10,961,447	\$ 18,530,321	\$ 35,058,241	\$ (16,527,920)	-47%	\$ 215,368,114
Total without Bond Transactions and Debt Service and Capital	\$ 10,557,921	\$ 11,855,268	\$ 13,506,042	\$ 17,064,711	\$ (3,558,669)	-21%	\$ 107,406,931

August Sales Tax Update





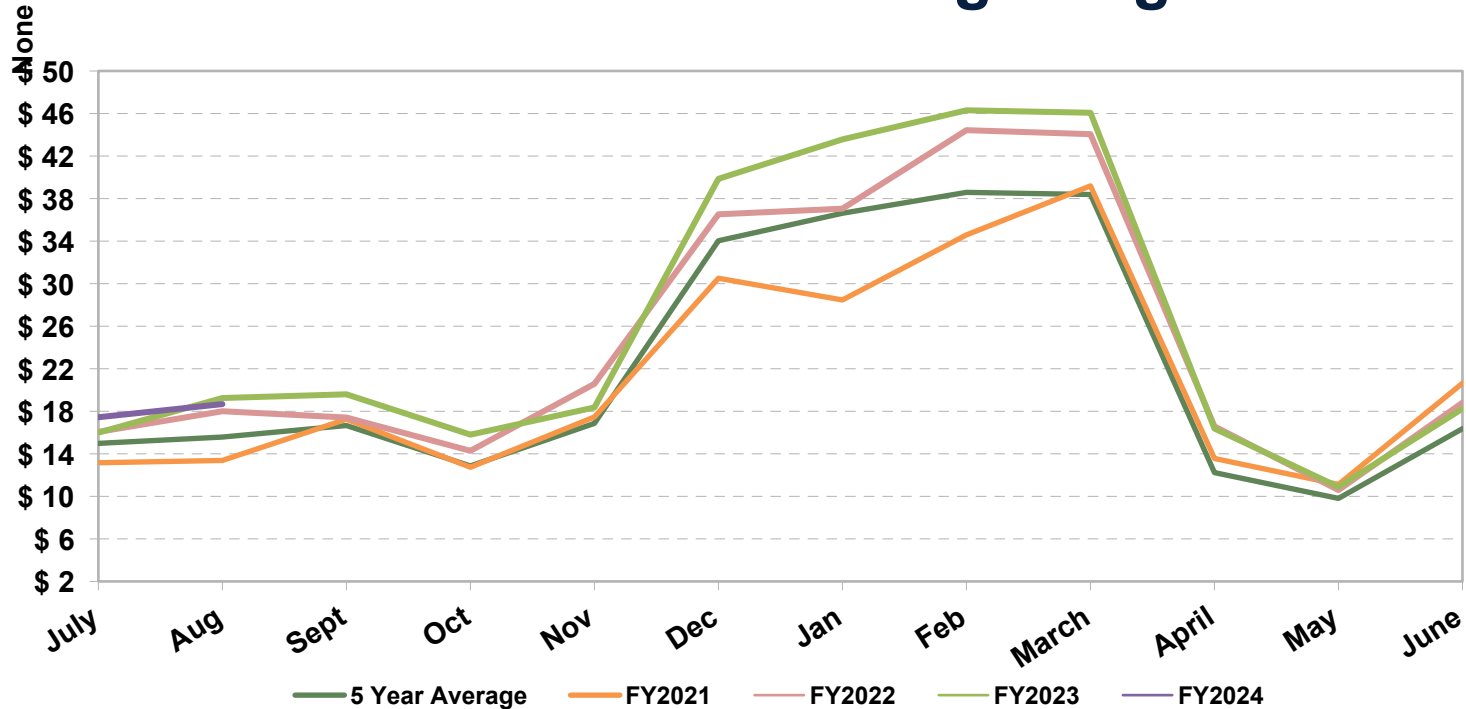
Citywide

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Sales Tax Revenues through August



*Does not Include TRT or Transit Tax

- **Sales Taxes excluding TRT and Transit Sales Tax -2.9% vs. August FY23**
- **Transit Sales Tax -2.8% vs. August FY23**
- **TRT -3.3% vs. August FY23**



General Fund

Sales Tax Summary – General Fund

General Fund - Sales Tax Summary - Monthly					
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual
July	\$767,523	\$1,047,907	\$1,046,685	\$971,817	\$1,135,933
August	\$777,490	\$1,171,593	\$1,252,313	\$1,013,045	\$1,216,619
September	\$991,597	\$1,132,767	\$1,274,432	\$1,066,812	
October	\$735,086	\$934,102	\$1,034,396	\$809,402	
November	\$995,487	\$1,328,051	\$1,195,669	\$1,043,620	
December	\$1,709,314	\$2,326,666	\$2,535,657	\$2,227,177	
January	\$1,587,251	\$2,346,656	\$2,748,907	\$2,392,043	
February	\$1,915,684	\$2,798,863	\$2,919,371	\$2,544,716	
March	\$2,175,133	\$2,790,344	\$2,915,972	\$2,476,444	
April	\$792,166	\$1,086,870	\$1,065,644	\$784,718	
May	\$742,106	\$708,047	\$594,965	\$653,679	
June	\$1,186,465	\$1,228,941	\$1,195,291	\$1,042,477	
Total	\$14,375,301	\$18,900,806	\$19,779,302	\$17,025,949	\$2,352,552

Sales Tax Summary – General Fund

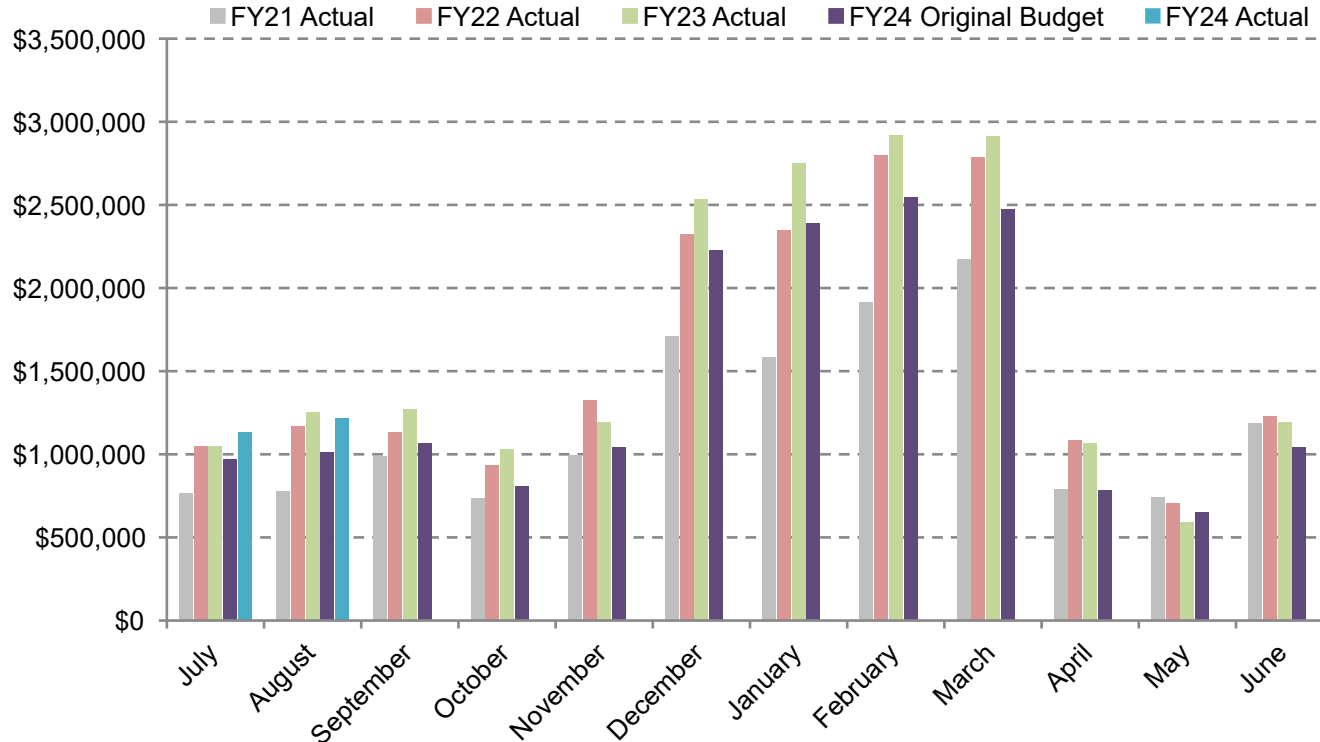
Month	FY22 Actual vs. FY21 Actual	FY23 Actual vs. FY21 Actual	FY24 Actual vs. FY22 Actual	FY24 Actual vs. FY23 Actual	FY24 Actual vs. FY24 Budget
July	\$280,384	\$279,162	\$88,025	\$89,247	\$164,116
August	\$394,102	\$80,720	\$45,026	(\$35,694)	\$203,574
September	\$141,170	\$141,665			
October	\$199,016	\$100,294			
November	\$332,565	(\$132,382)			
December	\$617,352	\$208,991			
January	\$759,405	\$402,251			
February	\$883,179	\$120,508			
March	\$615,211	\$125,629			
April	\$294,704	(\$21,226)			
May	(\$34,059)	(\$113,082)			
June	\$42,476	(\$33,650)			
Total	\$4,525,505	\$1,158,880			

General Fund - Sales Tax Summary - % Change					
Month	FY22 Actual vs. FY21 Actual	FY23 Actual vs. FY21 Actual	FY24 Actual vs. FY22 Actual	FY24 Actual vs. FY23 Actual	FY24 Actual vs. FY24 Budget
July	37%	0%	8%	9%	17%
August	51%	7%	4%	-3%	20%
September	14%	13%			
October	27%	11%			
November	33%	-10%			
December	36%	9%			
January	48%	17%			
February	46%	4%			
March	28%	5%			
April	37%	-2%			
May	-5%	-16%			
June	4%	-3%			
Total	31%	5%			

Sales Tax Summary – General Fund

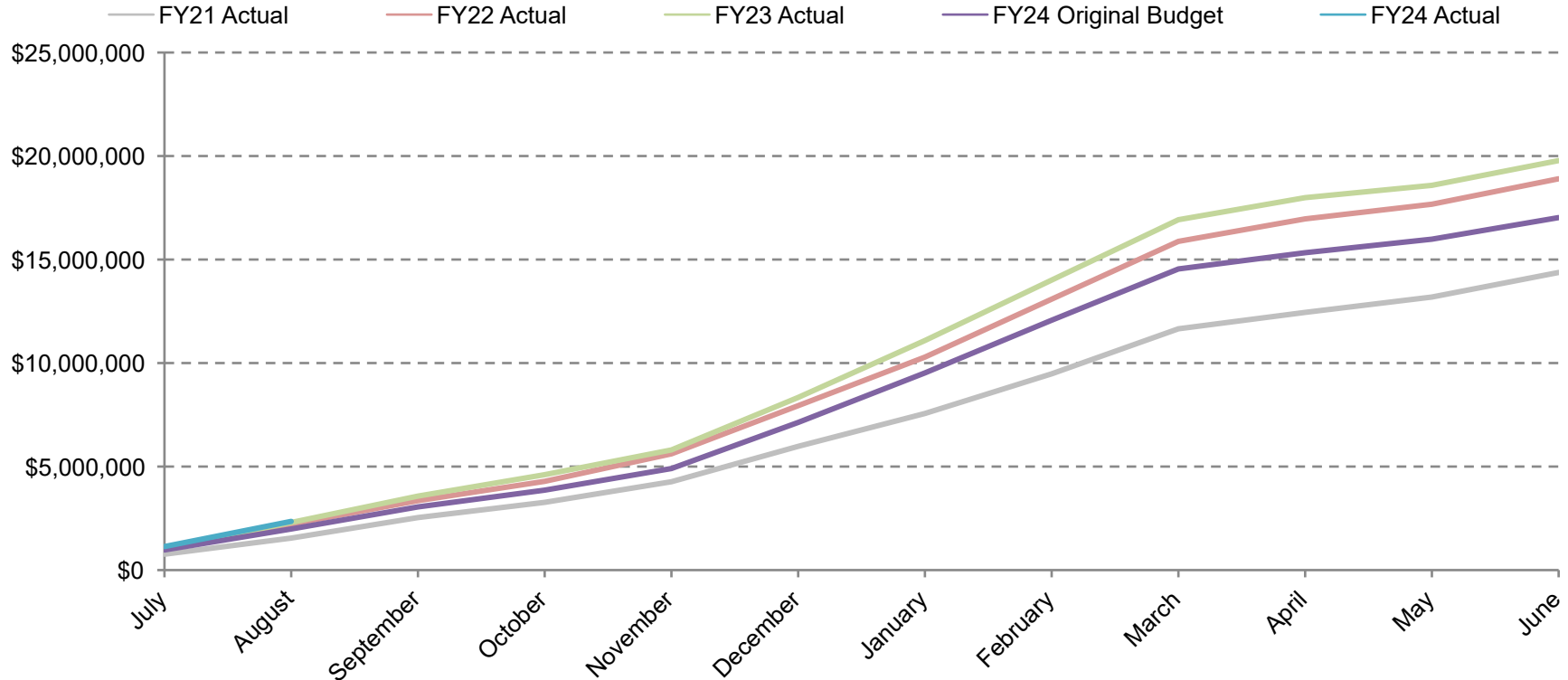
General Fund

Historical Sales Tax Revenues & Budgets Over Time by Month



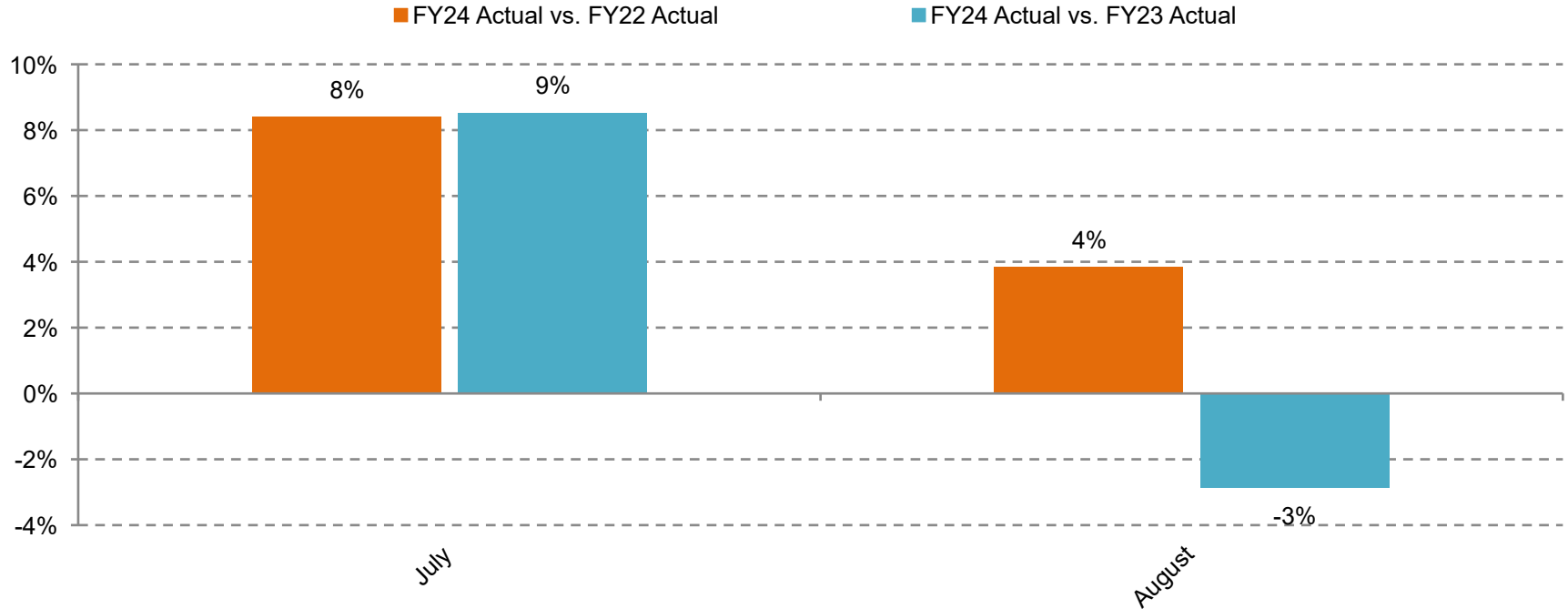
Sales Tax Summary – General Fund

General Fund - FY24 Cumulative Annual Sales Tax Revenues Through Different Lenses



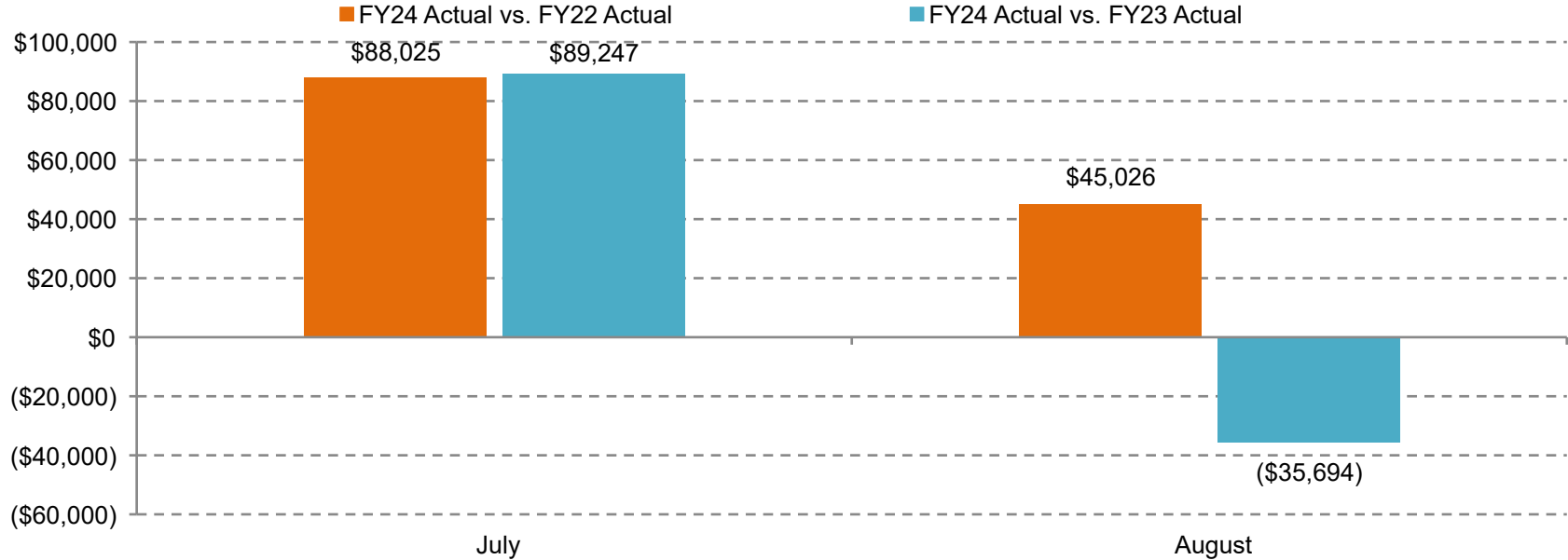
Sales Tax Summary – General Fund

General Fund FY24 Sales Tax % Change from Previous Fiscal Years



Sales Tax Summary – General Fund

General Fund FY24 \$ Change from Previous Fiscal Years





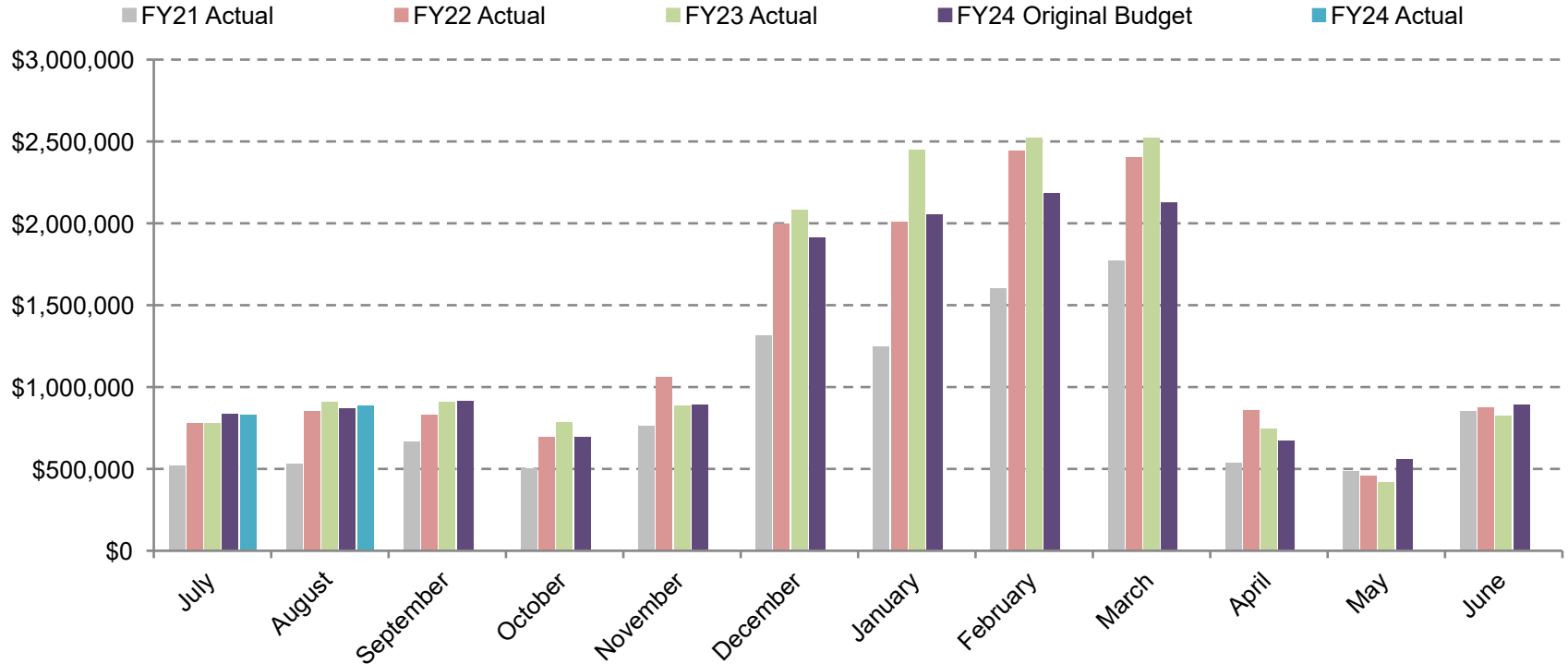
Capital Fund

Sales Tax Summary – Capital Fund

Capital Fund - Sales Tax Summary - Monthly					
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual
July	\$522,650	\$780,132	\$780,699	\$834,054	\$829,228
August	\$529,137	\$854,877	\$912,107	\$869,437	\$885,320
September	\$666,174	\$828,758	\$908,236	\$915,583	
October	\$502,670	\$693,809	\$783,041	\$694,663	
November	\$760,386	\$1,064,856	\$889,591	\$895,678	
December	\$1,313,631	\$1,995,653	\$2,081,595	\$1,911,456	
January	\$1,246,723	\$2,008,220	\$2,450,667	\$2,052,951	
February	\$1,601,025	\$2,442,328	\$2,523,954	\$2,183,981	
March	\$1,775,065	\$2,402,513	\$2,522,172	\$2,125,387	
April	\$535,486	\$861,517	\$746,618	\$673,478	
May	\$485,197	\$458,703	\$418,774	\$561,014	
June	\$852,122	\$874,417	\$823,502	\$894,697	
Total	\$10,790,265	\$15,265,782	\$15,840,956	\$14,612,379	\$1,714,548

Sales Tax Summary – Capital Fund

Capital Fund Historical Sales Tax Revenues & Budgets Over Time by Month

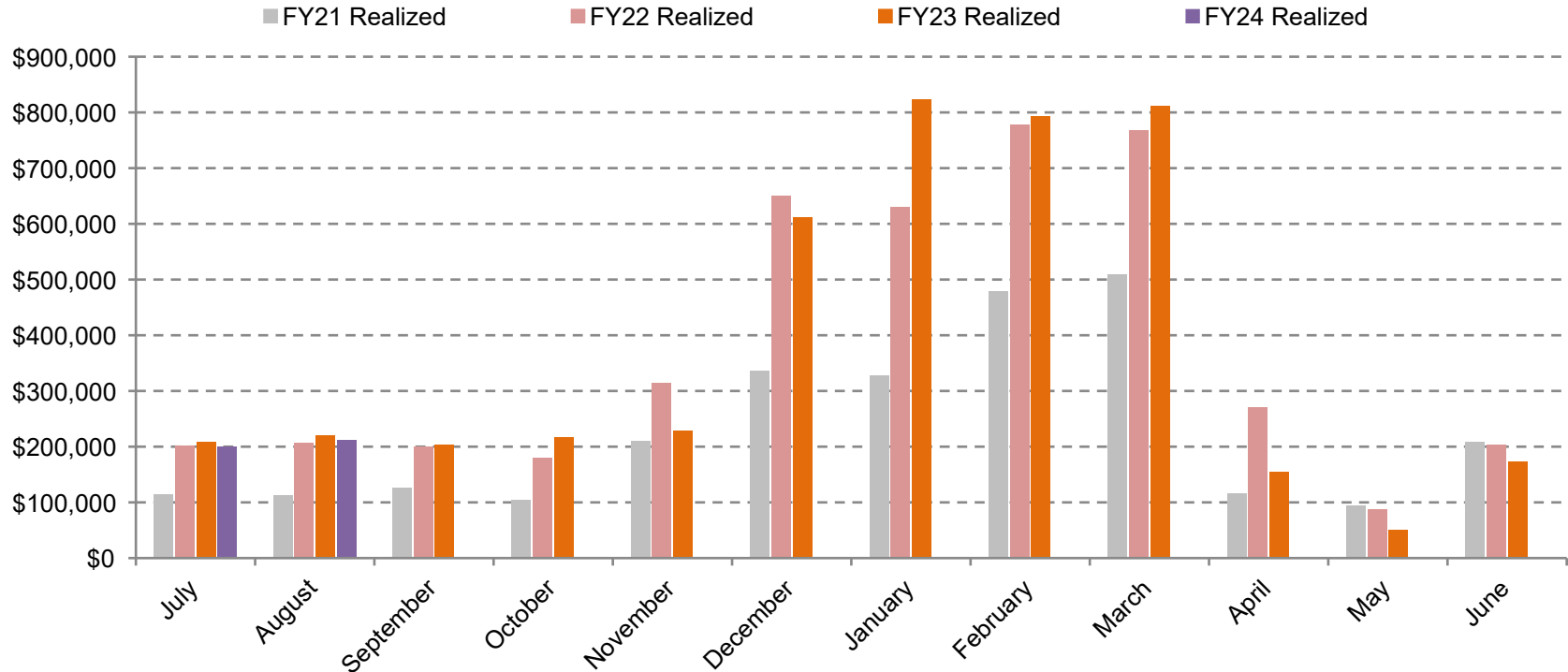


Sales Tax Summary – Transient Room Tax

Transient Room Tax						
Monthly	FY21 Realized	FY22 Realized	FY23 Realized	FY24 Realized	FY24 vs. FY23, \$ Variance	FY24 vs. FY23, % Variance
July	\$114,918	\$201,780	\$207,936	\$199,624	(\$8,312)	-4.00%
August	\$112,872	\$206,192	\$219,874	\$212,683	(\$7,191)	-3.27%
September	\$125,348	\$200,321	\$203,178			
October	\$104,921	\$179,897	\$217,406			
November	\$210,795	\$315,172	\$229,493			
December	\$336,374	\$650,240	\$611,583			
January	\$328,467	\$630,062	\$823,076			
February	\$479,315	\$778,153	\$793,379			
March	\$509,063	\$767,199	\$811,367			
April	\$116,391	\$270,230	\$154,497			
May	\$94,854	\$87,896	\$50,265			
June	\$208,432	\$203,021	\$172,713			
Total	\$2,741,751	\$4,490,163	\$4,494,766			

Sales Tax Summary – Transient Room Tax

Transient Room Tax Historical Revenues Over Time by Month

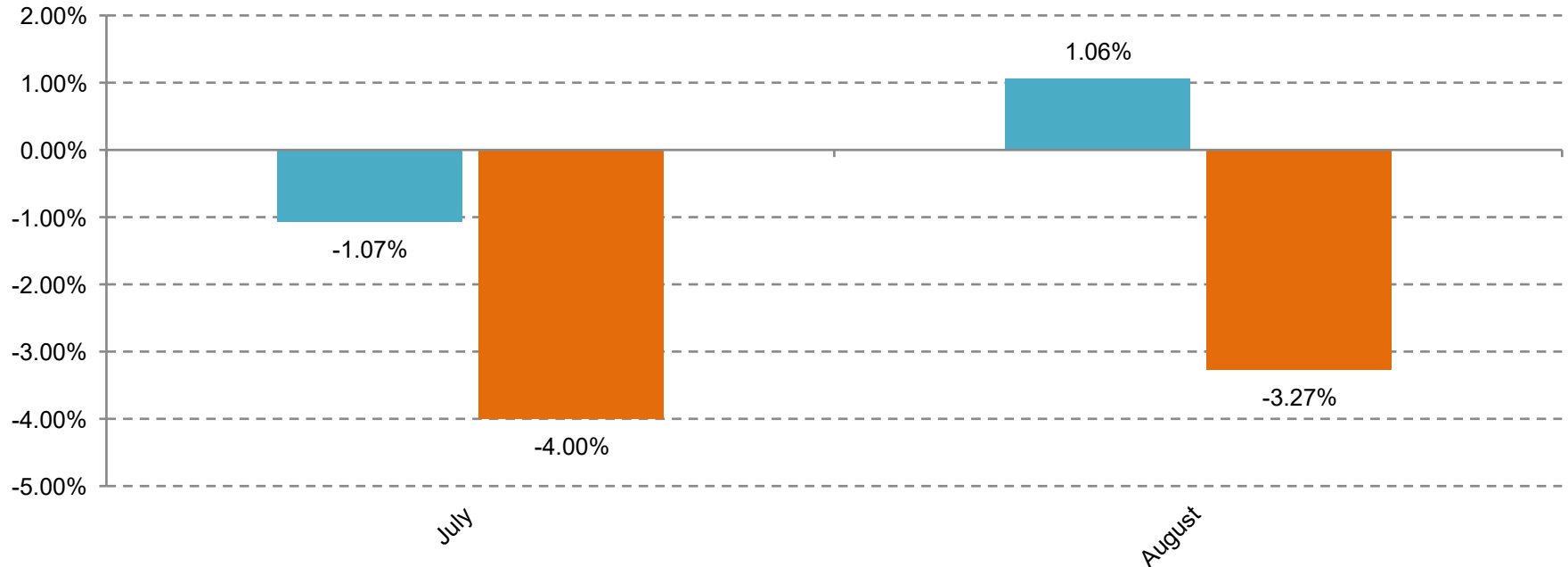


Sales Tax Summary – Transient Room Tax

Transient Room Tax % Change from Previous Fiscal Years

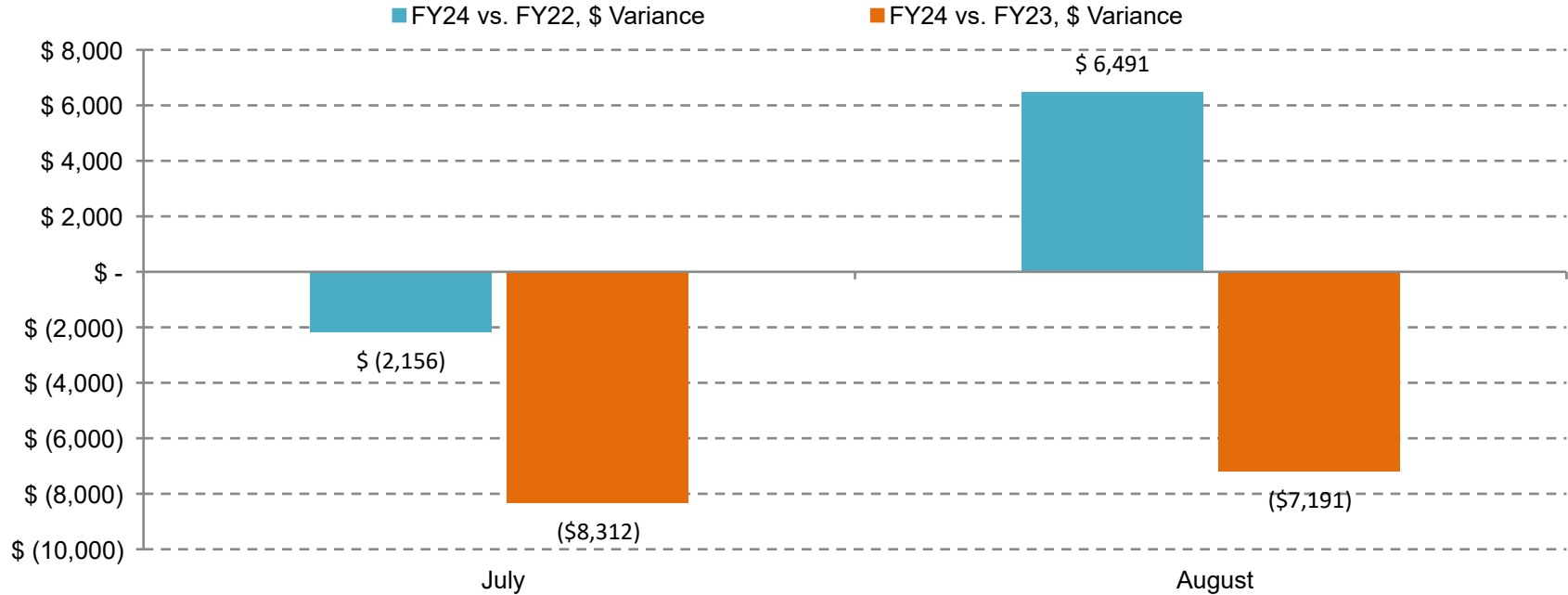
FY24 vs. FY22, % Variance

FY24 vs. FY23, % Variance



Sales Tax Summary – Transient Room Tax

Transient Room Tax \$ Change from Previous Fiscal Years





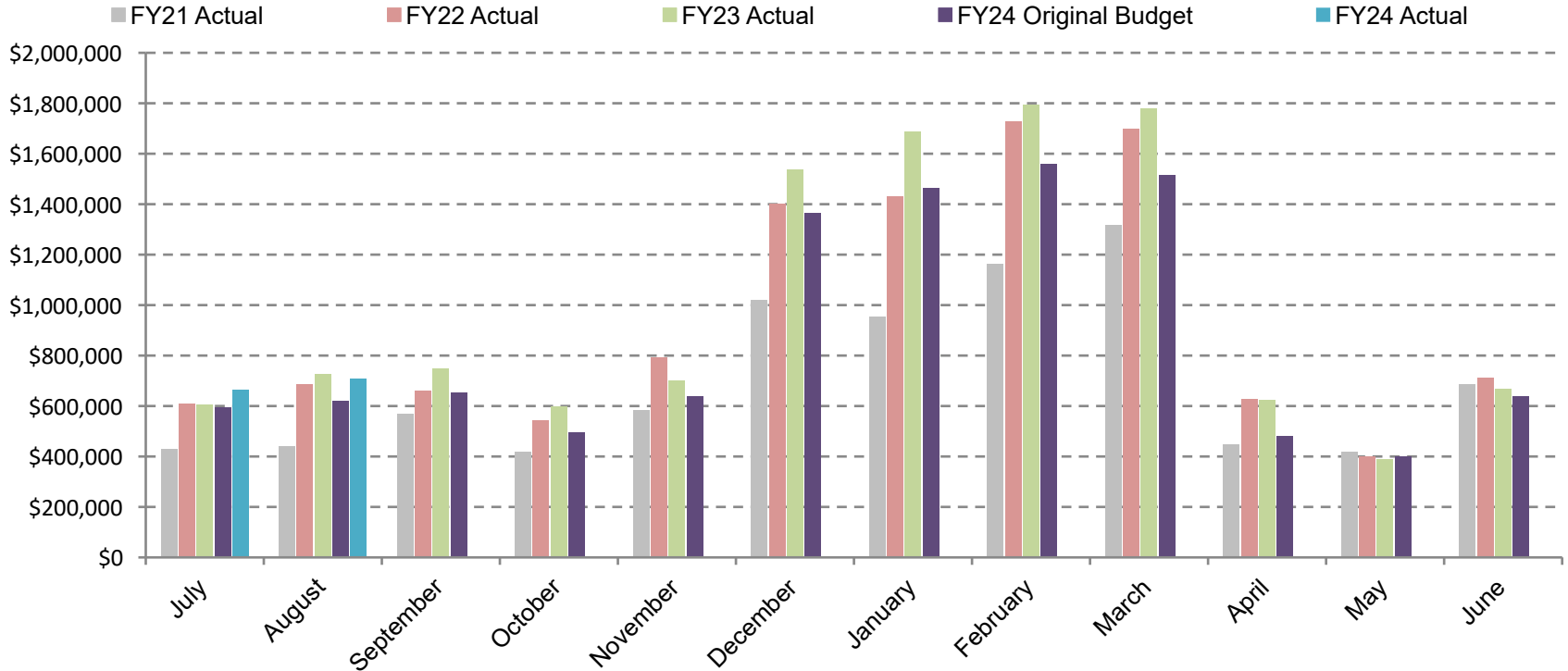
Transportation Fund

Sales Tax Summary – Transportation Fund

Transportation Fund - Sales Tax Summary - Monthly					
Month	FY21 Actual	FY22 Actual	FY23 Actual	FY24 Original Budget	FY24 Actual
July	\$431,048	\$608,068	\$603,893	\$594,922	\$662,986
August	\$441,580	\$686,058	\$727,289	\$620,160	\$706,563
September	\$570,321	\$659,950	\$746,659	\$653,075	\$0
October	\$419,670	\$544,337	\$599,108	\$495,495	\$0
November	\$583,067	\$790,856	\$699,150	\$638,878	\$0
December	\$1,019,746	\$1,401,122	\$1,538,157	\$1,363,421	\$0
January	\$955,215	\$1,431,732	\$1,688,798	\$1,464,348	\$0
February	\$1,164,026	\$1,726,996	\$1,793,757	\$1,557,810	\$0
March	\$1,316,569	\$1,698,476	\$1,777,654	\$1,516,016	\$0
April	\$446,180	\$627,698	\$625,351	\$480,384	\$0
May	\$416,661	\$398,841	\$388,804	\$400,165	\$0
June	\$684,361	\$710,502	\$667,530	\$638,178	\$0
Total	\$8,448,444	\$11,284,636	\$11,856,151	\$10,422,853	\$1,369,549

Sales Tax Summary – Transportation Fund

Transportation Fund Historical Sales Tax Revenues & Budgets Over Time by Month





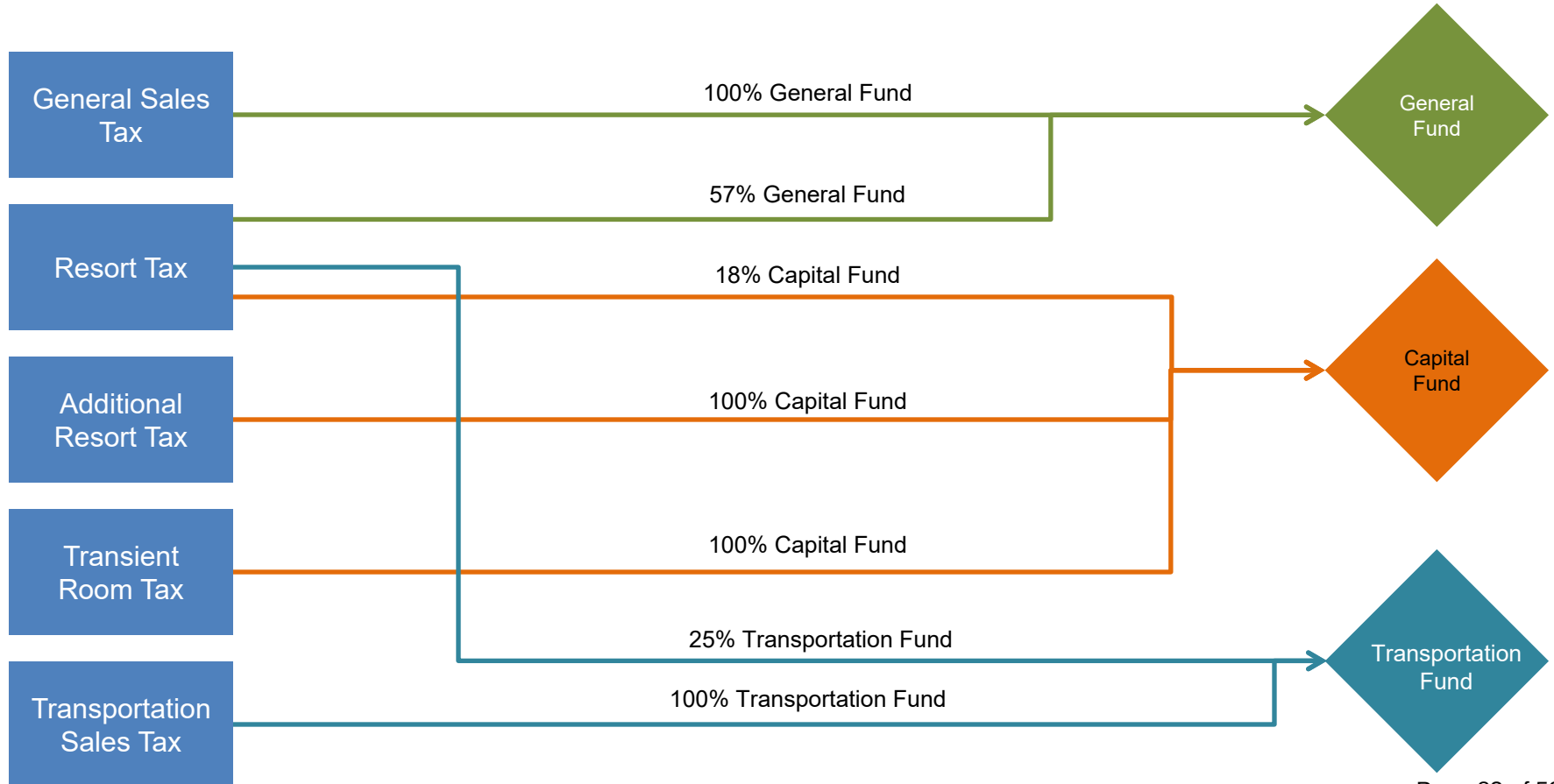
Appendix

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Where Do Our Sales Taxes Go?



City Council Staff Communications Report

Subject: 2024 Sundance Film Festival Transportation Plan

Author: Jenny Diersen

Department: Special Events

Date: November 16, 2023

Summary

This is an update regarding outreach, traffic circulation, parking, and transit plans for the 2024 Sundance Film Festival (Festival). While final approval will be part of the Supplemental Plan approval scheduled for December 14, 2023, it is essential to understand Council feedback based on the traffic and congestion that occur during the Festival timeframe.

Since July, we have evaluated all transportation plan options to ensure we continue to prioritize public safety, protect residential areas, prioritize transit, reduce congestion, and create a positive resident and guest experience. We anticipate this year's Festival to be busier than 2023 in terms of attendance for several reasons:

1. We are excited to celebrate the 40th anniversary of the Festival;
2. Many events have returned to "normal attendance" after downward trends from 2021 to 2023 due to the Covid-19 pandemic; and
3. The Festival will be in person (no hybrid or online option) the first week (Thursday, 1/18 to Wednesday, 1/24) and hybrid from Thursday, 1/25 onward.

Initial outreach has been conducted among internal departments (Special Events, Police, Engineering, Parking, Transit, Park City Fire, Building, Streets, Traffic Management, and Community Engagement), the Historic Park City Alliance (HPCA), and Sundance Institute – all are supportive of our proposed plans. They understand our goals (as outlined above) and that we experience extreme congestion the first weekend of the Festival.

In early December, we will go door to door in Old Town and Main Street with information (**Exhibit A**) and distribute 2024 Special Event Access Passes. In January, we have robust outreach planned (**Exhibit B**), including spots on local media, social media posts, and a digital Community Guide (also available in Spanish).

Annual plan adjustments were recommended based on experience from the departments consulted above. We seek feedback from the City Council before finalizing our plans. While many aspects of the Sundance Transportation Plan will remain the same ([2023 analysis](#) p. 2), we suggest several changes, which include:

- Traffic Circulation:
 - Park Avenue: We recommend keeping one-way traffic circulation on Park Avenue (north). Emergency Services, Public Works, Transit, and residents with Access Passes will be allowed to travel south on Park Avenue.

- Main Street and Swede Alley: Data showed that a one-way circulation on Swede Alley and Main Street was less beneficial in ‘moving traffic’ than we had hoped. Additionally, the one-way plan required additional staffing, which created additional challenges in filling shifts. Police, PC Fire, Engineering, and Transportation recommend returning to two-way traffic circulation on Swede Alley and Main Street. We will continue to remove all parking on Main Street and surrounding surface streets to ensure public safety access. While returning to standard traffic patterns, we anticipate extreme congestion in Old Town during the first half of the Festival, especially between the hours of noon and midnight.
- Parking:
 - Main Street: Parking will be removed from Main Street starting Tuesday, January 17. Typically, paid parking is returned to Main Street on the final Sunday of the event. However, this year recommend returning paid parking on Wednesday, January 24. Main Street venues will be required to obtain Special Use of Parking permits throughout the Festival for crowd management and unloading/loading.
 - China Bridge: We adjusted the [Special Event paid parking rates](#) to return to typical Peak Winter rates on Wednesday of the Festival in alignment with data trends. We hope these changes encourage locals to return to Main Street to enjoy the second half of the Festival and support merchants.
 - Resort Parking Lots: In 2023, the ski resort parking lots filled during the Sundance Film Festival during the day. We believe this was mainly due to the incredible winter season. Sundance confirmed that parking is allowed at Deer Valley Lots 5 and 6 after 4:00 p.m. until 1:00 a.m. to encourage anyone skiing to take transit to evening events. Per the Deer Valley MPD, Special Events do not count towards the allotted 10% overflow days. Sundance and the City are coordinating with Park City Mountain (PCM) to understand parking plans after 4:00 p.m.
- Transit:
 - Richardson Flat: Transit frequency will increase from Richardson Flat during the Festival from 6:00 a.m. to 2:00 a.m. This will be the primary park and ride option we promote for locals and Festival attendees.

Future Options (2025 and beyond):

Our biggest transportation challenge is the first half of the Festival (Thursday to Monday). But for these first few days, the rest of the Festival’s impacts are manageable, relatively contained, and appropriately utilize our existing array of infrastructure without overwhelming resources. The first weekend, however, particularly in our Main Street and downtown core, our system can be temporarily overwhelmed by vehicles circulating, dropping off and picking up, and searching for parking spaces.

In the future, we will continue to analyze the possibility of creating a vehicle-free Main Street for the Festival's first several days. However, this evaluation will take time and fundamentally differs from other events such as the Park City Kimball Arts Festival, Park Silly Sunday Market, or Savor the Summit.

To be fair, closing Main Street is a controversial approach, and one that we would only approach out of an abundance of caution after working with Sundance, the Chief's of Police and Fire, the PC Emergency Manager, PC and HVT Transit, Public Works, and Special Events. The HPCA has not been consulted, and we plan to visit with both the HPCA and Sundance in the future after the 2024 Festival. It is not feasible to close Main Street this year.

Funding

FY24 cost estimates of City Service Fees and hard costs will be included in the Supplemental Plan in December. These costs were proactively budgeted within existing departmental budgets.

Exhibits

- A Old Town Sundance Notice
- B Sundance Outreach Schedule



SPECIAL EVENT NOTICE

Sundance Film Festival

January 18-28, 2024

PARKING & TRANSPORTATION

Main Street patrons and employees are encouraged to ride the bus to reduce parking challenges and congestion. During the Festival, the last bus leaves the Main Street Transit Center at 2:00 a.m. Public parking in the Old Town area will be by permit or pay only. Standard parking rates return Wednesday, January 24. Standard Transit schedules return Sunday, January 28.

PARKING CLOSURES

- **January 7-26:** Bob Wells Plaza
- **January 16-23:** West Side of Main Street
- **January 17:** Park Avenue (from Heber to 9th Street)
- **January 17-28:** North Marsac Parking Lot, partial closure
- **January 18-23:** All of Main Street, Heber Avenue, Swede Alley Surface Parking Brew Pub Parking Lot (spaces available for ADA), West Side of Park Avenue (restricted to resident parking only), Flagpole Lot (Employee Permit Only), Galleria Lot (ADA parking only)

FREE PARKING & TRANSIT

- **Richardson Flat Park-and-Ride:** transit to and from Old Town, 5:30 a.m.-2:00 a.m.
- **Deer Valley Resort:** parking after ski day, 5:00 p.m.-1:00 a.m. in Lots 5 and 6 only. Daytime parking prohibited.

TEMPORARY STREET CHANGES

To reduce residential impacts, increase transit priority and ensure public safety, the traffic flow on the following streets will be adjusted. Please follow all posted signs*:

- Park Avenue – one-way north (downhill)
- Hillside Avenue – resident access only

DROP & LOAD AREAS

General Drop/Load Zones (Taxis, Shuttles, Public, Rideshares):

- South Marsac Lot
- Swede Alley behind Park City Museum
- 9th Street Trolley Turnaround
- Heber Avenue (near Courchevel/Main and Sky
- Brew Pub Lot

****Access Passes required for residents in Old Town. Passes will be distributed in December. Contact Jenny Diersen (info below) to obtain a pass.***



SUPPORT OUR COMMUNITY'S CRITICAL PRIORITY OF TRANSPORTATION. CARPOOL, TAKE THE BUS, BIKE, OR WALK, PLAN AHEAD TO HELP REDUCE CONGESTION!



SLOW DOWN AND WATCH FOR PEDESTRIANS.



HELP KEEP PARK CITY SAFE! SEE SOMETHING. SAY SOMETHING.



TEXT "FILMFEST" TO 888777 TO GET REAL-TIME EMERGENCY AND TRANSPORTATION INFORMATION.

QUESTIONS? Contact:

Jenny Diersen, Special Event Manager, c: 435.640.5063 or jenny.diersen@parkcity.org

Impact Map and Community Guide available at parkcity.org

City Main Line: 435.615.5000 (Monday-Friday 8:00 a.m.-5:00 p.m.)

Si necesita ayuda en español, por favor llame a Stephanie Valdez a 435.615.5201



AVISO DE EVENTO ESPECIAL

Festival de Cine de Sundance

18-28 de Enero de 2024

ESTACIONAMIENTO Y TRANSPORTE

Se anima a los clientes y empleados de Main Street a viajar en autobús para reducir los problemas de estacionamiento y la congestión. Durante el Festival, el último autobús sale del Main Street Transit Center a las 2:00 a. m. El estacionamiento público en el área del casco antiguo será solo con permiso o de pago. Las tarifas de estacionamiento estándar regresan el miércoles 24 de enero. Los horarios de tránsito estándar regresan el domingo 28 de enero.

CIERRES DE ESTACIONAMIENTO

- **7-26 de enero:** Plaza Bob Wells
- **16-23 de enero:** Lado oeste de la calle principal
- **17 de enero:** Park Avenue (desde Heber hasta la calle 9)
- **17-28 de enero:** Estacionamiento Norte de Marsac, cierre parcial
- **18-23 de enero:** Todo Main Street, Heber Avenue, Swede Alley Estacionamiento en superficie Estacionamiento de cervecería (espacios disponibles para ADA), lado oeste de Park Avenue (estacionamiento restringido solo para residentes), Flagpole Lot (solo con permiso de empleado), Galleria Lot (solo estacionamiento para ADA)

ESTACIONAMIENTO Y TRÁNSITO GRATUITOS

- **Parque y paseo Richardson Flat:** tránsito hacia y desde el casco antiguo, de 5:30 a.m. a 2:00 a.m.
- **Complejo turístico de Deer Valley:** estacionamiento después del día de esquí, de 5:00 p. m. a 1:00 a. m. solo en los lotes 5 y 6. Prohibido el estacionamiento durante el día

CAMBIOS TEMPORALES DE CALLES

Para reducir los impactos residenciales, aumentar la prioridad del tránsito y garantizar la seguridad pública, se ajustará el flujo de tránsito en las siguientes calles. Siga todas las señales publicadas*:

- Park Avenue: sentido único hacia el norte (cuesta abajo)
- Hillside Avenue: acceso solo para residentes

ÁREAS DE DESCARGA Y CARGA

Zonas generales de entrega/carga (taxis, lanzaderas, públicas, viajes compartidos):

- Lote sur de Marsac
- Swede Alley detrás del Museo de Park City
- Cambio del tranvía de la calle 9
- Avenida Heber (cerca de Courchevel/Main y Sky
- Lote de Brew Pub

****Se requieren pases de acceso para residentes en el casco antiguo. Los pases se distribuirán en diciembre. Comuníquese con Jenny Diersen (información a continuación) para obtener un pase.***



APOYE LA PRIORIDAD CRÍTICA DE TRANSPORTE DE NUESTRA COMUNIDAD. COMPARTA EL CARRO, TOME EL AUTOBÚS, LA BICICLETA O CAMINE, PLANIFIQUE CON ANTICIPACIÓN PARA AYUDAR A REDUCIR LA CONGESTIÓN.



DISMINUYA LA VELOCIDAD Y TENGA CUIDADO CON LOS PEATONES.



¡AYUDE A MANTENER LA SEGURIDAD DE PARK CITY! VES ALGO. DI ALGO



EXT "FILMFEST" AL 888777 PARA OBTENER INFORMACIÓN DE EMERGENCIA Y TRANSPORTE EN TIEMPO REAL.

QUESTIONS? Contact:

Jenny Diersen, Special Event Manager, c: 435.640.5063 or jenny.diersen@parkcity.org

Impact Map and Community Guide available at parkcity.org.

City Main Line: 435.615.5000 (Monday-Friday 8:00 a.m.-5:00 p.m.)

Si necesita ayuda en español, por favor llame a Stephanie Valdez a 435.615.5201



Sundance 2024 Communications Plan

Goals

- Proactively provide area residents, businesses, and visitors with information on event-related transportation access and safety impacts.
- Promote the use of public transportation.
- Address public questions and concerns in a proactive manner.
- Keep the information simple, straightforward, and in an easy-to-read format.
- Share information on a variety of platforms and in English/Spanish.

Stakeholder Groups

- Park City residents
- Historic Park City Alliance/ Main Street Merchants
- Park City Restaurant Association
- Park City Lodging Association
- Park City Chamber/Bureau
- Prospector Square
- Delivery companies
- Taxi/Transportation companies
- Businesses/residents adjacent to venues and/or sub-events (1st Amendment, etc.)
- Media
- Park City Municipal Staff

Collateral and Deadlines

- | | |
|---|------------------------------------|
| • 11/08/23: Mayors Letter | Emma/Clayton/Jenny |
| • 11/10/23 Collateral production (impact notices, map) | Emma |
| • 11/10/23: Translation coordination | Stephanie |
| • 12/07-08/23: Boots on the ground scheduling/staffing | Jenny |
| • 12/14/23: Community Guide | Jenny (content), Emma (production) |
| • Week of 12/18/23: Stakeholder communications | |
| - E-blasts | Emma/Tanzi |
| - Social Media | Emma/Tanzi |
| - Newsletter | Clayton |
| - Website | Emma/Jenny |
| - Text Alerts | On-call comms |
| - KPCW call-ins (as needed) | Linda/Clayton, Sgt. Randall? |
| • ASAP (before 12/15/23): Access passes | Emma/Jenny |
| • Media Outreach/scheduling | Jenny (KPCW 01/11/23) |
| • 01/02/24: 1700 Alert Radio | Clayton/ Mike McComb |
| • 01/02/24: VMS Boards & UDOT Coordination | Jenny and Andrew |
| • TBD: Postcard? | Emma |

Debrief

- During all outreach activities, staff will keep notes of stakeholder feedback/concerns to be shared in the Sundance debrief
- Draft outreach debriefs will be due to Jenny by **2/16** and will provide feedback on the outreach plan/process, efficiencies, stakeholder feedback, and other items for consideration for the 2025 plan.

City Council Staff Communications Report



Subject: Community Engagement Quarterly Update
Authors: Linda Jager, Tanzi Propst, Emma Prysunka, Clayton Scrivner
Department: Community Engagement
Date: November 16, 2023
Type of Item: Informational

Executive Summary

The third quarter of 2023 was filled with notable Community Engagement initiatives and focused on the ongoing mission to "foster communication and connection between the community and Park City Municipal." This Report offers a comprehensive summary of many of the activities from July to September 2023, which were record setting in many areas.

We welcome feedback from the Council and public to help enhance our performance and our mission.

Progress Overview and Highlights

Digital Content and Strategy

Our Team utilizes a variety of digital communication tools and social media platforms - including Facebook, Instagram, Twitter, and Nextdoor – to keep our residents and community stakeholders informed and engaged. We also send a Municipal Newsletter every three weeks, execute e-mail marketing outreach, utilize the Engage Park City platform, and regularly update the City's website to inform and engage with residents and stakeholders.

A comprehensive overview of our social media efforts is captured in our most recent report in Exhibit A.

Highlights of note include:

- Video views – 46,195 – are up 32% when compared to Q3 2022
- A 16.8% increase in our social media audience – 15,799 – from Q3 2022
- 22,622 engagements across all social media platforms – up 18.5% from Q3 2022
- PCMC Newsletter and e-mail open rate (51.81%) continues to exceed local government industry standard (19.4%)

Strategic Communications

Our Team continues to place a strong emphasis on media relations and coordination. We consistently engage with local and regional media outlets, fostering positive and cooperative relationships through proactive outreach and timely handling of inquiries.

Here are some of the highlights from our Q3 strategic communication efforts:

- Eight City Briefs;
- Five KPCW interviews;
- Five PSAs;
- Four City Newsletters;
- Seven City Council preview videos, agenda ads, radio previews/recaps, and recap social posts;
- Seven press releases;
- Two Planning Commission recap social posts; and
- Welcomed and met with the new Park Record editor.

Stakeholder Outreach

We are committed to fostering meaningful communication with all stakeholders. To achieve this, we work closely with each department to ensure the design and implementation of professional and effective stakeholder engagement campaigns. These efforts include Citywide mailings, open houses, surveys, Engage Park City projects, and awareness campaigns. Our goal is to keep our stakeholders informed, invite feedback, and measure community sentiment around various issues.

Highlights of Q3 stakeholder engagement and outreach include:

- [Bonanza Park Small Area Plan](#) and [5-Acre Feasibility Study](#)
- [Community Noxious Weed Pull](#)
- [Homestake Water Line Replacement Project](#)
- [Housing and Active Transportation Land Management Code Amendments](#)
- [Leadership Park City Class 30 Recruitment](#)
- [McPolin Barn Tours](#)
- [Microtransit Expanded Service](#)
- [National Preparedness Month](#)
- [Neighborhoods First Streets](#) and [Appeal Panel](#) Recruitments
- [Park City Fire Ban](#)
- [Park City Public Art Program](#)
- [Park City Recreation General Obligation Bond](#)
- [Request-a-Rack program](#)
- [Special Event Impact Outreach:](#)
 - Park Silly Sunday Market
 - Fourth of July
 - Extreme Soccer

- Park City Kimball Arts Festival
 - Miners Day
- [SR224 Repaving Project](#)
- [SR248 Corridor Improvement Project](#)
- [Summer Pavement Program](#)
- [Three Kings Water Treatment Plant](#)
- [Transit to Trails](#)
- [Upper Main Street Improvement Project](#)
- [Walk, Roll, Transit Week](#)
- [Wildfire Mitigation Program](#)

Community Events

During Q3, we supported various community events through collaborative efforts with the Resident Advocate, the Mayor's Office, and department liaisons. Our Team led or assisted with the planning, promotion, and staffing of the following:

- 4th of July Parade "Salute to our Snow Removal Crews" Float
- Bike Back to School Day
- Mayor & Council in the Neighborhood: Old Town and Thaynes Canyon
- Meet Up with the Mayor series
- Prospector Park Playground Ribbon Cutting

Looking Forward

As we continually strive to elevate our level of service, we will focus on planning and implementing the following programs and initiatives over the next few months:

- Mayor & Council in the Neighborhood Community Dinner - Aspen Villas, Holiday Village, Ironhorse, and Silver Meadows
- Meet up with the Mayor series
- State of Park City event and community gathering (3.5.24)
- 1.2.24 Councilmember Swearing-In Ceremony

Exhibits

Exhibit A: Park City Municipal Quarterly Social Media Report

SOCIAL MEDIA REPORT

[QUARTERLY: JULY-SEPTEMBER 2023]

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- [Nextdoor](#)
- [EngageParkCity.org](#)
- [MyEmma Email Marketing](#)

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Social Media Goals / KPIs

Goals

- Reach and engage with the Park City community through creative content and informative posts.
- Encourage a more active participation from the Park City community in local government initiatives through calls to action.

KPIs

- Reach
- Link Clicks
- Video Views
- Shares
- Likes / Reactions
- Comments
- Engagements
- Audience (Subscribers / Followers)
- Time on Page

Insights

Wins

- * Metrics are up across the board from Q3 2022.
- * **HUGE link click numbers — up nearly 500 clicks from Q3 2022.**
- * NextDoor metrics are looking good:
 - o 30 more posts this quarter than Q3 2022!
 - o Our content was displayed to users 17,904 more times in Q3 2023 than in Q3 2022.
- * Hot topics perform well on our social media channels (e-bikes, Bonanza District, etc.).

Challenges

- * Twitter is still not reporting demographics information.
- * **Decrease of 8 subscribers to our newsletter communications.**
- * [ParkCity.org](#) website stats still in limbo.

Key Takeaways / Opportunities

- * **Our audience will click on the links we provide them with. Let's keep directing traffic to our website and project pages.**
- * NextDoor appears to be gaining a little traction. Let's try fluffing up our content there a bit and see if we can't get any more engagement from the community.
- * Let's brainstorm a way to expand our hot topics and post more often about them to boost our metrics and better inform our audience.
- * We are hearing some feedback that our email marketing messages are too frequent. Do we need to revisit our cadence? Or our triggers for sending an e-blast? Or do we need to reevaluate our subscriber lists?

Progress Snapshot (July–September)

AUDIENCE

15,799

An increase of 16.8% from
July–September 2022.



PUBLISHED POSTS

742

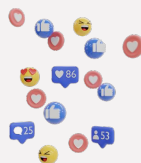
Compared to 739 posts
throughout July–September
2022.



ENGAGEMENTS

22,662

Up 18.5% from
July–September 2022.



VIDEO VIEWS

46,195

An increase of 32.5% from
July–September 2022.



IMPRESSIONS

620,836

An increase of 20.1% from
July–September 2022.



Top Performing Posts

HIGHEST ENGAGEMENT



During their scheduled meeting on Tuesday, August 29, the City Council will revisit, discuss, and hold a public hearing on ordinances and policies regarding e-bikes in Park City.

This initial discussion will review the current regulations in place for both the use of e-bikes on multi-use pathways, as well as e-mountain bikes on natural surface trails. Although no Council action is scheduled for this time, your feedback on the topic is crucial to this process.

For more information about this agenda item, please visit:
https://granicus_production_attachments.s3.amazonaws.com/...



Users engaged with this post 2,776 times on Facebook alone.

HIGHEST REACH

A certified U.S. Figure Skating and Professional Skaters Association Master Rated coach, Erika is charged with running all skating programs, camps, and clinics. She also coaches "just about everyone at all levels from beginner through national competitors, and all ages from two through 84!"

Originally from the Chicago area, Erika moved to Park City after completing graduate school. She joined Park City Municipal just before the Ice Arena opened in 2006.

While coaching (especially preschoolers!) can be a wild ride, Erika says her joy, humor, and positivity goes a long way toward success in the workplace. "Every day can't be great, but you can do something great every day. I remind our participants that ice skating is hard, so very hard, but that they can do hard things! Life lessons happen on ice!"

Erika lives in Silver Springs with her husband and two children. In her spare time, she enjoys hiking, ice skating, skate skiing, paddle-boarding, and biking.

Thank you, Erika, for sharing your life's passion with the community.



This post reached 12,756 unique accounts on Facebook alone.

MOST VIDEO VIEWS

I'm Cami Richardson, a proud graduate of Park City Leadership



View insights

parkcitygovt

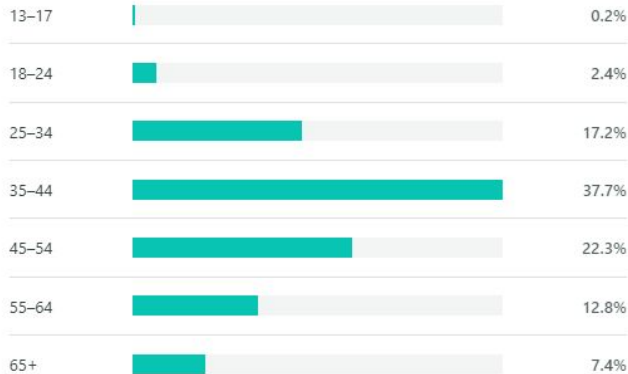
Cami Richardson (Class 28) invites you to ...

5,052 views (on Instagram alone) on a 1 minute, 13 second Reel.

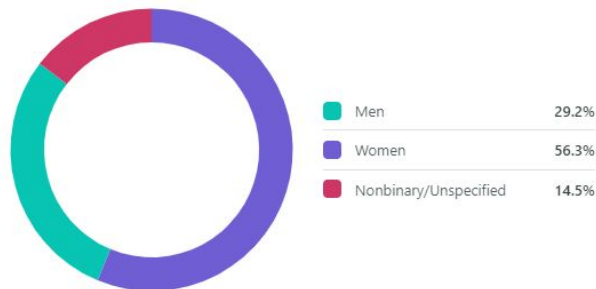
Audience Demographics

FACEBOOK

Audience by Age



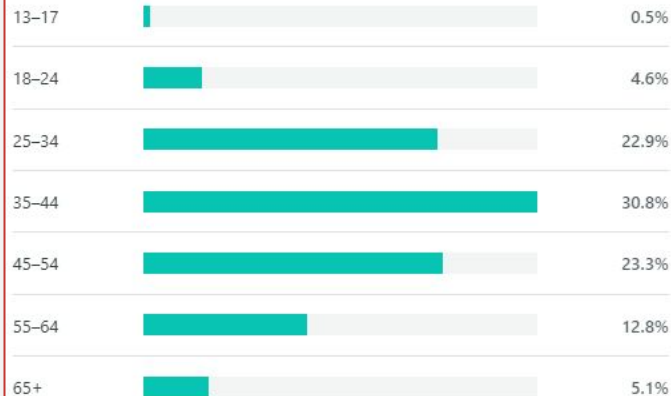
Audience by Gender



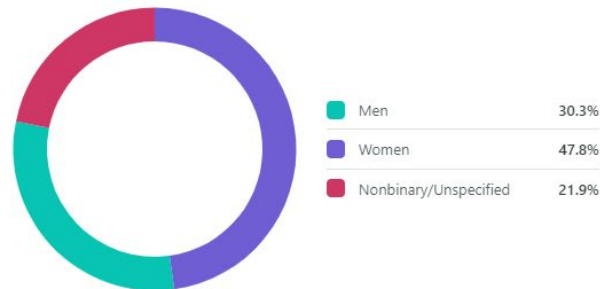
Mostly women, ages 35-44.

INSTAGRAM

Audience by Age



Audience by Gender



Mostly women, ages 35-44.

Quarterly Performance Breakdown

CHANNEL	NEW FOLLOWERS	# OF POSTS PUBLISHED	ENGAGEMENTS	LINK CLICKS	VIDEO VIEWS
Instagram (Posts + Reels)	256 (7,564 total)	324 (161 Stories)	5,769	471	40,005
Facebook	215 (5,889 total)	212	15,935	1,267	4,933
Twitter	43 (2,346 total)	206	958	267	1,257
TOTAL	15,799	903	22,662	2,005	46,195

Quarterly Performance Breakdown — Nextdoor

Search Nextdoor

PARK CITY
UT

City of Park City

A former silver mining town, Park City is now home to ~8,500 residents, two world-class ski resorts, and many special and cultural events. Park City is a proud alliance host for the 2022 Olympic Winter Games. PCMC Social Media Commenting See more...

Edit page description
Share

Post
 Poll
 Alert

Viewing posts from your agency. Filter ...

City of Park City
✓
...

Digital Communications Coordinator Tanzi Propst • 2 days ago

High five to our snow plow crews! 🙌 to our plow drivers working around the clock to keep the City's streets cleared! <https://townlift.com/2022/12/weathering-the-storm-winters-daily-challenges-for-park-city-snow-plow-crews/>

Weathering the storm: winter's daily challenges for park city...
townlift.com

Posted to Subscribers of City of Park City

❤️
8 - 355 Impressions

Like
 Comment
 Share

City of Park City
✓
...

Digital Communications Coordinator Tanzi Propst • 5 days ago

City of Park City

4,005 members
2,613 claimed households
35 neighborhoods

[Invite](#)

Details [Edit](#)

City of Park City
445 Marsac Ave
Park City, UT 84060
[Get directions](#)

(435) 615-5000

media@parkcity.org

parkcity.org

HOLIDAY HOURS

FOLLOWERS

4,230

IMPRESSIONS

31,185

PUBLISHED POSTS

98

Quarterly Performance Breakdown — EngageParkCity.org

TOTAL VISITS

1,841

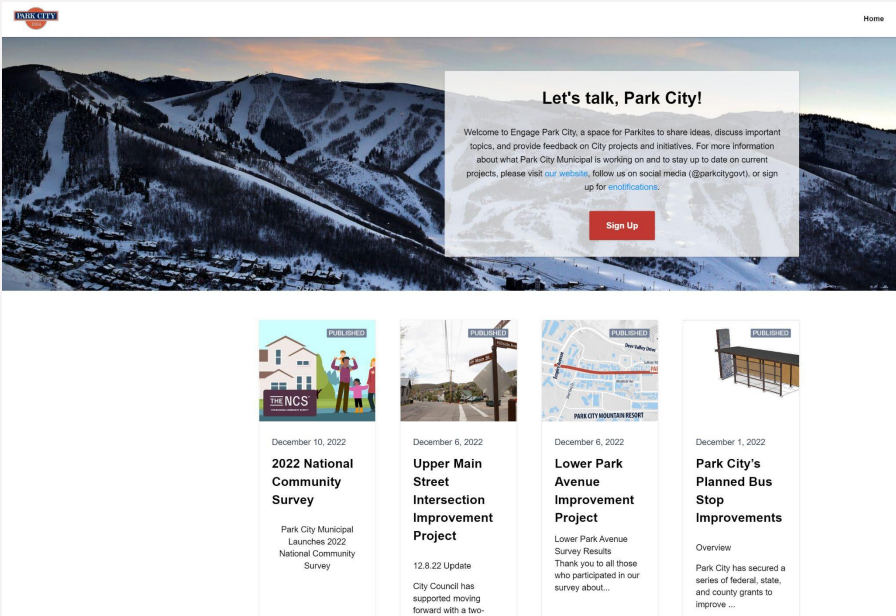
INFORMED VISITORS

124

TOP PAGE

24 participants

Community Wildfire Risk Assessment



Quarterly Performance Breakdown — MyEmma

OPEN RATE

51.81%

14,681 opens.

Industry standard for local governments is 19.4%.

CLICK RATE

2.18%

1,057 clicks.

Industry standard for local governments is 2.8%.

CAMPAIGNS SENT

11

A 26.67% decrease from July–September 2022.

RECIPIENTS

6,378

A net decrease of 8 subscribers.

Contact Information

Tanzi Propst

Cell: (385) 266-3728

Email: tanzi.propst@parkcity.org



Need to know more?

Want to provide feedback?

Seeking clarification?

Glossary of Metrics

<u>METRICS</u>	<u>DEFINITION</u>	<u>SIGNIFICANCE</u>
CAMPAIGN	An email/eblast that we shared with our subscribers.	Tells us how many email messages we sent.
CLICK RATE	How many times users clicked on a link.	Tells us how many users are clicking on the links we provided.
CLICK-THROUGH RATE (CTR)	The percentage of users who see our post and also click on it.	Tells us how engaging users find our content.
ENGAGEMENT RATE	The amount of interaction — likes, shares, comments, saves — a piece of content receives.	Tells us how engaging users find our content.
IMPRESSIONS	How many times our post has been shown to users (not unique).	Tells us how often users are seeing our content.
INFORMED VISITORS	Users that have taken some sort of action on our project page(s).	Tells us what users might be interested in and what topics they are concerned with.
KPI	Key Performance Indicator(s). A quantifiable measure of performance over time for a specific objective.	Provides targets for us to shoot for, milestones to gauge our progress and insights that help us make better social media strategy decisions.
REACH	How many users have seen our post(s) (unique).	Helps us understand how large our audience is and measures our progress toward spreading brand awareness.
SESSION DURATION	Time a user spends on a webpage.	Tells us how long users are spending on a page and what pages are of importance to them.



PARK CITY COUNCIL MEETING MINUTES - DRAFT

**445 MARSAC AVENUE
PARK CITY, UTAH 84060**

October 26, 2023

The Council of Park City, Summit County, Utah, met in open meeting on October 26, 2023, at 2:30 p.m. in the City Council Chambers.

Council Member Dickey moved to close the meeting to discuss property and litigation at 2:30 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

CLOSED SESSION

Council Member Doilney moved to adjourn from Closed Meeting at 4:45 p.m. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

WORK SESSION

Park City Seniors Update:

Cheryl Soshnik and Francie McNally, Senior Citizen representatives, reviewed a three-way memorandum of understanding was signed between the seniors, Summit County, and Park City. She stated there were many isolated seniors with the onset of COVID, which was a factor to increased suicide, and she advocated for senior centers to help seniors socialize. McNally displayed a chart with the growth of seniors in the area. She reported a membership of 496 and noted their facility was cramped. They received a special service contract from the City and they hired an activities director to help improve and increase activities and programs at the center.

Soshnik reviewed the activities for seniors and related the different partnerships they had with local and national organizations. She announced they received a grant which helped them establish a website. McNally stated the seniors were excited for the new senior center the City was in the process of building and noted the project would include senior housing. She also asserted they had plans for expanding programs soon.

Mayor Worel stated the Senior Center had really progressed in recent years and she was excited for the new building. Council Member Toly indicated she was excited to work with this group and looked forward to the new building as well.

Discuss Childcare Needs-Based Scholarship Program:

Michelle Downard, Resident Advocate, and Haley Swenson, Procurement Manager, presented this item. Downard reviewed Council supported an RFP for an administrative position to ensure the allocated childcare funds were distributed fairly. She displayed the outline for the scholarship program, which would include the following:

1.) Childcare needs-based tuition scholarships for Park City residents with an income less than 100% AMI. She anticipated that the largest portion of the funds would go to this category and indicated no more than 10% of household income would go to childcare per month. The City would subsidize the tuition beyond that point. The family would be required to use a provider located in Summit County.

2.) The scholarships for infants and toddlers up to 36 months required the applicants to be children from residents and/or the Park City workforce. The income limit would be less than 150% AMI and they would receive a \$200 per child per month allowance. She noted PCMC employees were part of the workforce and could apply for this program. Sarah Mangano, Human Resources Manager, would come to Council soon to speak of a proposed employee childcare benefit.

3) The regulated childcare provider incentive would serve children enrolled in the Division of Workforce Services (DWS) Childcare Assistance Program. This would give the facility \$300 per month per child enrolled in DWS childcare assistance and they would be required to operate in Summit County. Downard estimated 72 families were in need and would use one of these options, and 69 could also receive DWS funding.

Swenson gave an example of how the scholarship program would work and the financial contributions from families versus the City. Council Member Gerber clarified the families would get money from DWS, then use their own funds, and the City would make up the remainder. Downard stated the administrator would notify the families who were qualified for DWS funds so they could pursue those if they were eligible.

Council Member Rubell asked if the \$200 scholarship for the workforce would come out of the \$1 million but the employee benefit would not come from those funds. Downard indicated the employee benefit would come back to Council and funding mechanisms could be discussed at that time. Currently, if PCMC employees met the eligibility requirements, they would not be excluded from being considered for the scholarship. Council Member Rubell stated Council had requested this part of the program would come from the \$1 million. Downard stated there would be another conversation with Council on the employee benefits, and funding it from the \$1 million was an option. Council Member Gerber stated anyone working for PCMC should be eligible for the scholarship and they should have that benefit until everything was worked out. Council

1 Member Rubell preferred to stick with the original direction given at the August 22nd
2 meeting. He referred to the DWS funds and noted only 11% of eligible families were
3 using it. He wanted to see a way to help families apply. Downard stated the application
4 was an online portal. The administrator would help guide them through that process.
5 They could ask for proof of application if Council desired. Council Member Gerber
6 stated the goal was to have them get the DWS funds first, and then the City funds would
7 fill the gap. Council Member Rubell expressed concern that this was not reflected in the
8 terms and was uncomfortable approving this. Council Member Gerber noted the DWS
9 funding was not an easy process, but they were moving forward and they would be
10 gathering data on how many families qualified. Downard explained presumptive
11 eligibility and indicated they would refer families to the DWS application, and would
12 distribute funding immediately if the families met the income criteria, whether or not
13 DWS had approved the families' applications.

14
15 Matt Dias asked if Council was interested in presumptive eligibility. Downard indicated
16 she could build that into the terms. Kristen Schulz, Early Childhood Alliance Director,
17 indicated the administrator was knowledgeable in helping families get through the
18 process of applying for the federal funds. Council Member Rubell asked about the cost
19 of care. Downard stated data from the Early Childcare Alliance showed the average
20 cost of care was \$1,700 per month per child. Council Member Rubell asked if the cost of
21 care was based on an average number. Downard indicated the money would be
22 calculated based on household income and cost of care. Council Member Gerber
23 thought they talked about implementing a cap of \$1,700 per month. Council Member
24 Rubell wondered how they knew \$1,700 was the right number for the cap. He hoped to
25 make the scholarship parameters tighter before it was implemented.

26
27 Council Member Gerber wanted to start the program now and continue working on the
28 details. Council Member Rubell stated they could start the program and get people
29 started on the DWS application process, and then work out the other details while the
30 families went through the federal process. Council Member Toly asked for this item to
31 come back for further discussion. Council Member Doilney stated the intent was to help
32 as many people as possible. He supported moving forward now and then continuing to
33 work on details. Council Member Dickey supported hiring the administrator and asked to
34 discuss this again in two weeks. Council Member Toly asked staff to explain the
35 scholarship options in more detail. Council Member Rubell suggested sending
36 questions for Downard to address.

37
38 Dias reviewed this program would continue to be refined. The administrator would be
39 approved tonight and would begin working on this. He and Downard would review the
40 questions asked tonight and those that would be sent to him, and then create a report
41 for November 16th. He thanked Downard for taking on this heavy task and becoming an
42 expert on the childcare issue.

43
44 **Park City Kimball Art Festival Debrief:**

Jenny Diersen, Special Events Manager, Aldy Milliken, Kimball Art Center (KAC) Executive Director, and Hilary Gilson, Arts Festival Director, presented this item. Diersen stated the staff report should be corrected to show the total fees were \$118,233. Gilson reviewed 29,000 people attended the festival over three days. There were 198 artists who exhibited on Main Street, including artists from the Wasatch Back and Utah. There were 65 first-time artists.

Milliken indicated Lighthouse Research and Development was the third-party business that performed the economic impact study. There was \$181,000 in direct tax revenue that was divided between the state, county, and Park City. Gilson discussed their sustainable efforts and indicated signage was printed that could be used over multiple years. There was a bike valet as well. She summarized all the programs KAC offered because of the money raised from the arts festival. Milliken and Gilson expressed appreciation for the collaboration between KAC and the City.

Council Member Rubell stated KAC did a great job getting to this point. He was grateful they used public funds wisely. Council Member Toly asked if the Saturday concert could be marketed to bring out more people. She asked for more partnerships with restaurants on Main Street to provide food for the vendors. She wanted to look at the dining deck issue again, to which Diersen stated that would come to Council on November 30. Council Member Doilney stated the festival had changed over time and this year there was an effort to bring in more diversity and provide a local flair. He thanked them for moving Park City forward. Mayor Worel thanked KAC for their partnership with the City.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Ryan Dickey Council Member Max Doilney Council Member Becca Gerber Council Member Jeremy Rubell Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
None	Excused

II. RECOGNITION

1. Honoring Chief Wade K. Carpenter- International Association of Chiefs of Police (IACP) President 2023-2024:

Captain Rob McKinney stated IACP was established in 1851 and had 33,000 members representing 173 countries. The mission of IACP was to create policy to help police departments. He noted this was the first time this post was filled by someone from Utah. He reviewed the swearing in ceremony in San Diego, which was attended by many federal and world leaders. Captain Darwin Little indicated Chief Carpenter spoke at the swearing in and announced the year's theme of Riding for the Brand. Captain Little stated Chief Carpenter had clear expectations and that was why officers wanted to work for Park City. Over the next year, the IACP would work with Interpol and hold meetings on global warming.

Chief Carpenter stated his officers were his family and he was very blessed. He also paid tribute to his wife, Stacy. Mayor Worel indicated the Council and City were proud of Chief Carpenter.

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Gerber stated she and Council Members Rubell and Dickey went to Mountain Towns 2030 Conference and the theme was to have hope. There were climate disasters and international conflicts, so hope was more important than ever. Park City had an important role in the conference, and everyone realized the progress the City was making in sustainable efforts. She hoped to set waste diversion goals and partner with other community members to move the goals forward.

Mayor Worel indicated Summit Land Conservancy awarded the City a plaque for the Iron Mountain Conservation easement.

Staff Communications Report:

1. July 2023 Budget Monitoring and Sales Tax Report:

Council Member Rubell stated revenues were up, but the town hadn't felt the impact of additional tourists. He praised City staff for mitigating the effects.

IV. PUBLIC INPUT (ANY MATTER OF CITY BUSINESS NOT SCHEDULED ON THE AGENDA)

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda.

Megan McKenna, Housing Advocate for Mountainlands Community Housing Trust, thanked the City departments for all their work. She attended the ballet at the library yesterday and thought it was beautiful. She hoped the workforce could live in Park City affordable housing. She also attended the Mountain Towns 2030 Conference and noted

the big challenges confronting us as well as the efforts being made by the City and community partners.

Bill Humbert, 84060, thanked the Council and staff for all they did.

Michael Kaplan, 84060, thanked Council Members Gerber and Doilney for their service on the Council. He indicated some time ago, there was an ordinance prohibiting clubs on Main Street, but there were some opening on Main Street and he hoped that could be addressed. He also noted he got a parking ticket for \$200 for parking in front of the post office. He thought ticketing was not well thought out and would take away from the tourist experience and aggravate the residents.

Brendan Weinstein eComment: "I'd be attending in person, but my wife is giving birth this evening. I sent an email to each member of the council and the mayor with a proposed resolution to show blue and white banners on Main St in solidarity with the victims of the October 7 terrorist attack. Antisemitic hate crimes are on the rise in the United States and it would mean a lot for the Jewish community and Jewish visitors to Park City to see Park City reaffirm that Park City is a safe and welcome place for Jews and that we stand in solidarity with victims of the October 7 attack. What I mentioned to Mayor Worel in my email is that several folks encouraged me to change my son's last name to obscure Jewish roots in response to the October 7 attack. No one -- Muslim, Jew, or Christian -- should be encouraged to change their name for fear of what hatred lurks in their community. I received swift feedback from the mayor that this resolution will not be introduced. Park City commissioned a Black Lives Matter mural. We show pride flags every year for the month of May. By not doing a small gesture for the Jewish community, Park City sends the message that the city can stand by black and gay people in their time of need, but not Jews. Additionally, the mayor's statement failed to refer to what happened on October 7 as terrorism. The only other statement I've read from a political leader who failed to call the act terrorism is the statement made by Vladimir Putin. Mayor Worel's inability to refer to the attack, which involved families being burnt alive and mass rape, as terrorism is shameful."

Mayor Worel closed the public input portion of the meeting.

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from September 14, 19, 21, and 28, and October 5, 2023:

Council Member Gerber moved to approve the City Council meeting minutes from September 14, 19, 21, and 28, and October 5, 2023. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

VI. CONSENT AGENDA

1. Request to Approve Resolution 18-2023, a Resolution Declaring November 1, 2023, as "Extra Mile Day" in Park City, Utah:

2. Request to Approve the Execution of a Childcare Administrative Funding Contract in a Form Approved by the City Attorney's Office with WeeCare, Inc. DBA Upwards for \$150,000 to Administer the Childcare Needs-Based Scholarship Program:

Council Member Rubell moved to remove Item Two from the Consent Agenda. Council Member Dickey seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

Council Member Doilney moved to approve Consent Agenda Item One. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Dickey, Doilney, Gerber, Rubell and Toly

2. Request to Approve the Execution of a Childcare Administrative Funding Contract in a Form Approved by the City Attorney's Office with WeeCare, Inc. DBA Upwards for \$150,000 to Administer the Childcare Needs-Based Scholarship Program:

Council Member Rubell stated Council wanted the administrator to get started, but there were specific program terms that would be discussed on November 16th. He asked if the program terms should be eliminated for now. Council Member Dickey proposed noting in the contract that specific contract guidelines would be subject to change. Haley Swenson stated the contract had several amendments since it was put in the packet, including a payment schedule, lower auto insurance, staff approval for marketing outreach initiatives, provisional language for Council to make modifications, and biweekly meetings.

Council Member Rubell asked to add that Upwards was not allowed to disperse funds until Council had addressed the concerns on November 16th and gave direction to do so. The Council members agreed to that addition. Council Member Rubell stated the other part in flux was the amount based on employee funding. He requested adding language that the \$1 million in funding could change. Michelle Downard thought the

1 amendments were reasonable. Margaret Plane, City Attorney, clarified that if the
2 amount increased, the administrative fee would change, but if the funding decreased
3 the fee would remain the same.

4
5 Council Member Toly referred to paragraph I (Page 17), and didn't remember a
6 conversation on that. Council Member Gerber stated the workforce was not eligible for
7 scholarships, but it was only for residents. Downard stated Upwards recommended that
8 section be removed. She also indicated 100% of the funding for this contract was
9 provided by the Community Foundation.

10
11 Lily Alexander, Upwards Business Development Specialist, introduced herself. Mayor
12 Worel asked if this was all administered virtually, to which Alexander affirmed. Mayor
13 Worel asked how low level readers or those who didn't navigate computers could get
14 through the system. Alexander explained they had care specialists who offered one on
15 one assistance. Mayor Worel asked if they could help people navigate the DWS system,
16 to which Alexander affirmed.

17
18 Plane clarified the agreement would say Council had ultimate authority to change
19 criteria. The direction was that no funds would be expended until this came back to
20 Council no later than the November 16th. She also reviewed the payment schedule
21 amendment.

22
23 Council Member Rubell moved to approve the execution of a childcare administrative
24 funding contract in a form approved by the City Attorney's Office with WeeCare, Inc.
25 DBA Upwards for \$150,000 to administer the childcare needs-based scholarship
26 program as amended. Council Member Toly seconded the motion.

27 **RESULT: APPROVED**

28 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell and Toly

29
30 **VII. OLD BUSINESS**

31
32 **1. Public Meeting to Hear Arguments For and Against a \$30,000,000 Recreational**
33 **Facility General Obligation Bond:**

34 Abby McNulty read the pro-bond statement and Megan McKenna read her rebuttal to
35 the pro-bond statement. She then read her con statement, to which McNulty read her
36 rebuttal to the con statement.

37
38 Mayor Worel opened the public hearing.

39
40 Holland Lincoln, 84060, via Zoom supported the GO Bond because recreation builds
41 and strengthens the community. Public recreation opportunities were of a high caliber
42 so there was no need for private clubs. This ensured people of all income levels could

1 participate together. Mental health was an important consideration as well. Technology
2 isolated people and the investment of recreation would bring a lot of offerings to people.

3
4 Joe Plomin, Park City Pickleball Club President, gave 10 reasons to vote yes on the GO
5 Recreation bond, including recreation builds community, recreation facilities are social
6 hubs, the City was a recreation leader, the bond would fulfill recreation needs, a healthy
7 community was stable, the cost for the facilities was less than a cup of coffee per day,
8 the bond was a community outreach effort, the facilities would give the young
9 generation an outlet to develop and grow, the Pickleball Club would not bother the
10 Recreation Manager about court time in the bubble, and the facilities would contribute to
11 Park City being a great place to live.

12
13 Jody Whitesides, 84060, supported the GO bond. Previous bonds for trails did not
14 support other recreation facilities that this bond would cover.

15
16 Michael Kaplan stated he was on the committee that helped plan the Ice Arena. He
17 stated the facility was over programmed and a new rink would be welcomed.

18
19 Ed Parigian via Zoom thanked McKenna and McNulty for their statements. He indicated
20 recreation was mental therapy and allowed him to escape everyday issues. He
21 supported the bond, but wanted to allocate funds to other areas as well.

22
23 Sherie Harding, 84060, did not support the GO Bond. The facilities were used by
24 patrons from other communities and Park City residents were paying for other people
25 using them. She thought the pay scale should be restructured. She noted the ice arena
26 was used mostly by non-residents. She also stated trails were widely used and many
27 went on them for socialization.

28
29 Mayor Worel closed the public hearing.

30
31 **2. Consideration to Approve a Five-Year Agreement with Park Silly Sunday Market**
32 **(PSSM) in a Form Approved by the City Attorney:**

33 Jenny Diersen, Special Events Manager, and Kate McChesney, PSSM Executive
34 Director, presented this item. McChesney stated 2023 was an amazing season with
35 183,255 attendees. They had a big sustainability push, with 83% diversion rate, 1,529
36 bikes at the bike valet, 59,308 transit riders, and 93 free booth spaces. She requested a
37 long-term contract with the same number of days in the season. Diersen reviewed
38 extensive outreach was performed over the last 18 months. The Historic Park City
39 Alliance (HPCA) was supportive of the market continuing in its current form. Although it
40 was hard to please everyone, mitigation efforts were working and there were no
41 complaints this year. She didn't see anything that would impact Lower Main if the
42 market continued in that area. The new contract would continue to require an annual
43 debrief.

44
45 Mayor Worel opened the public hearing.

1 Monty Coates, HPCA Chair, stated PSSM was a controversial issue. It was a well-run
2 event. There were significant impacts to some of the businesses on Main Street. He
3 noted HPCA conducted two surveys among the businesses. In 2022, the majority did
4 not want PSSM to continue. In 2023, over 60% of businesses supported the market in
5 some way.

6
7 Chelsea Oldham, 84010, stated she was a vendor at the market for 13 years and it was
8 40% of her annual income. She thought it was important to the vendors and the
9 community to keep the market going.

10
11 John Greenfield, 84060, read a statement that reviewed the history of the Council's
12 consideration of this item. He indicated he used to be a vendor at PSSM and he thought
13 the market should continue.

14
15 Stephanie Abram 84060 stated there were many positives about having PSSM on Main
16 Street. She felt it brought the community together and she wanted it to continue.

17
18 Carissa Devenport, a Main Street restaurant owner, stated the revenue generated
19 during PSSM helped them keep their doors open year-round.

20
21 David McChesney thought PSSM was well-run and he hoped it would continue.

22
23 Mayor Worel closed the public hearing.

24
25 Council Member Gerber favored a five-year agreement with a three-year renewal and
26 with the 2024 market dates. Council Member Dickey favored a three-year agreement
27 with a two-year auto renewal. He supported the 2024 dates. Council Member Doilney
28 supported a longer-term contract of five years and the 2024 dates, and suggested
29 adding in July 7 as another market date. He praised PSSM for their sustainable efforts
30 and stated there was a butterfly effect in getting people to change behavior. Council
31 Member Rubell stated this process was collaborative and it took many people to make it
32 happen. This event was a revenue generator and was good for the community. He
33 asked what term PSSM wanted, to which McChesney stated a five-year term would be
34 best and it would give them consistency. Council Member Toly stated the businesses
35 voiced their support and she supported PSSM. She agreed a three-year contract might
36 be best. She didn't know how people felt about moving the farmer's market to 5th Street.
37 She approved the 2024 dates. Council Member Rubell supported a four-year contract
38 term so future Councils wouldn't be boxed out.

39
40 Council Member Doilney stated PSSM could manage their business and the Council
41 shouldn't be getting into the details. It was asking a lot to make them come back to
42 Council all the time. Council Member Rubell thought it was prudent to let the future
43 Council weigh in on PSSM because Bonanza Park would be developed in the next few
44 years. Council Member Gerber stated PSSM needed at least five years to run their
45 business. They would come to Council annually for a supplemental plan approval, a

1 mid-season debrief, and an end of season debrief. There would be many opportunities
2 to talk about any issues that would arise. Council Member Dickey offered to make a
3 four-year contract with a two-year auto renewal. McChesney stated a four-year
4 agreement with a three-year renewal would work. The Council agreed to a four-year
5 agreement with a three-year renewal.

6
7 Council Member Gerber moved to approve a four-year agreement with a three-year
8 auto-renewal with Park Silly Sunday Market in a form approved by the City Attorney.
9 Council Member Rubell seconded the motion.

10 **RESULT: APPROVED**

11 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell and Toly

12
13 **VIII. NEW BUSINESS**

14
15 **1. Consideration to Continue an Ordinance Approving the Bald Eagle Club at Deer**
16 **Valley Unit 55 Third Amended Located at 7875 Bald Eagle Drive, Park City, Utah to**
17 **November 30, 2023:**

18 Spencer Cawley stated this would return on November 30 for discussion and approval.

19
20 Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed
21 the public hearing.

22
23 Council Member Doilney moved to continue an ordinance approving the Bald Eagle
24 Club at Deer Valley Unit 55 Third Amended located at 7875 Bald Eagle Drive, Park City,
25 Utah to November 30, 2023. Council Member Gerber seconded the motion.

26 **RESULT: APPROVED**

27 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell and Toly

28
29 **2. Consideration of 1415 Lowell Avenue Condominium Plat Amendment Located**
30 **at 1415 Lowell Avenue, Park City, Utah:**

31 It was indicated the application for this item had been withdrawn.

32
33 **3. Consideration to Approve Ordinance No. 2023-49, an Ordinance Amending the**
34 **Land Management Code to Shift Final Action for Plats from the City Council to the**
35 **Planning Commission, to Require Planning Commission Review for All Steep**
36 **Slope Conditional Use Permits, and to Update Public Notice Requirements to**
37 **Align with Senate Bill 43:**

38 Jack Niedermeyer and Rebecca Ward, Planning Department, presented this item.
39 Niedermeyer explained the final action authority for condo plats and steep slope CUPs
40 would be shifted from Council to Planning Commission with this code amendment.
41

1 Council Member Gerber asked if it would take longer than the required 14 days if the
2 Planning Commission didn't meet within that 14 days. Ward explained the Steep Slope
3 CUP would be required prior to submitting the building permit. The completed building
4 permit application triggered the 14 day action requirement. It was not about a faster
5 review, but a consistent review process. Council Member Dickey asked who could
6 appeal a plat. Ward stated the criteria applied to all land use applications, but
7 individuals could appeal. Council Member Toly asked how often the Planning
8 Commission recommendations had a split vote. Ward stated the majority of the plats
9 had a unanimous recommendation.

10
11 Niedermeyer addressed the public noticing amendment and noted the state code
12 changed this year and this amendment would align with state code.

13
14 Mayor Worel opened the public hearing. No comments were given. Mayor Worel closed
15 the public hearing.

16
17 Council Member Toly did not support publishing notices in The Park Record as a
18 courtesy. Council Member Gerber stated the online Park Record did not have that
19 section. Council Member Rubell did not think it was necessary. Council Member Dickey
20 was fine putting it in the Park Record. Mayor Worel stated this was another level of
21 transparency.

22
23 Council Member Rubell asked about the delegation of authority. Ward stated a plat was
24 approved by ordinance and the applicant had one year from the passage of the
25 ordinance to go through the steps to get the plat recorded. If they could not meet the
26 deadline, they would have to go to Council to get an extension. With this ordinance the
27 extension request would go to the Planning Director. If there were changes to the code
28 or the original approval, they would have to resubmit an application and go through the
29 process again. Council Member Rubell asked if the exceptions to code, like a setback or
30 something mitigated in a different way, would be decided by the Planning Commission
31 or if that would go to Council. Ward stated variances to code would go to the Board of
32 Adjustment.

33
34 Council Member Dickey moved to approve Ordinance No. 2023-49, an ordinance
35 amending the Land Management Code to shift final action for plats from the City
36 Council to the Planning Commission, to require Planning Commission review for all
37 Steep Slope Conditional Use Permits, and to update public notice requirements to align
38 with Senate Bill 43. Council Member Gerber seconded the motion.

39 **RESULT: APPROVED**

40 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell and Toly

41
42 **4. Consideration to Approve Ordinance No. 2023-50, an Ordinance Amending the**
43 **Land Management Code to Establish a Maximum Lot Size for the Historic**

Residential Low - Density, Historic Residential - 1, Historic Residential - 2, and Historic Residential Medium Zoning Districts:

Spencer Cawley and Rebecca Ward, Planning Department, presented this item. Cawley stated the historic districts had smaller lots. Throughout the years, changes were made to the lots and some were meets and bounds. The amendment would establish a maximum lot size in a development so there would be consistency in mass and scale in the district. He reviewed the outreach efforts and public hearings on this issue. He noted there were exemptions to maximum lot sizes, including Historic Sites that exceeded the maximum lot size, lots that were already created through a plat amendment prior to October 1, 2023, and structures constructed on unplatted parcels that did not conform with maximum lot sizes.

Cawley indicated the Low-Density District had substandard streets so the density was reduced. The maximum combination was three lots. In Historic Residential 1 and 2 Districts, the single family home maximum would be two lots and the duplex maximum would be four lots. In the Historic Residential Medium Density zones, the single family home maximum would be two lots, the duplex maximum would be four lots, and triplex or multi-unit dwellings maximum would be six to eight lots, with CUP discretion.

Ward stated the Planning Commission considered allowing larger lots for accessory apartments onsite. They were not in consensus but supported incentive programs for accessory apartment construction City-wide.

Council Member Toly stated there were one-third and two-thirds lots, and asked how would those be addressed. Ward stated two and a half lots had come to Planning Commission and the recommendation was to create two lots. She received feedback that lots were unique, so the requirement would be to reduce the lot size. There were paths for unusual lots and applicants could apply for a variance. Noncomplying lots were exempt from the code.

Council Member Doilney asked if the Planning Commission wanted Council to consider accessory units on larger lots. Ward explained the Planning Commission wanted accessory units to be incentivized in areas other than Old Town.

Mayor Worel opened the public hearing.

Angela Moschetta, 84060, praised the Planning Commission for their work on this code amendment and she thought this gave clarity to lot sizes. This would force a scale in developments. She supported this amendment.

Deb Rentfrow, 84060, echoed the previous comment and applauded Ward and her department for addressing the Planning Commission's concerns and prioritizing them. She supported this amendment.

Mayor Worel closed the public hearing.

1 Council Member Gerber favored this amendment and noted a lot of the scale had been
2 lost in the Historic District. Council Member Rubell stated this was awesome work and it
3 would improve the City. Council Member Gerber asked if a maximum lot size could be
4 implemented in other neighborhoods. Ward stated there was a pending ordinance for
5 transitional areas. Council Member Dickey indicated these amendments were proof of
6 good work done by Planning.

7
8 Council Member Dickey moved to approve Ordinance No. 2023-50, an ordinance
9 amending the Land Management Code to establish a maximum lot size for the Historic
10 Residential Low - Density, Historic Residential - 1, Historic Residential - 2, and Historic
11 Residential Medium Zoning Districts. Council Member Gerber seconded the motion.

12 **RESULT: APPROVED**

13 **AYES:** Council Members Dickey, Doilney, Gerber, Rubell and Toly

14
15 Mayor Worel asked if there was support for staff to work on incentives for accessory
16 dwellings, to which Council affirmed. Council Member Gerber asked if there was a way
17 to evaluate the employee generation impact created by large homes and a way to offset
18 the employee creation, to which Ward affirmed.

19
20 **IX. ADJOURNMENT**

21
22 With no further business, the meeting was adjourned.
23
24
25

Michelle Kellogg, City Recorder



City Council Staff Report

Subject: FY23 Employee Childcare Benefit
Authors: Sarah Mangano
Department: Human Resources
Date: November 16, 2023
Type of Item: Legislative

Summary Recommendation

Review, discuss, and consider a new qualifying childcare benefit for all full-time Park City Municipal employees.

Background and Analysis

In [June 2023](#), the City Council suggested we create a new childcare benefit for full-time and qualifying City employees. If the City Council approves of the proposal, the City Manager will implement the policy administratively.

As you may know, our current employee benefits package offers several benefits to support our employees' families and children, including:

- Paid Parental Leave (9 weeks);
- FSA Dependent Care (\$5000 pre-tax savings account);
- Discounts at PC Recreation camps and clinics – ~20% (ages 5-14); and
- Flexible and remote work options, depending upon the position.

Human Resources recently conducted two employee surveys to help inform a new Childcare Benefit policy. The first survey, launched on August 15, 2023, sought to understand City employees' needs for children under six. Thirty-eight (38) employees responded. Survey questions asked about primary caretakers, where childcare was located, and whether parents would be interested in enrolling their children in a Park City childcare facility. Some of the highlights:

- 45% utilize a daycare facility;
- 31% relied on a parent or family member to provide childcare; and
- 77% stated they would transition their childcare to a location in Park City (84060) for subsidized childcare.

The second survey, launched on August 28, 2023, narrowed the scope to employees utilizing childcare centers. Twenty-five (25) employees responded. Our employees pay anywhere from \$750/month to more than \$2,000/month for licensed and regulated childcare.

Monthly Childcare Cost						
Under \$750	Between \$750- \$1000	Between \$1000- \$1250	Between \$1250- \$1500	Between \$1500- \$1750	Between \$1750- \$2000	Above \$2000

24%	20%	16%	16%	16%	4%	4%
-----	-----	-----	-----	-----	----	----

Twenty percent (20%) of responding employees have their children enrolled in a Park City childcare center. Twenty-eight percent (28%) of responding employees enroll their children at another Summit County childcare center. The remaining respondents' children are in childcare in other counties.

After further discussion, fewer employees wished to transition care to a Park City provider due to the disruption in their family lives. Some individual interviews were also conducted after the second survey, and the continuity of care, location close to home, and flexibility were reasons to stay with their current childcare provider.

Almost seventy percent (70%) of responding employees stated that cost was their number one criterion for evaluating childcare, followed by availability and location. Staffing and teacher retention was a distance last place. We also learned that income and childcare costs showed a nominal correlation. The Economic Development Director analyzed our limited data and ascertained that employees opt for available childcare, and then manage cost, regardless of family income ranges.

Example Policies

Recently, Summit County evaluated an employee childcare benefit program. The proposal offers employees a dollar-for-dollar match into a County FSA up to a maximum of \$2,500 per calendar year. These funds can be utilized towards any Dependent Care FSA-eligible expenses. The PCMC cost of utilizing the same program would potentially double the program's cost to \$200,000 per year, by expanding the population of employees utilizing this benefit.

Salt Lake County also offers an employee childcare subsidy but does not provide flexibility for facility choice. Instead of subsidies or scholarships, qualifying employees must use their on-site center.

Another option would be to follow the current housing allowance policy and offer qualifying employees a flat childcare allowance. While this option provides easy administration, it does not focus on income-based support. Also, the allowance is a taxable benefit, so it has a slightly diminished net value for the employee.

Proposed Policy

Based on the employee surveys, we propose our eligible full-time employees follow the City Childcare Needs-Based Scholarship Program requirements. We also recommend expanding the network that PCMC employees use for childcare to extend beyond Summit County. Requiring PCMC employees to use a Summit County provider will strain our already taxed childcare system and cause unnecessary hardships for families.

Funding

The subsidy's annual cost is approximately \$90,000 per year based on the potential of 30 participants. With a January 2024 start date, the estimated cost is \$45,000 in FY24. As requested by Council, we would source the resources, this year, from the Childcare Scholarship program authorized in FY24. Going forward, we will include a new budget request.

City Council Staff Report



Subject: State Lobbyist Services Contract with Consult-LEC, LLC
Author: Michelle Downard, Haley Swenson, Marissa Marleau
Department: Executive, Budget
Date: November 16, 2023
Type: Administrative – Consent

Summary

Review and consider approving a new three-year contract for State of Utah lobbying services, in a form approved by the City Attorney, with Consult-LEC, LLC for \$100,800 per year through December 31, 2025.

Background

Each year, Park City relies heavily upon the expertise and resources of outside lobbying services to protect and preserve Park City's unique characteristics before the Utah Legislature and Executive Branch.

These services are necessary for several reasons:

1. **Ensures Representation:** provides a means for PCMC to have its voice heard in the Utah legislative and policymaking process. PCMC's concerns are often unique, and lobbying services ensure they are considered when shaping public policy.
2. **Information and Expertise:** provides in-depth knowledge of specific legislation, pressing issues, or areas of legislative concern. PCMC obtains and provides valuable information and expertise to Utah lawmakers, because of lobbying services, helping us make more informed local decisions.
3. **Balancing Power:** provides a counterbalance to the influence of powerful interests, ensuring that new public policies reflect a broader set of values and PCMC's priorities.
4. **Access to Government Officials:** provides additional means of communication between Utah representatives and government agencies, making it easier for PCMC to express its concerns and ideas in a constructive and cooperative manner.

Analysis

The City first contracted with for specialized state lobbying service in February 2009. Since that time, this relationship has been critical to our success. [PCMC Procurement Rule 5-1 \(H\)](#) exempts contracts for governmental relations consulting and lobbyist services from the standard procurement process. The proposed contract reflects a 12% market rate adjustment from the 2020 annual contract amount.

Specifically, the contract scope of services includes:

1. Assist Park City in maintaining local control and supporting revenue, transit programs, and various projects as needed through key relationships at the Utah State Legislature.
2. Represent Park City before the Governor's Office, the Utah Legislature, and relevant state and local regulatory bodies.
3. Provide strategic guidance and information for both the annual legislative session and interim sessions leading up to it.
4. Cultivate advantageous relationships with Utah state and local governments in alignment with Park City's interests.
5. Be accessible during normal business hours via phone, email, and text messages while actively pursuing client-identified interests.
6. Offer increased availability during annual legislative sessions, including when the Legislature is in session.
7. Provide assistance, including scheduling, reservations, and talking points, for legislative receptions and meet-and-greet opportunities with legislators and Executive Branch representatives.
8. Coordinate meetings between City officials and legislators or other lobbyists as required.
9. Proactively safeguard Park City's unique community values and City Council goals, preserving its diverse interests.

This representation significantly increases the City's influence at the Legislature and the City's ability to protect existing revenue sources and maintain our proactive posture on a range of complex legislative issues (economic development, environmental, quality of life, etc.).

City Council Staff Report



Subject: Federal Lobbyist Services Contract with Barker Leavitt
Author: Michelle Downard, Haley Swenson, Marissa Marleau
Department: Executive, Budget
Date: November 16, 2023
Type: Administrative- Consent

Summary

Review and consider a Federal lobbying services contract, in a form approved by the City Attorney, with Barker Leavitt for \$109,478 per year through November 1, 2026. The City will also retain \$5,000 to reimburse for travel and similar expenses when and if necessary.

Background

Each year, Park City relies heavily upon the expertise and resources of outside lobbying services to protect and preserve Park City's unique characteristics before the Federal Government, Executive Branch, and Utah's Federal Delegation.

These services are necessary for several reasons:

1. **Ensures Representation:** provides a means for PCMC to have its voice heard in the Federal legislative and policymaking process. PCMC's concerns are often unique in Utah, and strategic lobbying services ensure they are considered when shaping public policy. Members of our Federal Delegation often seek PCMC's input.
2. **Information and Expertise:** provides in-depth knowledge of specific legislation, pressing issues, or areas of legislative concern. PCMC obtains and provides valuable information and expertise to Federal lawmakers, helping us make more informed local decisions.
3. **Balancing Power:** provides a counterbalance to the influence of powerful interests, ensuring that new public policies reflect a broader set of values and PCMC's priorities.
4. **Access to Government Officials:** provides additional means of communication between Federal representatives and government agencies, making it easier for PCMC to express its concerns, obtain grants and other funding, and provide ideas in a constructive and cooperative manner.

Analysis

The City's relationship with Barker Leavitt has been incredibly beneficial over the last 18 years. The proposed contract amount reflects a 12% market rate adjustment from the 2016 annual contract amount. [PCMC Procurement Rule 5-1 \(H\)](#) exempts contracts for governmental relations consulting and lobbyist services from the standard procurement process.

Specifically, the contract scope of services includes:

1. Develop a comprehensive legislative and/or administrative strategy to obtain federal authorization and federal appropriations.
2. Coordinate, direct, track, and implement legislative actions and project appropriations/grants.
3. Prepare draft legislation, report language, and/or Congressional testimony as may be required.
4. Represent and coordinate PCMC in meetings with federal officials.
5. Develop relationships in Washington, DC which are beneficial to PCMC's policy interests.
6. As desired by PCMC, assist in Utah state and local government activities.



City Council Staff Report

Subject: Small Business Saturday
Author: Michelle Kellogg
Department: Executive
Date: November 16, 2023
Type of Item: Administrative

Summary Recommendation

Pursuant to a request by the Small Business Saturday Coalition and the consent from three or more City Council members, consider approving a resolution proclaiming November 25, 2023, as “Small Business Saturday” in Park City, Utah.

Background

Small businesses are the lifeblood of our city, and we salute small business owners, entrepreneurs, and employees for enhancing our community and expanding opportunities for all the residents of Park City and the surrounding communities. The hard work and ingenuity of our small business owners are helping to sustain our economic strength, vitality and authenticity. Small Business Saturday recognizes and celebrates our many outstanding small business owners and employees for their unique contributions to the Park City economy and for their entrepreneurial spirit. Park City has approximately 1,326 active business licenses.

Though this event is not affiliated with a corporation, the original campaign was conceived by American Express, and first observed in 2010. Small businesses employ 46.8% of the working population in the United States. Seventy nine percent of consumers in the United States agree that it is important for people to support small businesses in their community.

By proclaiming Saturday, November 25, 2023, Small Business Saturday, Park City will be joining in a nationwide effort to steer shoppers toward local independently-owned businesses during the holiday season and urge the residents of our community and communities across the country to support small businesses and merchants throughout the year.

Funding Source

There are no commitments associated with this resolution.

Exhibit

A: Small Business Saturday Resolution



Resolution No. 20-2023

RESOLUTION DECLARING NOVEMBER 25, 2023, AS “SMALL BUSINESS SATURDAY” IN PARK CITY, UTAH

Whereas, the government of Park City, Utah, celebrates our local small businesses and the contributions they make to our local economy and community.

Whereas, according to the United States Small Business Administration, there are 33.2 million small businesses in the United States. Small businesses represent 99.7% of firms with paid employees. They are also responsible for 62.7% of net new jobs created since 1995. Small businesses employ 46.4% of the employees in the private sector in the United States; and

Whereas, Park City has approximately 1,326 businesses; and

Whereas, 68 cents of every dollar spent at a small business in the United States stays in the local community and every dollar spent at small businesses creates an additional 48 cents in local business activity as a result of employees and local businesses purchasing local goods and services; and

Whereas, 72% of consumers reported that Small Business Saturday 2022 made them want to shop and dine at small, independently-owned retailers and restaurants all year long; and

Whereas, Park City, Utah, supports our local businesses that create jobs, boost our local economy and preserve our communities; and

Whereas, advocacy groups as well as public and private organizations across the country have endorsed the Saturday after Thanksgiving as Small Business Saturday,

Now, Therefore, the Mayor and City Council of Park City, Utah, do hereby proclaim November 25, 2023, as **SMALL BUSINESS SATURDAY** and urge the residents of our community, and communities across the country, to support small businesses and merchants on Small Business Saturday and throughout the year.

Passed and adopted this 16th day of November, 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

City Attorney's Office

City Council Staff Report



Subject: Deer Valley Right-of-Way Vacation Petition to Support the Redevelopment of the Snow Park Village Base Area

Authors: Alexandra Ananth, Senior Planner
John Robertson, City Engineer
Jennifer McGrath, Deputy City Manager

Date: November 16, 2023

Type of Item: Public Hearing – Petition to Vacate Public Right-of-Way

Recommendation

The Applicant, Deer Valley Resort Company, LLC. (DVRC) and Alterra Mountain Company Real Estate Development Inc., are requesting the City consider the vacation of portions of public Right-of-Way (ROW) (Exhibit A) to expand DVRC's development parcel at the Snow Park Village base area. A new circulation pattern that reroutes traffic from Deer Valley Drive to Doe Pass Road is proposed instead.

Staff recommends the City Council (I) open a public hearing, and (II) consider action, or continue the public hearing to November 30, 2023.

Description

Applicant:	Deer Valley Resort Company, LLC. (DVRC), and Alterra Mountain Company Real Estate Development Inc.,
Location:	2250 Deer Valley Drive
Zoning District:	Residential Development within the Deer Valley Master Planned Development (RD-MPD)
Adjacent Land Uses:	Residential, Resort, Open Space
Reason for Review:	Vacation of public Right-Of-Way requires City Engineer recommendation and City Council action ¹

Exhibits

Exhibit A:	Applicant's ROW Vacation Petition
Exhibit B:	Summary of the Amendments to the DVD MPD
Exhibit C:	Applicant's final Transportation Analysis – SML Alternative
Exhibit D:	WCG's Third Party Transportation Analysis Review

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

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

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

January 31, 2022

VIA EMAIL AND US MAIL

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



Re: Right of Way Vacation Petition - Revised Vacation Descriptions

Dear: Mr. Dias

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

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

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

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

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

Matt Dias
January 31, 2022
Page 2

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

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

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

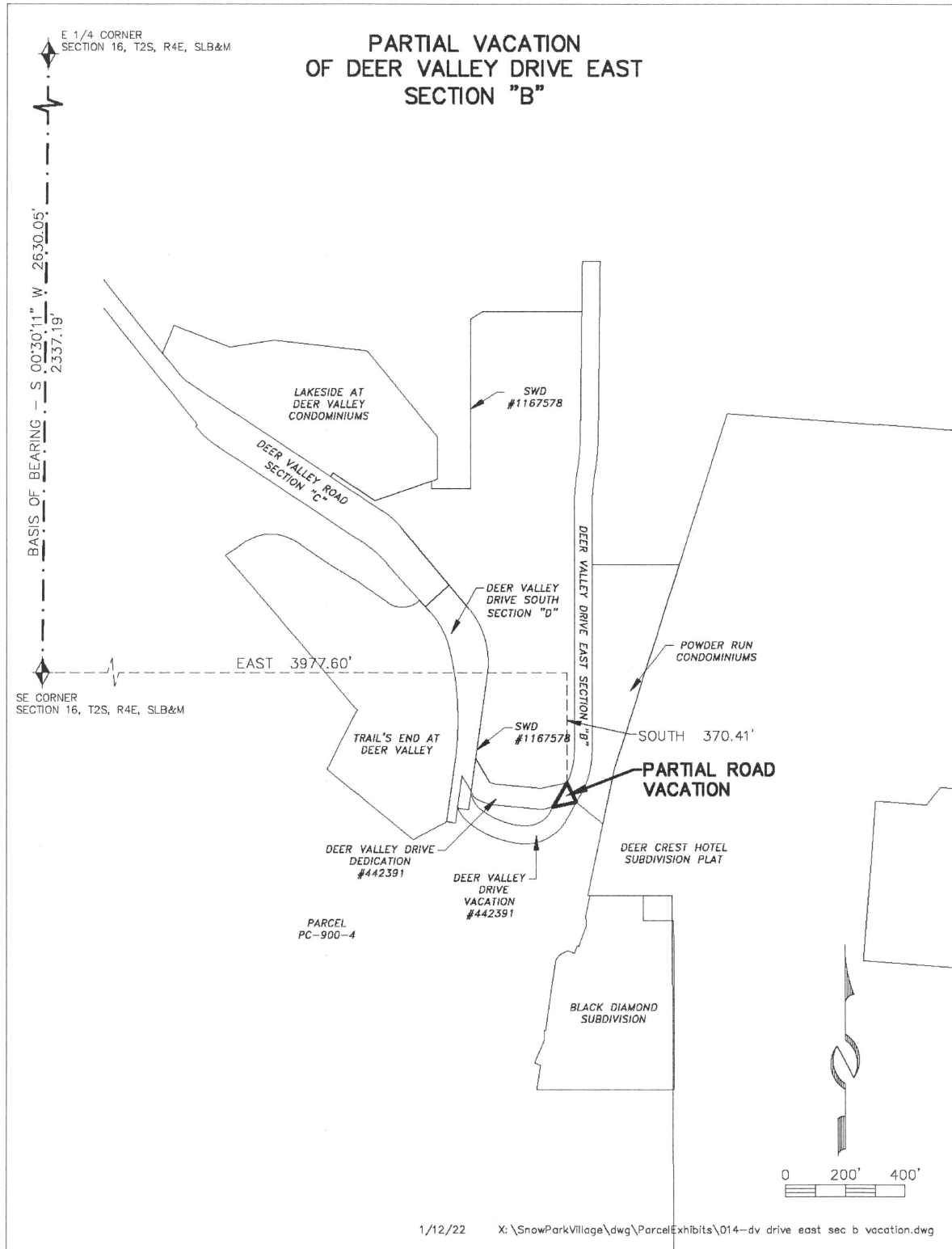
Very truly yours,



Wade R. Budge, P.C.

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

Specific area maps and legal descriptions



Matt Dias
January 31, 2022
Page 5

SNOW PARK VILLAGE

PARTIAL VACATION
OF DEER VALLEY DRIVE EAST
SECTION "B"

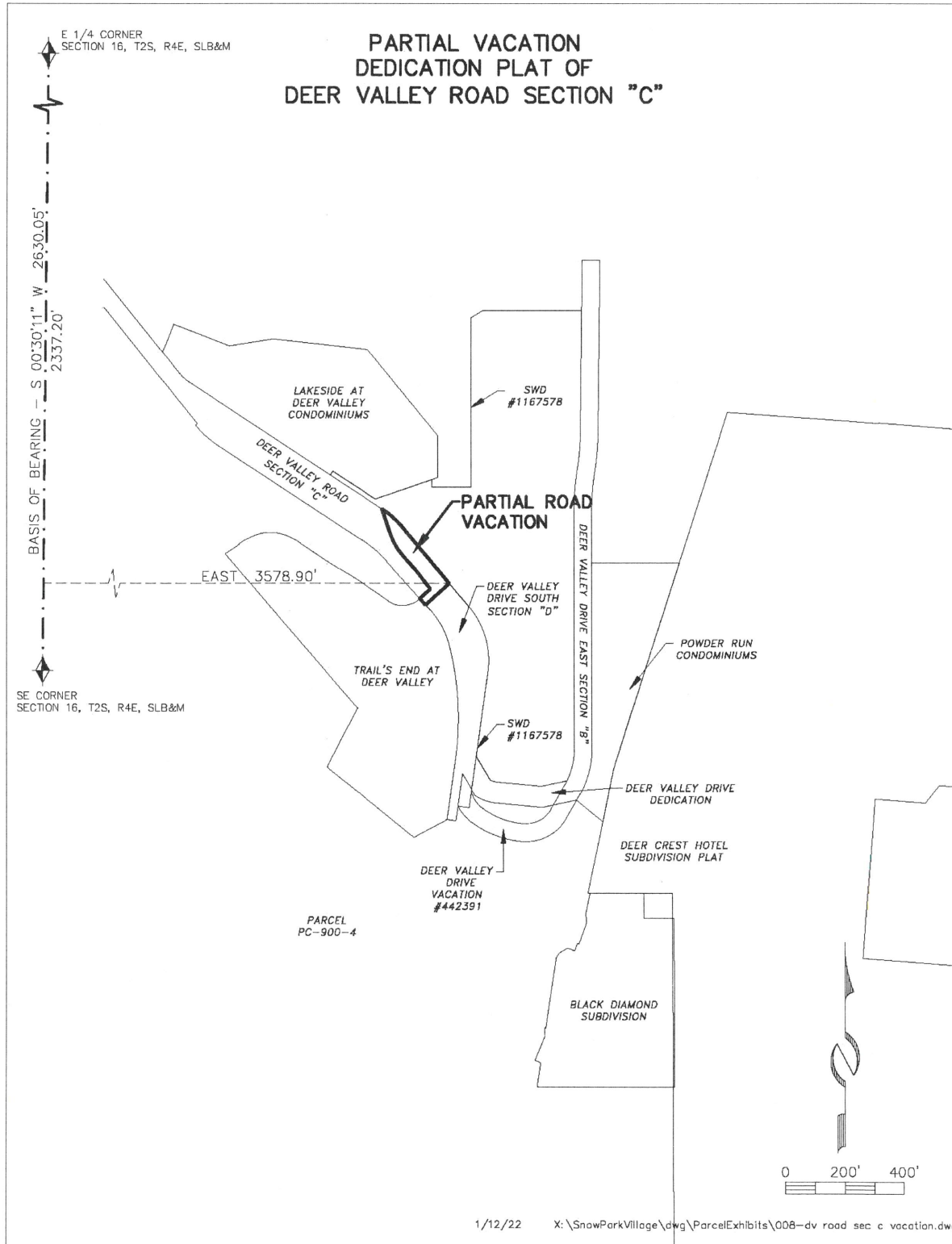
January 13, 2022

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

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

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

Description contains 0.064 acres.



SNOW PARK VILLAGE
PARTIAL VACATION OF
DEDICATION PLAT OF
DEER VALLEY ROAD SECTION "C"

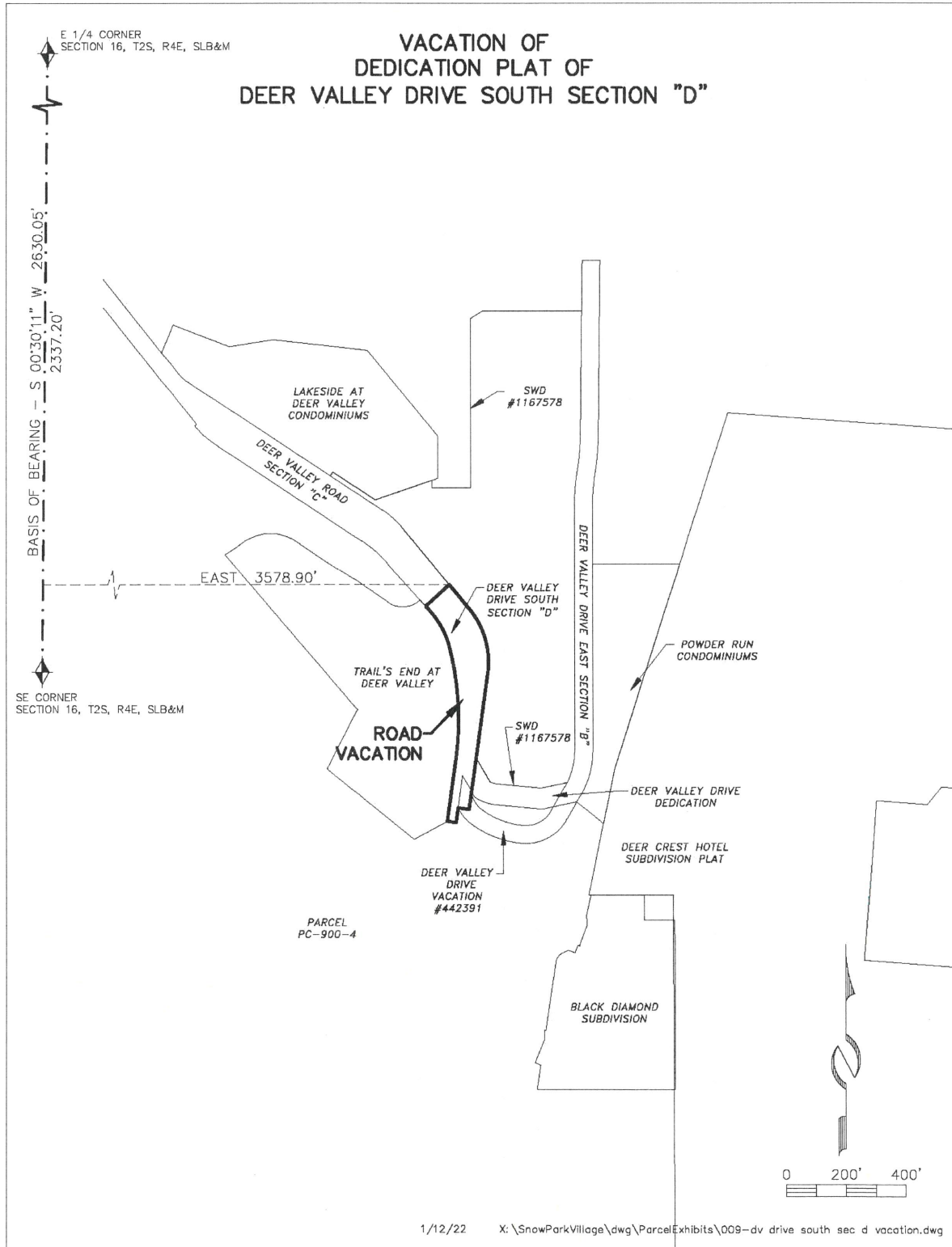
January 18, 2022

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

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

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

Description contains 0.42 acres.

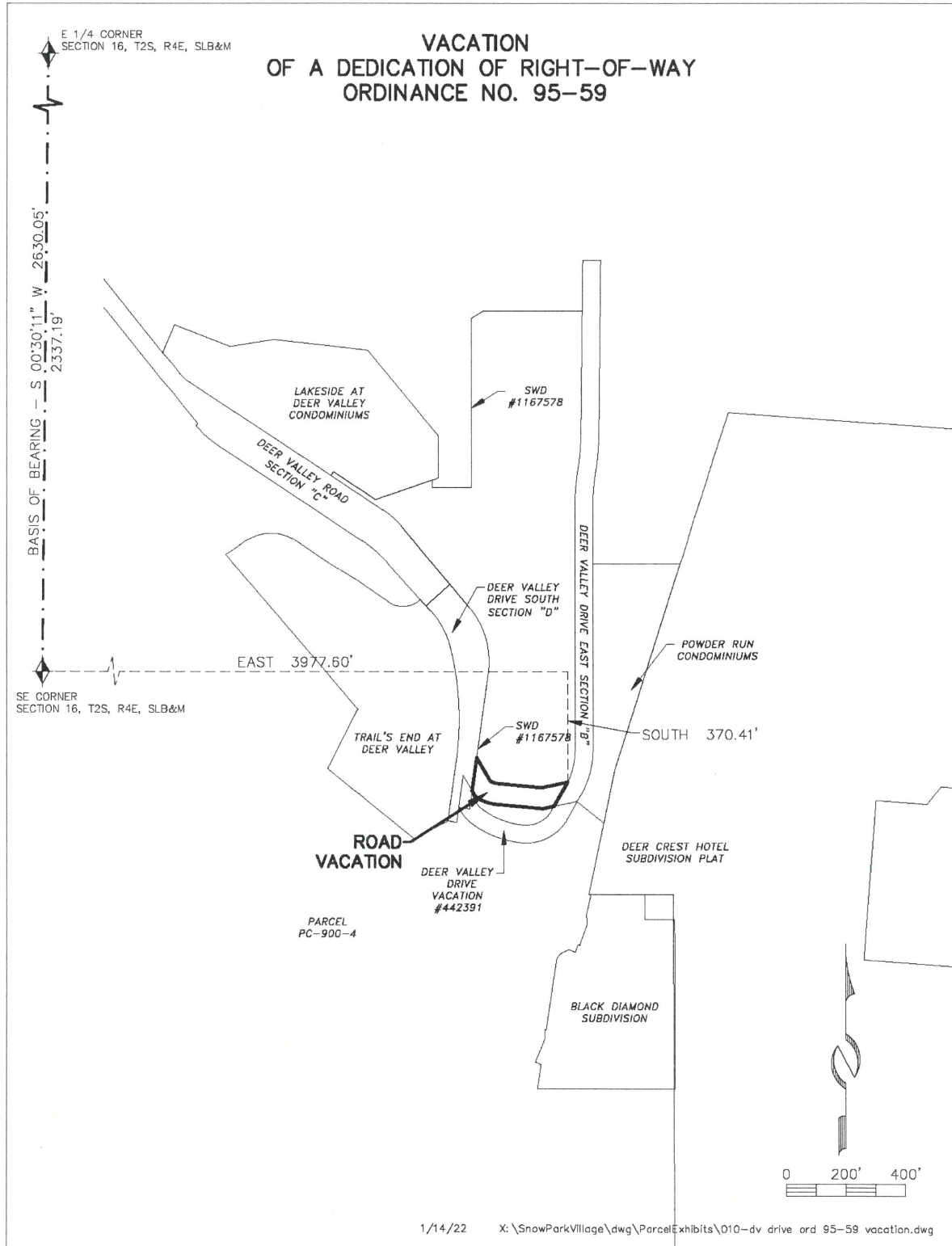


SNOW PARK VILLAGE

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

January 12, 2022

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



SNOW PARK VILLAGE

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

January 14, 2022

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

Contains 0.52 acres, more or less.

Exhibit B: Deer Valley Special Exception Permit and Amendments Summary

Deer Valley Resort (previously known as Royal Street Land Company) was issued a Special Exception Permit in 1977 (now known as the Deer Valley Master Planned Development (DV MPD)), which has since been amended twelve times, most recently in 2016. The [Deer Valley MPD](#) authorizes Densities for the Lower Deer Valley neighborhood, the American Flag Community, the Silver Lake Community, and Commercial and Support Space in the Snow Park and Silver Lake Villages. Phasing and infrastructure improvements are also described. There are 14 technical reports that accompany the Deer Valley MPD.

The Snow Park Village parcel is 14.93 acres and is zoned Residential Development (RD)-MPD. The Deer Valley MPD authorizes 209.75 Unit Equivalents for Snow Park Village, although this has changed over time, and has 21,890 square feet of remaining Commercial and Support Uses to be developed.

The initial Special Exception Permit (SEP), granted on September 27, 1977, authorized approximately 1,815 residential dwelling units to be constructed over a 15-year period. In addition to the residential units, Exhibit 4, Commercial and Support Space, includes a 100,000 square foot sports facility, 44,705 square foot Snow Park Center (including ski rental, gift shop, sports shop, lounge, restaurant, cafeteria, kitchen, restrooms, etc.), a 20,180 square foot guest reception center, 4,000 square feet of ski school and childcare area, and 5,000 square feet of commercial area at Snow Park. Additional square feet of commercial and support space are reserved for Silver Lake. The total Commercial and Support Space for both the Snow Park and Silver Lake Villages totaled 307,766 square feet and is shown in Exhibit 4 of the SEP.

The SEP was first amended on June 27, 1979, to modify the description and Densities permitted on various parcels. There were no increases to the allowed Commercial and Support Space.

In the 2nd Amendment, dated January 27, 1982, Deer Valley Resort Company is named the successor to the rights of Royal Street. The amendment includes a development progress update. Eight Multi-Family parcels around the Deer Valley Loop are authorized 390 units of Density. Total development is listed as 2,237 units. Exhibit 1 lists Development Parcels Sold, and Exhibit 2 lists Development Parcels Unsold, most of which have a Density Range, to be determined by site specific review of project plans. The Snow Park Parking Area south of Doe Pass Road is allocated 0-200 units of Density and the Hotel Parcel north of Doe Pass Road is allocated 75-105 units of Density. There were no changes to the allowed Commercial and Support Space listed in Exhibit 4.

The 3rd Amendment, dated May 17, 1984, again updated Exhibits. This amendment also did not increase the allowed Commercial and Support Space but reduced the Sports Facility from 100,000 square feet to 98,000 square feet and increased the Guest Reception Center from 20,180 square feet to 22,180 square feet.

The 4th Amendment, dated February 21, 1985, deleted the Silver Lake Village Multi-Family Parcel, and established a separate parcel to be known as the Deer Valley Inn Parcel. No increase to the allowed Commercial and Support Space was made.

The 5th Amendment, dated December 23, 1986, includes nine Multi-Family parcels in the lower Deer Valley neighborhood containing 390 dwelling units, and adds a section on Off-Street Parking. The Off-Street Parking section notes that parking shall be required based on the Park City Land Management Code (LMC) in effect at the time of building permit application and that parking may be reduced in accordance with the LMC Conditional Use Permit process. The Parking section allows for overflow parking up to 10% of the days during any single ski season. No increase to the allowed Commercial and Support Space was made.

The 1st Amendment to the 5th SEP, dated November 29, 1989, replaced Exhibits to reflect completed units. Exhibit 1 shows 1,901 units of approved residential Density. Exhibit 2 shows a similar range of Density for the Snow Park parcels established in the 2nd Amendment, except for the Hotel Parcel which was reduced from 75-105 units of Density to 60-105 units. The Snow Park Parking Area is still allocated 0-200 units of Density.

The 2nd Amendment to the 5th SEP, dated April 11, 1990, also updated Exhibit 1 showing 1,884.5 units of approved Density. No changes were made to the allowed Commercial and Support Space.

The 6th Amendment to the SEP, dated October 10, 1990, further reduces the square feet allocated to the Sports Facility from 98,000 square feet to 62,000 square feet, increases the amount of Snow Park Commercial space from 5,000 to 40,000, and increases the Snow Park Plaza Building from 22,180 square feet to 23,280 square feet. Exhibit 3, the Commercial and Support Space increases from 307,766 square feet to 307,866 square feet, an increase of 100 square feet.

The 7th Amendment replaces the term Special Exception Permit with Master Planned Development Permit (MPD) and is dated April 14, 1993. This Amendment clarifies that the density limitations of the Sensitive Land Overlay (SLO) Zone do not apply to the MPD because the MPD was approved prior to the adoption of the SLO, but that SLO site planning standards can be applied to the extent that they do not reduce vested density, and that limits of disturbance, vegetation protection, and building design standards apply.

The 8th Amendment to the MPD, is dated April 25, 2001. Since the 7th Amendment, the Snow Park Lodge was expanded and 7,645 square feet of General Snow Park Commercial space was transferred to the Snow Park Lodge parcel, reflected in the 8th Amendment. The 8th Amendment is the first to specify an authorized number of Residential Unit Equivalents (RUEs) to the Snow Park Village parcel, which is a combination of the Snow Park Hotel parcel and the Snow Park Parking Area parcel, rather than the previous range of density specified in earlier Exhibits. Snow Park Village

is authorized 212.5 RUEs, which is calculated in accordance with the Unit Equivalent Formula contained in the Land Management Code. Currently, one RUE equals 2,000 square feet. Exhibit 2, Commercial and Support Space, no longer includes the Sports Facility but notes Snow Park Lodge is now 56,350 square feet plus a 5,112 square foot ticket sales building, for a total of 61,462 square feet on the Snow Park Lodge parcel, including some “back of house” space. This reduced the amount of General Snow Park Commercial space remaining by 7,645 square feet from 40,000 to 32,355 square feet.

The 9th Amendment to the MPD, dated June 28, 2006, reduced the authorized number of dwelling units for the nine Multi-Family Dwellings from 390 units to 383.5 units. The Snow Park Village parcel was reduced from 212.5 units to 210.75 residential units due to the Planning Commission’s authorized transfer of 1.75 units from the Snow Park Village parcel to the Stein Eriksen Lodge Multi-Family parcel. Between the 8th and 9th Amendments Snow Park Lodge was expanded and Empire Lodge was constructed.

The 10th Amendment to the MPD, dated August 12, 2009, reflects actions approved by the Planning Commission with respect to amendments to the Silver Lake Community unallocated commercial density and the Royal Plaza Condominium plat, as well as the status of development within the Project. No changes to the Snow Park Village parcel authorized density or Snow Park Commercial and Support Space (Exhibit 2 to the MPD) were made.

The 11th Amendment, dated March 23, 2011, reflects the transfer of one Residential Unit Equivalent from the Snow Park Village parcel to the Silver Baron Lodge parcel, reducing the Snow Park Village Density from 210.75 to 209.75. No changes to Exhibit 2, Commercial and Support Space were made.

The most recent [12th Amendment to the MPD](#), dated November 30, 2016, reflects the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I, and the transfer of 843 square feet of existing residential density (0.4215 Unit Equivalents) from Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access, and circulation between the Goldener Hirsch Inn on Parcel D and the Goldener Hirsch Residences on Parcel I. Exhibit 2 of the MPD shows that Snow Park has 21,890 square feet of remaining commercial density to be developed. The other remaining Commercial and Support Space that remains to be developed outside of the Snow Park area totals 31,080 square feet.

Exhibit A: DVD MPD Amendment Summary Table

Disclaimer: This summary is for descriptive purposes only and is not a substitute or amendment to the original documents which speak for themselves. Original approvals will control over any error or conflict in this summary.

Amendment	Year	Snow Park RUEs	Snow Park Commercial & Support Space
SEP	1977	1,815 RUEs	307,766 SF Total Commercial 173,885 SF Snow Park Commercial
1 st Amendment	1979	No change	No change
2 nd Amendment	1982	2,237 RUEs Snow Park Parking parcel 0-200 RUEs Hotel parcel 75-105 RUEs	No change
3 rd Amendment	1984	No change	Transfers 2,000 SF from Sports Facility to Guest Reception Center
4 th Amendment	1985	No change	No change
5 th Amendment	1986	No change	No change
1 st Amendment to 5 th SEP	1989	1901 RUEs Hotel parcel reduced 60-105 RUEs Snow Park Parking parcel 0-200 RUEs	No change
2 nd Amendment to 5 th SEP	1990	1884.5 RUEs	No change
6 th Amendment	1990	No change	Transfers Density from Sports Facility to Snow Park Commercial and Snow Park Plaza Building. Total Commercial and Support Space increases 307,866 SF
7 th Amendment	1993	No change	No change
8 th Amendment	2001	Hotel and Parking parcels combined to Snow Park Village parcel with 212.5 RUEs	Transfers Density from General Snow Park Commercial to Snow Park Lodge parcel
9 th Amendment	2006	Transfers 1.75 RUEs from Snow Park Village parcel to Stein Eriksen Lodge parcel leaving 210.75 RUEs	No change
10 th Amendment	2009	No change	No change
11 th Amendment	2011	Transfers 1 RUE from Snow Park Village parcel to Silver Baron Lodge leaving 209.75 RUEs	No change
12 th Amendment	2016	Combines Silver Lake parcels for Goldener Hirsch. Snow Park Village parcel 209.75 RUEs remaining (No formal site plan approved/established for site)	No change Silver Lake - 31,080 SF remaining Snow Park - 21,890 SF remaining

Snow Park Village

Transportation Analysis – Shared Mobility Lane Alternative

Prepared for:
Deer Valley

April 2023

UT20-2245

FEHR  PEERS

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1. Executive Summary

This Traffic Impact Study includes the results of a comprehensive traffic operations analysis for the Snow Park Village project at Deer Valley Resort in Park City, Utah. Snow Park Village is a mixed-use development that will serve as an updated base area village for Deer Valley, and includes hotel, residential, commercial, and event center uses. This report includes the full buildout of the Snow Park base that includes the parking and development both north and south of Doe Pass Road.

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2020) Conditions
- Existing (2020) Plus Project Conditions
- Opening Year (2024) Background Conditions
- Opening Year (2024) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Existing conditions were based on the traffic counts, which were collected originally in 2020. As this process has continued, Park City Staff have accepted that 2020 counts continue to serve as the foundation for this report with adjustments made for assumed marginal increases in traffic on an annual basis. Traffic operations for these scenarios were analyzed at nine study intersections:

1. Doe Pass Road / Deer Valley Drive East
2. Doe Pass Road / Deer Valley Drive West
3. Deer Valley Drive East / Queen Esther Drive
4. Deer Valley Drive East / Solamere Drive
5. Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West
6. Deer Valley Drive / Marsac Avenue
7. Deer Valley Drive / Bonanza Drive
8. Deer Valley Drive / Park Avenue / Empire Avenue
9. Bonanza Drive / Monitor Drive / SR-248

This circulation plan includes a seasonal one-way Shared Mobility Lane (SML) inbound from the “Y” intersection along Deer Valley Drive West, turn onto Doe Pass Road, and directly access the proposed mobility hub. Outbound transit traffic will have the SML that has transit priority at the mobility hub, then parallels general purpose traffic around the loop to the “Y” intersection, at which point transit traffic would merge with general traffic, generally operating in a counterclockwise direction. After ski season during the



summer months, the SML will be open to bicycle traffic. Management, maintenance, and enforcement will be a City responsibility.

Study intersections 5 and 8 currently operate at Levels of Service (LOS) that do not meet Part City standards, which is LOS D. However, these intersections were analyzed as part of this study to identify Deer Valley's contributions to traffic at key intersections within Park City in support of Park City Municipal Corporation's (PCMC) goals of reducing peak-hour traffic volumes by 20% citywide.

The Plus Project traffic operations analyses include trips generated by the Snow Park Village project. The parking analysis accounts for both physical (structured) and behavioral impacts of the identified resort uses, as well as parking pricing. To present conservative, and thereby overestimated, results in this report, reductions in trip generation and parking demand stemming from proposed enhancements to local transit service, operated by Park City Transit and/or High Valley Transit, or Deer Valley's existing Transportation Demand Management (TDM) program are not included.

1.1 Study Results

In Plus project Conditions, seven of nine study intersections, with recommended mitigations in place, meet the Park City LOS standards. Under existing conditions, the intersection of Deer Valley Drive / Park Avenue / Empire Avenue operates at a LOS of E/F. Given the City's longstanding position on additional mitigations at this intersection, none are recommended. Deer Valley Drive in this area is also SR-224, and therefore managed by the Utah Department of Transportation (UDOT). This includes intersection operations. The deficiencies at the Deer Valley Drive / Bonanza Drive intersection are caused by the queue spillbacks from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue. Therefore, no mitigations are recommended.

Furthermore, the most impacted intersection under current conditions, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which operates today at a LOS below Park City standards, achieves a LOS of D or better under 2040 Plus Project conditions by reconfiguring the intersection and adding signalized traffic control, establishing a new access pattern for visitors while providing safety for pedestrians and bicyclists. The Solamere Drive / Deer Valley Drive East and Queen Esther Drive / Deer Valley Drive East intersections operate at a LOS B with full build-out in 2040 with some lane configuration mitigations.

Parking provided as part of the Snow Park Village Proposal will be provided at full amount as required by code. Reduced parking demand however, will be achieved through the implementation of a paid parking system, and continued operation and refinement of Deer Valley's Transportation Demand Management



program by supporting non-single-occupancy vehicle trips while also actively discouraging driving alone, and through time-of-day sharing of parking for different and complementary uses.

In alignment with Park City’s *Transit First* strategy, construction of Snow Park Village will prioritize active transportation and transit as modes for travel to, from, and within the village. To that end, Deer Valley will construct an on-site mobility hub with space for six buses which will be connected to the broader Park City and High Valley Transit networks. One new traffic signal is recommended, at the intersection of Doe Pass Road / Deer Valley Drive East as a mitigation which will include transit signal preemption capabilities to expedite transit service into and out of proposed the mobility hub. Additionally, off-street multi-use paths will be constructed to connect Snow Park to Park City’s existing active transportation network.

1.2 LOS Summary

Table 1 reports LOS at the study intersections. For signalized intersections and roundabouts, average vehicular delay and LOS are reported. For unsignalized intersections, the worst movement delay and LOS are reported. Detailed descriptions of the intersection operations can be found in the subsequent chapters. Due to the land use program proposed for Snow Park Village, the net total trips generated by the AM peak hour is 261 trips and the PM peak hour is 322 trips.

Table 1: Snow Park Village Saturday AM and PM Peak Hour Level of Service Summary

Intersection			Ex BG	Ex+P	Ex+P Mitigated ²	2024 BG	2024+P	2024+P Mitigated ²	2040 BG	2040+P	2040+P Mitigated ²
ID	Location	Period	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹
1	Doe Pass Rd / Deer Valley Dr East	AM	-	6 / A	4 / A	-	7 / A	5 / A	-	6 / A	5 / A
		PM	-	7 / A	7 / A	-	7 / A	7 / A	-	65 / E	8 / A
2	Doe Pass Rd / Deer Valley Dr West	AM	-	8 / A	12 / B	-	15 / B	10 / B	-	21 / C	13 / B
		PM	-	16 / C	19 / C	-	24 / C	18 / C	-	32 / D	20 / C
3	Queen Esther Dr / Deer Valley Dr East	AM	6 / A	8 / A	5 / A	6 / A	8 / A	5 / A	7 / A	7 / A	6 / A
		PM	9 / A	11 / B	11 / B	8 / A	20 / C	10 / B	9 / A	>300 / F	11 / B
4	Deer Valley Dr East / Solamere Dr	AM	7 / A	8 / A	6 / A	6 / A	8 / A	6 / A	8 / A	10 / B	7 / A
		PM	11 / B	13 / B	9 / A	11 / B	78 / F	11 / B	15 / C	>300 / F	12 / B
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	15 / C	26 / D	9 / A	14 / B	20 / C	9 / A	17 / C	29 / D	11 / B
		PM	39 / E	128 / F	21 / C	41 / E	126 / F	22 / C	112 / F	201 / F	44 / D
6	Deer Valley Drive / Marsac Avenue	AM	11 / B	15 / B	15 / B	11 / B	16 / C	16 / C	16 / C	26 / D	26 / D
		PM	11 / B	15 / B	15 / B	11 / B	16 / C	16 / C	11 / B	20 / C	20 / C
7	Deer Valley Dr / Bonanza Dr	AM	11 / B	11 / B	12 / B	11 / B	12 / B	12 / B	18 / B	21 / C	14 / B
		PM	21 / C	29 / C	38 / D	20 / C	67 / E	76 / E	59 / E	99 / F	117 / F
8	Deer Valley Dr / Park Ave / Empire Ave	AM	77 / E	75 / E	76 / E	82 / F	80 / F	78 / E	83 / F	91 / F	84 / F
		PM	84 / F	83 / F	84 / F	85 / F	88 / F	88 / F	90 / F	90 / F	89 / F
9	Bonanza Dr / Monitor Dr / SR-248	AM	12 / B	13 / B	13 / B	13 / B	14 / B	14 / B	16 / B	16 / B	15 / B
		PM	20 / C	20 / C	20 / C	20 / C	22 / C	22 / C	28 / C	32 / C	31 / C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. Intersection average LOS and delay for signalized intersections and roundabouts, worst movement LOS and delay for unsignalized intersections.
2. Deer Valley Drive East / Deer Valley Drive West intersection analyzed as a reconfigured signalized intersection, and turn lanes/receiving lanes added to Solamere Drive and Queen Esther Drive intersections as a mitigation.
3. Solamere Drive performs at LOS D as a SSSC. Further analysis shows this intersection operates at LOS A as a signalized intersection, when warranted.

Source: Fehr & Peers.

1.3 Proposed Mitigations

The traffic operations analyses conducted as part of the report indicate that five study intersections will operate at unacceptable LOS in comparison with Park City's standards under 2040 plus project conditions without mitigations. Community input gathered through stakeholder engagement resulted in the community-supported mitigations for identified deficiencies stemming from Snow Park Village-generated traffic shown in **Table 2**.

Table 2: Proposed Mitigations for Snow Park Village-Generated Traffic Impacts

ID	Location	Control	Deficiency ¹	Proposed Mitigations
1	Doe Pass Rd / Deer Valley Dr East	SSSC ²	N/A	Signal with transit preemption
2	Doe Pass Rd / Deer Valley Dr West	SSSC	N/A	N/A
3	Queen Esther Dr / Deer Valley Dr East	SSSC	LOS F	Southbound-to-eastbound left turn-pocket
4	Deer Valley Dr East / Solamere Dr	SSSC	LOS F	Eastbound-to-northbound left turn-pocket
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	SSSC	LOS F	Signal
6	Deer Valley Drive / Marsac Avenue	Roundabout	N/A	N/A
7	Deer Valley Dr / Bonanza Dr	Signal	LOS F	N/A
8	Deer Valley Dr / Park Ave / Empire Ave	Signal	LOS F	N/A
9	Bonanza Dr / Monitor Dr / SR-248	Signal	N/A	N/A

Notes:

1. LOS for 2040 plus project without mitigations.
2. SSSC = Side Street Stop Control

Source: Fehr & Peers.



1.4 Conclusion / Recommendations

With proposed mitigations in place, all study intersections at which mitigations are feasible operate at acceptable levels of service under all Plus Project analysis scenarios. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, extensive wayfinding and monitoring, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

Implementing a new traffic signal with transit preemption at the intersection of Doe Pass Road / Deer Valley Drive East will improve traffic operations and support transit. A new traffic signal at the reconfigured Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive west facilitates safer and more efficient movement for all modes. If, and when signal warrants at study unsignalized intersections in this report are met (Solamere), as defined by the Federal Highway Administration's *Manual on Uniform Traffic Control Devices*, the implementation of new traffic signals should be considered for improved traffic circulation for all modes. Deer Valley is committed to being a partner of the subsequent studies, and if warranted, implementation.

Implementing an off-street, multi-use path around the Deer Valley Drive loop will improve pedestrian and cyclist connectivity adjacent to the project site. Ongoing monitoring of TDM program effectiveness will maintain City-Deer Valley cooperation in pursuit of shared goals.

The traffic volumes used for this overall analysis are conservative and likely represent worst case on the worst day. For example, the assumed background growth rate is from a county-wide travel model that assumes some degree of ambient growth in and around Deer Valley beyond the proposed Snow Park project. Given that the Deer Valley loop area is essentially one big cul-de-sac and generally built out, this background growth is quite conservative.

Other measures that support the conservative nature of the analysis is the Mayflower development interconnecting with Deer Valley. An agreement is under development that will provide parking, lift access and full base amenities to skiers going to Deer Valley at Mayflower base, along US-40. This potential agreement will also provide for employee parking with a shuttle program between Mayflower and Snow Park. The analysis does not account for any trip reductions to Snow Park, which will inevitably occur due to significant travel time reductions from both the Wasatch Front and the Heber Valley.

Last, Deer Valley is committed to supporting other regional traffic mitigation efforts. This includes considerations such as contributing to transit, and robust travel demand reduction program, and paid parking at Snow Park once the project is built. The proposed transit amenities include the mobility hub, a



dedicated Shared Mobility Lane, state-of-the-art wayfinding, and a monitoring program all combine to support the City's transportation goals.



2. Introduction

This study documents the potential transportation-related impacts on local traffic from the proposed Snow Park Village project. The project location is shown in **Figure 1**.

This report is largely unchanged from what was presented in the most recent submittal (November 2022), save for some minor but impactful updates:

1. Analyzed traffic conditions with no reduction in parking supply, providing full parking required by the Park City Land Management Code (LMC). The trip generation was increased from the November 2022 submittal to reflect added peak hour traffic.
2. Traffic distribution assumptions at the Deer Valley Drive East / Deer Valley Drive West intersection were updated to follow traffic patterns similar to current conditions for analysis.
3. Assumptions in the VISSIM simulation model were modified to account for more accurate pick-up/drop-off dwell times, and calibrated vehicle travel times.

Table 3 below shows the in/out traffic for existing and plus project with the proposed development.

Table 3: Snow Park Traffic

	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	5,221	5,329	10,550	770	249	1,019	333	903	1,236
New Trips	1,808	1,808	3,616	176	85	261	115	207	322
Total Trips	7,029	7,137	14,166	946	334	1,280	448	1,110	1,558

The scope of this study analyzes the traffic operations and impacts under the following scenarios:

- Existing (2020) Conditions
- Existing (2020) Plus Project Conditions
- Opening Year (2024) Background Conditions
- Opening Year (2024) Plus Project Conditions
- Future (2040) Background Conditions
- Future (2040) Plus Project Conditions

Traffic operations at key intersections, described below in the Scope section, were analyzed under the six scenarios listed above during Saturday AM and PM peak-hour travel periods. Given the nature of ski areas operating as recreational destinations, Saturdays consistently experience the highest traffic volumes, and



focusing on Saturdays for traffic analyses in this report present the most conservative results. The Plus Project analyses include trips generated by the proposed project.

The project team knows that it is important to work with the community to help them better understand the complexity of building out the remaining entitled density at Snow Park and its relation to traffic, and ensuring that the Deer Valley community can contribute to the planning process. Throughout the project's planning process, and with renewed emphasis since the beginning of 2022, Deer Valley has engaged with most of the lower Deer Valley neighborhoods and that communication continues today. Early outreach was done with the Trails End neighborhood in relation to the right of way vacation to gain their support. After the community voiced their opinion in March 2022, the project team opted to hold individual meetings with various homeowner's associations (HOAs) to address concerns and gather feedback. The community's main concerns were the then-proposed bus-only lanes, removal of on-street bike paths, the proposed routing of most traffic on Deer Valley Drive East, construction of new traffic signals, and pedestrian circulation. Coordination meetings with the community continued with nearly one dozen meetings in summer and fall 2022, with more scheduled. This revised traffic circulation plan as submitted is based on the community's input and support, augmented by City staff requests.

2.1 Scope

This study analyzes the traffic impacts of the project in conjunction with nearby intersections. Impacts are specifically addressed at the following study intersections:

1. Doe Pass Road / Deer Valley Drive East (side-street stop-controlled)
2. Doe Pass Road / Deer Valley Drive West (side-street stop-controlled)
3. Deer Valley Drive East / Queen Esther Drive (side-street stop-controlled)
4. Deer Valley Drive East / Solamere Drive (side-street stop-controlled)
5. Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West (side-street stop-controlled)
6. Deer Valley Drive / Marsac Avenue (roundabout)
7. Deer Valley Drive / Bonanza Drive (signalized)
8. Deer Valley Drive / Park Avenue / Empire Avenue (signalized)
9. Bonanza Drive / Monitor Drive / SR-248 (signalized)

For the purposes of consistency, this report refers to two key roadways as Deer Valley Drive East (sometimes called Deer Valley Drive North) and Deer Valley Drive West (sometimes called Deer Valley Drive South). Given that Doe Pass Road carries minimal traffic in its existing configuration, study intersections 1 and 2 are only analyzed under Plus Project scenarios.

Study intersections are shown in **Figure 2**.

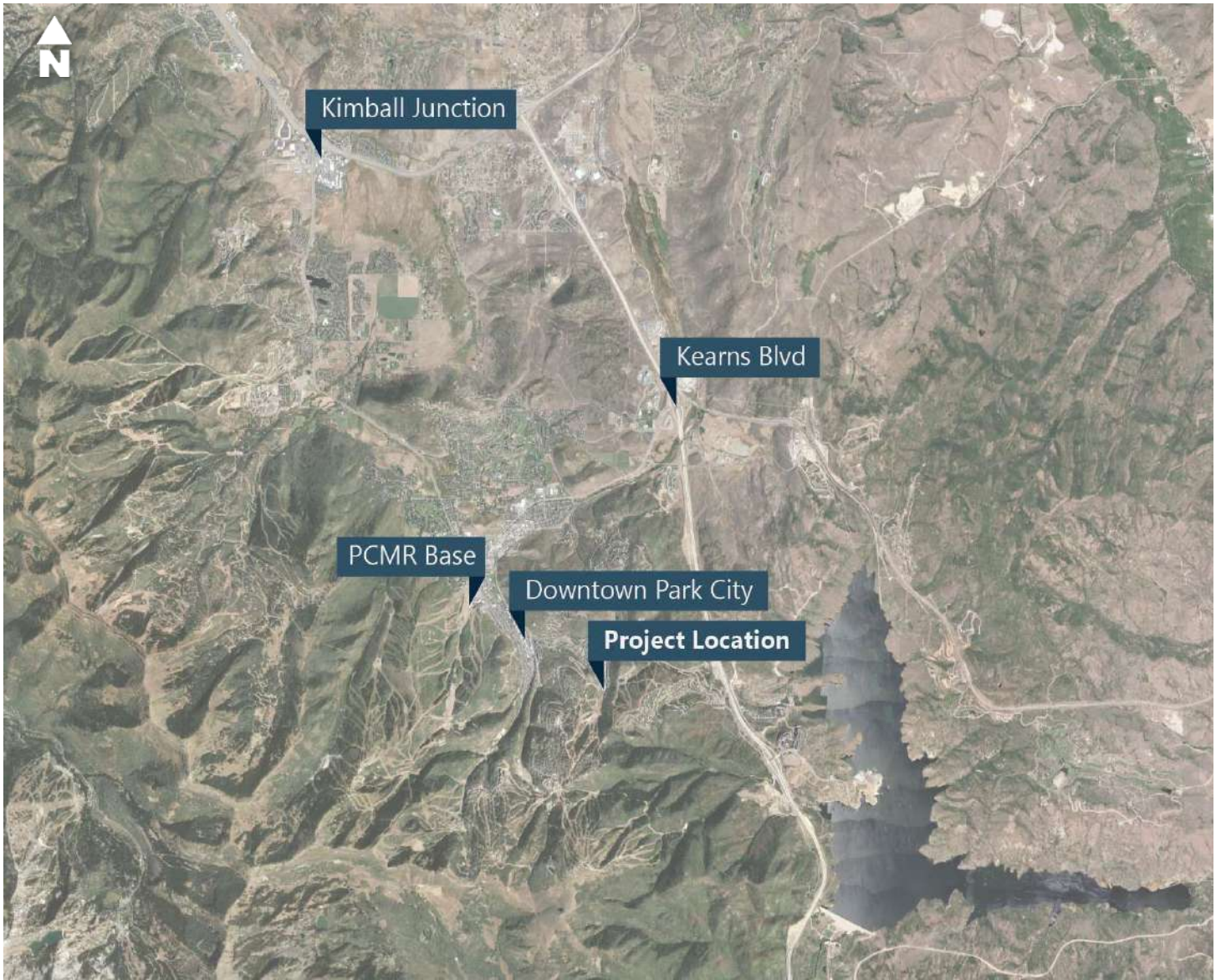


Figure 1
Project Location

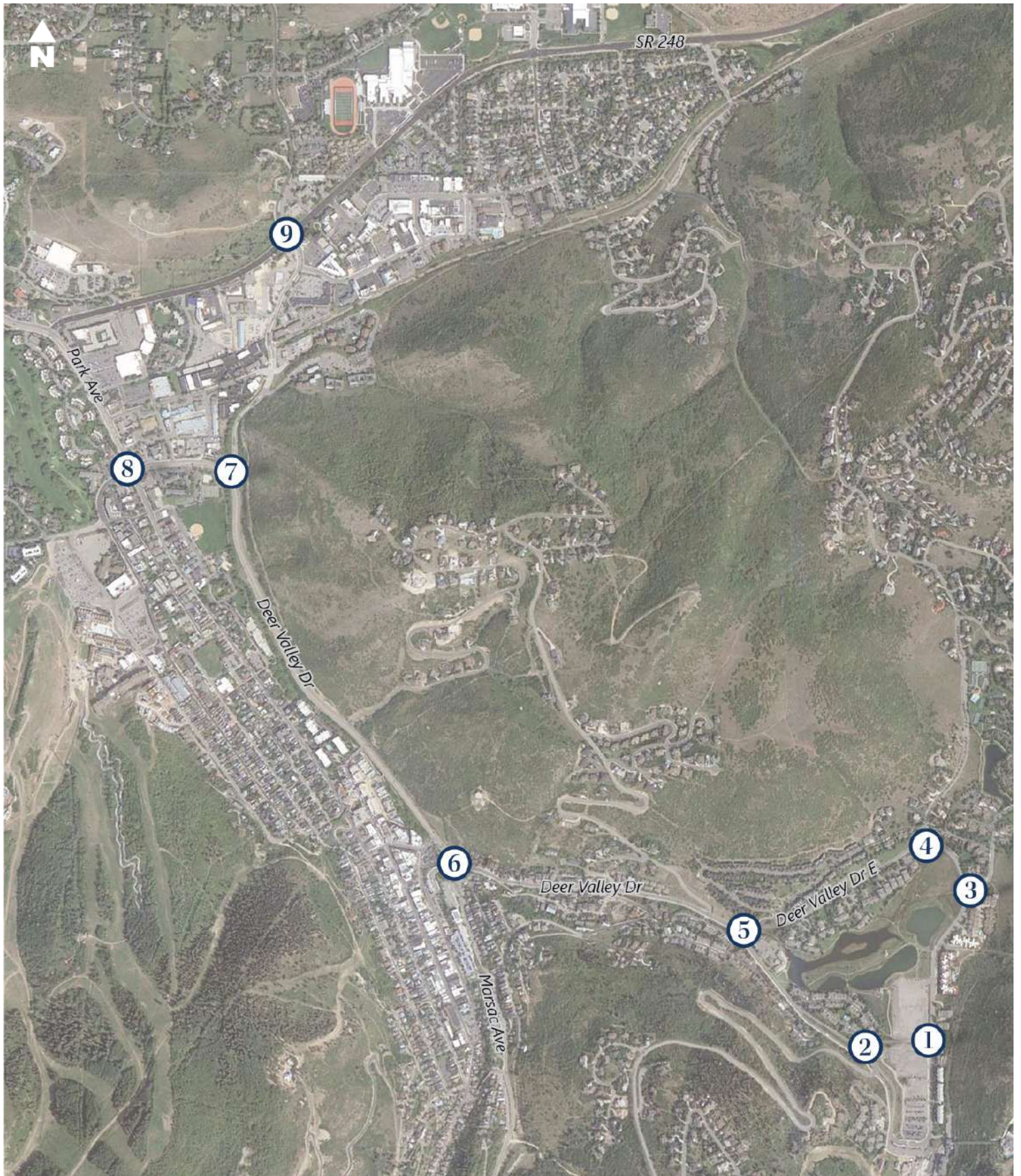


Figure 2
Study Intersections



2.2 Analysis Methodology

“Level of service” (LOS) is a term that describes the operating performance of an intersection or roadway. LOS is measured quantitatively and reported on a scale from A to F, with A representing the best performance and F the worst. **Table 4** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. Traffic operations were modeled in SimTraffic, a microsimulation traffic analysis software. SimTraffic results were evaluated under the Highway Capacity Manual 6th Edition (HCM 2016) methodology in this study to remain consistent with “state of the practice” professional standards, and with earlier iterations of this report. Since this study began, a new edition of the Highway Capacity Manual has been published, though application to analyses conducted as part of this study would not change results. For study intersection 4, Deer Valley Drive / Marsac Avenue, the SIDRA analysis software was used as it is accepted as state-of-the-practice for roundabout operations analysis. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays). Park City Municipal Corporation has an established threshold of acceptable traffic operations as LOS of D for all intersections under its control.



Table 4: Level of Service Descriptions

LOS	Description	Signalized Intersections	Unsignalized Intersections	Roundabouts
		Avg. Delay (sec/veh) ¹	Avg. Delay (sec/veh) ²	Avg. Delay (sec/veh) ³
A	<i>Free Flow / Insignificant Delay</i> Extremely favorable progression. Individual users are virtually unaffected by others in the traffic stream.	< 10.0	< 10.0	< 10.0
B	<i>Stable Operations / Minimum Delays</i> Good progression. The presence of other users in the traffic stream becomes noticeable.	> 10.0 to 20.0	> 10.0 to 15.0	> 10.0 to 15.0
C	<i>Stable Operations / Acceptable Delays</i> Fair progression. The operation of individual users is affected by interactions with others in the traffic stream	> 20.0 to 35.0	> 15.0 to 25.0	> 15.0 to 25.0
D	<i>Approaching Unstable Flows / Tolerable Delays</i> Marginal progression. Operating conditions are noticeably more constrained.	> 35.0 to 55.0	> 25.0 to 35.0	> 25.0 to 35.0
E	<i>Unstable Operations / Significant Delays Can Occur</i> Poor progression. Operating conditions are at or near capacity.	> 55.0 to 80.0	> 35.0 to 50.0	> 35.0 to 50.0
F	<i>Forced, Unpredictable Flows / Excessive Delays</i> Unacceptable progression with forced or breakdown of operating conditions.	> 80.0	> 50.0	> 50.0

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

2. Worst approach LOS and delay (seconds/vehicle) only.

3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.

Source: Fehr & Peers descriptions, based on *Highway Capacity Manual, 6th Edition*.



3. Existing (2020) Background Conditions

The Existing (2020) Background Conditions analysis examines the study intersections and roadways during the AM and PM peak-hours existing traffic and geometric conditions. The existing conditions analyses were performed using traffic data collected in 2020. Subsequent rounds of analysis have used adjusted counts to assume marginal increases in traffic, with growth factors taken from a regional travel model. Through this analysis, existing traffic operational deficiencies can be identified, and potential mitigation measures recommended.

3.1 Roadway System

The primary roadways that will provide access to the project, and their existing configurations, are described below.

- **Deer Valley Drive (SR-224)** is a state-owned and managed facility and is classified as a principal arterial road and has a posted speed limit of 35 mph from Park Avenue to about halfway between Bonanza Drive and Marsac Avenue, and 40 mph to the Marsac Avenue roundabout. SR-224 has a five-lane cross section with two travel lanes in each direction with a two-way left-turn lane north of the Marsac Avenue roundabout.
- **Marsac Avenue (SR-224)** is also a state-owned facility and is classified as a principal arterial road and has a posted speed limit of 25 mph. Marsac Avenue has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive West** is classified as a major collector road and has a posted speed limit of 25 mph. Deer Valley Drive West has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive East** this loop section of Deer Valley Drive is classified as a collector road and has a posted speed limit of 25 mph. Deer Valley Drive East has a two-lane cross section with one travel lane in each direction near the project area.
- **Queen Esther Drive** is classified as a collector road and has a posted speed limit of 25 mph. Queen Esther Drive has a two-lane cross section with one unstriped travel lane in each direction near the project area.
- **Solamere Drive** is classified as a collector road and has a posted speed limit of 25 mph. Solamere Drive has a two-lane cross section, with one travel lane in each direction and a landscaped median near the project area.

- **Doe Pass Road** is classified as a collector road and has a posted speed limit of 25 mph. Doe Pass Road has a two-lane cross section with one unstriped travel lane in each direction near the project area.

3.2 Traffic Volumes

Intersection turning movement counts were collected at the following study intersections to establish a baseline of existing conditions and operations for this study's original scope of work:

- Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West
- Deer Valley Drive / Marsac Avenue
- Deer Valley Drive / Bonanza Drive

Intersection turning movement counts were collected at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection on Saturday, February 15, 2020 (President's Day weekend) and Saturday, February 29, 2020 for the Saturday AM peak period (7:45 AM – 9:45 AM) and the Saturday PM peak period (3:30 PM – 5:30 PM). Counts collected on February 29, 2020 showed higher peak-hour traffic volumes, and were therefore used as existing traffic volumes for the analysis presented in this study. While it is highly unusual to analyze operations during absolute peak conditions, due to the risk of over-building infrastructure and exaggerating typical issues, this was the request of the City.

Intersection turning movement counts were collected at the Deer Valley Drive / Marsac Avenue roundabout and the Bonanza Drive / Deer Valley Drive intersection on December 19, 2020 for the Saturday AM and PM peak periods.

The original, City-approved scope for this study included study intersections 5, 6, and 7. As a result of requests from the City and their reviewers for expanded traffic operations analysis beyond that included in the original study. As a result, counts were sourced from other, existing work and adjusted to present conservative results.

Roadway vehicle counts are provided by the Utah Department of Transportation (UDOT) Continuous Count Stations (CCS). Data from the past five years as collected at two CCSs in the vicinity of the project site (one on SR-224 just south of Kimball Junction and one on SR-248 just west of Quinn's Junction) were reviewed to determine when during the ski season peak traffic volumes occur. It was observed from the data that the month of January experienced the highest Average Daily Traffic (ADT) volumes of any month of the year. This is likely due to increases in traffic caused by events in the area including the Sundance Film Festival. While January is likely the busiest month for traffic on the outskirts of Park City, traffic volumes in February are nearly as high, and Presidents' Day Weekend is among the busiest weekend of the year for skier traffic.



To account for this, the intersection volumes collected in December were adjusted by a factor of 1.05 (5% higher) to replicate February conditions.

For study intersections 8 and 9, which were not included in this study's original scope, intersection counts were sourced from previous studies with adjustment factors. For the intersection of Deer Valley Drive / Park Avenue / Empire Avenue, counts were sourced from the *Park City Mountain Resort Traffic Impact Study* (August, 2019). Counts for this study were collected on February 18, 2017 and were adjusted by a factor of 1.14 (14% higher) to account for a peak winter day, as described in the August 2019 study. These adjusted counts were used for this study. For the intersection of Bonanza Drive / Monitor Drive / SR-248, no Saturday counts were available. To overcome this challenge, weekday counts collected on February 6, 2018 as part of the *Park City Arts District Traffic Analysis* (September 2019) were used as a foundation. Through reviewing two years of CCS data, weekday-to-weekend adjustment factors of 0.63 (37% lower) for the AM peak hour, and 0.85 (15% lower) for the PM peak hour were applied for this study.

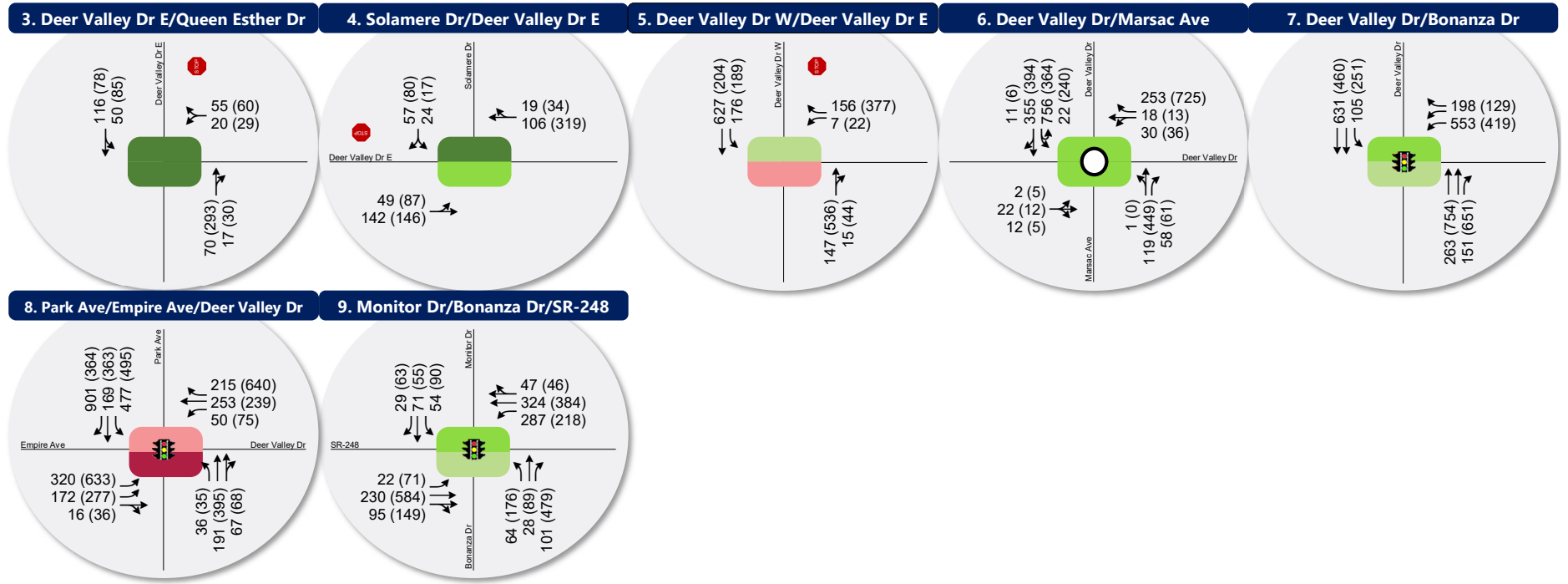
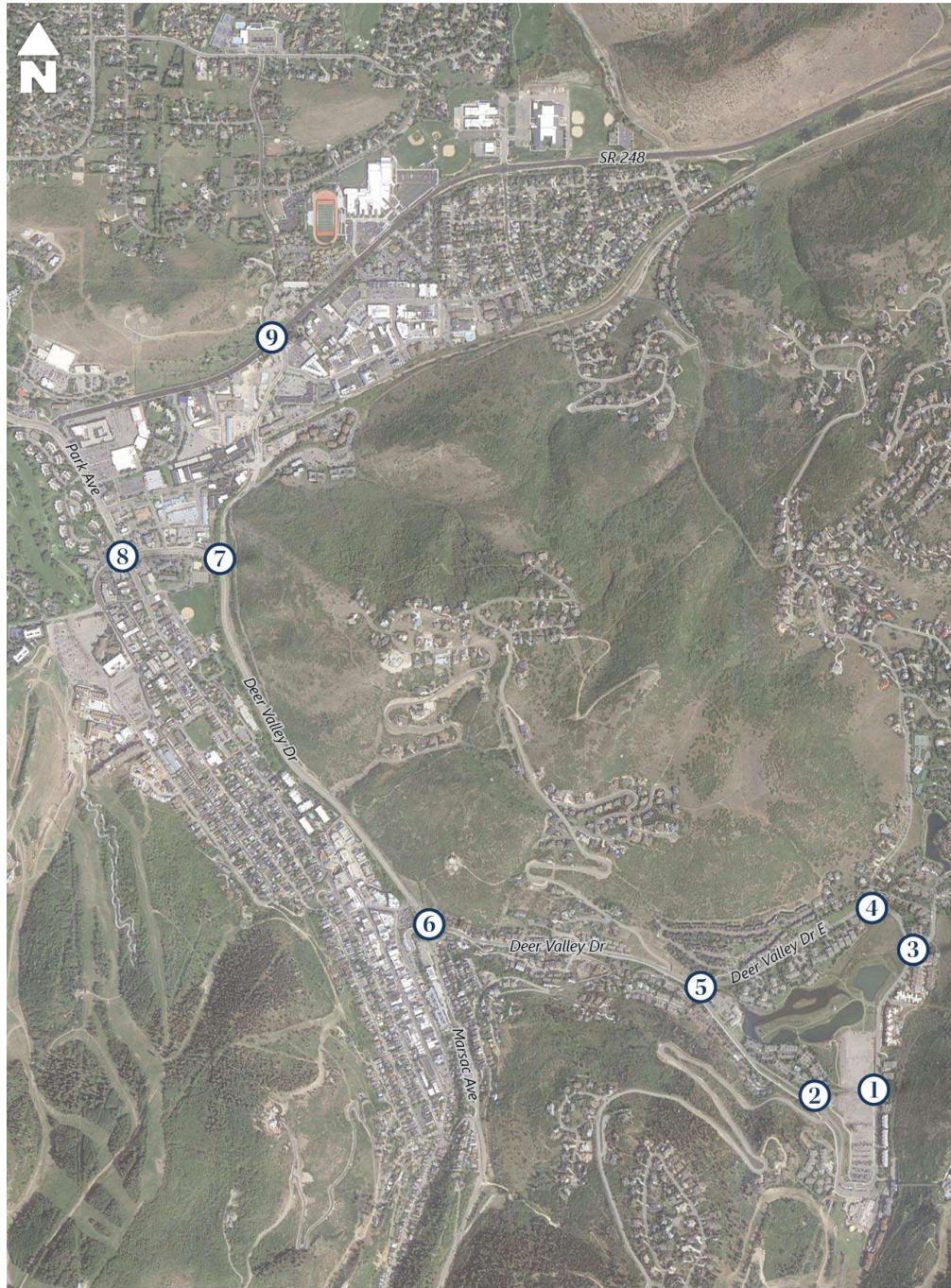
To address comments from City Staff and community members, turning movement counts were collected at study intersections 3 and 4 to better understand how project-generated traffic might affect local intersections not included in the original study scope. The turning movement counts were collected on Thursday-Saturday, March 3-5, 2022, for the AM and PM peak periods. The highest turning movement counts among the three days at each location were used for conservative results.

Given that they were not included in the original scope of this study, and the substantial changes proposed along Doe Pass Road, no counts for the intersections of Deer Valley Drive East / Doe Pass Road and Deer Valley Drive West / Doe Pass Road were available, and these intersections were only evaluated in the Plus Project conditions.

The existing 2020 background Saturday AM and PM peak hour volumes are shown in **Figure 3**.

Fehr & Peers also collected Saturday daily roadway counts on February 15, 2020 (President's Day weekend) on the internal Deer Valley Drive roadways at the following locations:

- Deer Valley Drive West – between Royal Street and drop-off/pick-up area
- Deer Valley Drive West – south of the Deer Valley Drive East / Deer Valley Drive West intersection
- Deer Valley Drive East – between Queen Esther Drive and parking lot
- Deer Valley Drive East – east of the Deer Valley Drive East / Deer Valley Drive West intersection



LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions

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3.3 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, the existing background Saturday AM and PM peak hour LOS were computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hours are reported in **Table 5** (see Appendix for the detailed LOS report). These results serve as a base for the analysis of the impacts of the proposed Snow Park Village development.

Table 5: Existing 2020 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC ⁴	-	-	-	-	-
		PM		-	-	-	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	9	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	15	C	-	-
		PM		WB Left	39	E	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	11	B
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	21	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	77	E
		PM		-	-	-	84	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	12	B
		PM		-	-	-	20	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

- This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
- This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
- NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
- Side-street stop control.

Source: Fehr & Peers.



As shown in **Table 5**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS E in the PM peak hour
 - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS E in the AM peak hour, LOS F in the PM peak hour
 - This is caused by congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that while the Bonanza Drive / Deer Valley Drive intersection operates within acceptable LOS, it is often impacted by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue in the PM peak hour.

3.4 Mitigation Measures

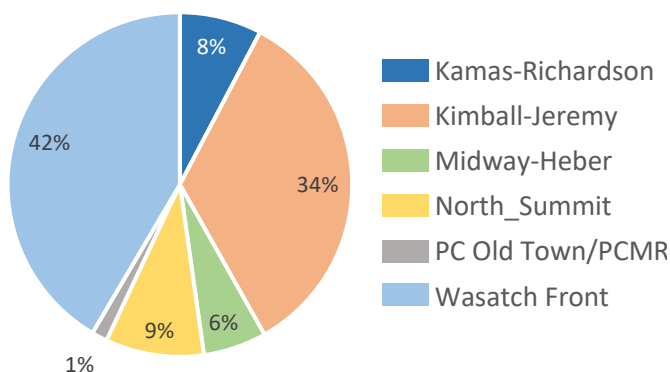
The concept master plan for Snow Park Village shows reconfiguration and signalization of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for existing background conditions.

3.5 Origin-Destination Data

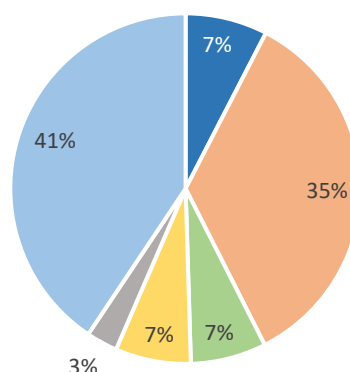
To understand the distribution of origins from which travelers access Deer Valley, Fehr & Peers employed origin-destination data provided by StreetLight Data. StreetLight Data collects samples of trips using anonymized mobile phone data (location-based services, or LBS) and aggregates it to provide estimates of travel between origin-destination pairs. In this study, trips to and from surrounding areas (Kamas-Richardson, Kimball-Jeremy, Midway-Heber, North Summit County, Wasatch Front, and Park City Old Town/Mountain Resort) were examined. The data sample used in this study was based on 2019 and 2020 observed travel patterns on weekend days during morning and afternoon peak periods (8:00am-10:00am and 3:00pm-5:00pm, respectively) in January and February (peak ski months). The figure below displays the distributions of origins for visitors of the Deer Valley Resort, as also shown in **Figure 4**.



Traffic to Deer Valley from...
(AM Peak)



Traffic from Deer Valley to...
(PM Peak)



The Wasatch Front contributes the majority of visitors to and from Deer Valley Resort with 42% and 41% in the AM peak and PM peak, respectively. The Kimball-Jeremy area contributes the second-greatest percentage of visitors with 34% and 35% in the AM peak and PM peak, respectively. The vehicular traffic to and from the Kimball-Jeremy area are good candidates to encourage shifting to transit or other modes, especially if improved transit service accessing Deer Valley Resort is provided.

This data represents existing travel patterns and do not account for potential changes in travel following the construction of Snow Park Village; trip distributon and assignment as shown in section 4.4 of this report primarily focuses on new project trips. Furthermore, StreetLight Data can not ditinguish between single-occupancy vehicles and high-occupancy/transit vehicles, and therefor does not account for current carpooling or transit usage.

3.6 Vehicle Occupancy Data

In addition to traffic counts and StreetLight Data, Fehr & Peers collected vehicle occupancy counts for AM peak-period, inbound traffic for the Deer Valley Resort. Vehicle occupancy counts were collected for the following three days:

- Saturday, February 13, 2021
- Tuesday, February 23, 2021
- Saturday, February 27, 2021



Table 6 presents a summary of vehicle occupancy data, calculated from data collected during the three days listed above. It should be noted that the vehicle occupancy counts were collected during the global COVID-19 pandemic, and the data shown in **Table 6** could be skewed because people are less likely to carpool with individuals outside of their immediate home due to risks presented by Covid-19.

In summary, the average vehicle occupancy for Snow Park Village was observed to be 2.02 occupants/vehicle on Saturday (weighted average of the two sample Saturdays), and 1.90 occupants/vehicle on a weekday (from a single weekday). Also, the percent of single-occupant vehicles was observed to be about 36% on Saturday (weighted average of the two sample Saturdays), and about 38% on a weekday (from a single weekday). Vehicle occupancy is a useful metric to have available for baseline conditions, as it can be used in evaluating how future implementation of potential transportation demand management (TDM) strategies and broader transit network improvements could impact travel behavior. It should be noted that, due to the global Covid-19 pandemic, carpooling may be lower than pre-pandemic levels. However, a return to higher rates of carpooling is expected to be achievable in the near future.



Table 6: Snow Park Village Vehicle Occupancy Summary

Time Period	Total Vehicle Count	Average Occupancy	Single Occupant Vehicles	Percent Single Occupant Vehicles
Saturday, February 13, 2021				
7:45 – 8:00	45	1.76	19	42%
8:00 – 8:15	58	1.84	23	40%
8:15 – 8:30	59	2.12	17	29%
8:30 – 8:45	68	2.09	19	28%
8:45 – 9:00	74	2.04	26	35%
9:00 – 9:15	26	2.12	12	46%
9:15 – 9:30	22	1.95	10	45%
9:30 – 9:45	20	1.95	7	35%
Sum	372	-	133	-
Weighted Average	-	1.99	-	36%
Tuesday, February 23, 2021				
7:45 – 8:00	15	1.60	6	40%
8:00 – 8:15	32	1.50	22	69%
8:15 – 8:30	48	1.65	24	50%
8:30 – 8:45	56	1.91	17	30%
8:45 – 9:00	63	2.00	23	37%
9:00 – 9:15	48	1.92	16	33%
9:15 – 9:30	43	2.23	11	26%
9:30 – 9:45	24	2.17	5	21%
Sum	329	-	124	-
Weighted Average	-	1.90	-	38%
Saturday, February 27, 2021				
7:45 – 8:00	41	1.66	20	49%
8:00 – 8:15	77	2.04	24	31%
8:15 – 8:30	100	1.91	38	38%
8:30 – 8:45	93	2.11	28	30%
8:45 – 9:00	120	2.28	40	33%
9:00 – 9:15	133	1.98	61	46%
9:15 – 9:30	129	1.97	39	30%
9:30 – 9:45	38	2.13	10	26%
Sum	731	-	260	-
Weighted Average	-	2.03	-	36%

Source: Fehr & Peers.

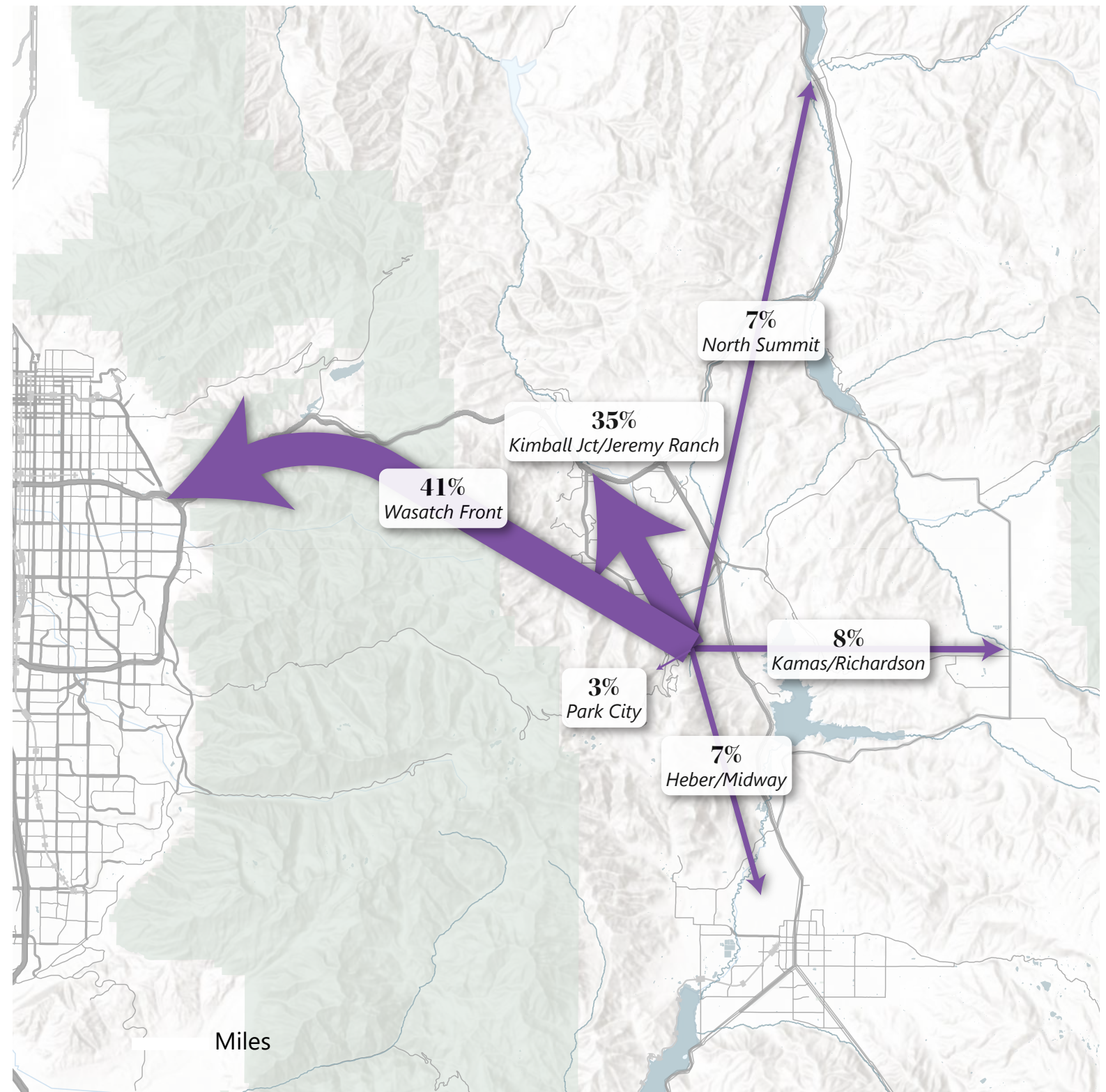
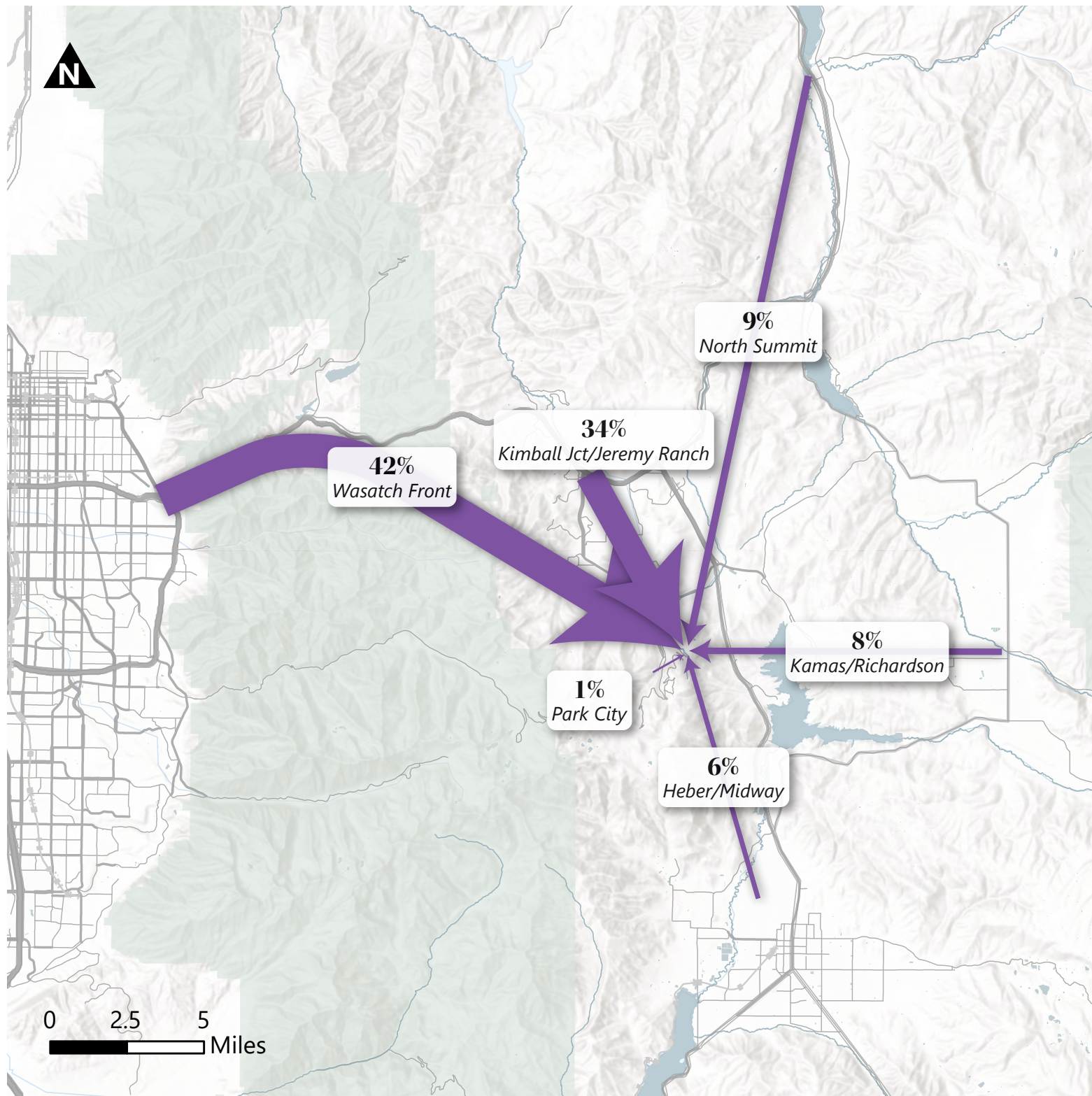


Figure 4
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends



4. Project Conditions

The Project conditions analysis evaluates the type and intensity of proposed development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction. Additionally, Snow Park includes many proposed updates to the roadway network immediately adjacent to the site.

4.1 Project Description

The first phase of the proposed Snow Park Village development will be located at the south parcel of the Deer Valley Resort. The parcel is currently surface parking lots for Deer Valley. Deer Valley resort is in a cul-de-sac type of location, and all trips will access the development through the Deer Valley Drive / Deer Valley Drive East/ Deer Valley Drive West intersections. As a reminder, this traffic report accounts for all future development of the current surface parking lots.

4.1.1 Site Access and Circulation

The Snow Park Village proposal includes mitigations at key intersections to provide better transit access, especially at the transit hub, and improve the traffic flow for visitors traveling by all modes. This circulation plan includes a seasonal one-way Shared Mobility Lane (SML), which prioritizes transit. It will function in a counterclockwise manner. After ski season, the SML will be open to bicycle traffic. Management and enforcement, year-round, will be a City responsibility.

Deer Valley Drive West will be largely left as it is today. The main entrance for day skiers is the western access off Doe Pass Road into the P2 level. The northbound approach at the Doe Pass Road / Deer Valley Drive West intersection will be stop-controlled. To improve pedestrian and bicycle connections, a continuous multiuse path will be constructed along the west curb to connect Snow Park Village to multimodal facilities along Deer Valley Drive and the broader Park City active transportation network. Adjacent to the Snow Park Village site, Deer Valley Drive West will be gated to control access to the Trails End development and to discourage use of the southern terminus of Deer Valley Drive West as a skier drop off area.

Doe Pass Road will be reconfigured to provide access to the parking structure and mobility hub entrances. Doe Pass Road will include two-way general traffic lanes to allow for the movement of public and private vehicles. A continuous sidewalk will be provided on the south side of Doe Pass Road, which will be connected to the multiuse path along the west curb of Deer Valley Drive West by controlled crossings. Two parking accesses, to levels P1 and P2, will be provided on Doe Pass Road. The parking structure will have



internal ramping to allow access between P2 and P3. Both driveways will be controlled with parking management technology, and Deer Valley staff as needed.

Deer Valley Drive East Two general traffic lanes and one transit flex lane will be provided on Deer Valley Drive East. A continuous multiuse path will be provided along the west side, which connects to other similar facilities around the Deer valley Drive loop. Deer Valley Drive East will act as the primary route by which day-skiers depart Snow Park Village, which will be supported by the reconfiguration of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection and through intuitive, real-time wayfinding. South of its intersection with Doe Pass Road, Deer Valley Drive East will provide access to P2, P3 and P4 parking levels which will primarily serve day skiers. Driveways to these parking levels will be similarly managed through parking technology and Deer Valley staff during periods of peak demand. At its southern terminus, Deer Valley Drive East will be reconfigured into a turnaround drop-off area for day-skier traffic. This drop-off area will be heavily managed, particularly at peak drop-off and pick-up periods with Deer Valley staff directing traffic to ensure smooth operations and safe conditions for users.

A conceptual site plan, showing driveway locations and conceptual roadway configurations is shown in **Figure 5**.



Figure 5
Conceptual Site Plan

4.2 Trip Generation

Much research and case studies have been performed to better understand the transportation benefits of mixed-use development and transit-oriented development (TOD) over the past decade. “D” factors affect the way mixed-use developments generate trips. The “D” factors include:

- Density (*dwelling, jobs per acre*)
- Diversity (*mix of housing, jobs, retail*)
- Design (*connectivity, walkability*)
- Destinations (*regional accessibility*)
- Distance to Transit (*rail and bus proximity*)
- Development Scale (*population, jobs*)
- Demographics (*household size, income*)

Because of the “D” factors, mixed-use developments and TOD have a much higher distribution of mode split (split between walk, bike, transit, and vehicle) and generally result in lower single-occupant vehicle trips and parking demand. Research has shown that mixed-use developments and TOD generate one-third to two-thirds fewer trips than typical state-of-the-practice trip generation methodologies.

Trip generation for the proposed Snow Park Village was obtained from the *Institute of Transportation Engineers – 10th Edition Trip Generation Manual* (ITE Manual) and Fehr & Peers’ mixed-use development (MXD+) methodology via MainStreet, a Fehr & Peers web application that captures the traffic benefits of developments by looking at interactions among the mixture of land uses and patron usage of alternative modes (i.e. transit, bicycling, and/or walking). Since the beginning of this effort, a new edition of the *Trip Generation Manual* has been published, however, analyses presented in this report rely on 10th Edition trip generation rates. This is to be consistent with previous drafts, and rates presented in the updated *Trip Generation Manual* would likely lead to marginal (“noise”) reductions in trip generation estimates. MXD+ outputs are included in the appendix of this report.

The MXD+ trip generation methodology more accurately captures the trip-reducing benefits of mixed-use development projects and is used throughout the United States to help developers, agencies, and the public to quantify these trip reductions. The MXD+ trip generation model is promoted by the United States Environmental Protection Agency (EPA) and has been adopted by the American Society of Civil Engineers (ASCE), American Planning Association (APA), and many others as a recommended resource for trip generation of smart-growth developments. The MXD+ model uses ITE trip generation rates and applies additional variables to those trip generation rates. Some of the additional variables include:

- Employment



- (Population + Employment) per square mile
- Land area
- Total jobs / population diversity
- Number of intersections per square mile
- Employment within a mile; within
- Employment within a 30-minute trip by transit
- Average household size
- Vehicles owned per capita

Trip generation for the project was computed using trip generation rates published in the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition, 2017, with trip reductions based on Fehr & Peers' MXD+ methodology to account for the project's many complementary land uses and availability of transit. These reductions were further informed by inputs from the Summit County Travel Demand Model to better tailor results to local travel behavior. Snow Park Village is proposed to include following land uses (taken from the land use program dated October 2021):

- 30,900 square feet of ballroom/event center space
- 143 multifamily housing units
- 193 hotel rooms
- 25,900 square feet of commercial/retail space

The development is proposed to support the current Deer Valley Resort and other land uses in adjacent to the resort. It should be noted that the land uses supporting the ski resort will not be substantial traffic generators; rather, the ski resort will be the primary generator of traffic, and the support land uses serve as accessories to the resort. The current traffic accessing the ski resort were assumed to cover the trip generation for the ski resort and the support land uses independent of the Snow Park Village proposal. **Table 7** presents the Saturday daily, AM peak-hour, and PM peak-hour trip generation estimates for the entirety of the proposed Snow Park Village Project on both parcels north and south of Doe Pass Road, not only the proposed first phase (Village) south of Doe Pass Road.

4.2.1.1 Resort Hotel Trip Generation Rates

Trip Generation estimates for the hotel uses included in the Snow Park Village proposal are based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. While there are a handful of key factors that might result in trip generation rates closer to those in the original Snow Park Village Traffic Impact Study, including proximity to the interstate and other complementary land uses, estimates in this memorandum used the local rates recorded at the Canyons.



4.2.1.2 Assumed Mode Shift

To avoid double-counting potential reductions, the trip generation estimates in this memorandum rely solely on mode shift derived from the MXD methodology and underlying assumptions from the regional travel demand model. These reductions, which are shown in the columns titled “% Walk/Bike” and “% Transit,” are applied to all proposed land uses. Snow Park Village is proposing to provide full parking supply required by the Park City LMC with no reductions. To account for the availability of parking and potential added incentive to drive rather than use other modes, the reductions for shift to other modes were minimized, assuming half of what was presented in the November 2022 submittal.

4.2.1.3 Reduction in Vehicle Trips due to Implementation of Paid Parking

Charging for parking is a reliable method by which to influence mode choice, and Deer Valley intends to implement paid parking as part of the Snow Park Village proposal. Reductions in trip generation due to the implementation of paid parking at Deer Valley have been scaled back to present a more conservative estimate of how parking pricing will affect trip generation. While many Deer Valley clientele may be much less sensitive to additional costs associated with a day’s skiing than the general population, almost 45% of existing trips to and from Deer Valley start and end at points along the Wasatch Front, residents of which are more likely to alter their behavior based on willingness to pay. Lastly, reductions in trip generation due to the implementation of parking pricing are applied only to the resort hotel-, shopping center-, and event center-generated trips, since proposed residential uses at the site are unlikely to require that residents pay for parking on a daily basis.

4.2.1.4 Trip Internalization Derived from MXD

A fundamental element of the Snow Park Village proposal is to provide amenities, services, and entertainment options that complement each other and the ski resort itself. This means that peak-hour trips that might occur without complementary land uses are either delayed (so that they do not occur during the peak hours) or do not require a vehicle trip due to proximity of different uses. Trip internalization rates, presented in **Table 7** under the column heading “% Internal Capture” are applied only to the residential-, resort hotel-, and recreational community center-generated trips, and present a more conservative rate of internalization than presented in the original Snow Park Village traffic impact study.

4.2.1.5 Trip Internalization Derived from Squaw Valley (Palisades Tahoe)

While the residential, hotel, and community center uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips, the food service and retail uses (shown



in **Table 7** as “Shopping Center”) are expected to almost exclusively serve guests already at Deer Valley rather than guests traveling to Deer Valley explicitly for those services.

To support this assumption, trip generation estimates for the shopping center uses in this memorandum rely on trip internalization estimates derived from an origin-destination survey conducted at the Squaw Valley, California resort in 2011. Surveys conducted showed that 95-97% of customers at dining and retail uses in a similar context (ski resort base village) were already at the village for other purposes, and did not travel solely for the dining/retail use. Reductions based on the data from Squaw Valley are presented under the column heading “% Resort Int. Capt.” And are applied only to the shopping center uses. We assume that employees for these uses will almost exclusively arrive and depart during off-peak periods, resulting in lower reductions for daily trips generated by the shopping center uses.

Trip generation for Snow Park Village is covered in greater detail in **Attachment A**. Detailed MXD+ outputs are also included in the appendix.

Table 7: Snow Park Village Trip Generation

Land Use ¹	Number of Units	Unit Type	Rate ²	Daily Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/Bike ⁵	% Transit ⁵	% Paid Parking ⁷	% Internal Capture ⁶	% Resort Int. Capt. ⁹	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	8.14	1,164	50%	50%	2.3%	1.5%	-	1.9%	-	549	549	1,098
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	2.3%	1.5%	7.5%	1.9%	-	526	526	1,052
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	2.3%	1.5%	7.5%	-	90.0%	53	53	106
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	2.3%	1.5%	7.5%	1.9%	-	123	123	246
Day Skiers ¹⁰	150	Stalls	7.42	1,113	50%	50%	-	-	-	-	-	557	557	1,114
Net Weekday Trips				4,963								1,808	1,808	3,616
Land Use ¹	Number of Units	Unit Type	Rate ²	AM Peak Hour Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/Bike ⁵	% Transit ⁵	% Paid Parking ⁷	% Internal Capture ⁶	% Resort Int. Capt. ⁸	Trips Entering	Trips Exiting	New AM Peak Hour Trips
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.46	66	23%	77%	2.8%	1.0%	-	3.7%	-	15	47	62
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	2.8%	1.0%	7.5%	3.7%	-	49	19	68
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	2.8%	1.0%	7.5%	-	96.2%	1	1	2
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	2.8%	1.0%	7.5%	3.7%	-	29	18	47
Day Skiers ¹⁰	150	Stalls	0.54	82	100%	0%	-	-	-	-	-	82	0	82
Net Saturday AM Peak Hour Trips				306								176	85	261
Land Use ¹	Number of Units	Unit Type	Rate ²	PM Peak Hour Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/Bike ⁵	% Transit ⁵	% Paid Parking ⁷	% Internal Capture ⁶	% Resort Int. Capt. ⁸	Trips Entering	Trips Exiting	New PM Peak Hour Trips
(220) - Multifamily Housing Low-Rise	143	Dwelling Unit	0.70	100	60%	40%	1.7%	1.5%	-	10.6%	-	52	35	87
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	1.7%	1.5%	7.5%	10.6%	-	46	61	107
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	1.7%	1.5%	7.5%	-	96.2%	3	2	5
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	1.7%	1.5%	7.5%	10.6%	-	14	13	27
Day Skiers ¹⁰	150	Stalls	0.64	96	0%	100%	-	-	-	-	-	0	96	96
Net Saturday PM Peak Hour Trips				481								115	207	322

1. (XXX) Indicates ITE Land Use Code. Land Use Code from the Institute of Transportation Engineers - 10th Edition Trip Generation Manual (ITE Manual)

2. ITE Trip Generation Rates. Hotel rates derived from data collected on Saturday, February 17, 2018, for the Canyons Village Management Association Transportation Master Plan. Day skier rates calculated from existing vehicles/stalls.

3. Traffic Generated by the development according to trip generation rates provided in the ITE Manual (custom rates for Hotel).

4. Percentage of trips Entering and Exiting the development according to the ITE Manual.

5. Percentage of trips that shift to active transportation or transit modes based on data collected by U.S. Census Bureau, 2013-2017 American Community Survey 5-Year Estimates.

6. Percentage of trips that are captured internally to the site based on rates published in ITE Manual.

7. Percentage of trips that shift to transit due to parking costs based on Fehr & Peers's Parking Cost Tool. The tool estimates close to 20%; 7.5% assumed for conservative results.

8. Percentage of trips that are captured internally to the site for retail/restaurant based on Squaw Valley winter overnight visitor survey conducted in 2011, for weekend AM and PM peak hours.

9. Daily retail/restaurant internal capture percentage was assumed to be lower than AM and PM peak hours due to employees, which daily travel patterns are not as affected as much as peak hours.

10. Day skiers not included in ITE. The rates for day skiers were derived by calculating the number of existing vehicles with the available 1350 existing stalls.

Source: Fehr & Peers



4.3 Trip Distribution and Assignment

Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, population densities, and local and regional attractions. Existing travel patterns revealed in the Streetlight data, Continuous Count Station (CCS) data collection from UDOT, and observed during data collection also provided helpful guidance to establish these distribution percentages, especially close to the site.

The CCS data from UDOT informed the distribution of trips arriving via SR-224 and SR-248. Closer to the project site, Streetlight data informed the distribution of trips arriving via Marsac Avenue and Deer Valley Drive. Overall, the project-generated trips were distributed to and from these directions in the Existing analysis, in the corresponding percentages:

- 50% North (using SR-224)
- 20% East (using SR-248 via Bonanza Drive)
- 15% West (using any of the accesses along Deer Valley Drive between Bonanza and Marsac)
- 5% West (using the Transit Hub access at the Marsac Roundabout)
- 10% South (using Marsac Avenue)

This trip distribution does not fully align with the origin-destination data presented in **Figure 4** due to the expected differences in trip purpose stemming from the change in land use at Snow Park. The distribution and assignment of new, project-generated trips reflects the assumption that residents and guests of Snow Park Village's hotel and residential uses are more likely to and from Old Town for dining, shopping, or entertainment purposes.

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 6**.

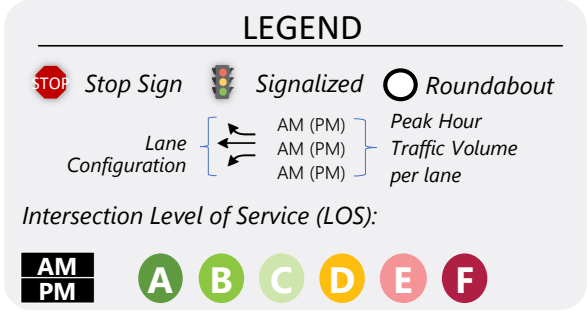
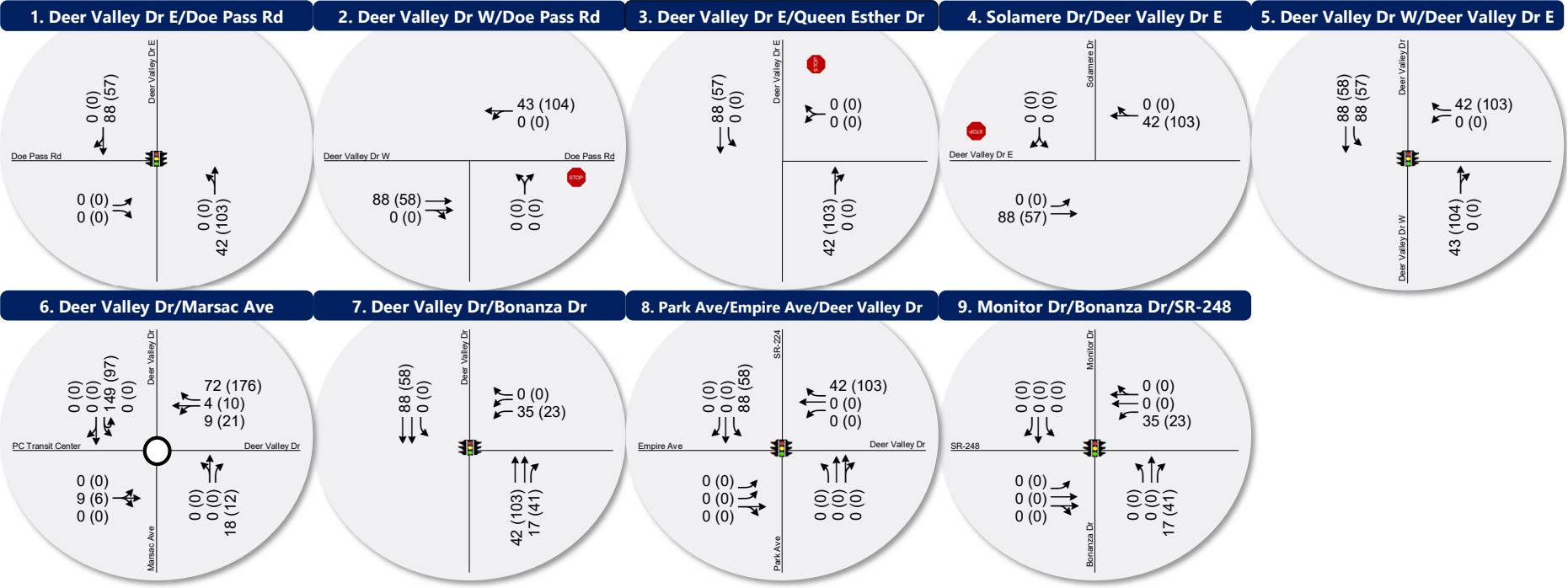
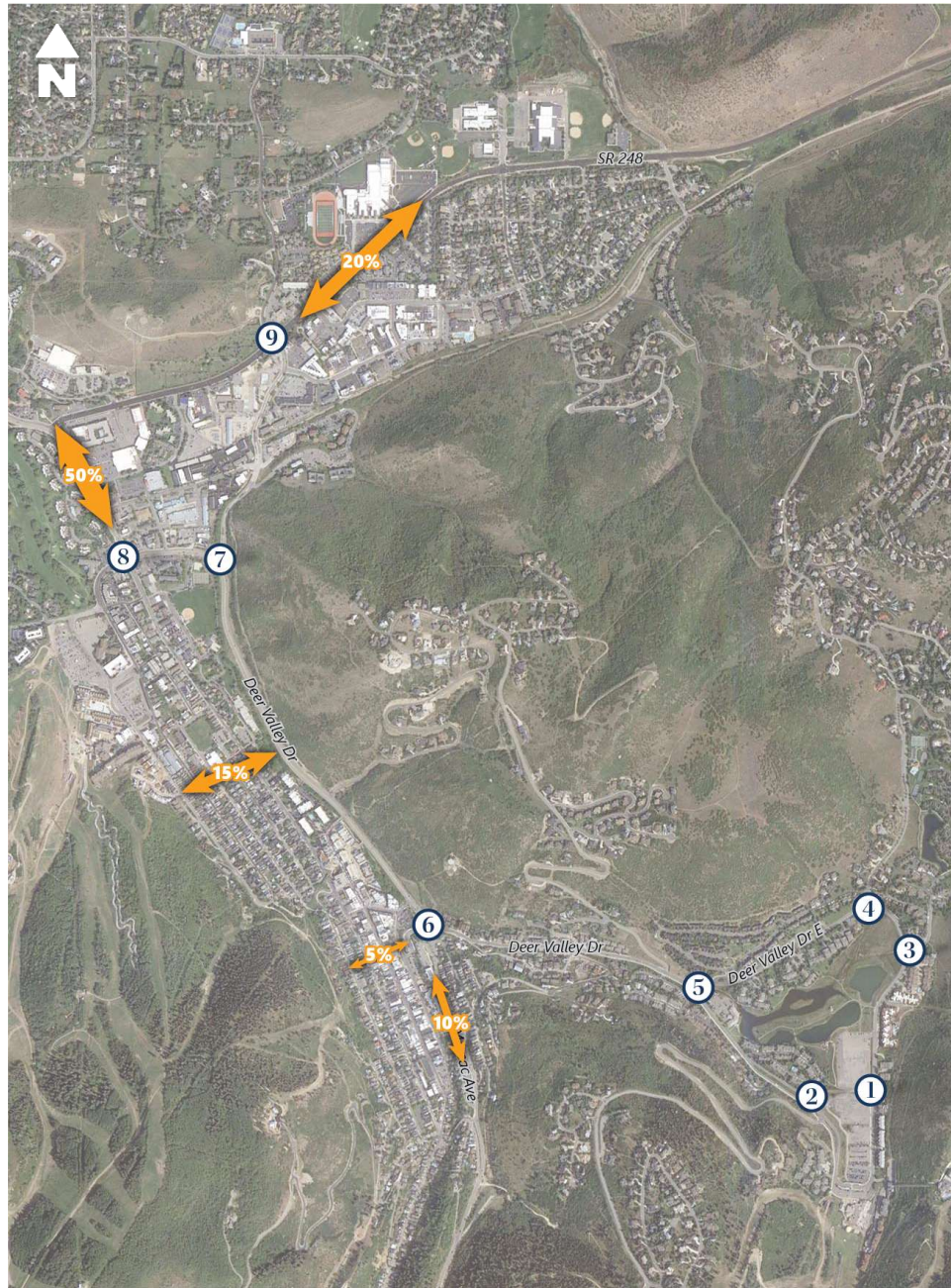


Figure 6
Saturday AM & PM Peak Hour Trip Generation and Distribution



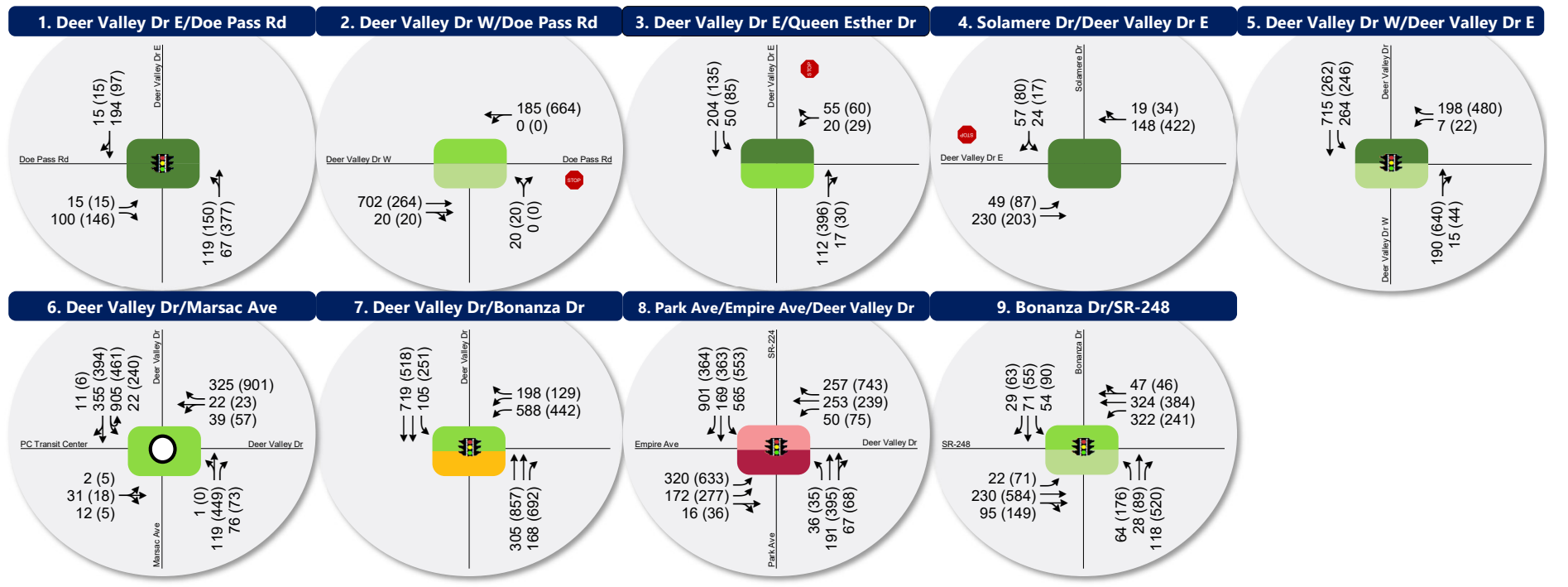


5. Existing 2020 plus Project Conditions

The Existing (2020) Plus Project conditions analysis evaluates the impact of the proposed development-generated traffic on the surrounding roadway network under existing conditions. To analyze this impact, the Saturday peak-hour background traffic volumes were combined with volumes generated by the proposed Project during its Saturday peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project.

5.1 Traffic Volumes

Vehicle trips in and out of the existing Deer Valley resort are assumed to be for the ski resort users and were not subtracted out from the background volumes. Project-generated traffic for the additional land uses and development was added to the background volumes to yield Existing (2020) Plus Project peak-hour volumes. The Saturday AM and PM peak-hour traffic volumes at the study intersections are shown in **Figure 7**.



LEGEND

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

Figure 7

Existing 2020 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

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5.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, the existing 2020 plus project Saturday AM and PM peak hour LOS were computed for each study intersection. The results of the analysis are reported in **Table 8** (see Appendix for the detailed LOS report).

Table 8: Existing 2020 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	6	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	8	A	-	-
		PM		NB Left	16	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	13	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	26	D	-	-
		PM		WB Left	128	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	15	B
		PM		-	-	-	15	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	29	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	75	E
		PM		-	-	-	83	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.



As shown in **Table 8**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
 - This is caused by the high traffic volumes exiting the Deer Valley Resort on the westbound approach onto Deer Valley Drive. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS E in the AM peak hour, LOS F in the PM peak hour
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 8** are likely overstated.

5.3 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a “T”-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection, as shown in **Figure 8**. Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road and serve private vehicles accessing Royal Street and the Trail’s End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.

To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.



Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study, and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 9** (see Appendix for the detailed LOS report). As shown in **Table 9**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS A and LOS C in the AM and PM peak hours, respectively.

With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.



Source: Alliance Engineering Inc

Figure 8
Proposed Reconfiguration of Deer Valley Drive East / Deer Valley Drive West Intersection - Transit Priority Alternative





**Table 9: Existing 2020 plus Project Mitigated Conditions Saturday AM & PM Peak Hour
Level of Service**

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	4	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	12	B	-	-
		PM		NB Left	19	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	5	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	9	A	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	9	A
		PM		-	-	-	21	C
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	15	B
		PM		-	-	-	15	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	38	D
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	76	E
		PM		-	-	-	84	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Side-street stop control.

Source: Fehr & Peers.

6. Opening Year (2024) Background Conditions

The purpose of the Opening Year (2024) Background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2024 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2024, which can be used to determine future Project impacts.

6.1 Traffic Volumes

Traffic volumes for 2024 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (September 2020 version) for 2024. This is a regional forecasting model developed with UDOT support to help plan for major infrastructure in the Wasatch Back region. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split for non-drive alone modes of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates were used on the following roadways to project 2024 background weekday volumes as shown in **Figure 9**.

- 0.5% on Deer Valley Drive (SR-224) north of Bonanza Drive
- 0.5% on Deer Valley Drive (SR-224) south of Bonanza Drive
- 0.5% on Deer Valley Drive (SR-224) north of Marsac Avenue
- 0.6% on Deer Valley Drive (SR-224) east of Marsac Avenue
- 0.6% on Deer Valley Drive (SR-224) north of Deer Valley Drive West
- 0.4% on Deer Valley Drive (SR-224) south of Deer Valley Drive West
- 1.7% on Bonanza Drive
- 0.3% on Marsac Avenue

6.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2024 background weekday peak hour LOS was computed for each study intersection. The results of this analysis for the Saturday AM and PM peak hour are reported in **Table 10** (see Appendix for the detailed LOS report).

Table 10: Opening Year 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC ⁴	-	-	-	-	-
		PM		-	-	-	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	8	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	14	B	-	-
		PM		WB Left	41	E	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	11	B
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	20	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	82	F
		PM		-	-	-	85	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	20	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 10**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS E in the PM peak hour
 - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.

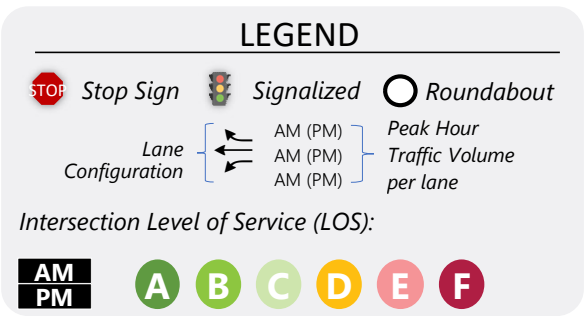
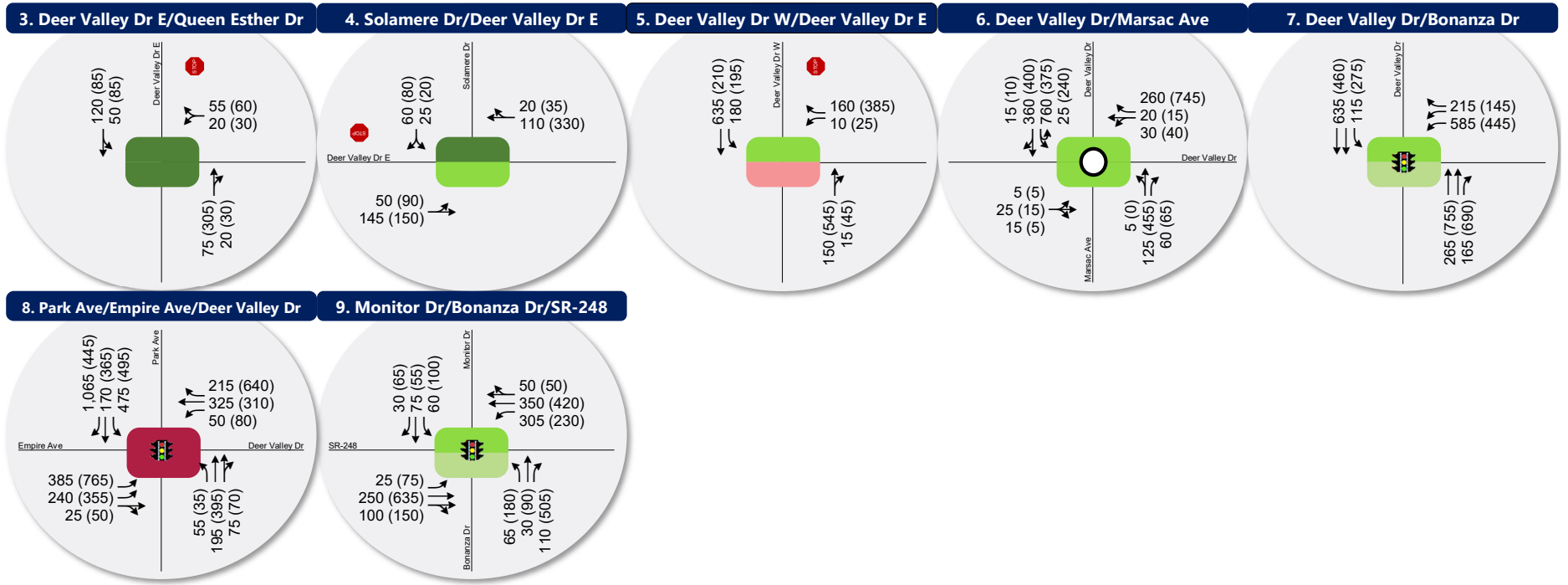
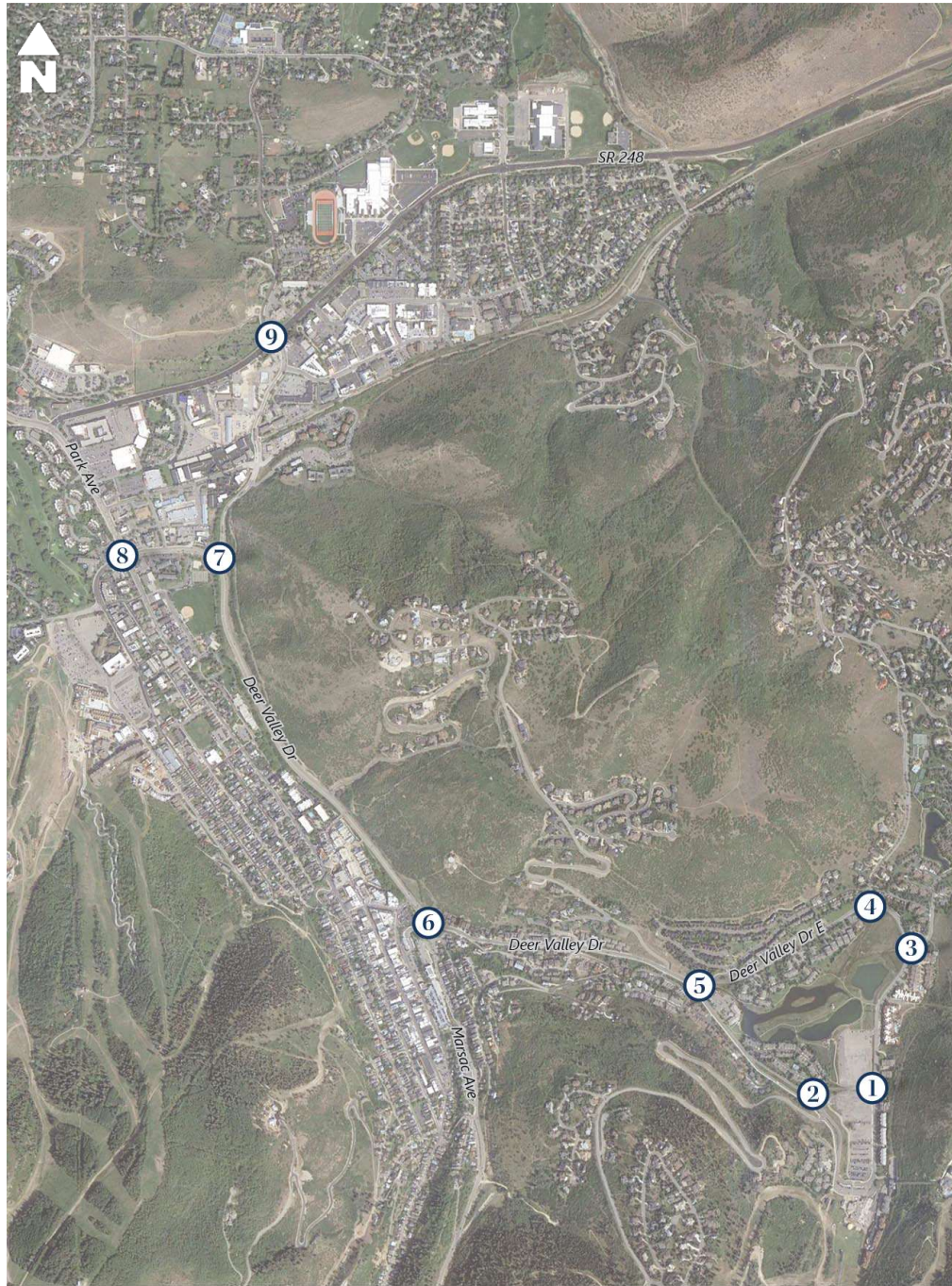


- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that while the Bonanza Drive / Deer Valley Drive intersection operates within acceptable LOS, it is often impacted by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue in the PM peak hour.

6.3 Mitigation Measures

The concept master plan for Snow Park Village shows re-alignment and signalization of the Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for opening year background conditions.



Opening Year 2024 Background Saturday AM & PM Peak Hour Traffic Conditions





7. Opening Year (2024) Plus Project Conditions

The purpose of the opening year 2024 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2024, the proposed opening year of the development. To analyze this impact, the projected 2024 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the proposed project in opening year 2024.

7.1 Traffic Volumes

Project-generated traffic (**Figure 6**) was added to the opening year 2024 background volumes (**Figure 9**) to yield Opening Year (2024) Plus Project Saturday AM and PM peak-hour traffic volumes at the study intersections as shown in **Figure 10**.

7.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2024 plus project Saturday AM and PM peak hour LOS were computed for each study intersection. The results of the analysis are reported in **Table 11** (see Appendix for the detailed LOS report).

Table 11: Opening Year 2024 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	7	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	15	B	-	-
		PM		NB Left	24	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Right	20	C	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Right	78	F	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	20	C	-	-
		PM		WB Right	126	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	16	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	67	E
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	80	F
		PM		-	-	-	88	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	14	B
		PM		-	-	-	22	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 11**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Solamere Drive: LOS F in the PM peak hour
 - This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Solamere Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.
- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour



- This is caused by the high traffic volumes exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Bonanza Drive: LOS E in the PM peak hour
 - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 11** are likely overstated.

7.3 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a “T”-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection as shown in **Figure 8**. Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road, and serve private vehicles accessing Royal Street and the Trail’s End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.

To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.



Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study, and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 12** (see Appendix for the detailed LOS report). As shown in **Table 12**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS A and LOS C in the AM and PM peak hour, respectively.

With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.



Table 12: Opening Year 2024 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

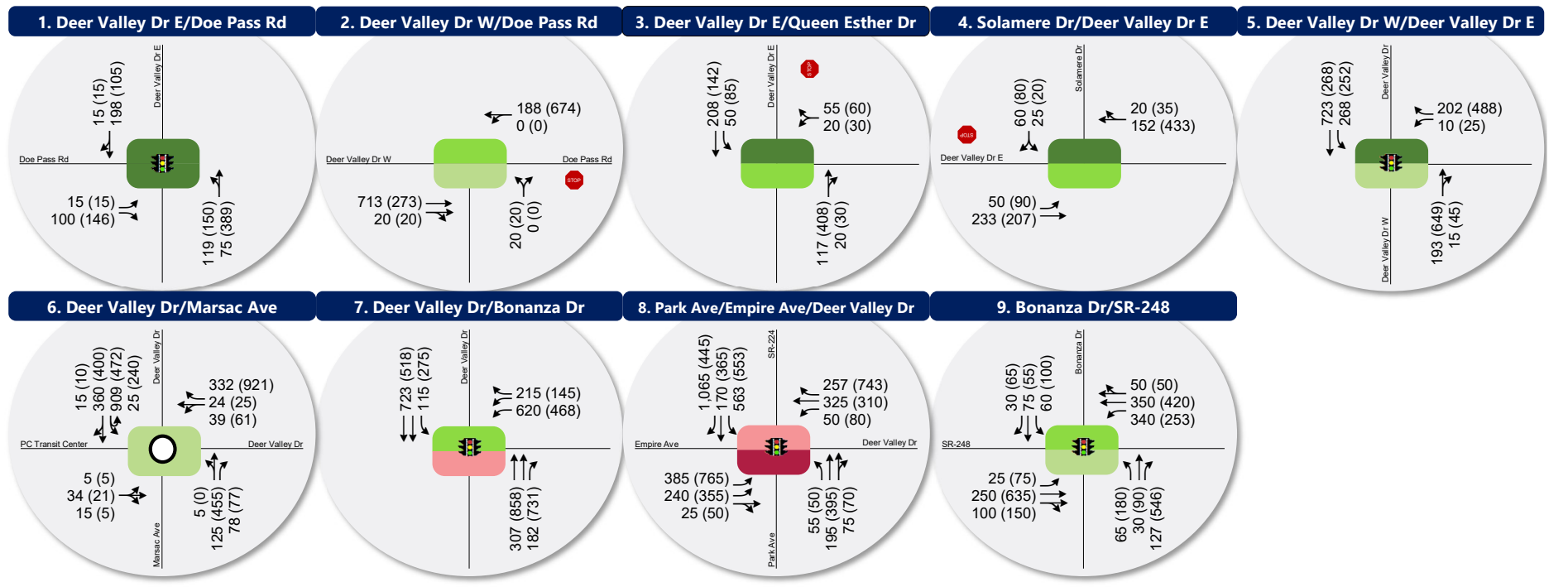
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	10	B	-	-
		PM		NB Left	18	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Right	5	A	-	-
		PM		WB Left	10	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	6	A	-	-
		PM		SB Left	11	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	9	A
		PM		-	-	-	22	C
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	16	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	76	E
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	78	E
		PM		-	-	-	88	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	14	B
		PM		-	-	-	22	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound.
4. Side-street stop control.

Source: Fehr & Peers.



LEGEND

Stop Sign
 Signalized
 Roundabout

Lane Configuration:
 AM (PM)
 AM (PM)
 AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM
 A
 B
 C
 D
 E
 F

Opening Year 2024 Plus Project Saturday AM & PM Peak Hour Traffic Conditions





8. Future 2040 Background Conditions

The purpose of the future 2040 background conditions analysis is to evaluate the study intersections during peak travel periods under projected 2040 traffic volumes. This analysis provides a baseline condition for the year 2040, which can be used to determine future project impacts.

8.1 Traffic Volumes

Traffic volumes for 2040 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (September 2020 version) for 2040. The Summit/Wasatch Travel Demand Model shows a lower annual growth rate in the future by accounting for a higher mode split of transportation – higher usage of transit, walking, and biking than previous versions of travel demand models. The following annual growth rates used on the following roadways to project 2040 background weekday volumes as shown in **Figure 11**.

- 0.3% on Deer Valley Drive (SR-224) north of Bonanza Drive
- 0.7% on Deer Valley Drive (SR-224) south of Bonanza Drive
- 0.6% on Deer Valley Drive (SR-224) north of Marsac Avenue
- 0.9% on Deer Valley Drive (SR-224) east of Marsac Avenue
- 1.0% on Deer Valley Drive (SR-224) north of Deer Valley Drive West
- 0.8% on Deer Valley Drive (SR-224) south of Deer Valley Drive West
- 1.2% on Bonanza Drive
- 0.4% on Marsac Avenue

Based on the understanding that much of the lower Deer Valley is effectively built out, traffic volumes on Solamere Drive and Queen Esther Drive were not increased for future scenarios.

8.2 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, future 2040 background weekday peak hour LOS was computed for each study intersection. The results of this analysis for the AM & PM peak hour are reported in **Table 13** (see Appendix for the detailed LOS report).

Table 13: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	SSSC ⁴	-	-	-	-	-
		PM		-	-	-	-	-
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC	-	-	-	-	-
		PM		-	-	-	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	9	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	15	C	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	17	C	-	-
		PM		WB Right	112	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	18	B
		PM		-	-	-	59	E
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	83	F
		PM		-	-	-	90	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	16	B
		PM		-	-	-	28	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and roundabouts.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 13**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
 - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.



- Deer Valley Drive / Bonanza Drive: LOS E in the PM peak hour
 - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

8.3 Mitigation Measures

The site plan for the concept master plan for Snow Park Village shows re-alignment and signalization of the Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for future 2040 background conditions.

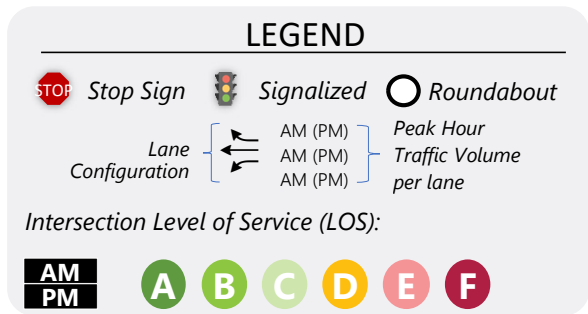
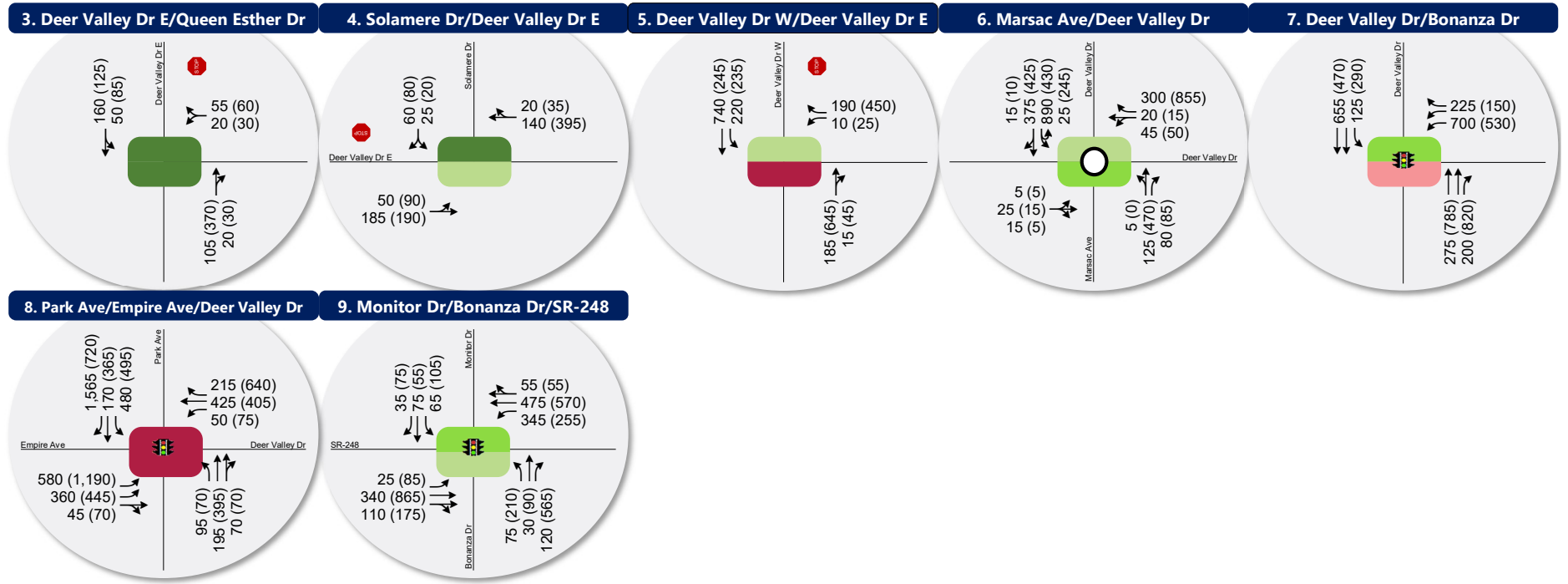
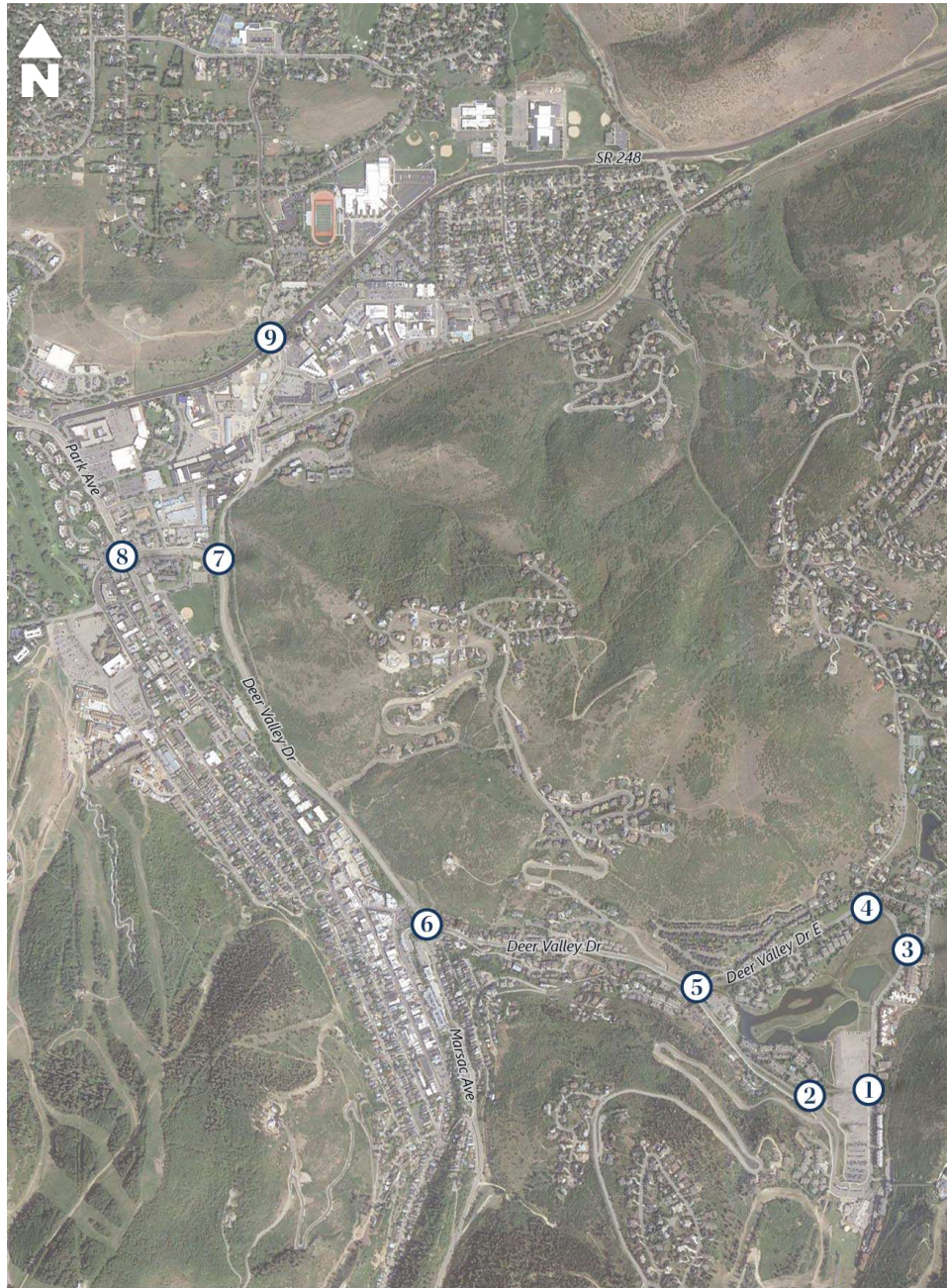


Figure 11
 Future 2040 Background Saturday AM & PM Peak hour Traffic Conditions





9. Future 2040 plus Project Conditions

9.1 Purpose

The purpose of the future 2040 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2040. To analyze this impact, the projected 2040 Saturday AM and PM peak hour background traffic volumes were combined with volumes generated by the conceptual development for the Saturday AM and PM peak hours. Intersection LOS analyses were then performed and compared to the results of the background traffic volumes. This comparison shows the impact of the conceptual project in 2040.

9.2 Traffic Volumes

Project-generated traffic (**Figure 7**) was added to the future 2040 background volumes (**Figure 11**) to yield “future 2040 plus project” Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 12**.

9.3 Level of Service Analysis

Using SimTraffic simulation software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, future 2040 plus project Saturday AM and PM peak hour LOS were computed for each study intersection for the conceptual site development. The results of the analysis are reported in **Table 14** (see Appendix for the detailed LOS report).

Table 14: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	6	A
		PM		-	-	-	65	E
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	21	C	-	-
		PM		NB Left	32	D	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Right	>300	F	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	10	B	-	-
		PM		SB Right	>300	F	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	29	D	-	-
		PM		WB Left	201	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	26	D
		PM		-	-	-	20	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	21	C
		PM		-	-	-	99	F
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	91	F
		PM		-	-	-	90	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	16	B
		PM		-	-	-	32	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

As shown in **Table 14**, all study intersections operated within acceptable LOS (LOS D or better), with the exception of the following locations:

- Doe Pass Road / Deer Valley Drive East: LOS E in the PM peak hour
 - The delays at this intersection stem from the queues extending from the Deer Valley Drive East / Deer Valley Drive West, causing northbound delays at this signal.
- Queen Esther Drive / Deer Valley Drive East: LOS F in the PM peak hour



- This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Queen Esther Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.
- Deer Valley Drive East / Solamere Drive: LOS F in the PM peak hour
 - This is caused by the queues at the stop-controlled westbound approach at the Deer Valley Drive East / Deer Valley Drive West intersection extending past Solamere Drive, making it difficult for the southbound vehicles to turn onto Deer Valley Drive East.
- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
 - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive West.
- Deer Valley Drive / Bonanza Drive: LOS F in the PM peak hour
 - This is caused by vehicle queues spilling back to this intersection from the upstream intersection at Deer Valley Drive / Park Avenue / Empire Avenue.
- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

It should be noted that the proposed Snow Park Village development introduces various support land uses intended to attract resort users to stay on-site after the ski resort peak hour. This will help distribute the peaking of traffic, reducing delays at the study intersections and roadways. Therefore, the results shown in **Table 14** are likely overstated.

9.4 Mitigation Measures

The Snow Park Village site plan includes realignment of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. The intersection is currently a "T"-intersection with free-flow movement north/south along Deer Valley Drive West / Deer Valley Drive, and a stop-control on the approach of Deer Valley Drive East. The proposed plan adds a signal at the intersection, as shown in **Figure 8**. Deer Valley Drive West will serve as a primary transit and auto route to access the proposed transit hub and the main P2 parking level entrance on Doe Pass Road and serve private vehicles accessing Royal Street and the Trail's End community. Deer Valley Drive East will serve as the secondary vehicular route to access the Snow Park drop-off/pick-up area and parking structure accesses that includes day skier spaces, hotel, and residences.



To evaluate how the study intersections would operate if driving behaviors do not change despite development, the traffic distribution of the background traffic at the Deer Valley Drive East / Deer Valley Drive West intersection was not modified, and project traffic was added. This was assumed to account for the historical use patterns and direct routes to the parking garages. This resulted in traffic splits similar to existing conditions at the Deer Valley Drive East / Deer Valley Drive West intersection with roughly 25% using Deer Valley Drive East and roughly 75% using Deer Valley Drive West inbound in the AM peak hour, and roughly 40% using Deer Valley Drive East and roughly 60% using Deer Valley Drive West outbound in the PM peak hour.

Park City has a longstanding position of not mitigating certain deficient intersections within its boundaries due to the impacts of road widening and other potential mitigations to the community. As a result, potential mitigations at the intersections of Deer Valley Drive / Park Avenue / Empire Avenue, Bonanza Drive / Monitor Drive / SR-248 were not analyzed as part of this study and are therefore not included as recommendations. Further, deficiencies shown at the intersection of Deer Valley Drive / Bonanza Drive are not a result of project-generated trips or operations of the intersection itself; instead they stem from vehicle queues from the intersection of Deer Valley Drive / Park Avenue / Empire Avenue. As a result, mitigations at the intersection of Deer Valley Drive / Bonanza Drive are not recommended as part of this study. As stated earlier, Deer Valley Drive between the roundabout and SR-224 intersection is a UDOT facility. Any efforts to improve traffic will be led by UDOT.

The analysis results with the reconfigured Deer Valley Drive East / Deer Valley Drive West intersection are shown in **Table 15** (see Appendix for the detailed LOS report). As shown in **Table 15**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS B and LOS D in the AM and PM peak hour, respectively.

With increased traffic due to the development, the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections experience increased delays. As a mitigation, the Snow Park Village site plan includes new left-turn pockets at both the Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive intersections to improve traffic operations during peak periods and better facilitate inbound left turns, as well as a receiving lane to allow for two-stage left turns out of Solamere Drive and Queen Esther Drive.

**Table 15: Future 2040 plus Project Mitigated Conditions Saturday AM & PM Peak Hour
Level of Service**

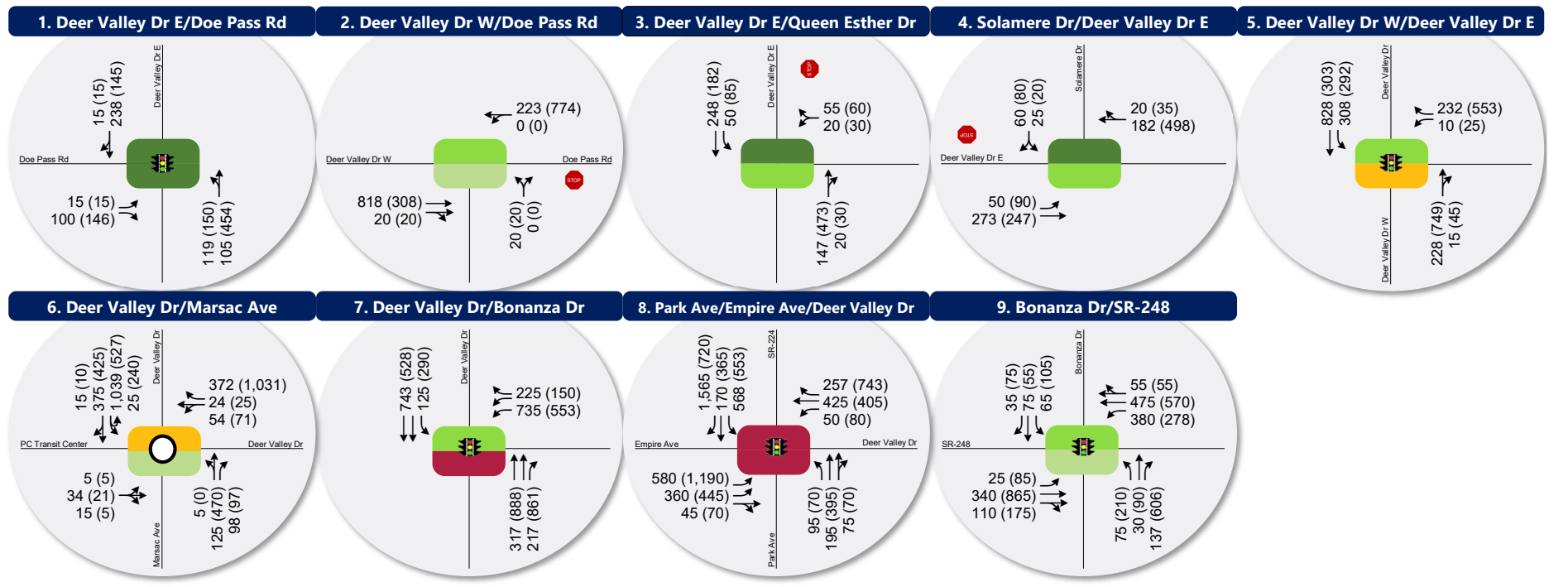
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	8	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	13	B	-	-
		PM		NB Left	20	C	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	6	A	-	-
		PM		WB Left	11	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	12	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	11	B
		PM		-	-	-	44	D
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	26	D
		PM		-	-	-	20	C
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	14	B
		PM		-	-	-	117	F
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	84	F
		PM		-	-	-	89	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	15	B
		PM		-	-	-	31	C

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.



LEGEND

Stop Sign
 Signalized
 Roundabout

Lane Configuration: AM (PM)
 AM (PM)
 AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM
 A
 B
 C
 D
 E
 F

Figure 12
 Future 2040 Plus Project Saturday AM & PM Peak Hour Traffic Conditions



10. Roadway Analysis

The purpose of the roadway analysis is to document the Saturday peak hour roadway volumes to determine the LOS of the internal project roadways.

10.1 Analysis Results

The roadway LOS was calculated based on planning level generalized peak hour two-way volumes for roadway capacities, as shown in **Table 16**. These volumes are published by the Florida Department of Transportation (FDOT) based on planning applications of the HCM and are widely used for planning level evaluation of roadway capacity. **Table 16** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 population not in urbanized areas.

Table 16: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds

Level of Service	Peak Hour Traffic Capacity Estimates
	2 Lanes
LOS B or better	≤ 820
LOS C	821 – 1,550
LOS D	1,551 – 2,190
LOS E or worse	> 2,190

Source: Fehr & Peers, based on FDOT Generalized Peak Hour Two-Way Volumes for areas over 5,000 not in urbanized areas.

The same assumption used for previous analyses (similar traffic splits at the Deer Valley Drive East / Deer Valley Drive West intersection as current conditions) were applied for the roadway volumes.

Table 17 shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 17**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.



Table 17: Snow Park Village Roadway LOS Analysis Summary

Scenario	Saturday Peak Hour	Deer Valley Dr W (South of Y- Intersection)		Deer Valley Dr E (East of Y- Intersection)	
		Two-Way Volume ¹	LOS	Two-Way Volume ¹	LOS
Existing	AM	650	A/B	400	A/B
	PM	800	A/B	620	A/B
Existing plus Project	AM	930	C	490	A/B
	PM	970	C	800	A/B
Opening Year 2024 plus Project	AM	950	C	500	A/B
	PM	990	C	810	A/B
Future 2040 plus Project	AM	1,090	C	570	A/B
	PM	1,130	C	920	C

1. Rounded up to the nearest 10.
Source: Fehr & Peers.

Existing roadway count sheets are included in the Appendix.



11. Site Circulation Analysis

The January 2022 Transportation Analysis reported conditions at external intersections, as well as the two proposed intersections on Doe Pass Road at Deer Valley Drive East and Deer Valley Drive West, which were analyzed in SimTraffic simulation software and SIDRA software. Furthermore, microsimulation analysis was conducted to evaluate on-site circulation as part of the proposed Snow Park Village. Due to the limitations of SimTraffic software in evaluating multimodal conditions and garage access operations, VISSIM microsimulation software was used for on-site circulation analysis.

11.1.1 Conditions and Assumptions

The parameters described below were used for analysis as assumptions in the VISSIM model:

11.1.1.1 Volumes

The following high-level assumptions were used to assign volumes to individual driveways and approach routing:

- 2040 Peak-hour volumes as presented in Section 9 of this study
- Trip generation as presented in Section 4 of this study
- Assumed roughly 75%/25% split of traffic using Deer Valley Drive West versus Deer Valley Drive East inbound in the AM peak hour (current patterns)
- Assumed roughly 60%/40% split of traffic using Deer Valley Drive West versus Deer Valley Drive East outbound in the PM peak hour (current patterns)
- Proportion of parking supply by garage level

The assumed intersection and driveway volumes are shown in **Figure 13**. Note that the lane configurations shown on the figure reflect proposed conditions, except for at the P2 and P3 garage accesses, which are proposed to have flex lanes that can be ingress or egress, depending on the peak hour and volume demand.

11.1.1.2 Parking Garage Gate Transaction

Based on input received from WGI, the parking garage design and operations consultant, the following parking garage gate transaction times were assumed in the model:

- Average of 4 seconds/vehicle for entry (this was assumed for conservative results, as the development is aiming for a system that would allow free-flow entry)
- Average of 10 seconds/vehicle for exit

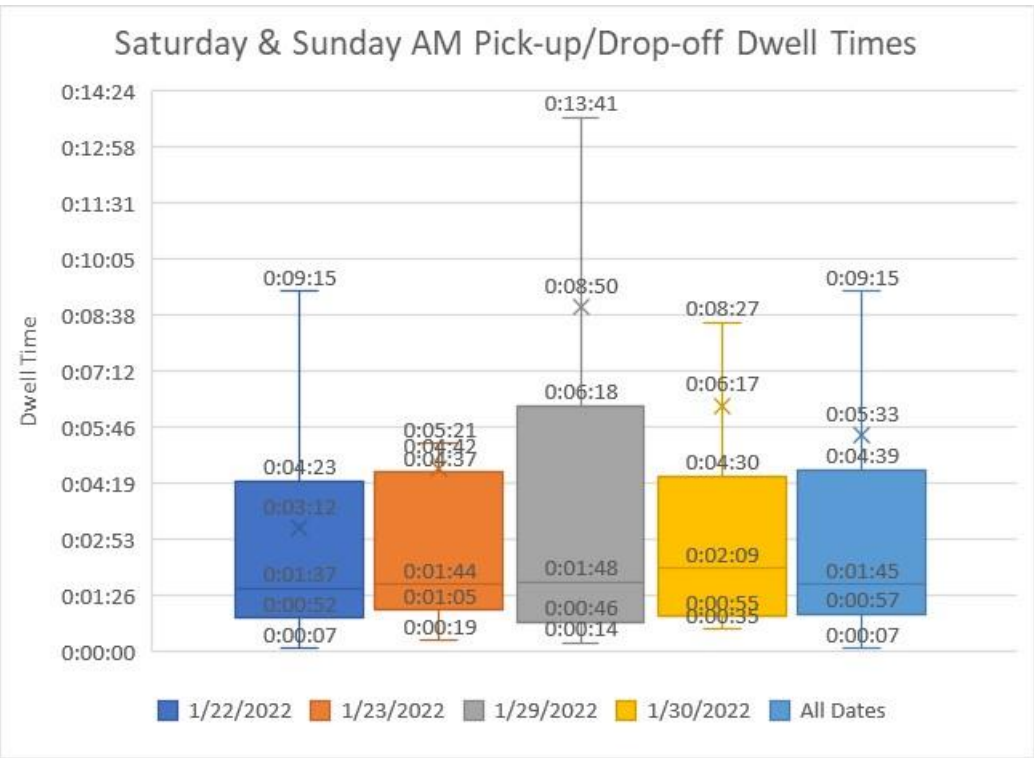


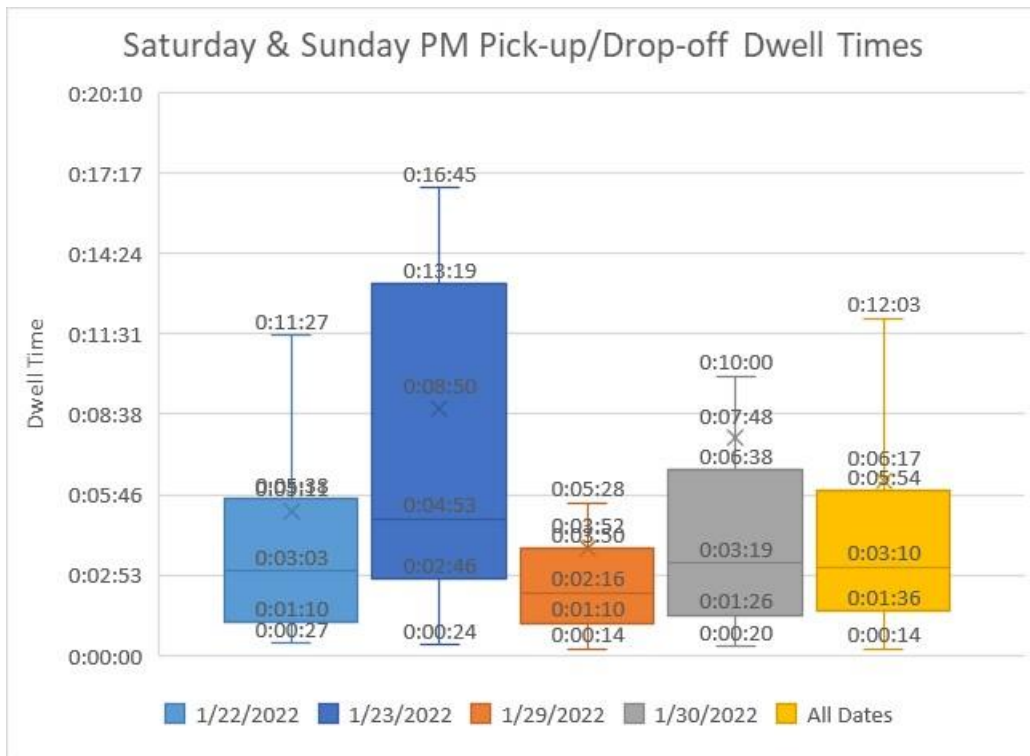
11.1.1.3 Pick-up/Drop-off

The following assumptions were made for the model regarding the proposed new pick-up/drop-off loop in front of Snow Park Lodge at the southern terminus of Deer Valley Drive East:

- 200 vehicles were allocated to use the pick-up/drop-off in both AM and PM peak hours
 - 100 vehicles as pick-up/drop-off
 - 50 vehicles as Transportation Network Company (TNC) users
 - 50 vehicles as Valet users

Video observations were recorded at the current Snow Park Lodge pick-up/drop-off as part of data collection for curbside and pedestrian activity in January 2022. These videos were used to observe a sample of dwell times for the pick-up/drop-off users to assist with the simulation modeling. The charts below show the dwell times for a sample of 100 vehicles and 95 vehicles in the weekend AM and PM peak hour, respectively. The AM peak hour dwell times ranged from 7 seconds to 1 hour 26 minutes 11 seconds, with a median of 1 minute 45 seconds. The PM peak hour dwell times ranged from 14 seconds to 1 hour 1 minute 9 seconds, with a median of 3 minutes 10 seconds. The VISSIM model was modified to reflect the dwell times from these samples at the proposed new pick-up/drop-off zone.





11.1.1.4 Other Considerations

To evaluate conditions under the most conservative analysis scenario, 2040 weekend AM and PM peak hours were analyzed.

11.1.2 Analysis Results

Intersection delay, Level of Service (LOS), and queueing results were evaluated in the VISSIM model at the following locations, as shown in **Figure 13**.

1. Doe Pass Road / P2 Parking Garage Access
2. Doe Pass Road / P1 Parking Garage Access
3. Doe Pass Road / Mobility Hub Entrance
4. Doe Pass Road / Mobility Hub Exit
5. P2 Parking Garage Access / Deer Valley Drive East
6. P3 Parking Garage Access / Deer Valley Drive East
7. P4 Parking Garage Access / Deer Valley Drive East
8. Snow Park Lodge Pick-up/Drop-off

The same analysis methodology (as described in the previous sections) was used for this analysis.



Table 18 below (see Appendix for the detailed LOS reports) shows the intersection delay and LOS results from the VISSIM simulation model. As shown in **Table 18**, all study intersections operate at acceptable LOS with the exception of the following locations:

- Doe Pass Road / Mobility Hub Exit: LOS E in the PM peak hour
 - This is caused by the stop control for the buses exiting the mobility hub onto Doe Pass Road.
- Snow Park Lodge Pick-up/Drop-off: LOS E in both AM and PM peak hours
 - This is caused by delays at the pick-up/drop-off zone that the VISSIM simulation has limitations in simulating efficient operations. This can likely be mitigated by efficient operations assisted by Deer Valley staff.

Table 18: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Level of Service Site Circulation Results

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / P2 Parking	AM	SSSC	EB Right	12	B	-	-
		PM		NB Left	11	B	-	-
2	Doe Pass Rd / P1 Parking	AM	SSSC	NB Left	9	A	-	-
		PM		NB Left	10	B	-	-
3	Doe Pass Rd / Mobility Hub Entrance	AM	SSSC	WB Left	2	A	-	-
		PM		EB Right	3	A	-	-
4	Doe Pass Rd / Mobility Hub Exit	AM	SSSC	NB Right	33	D	-	-
		PM		NB Left	37	E	-	-
5	P2 Parking / Deer Valley Dr East	AM	SSSC	EB Left	9	A	-	-
		PM		EB Left	6	A	-	-
6	P3 Parking / Deer Valley Dr East	AM	SSSC	SB Through	5	A	-	-
		PM		EB Left	9	A	-	-
7	P4 Parking / Deer Valley Dr East	AM	SSSC	SB Through	17	C	-	-
		PM		EB Right	23	C	-	-
8	Snow Park Lodge Pick-up/Drop-off	AM	-	SB Through	44	E	-	-
		PM		SB Through	44	E	-	-

Notes:

Bold text indicates intersections operating below Park City's acceptable LOS threshold.

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for side-street stop controlled intersections.
2. This represents the overall intersection LOS and delay (seconds/vehicle) and is only reported for signalized intersections and all-way stop controlled intersections.
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.

11.1.2.1 Sensitivity Analysis

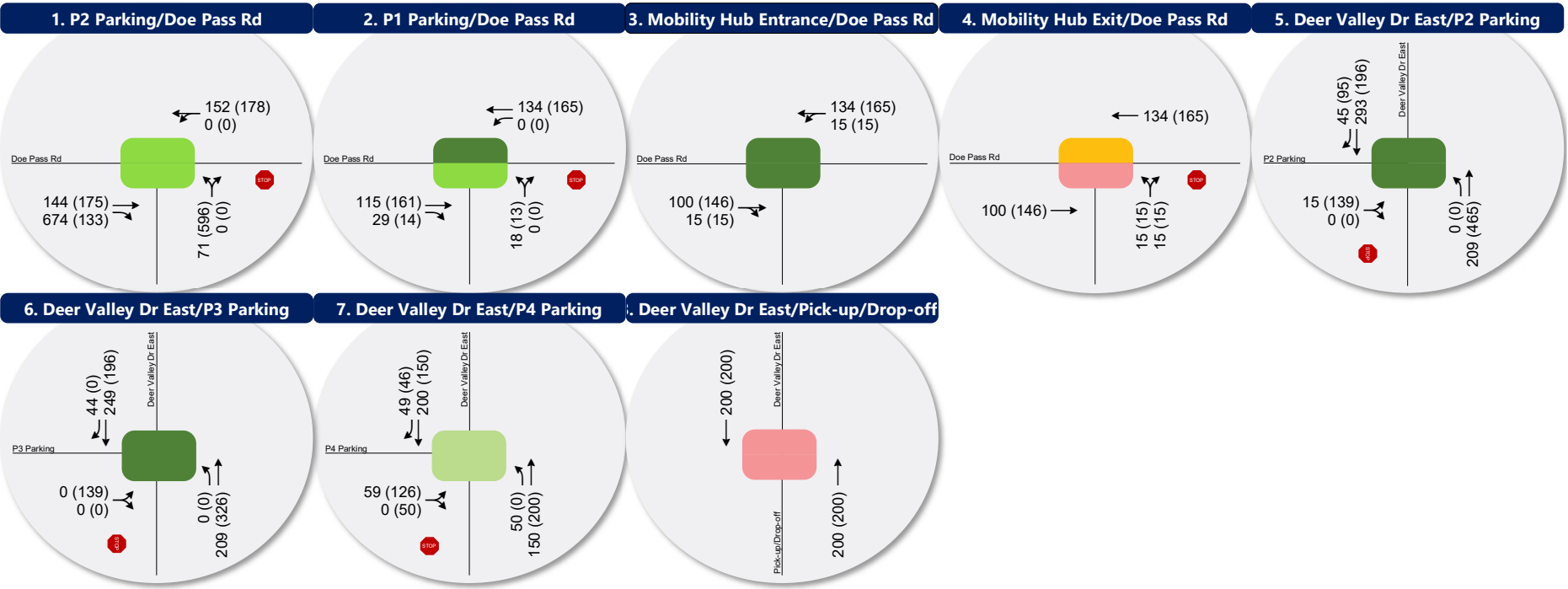
As described throughout this report, assumptions of traffic distribution at the Deer Valley Drive East / Deer Valley Drive West were made based on patterns similar to current conditions. It is likely that based on driver behavior and expectation, the actual traffic distributions will be different at the time of opening and in subsequent weeks, months, and years as preferences are established and transportation options evolve.

A sensitivity analysis shows that in the AM peak hour, the P2 access on Doe Pass Road becomes a constraint that potentially causes congestion, with inbound queues backing up onto Deer Valley Drive West under traffic conditions similar to the existing conditions (roughly 80% entering via Deer Valley Drive West).



Operations at this key driveway also depend on the transaction time for entry (assumed to be 4 seconds for the purpose of microsimulation analysis in this report, which was validated by a national parking operations consultant). As this entry transaction time is reduced due to improved technology or adjustments to when and how parking is paid for and validated, traffic distributions at the “Y” intersection have less effect on traffic operations.

To provide efficient and safe traffic circulation on-site and on the Deer Valley Drive Loop, Deer Valley and Snow Park Village will be committed to provide extensive wayfinding and traffic monitoring, especially to improve inbound operations where visitors will be informed whether to travel on Deer Valley Drive West or Deer Valley Drive East.



LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour

Traffic Volume

per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

Figure 13
2040 Site Circulation Analysis Intersection LOS Results

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Table 19 (see Appendix for the detailed queue report) below shows the average maximum queue for each approach at the study intersections. The following lists locations that the average maximum queue is expected to exceed the storage length in the AM peak hour:

- Doe Pass Road / P2 Parking
 - Eastbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive West intersection. This queue is caused by queue spillback beginning at the gate to enter the P2 Parking Garage Access and the high inbound volumes in the AM peak hour.
- Doe Pass Road / Mobility Hub Entrance
 - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is 1 foot, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
 - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.

The following lists locations that the average maximum queue is expected to exceed the storage length in the PM peak hour:

- Doe Pass Road / Deer Valley Drive East
 - Eastbound queues occasionally extend past the Mobility Hub Exit. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Entrance
 - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is less than 1 foot, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
 - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Deer Valley Drive East / Deer Valley Drive West



- The simulation shows average maximum queues of over 500 feet for the westbound approach at the new signal. This queue however is not expected to reach the Solamere Drive intersection, especially with signal operations to assist in flushing out the heavy outbound movement via Deer Valley Drive East.



Table 19: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Queues Site Circulation Analysis

Intersection				Average Maximum Queues (feet) ²
ID	Location	Period	Approach ¹	
1	Doe Pass Rd / Deer Valley Dr East	AM	NB	75
			SB	175
			EB	100
		PM	NB	250
			SB	125
			EB	125
2	Doe Pass Rd / Deer Valley Dr West	AM	NB	50
			EB	375
			WB	25
		PM	NB	50
			EB	25
			WB	75
3	Queen Esther Dr / Deer Valley Dr East	AM	NB	0
			SB	25
			WB	100
		PM	NB	0
			SB	25
			WB	100
4	Deer Valley Dr East / Solamere Dr	AM	SB	50
			EB	0
			WB	50
		PM	SB	50
			EB	0
			WB	50
5	Deer Valley Dr East / Deer Valley Dr West	AM	NB	275
			SB	300
			WB	125
		PM	NB	525
			SB	175
			WB	350
6	Doe Pass Rd / P2 Parking	AM	NB	125
			EB	250
			WB	0



Intersection				Average Maximum Queues (feet) ²
ID	Location	Period	Approach ¹	
7	Doe Pass Rd / P1 Parking	PM	NB	125
			EB	75
			WB	0
		AM	NB	100
			EB	0
			WB	0
8	Doe Pass Rd / Mobility Hub Entrance	AM	NB	100
			EB	0
		PM	WB	0
			NB	100
9	Doe Pass Rd / Mobility Hub Exit	AM	EB	0
			WB	125
			NB	150
		PM	EB	25
			WB	125
			NB	150
10	P2 Parking / Deer Valley Dr East	AM	EB	25
			WB	125
			NB	150
		PM	EB	125
			SB	0
			NB	25
11	P3 Parking / Deer Valley Dr East	AM	EB	75
			SB	75
			NB	50
		PM	EB	125
			SB	50
			NB	75
12	P4 Parking / Deer Valley Dr East	AM	EB	100
			SB	25
			NB	0
		PM	NB	125



Intersection				Average Maximum Queues (feet) ²
ID	Location	Period	Approach ¹	
13	Snow Park Lodge Pick-up/Drop-off		SB	0
			EB	150
		AM	NB	25
			SB	100
		PM	NB	225
			SB	100

Notes:
1. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
2. Rounded up to nearest 25'.
Source: Fehr & Peers.

It should be noted that the LOS results and queue results shown in **Table 18** and **Table 19** capture the delays and queues at the side-streets for vehicles turning onto the major road. However, it does not capture the delays and queues for vehicles experienced at the parking gate due to the assumed transaction time. The VISSIM simulation indicates that with the assumed gate transaction times, vehicles are expected to experience over 100 seconds of delay per vehicle to exit the garage in the PM peak hour, with potentially long internal queues.



Figure 14
2040 Site Circulation Analysis Queue Results



12. Parking Analysis

A fundamental aspect of the Snow Park Village proposal is the implementation of a constrained, structured parking supply that will require parkers to pay a daily fee. This strategy is seen as a key disincentive to traveling in Park City by single-occupant vehicle, and aligns with the City’s broader mobility goals. However, Snow Park Village proposes no reductions to the parking supply and will build to the Park City LMC requirements.

12.1 Analysis Method

For the shared parking analysis of the updated land use plan, the development is proposed to include 11 buildings which include the following land uses (taken from the land use program dated October 26, 2021):

- 30,900 square feet of ballroom/event center space
- 143 multifamily housing units
- 193 hotel rooms with 4,500 square feet of hotel support uses.
- 25,900 square feet of commercial/retail space

The development is also proposed to include the Deer Valley Ski resort and other land uses in support of the resort. It should be noted that the land uses supporting the ski resort will not be parking generators; rather, the ski resort will be the parking generator, and the support land uses serve as accessories to the resort.

In The most recent submittal (November 2022), Fehr & Peers applied reductions to the recommended parking due to paid parking and shared parking. However, Snow Park Village now proposes to build the full parking supply required by the Park City LMC. From the proposed land uses that generate parking demand as listed above, and the recommended rates from the Park City zoning code, the minimum required parking supply was calculated to be 2,236 stalls.

Table 20 outlines the number of recommended stalls with recommended rates from the Park City zoning code, and the number of stalls proposed by Snow Park Village. Parking calculations are attached in the Appendix. As shown in **Table 20**, the proposed parking supply is sufficient for the proposed land use program. It should be noted that phasing and ongoing refinement of the land use program may adjust the base parking rates and recommendations.



Table 20: Snow Park Village Parking Analysis Summary

Base Recommended Stalls	Proposed Stalls
2,236	2,262

Source: Fehr & Peers

12.2 Parking Management

An effective and efficient parking management system is essential to maintain both a high-quality user experience and to minimize traffic impacts on adjacent roadways. An essential element to improve the efficiency of structured parking is to provide real time information regarding parking availability. In addition to implementing payment technology that expedites vehicle ingress at all driveways, Deer Valley will work with relevant partners to ensure more complete information is available to parkers.

The Snow Park Parking Management Plan is included in **Attachment B**.

13. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, proposed transit improvements, and description of how the Snow Park Village proposal aligns with Park City's *Transit First* policy.

13.1.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley.

Park City Transit operates six routes the service Deer Valley:

- 1 Red: Prospector Square – Deer Valley
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley
- 5 Yellow: Prospector Square – Deer Valley
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge
- 50 Teal: Prospector Square – Deer Valley

Park City Transit Park City Transit is undergoing a short-range service plan update, with potential changes in transit service to and from Deer Valley expected in the coming year.

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. At the southern end of the Deer Valley Drive loop closest to the existing Snow Park base area, there are bi-directional bus stops that can accommodate up to four buses at once. Aside from the existing bi-directional stops at Snow Park, bus stops do not include shelters. Buses providing service to Deer Valley travel in mixed traffic.

13.2 Proposed Transit Improvements

A proposed six bus-bay mobility hub at the northeast corner of Snow Park Village will provide a comfortable and appealing transit facility on-site that provides direct access to the project and relocated ski lift bases. The mobility hub will also include accommodations for cyclists and allow for electric bus charging



infrastructure. This mobility hub will allow for increased frequency of transit service which will be essential to incentivizing transit service.

To further support transit service as part of the Snow Park Village proposal, a new traffic signal with transit preemption capabilities is proposed at the Doe Pass Road / Deer Valley Drive East intersection. This will help ensure that transit vehicles accessing and exiting the proposed mobility hub with limited conflicting traffic.

Furthermore, this circulation plan includes a proposed seasonal one-way Shared Mobility Lane (SML) inbound from the Deer Valley Drive East / Deer Valley Drive West intersection along Deer Valley Drive West, accessing the mobility hub. Outbound transit traffic will have the SML which parallels general purpose traffic around the loop on Deer Valley Drive East to the Deer Valley Drive East / Deer Valley Drive West intersection. After ski season during the summer months, the SML will be open to bicycle traffic. Management, maintenance, and enforcement, year-round, will be a City responsibility.

The VISSIM simulation presented previously in chapter 11 simulates the SML and captures the impacts of the design. The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data. The Shared Mobility Lane proposed in this alternative will likely improve bus travel times in more congested conditions, such as special events, snow conditions, etc.

14. Transportation Demand Management

Park City, through its ongoing Transportation Master Plan update, has identified the laudable and ambitious goal of reducing vehicle trips by 20% throughout Park City. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

- Updates to the local and regional transit system
- Coordination with partner agencies to implement greater park-and-ride capacity
- Expansion of high-quality active transportation facilities throughout Park City
- Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

Furthering the City's broader trip reduction goal, Deer Valley will continue to operate its TDM program, and expand on current offerings, to better align with the adopted PCMC TDM Plan (2016). A high-level summary of the Deer Valley TDM Plan is shown below in **Table 21**.

Table 21: Deer Valley TDM Measures

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

Source: Fehr & Peers.



14.1 TDM Monitoring

As the transportation landscape in Park City and Summit County changes, monitoring the use and effectiveness of Deer Valley's TDM program will be crucial to its success. In alignment with requests from Park City staff, Deer Valley will implement an annual monitoring program consisting of the following elements:

- One nine day period of vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant;
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor, to be analyzed and summarized by a third-party consultant;
- A permanent traffic count station implemented at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, installed and maintained by Deer Valley for year-round monitoring of traffic conditions;
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant;
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant.

Analysis of this data will be submitted in an annual monitoring memorandum for City staff review and will be supported by semiannual coordination meetings with City staff and other major employers in Park City. This monitoring program will be used to enhance program offerings and avoid redundancy of service where public and private options overlap.

14.2 Regional Considerations

Park City Municipal Corporation has a stated goal of reducing traffic volumes by 20% from existing traffic volumes (the specific, reference time period is to-be-defined). Deer Valley has operated an effective and comprehensive TDM program for years in support of this goal, and the proposed opening of an additional portal to Deer Valley via Mayflower Resort will improve access to Deer Valley to any skiers visiting from the Wasatch Front or Back and not require a trip through Park City. While this change will not solve all of Park City's traffic challenges, it will likely divert a substantial portion of traffic destined for Deer Valley.

The Deer Valley TDM Plan is presented in full in **Attachment C**.



15. Conclusion/Recommendations

With proposed mitigations in place, all study intersections at which mitigations are feasible and supported by the community operate at acceptable levels of service under all Plus Project analysis scenarios. Through dedicated transit infrastructure, improved active transportation connections between the Project and Park City's existing active transportation network, a fully reworked parking system, and management of ongoing TDM offerings in addition to new measures, the Snow Park Village proposal aligns with the City's *Transit First* policy by encouraging travel by means other than driving alone.

Implementing a new traffic signal with transit preemption at the intersection of Doe Pass Road / Deer Valley Drive East will improve traffic operations and support transit. A new traffic signal at the reconfigured Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West facilitates safer and more efficient movement for all modes. Implementing an off-street, multi-use path around the Deer Valley Drive loop will improve pedestrian and cyclist connectivity adjacent to the project site. Ongoing monitoring of TDM program effectiveness will maintain City-Deer Valley cooperation in pursuit of shared goals.



Appendix

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 1

Groups Printed- General Traffic

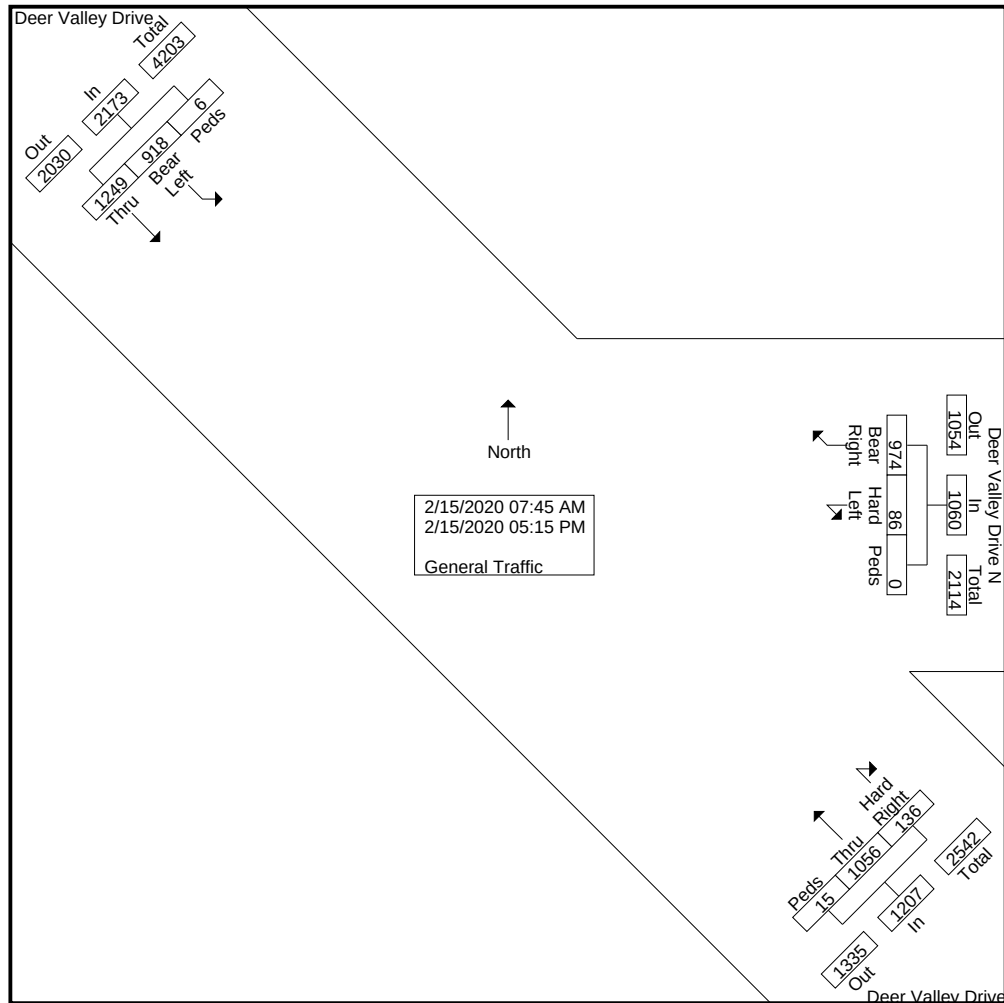
Start Time	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				Int. Total
	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	
07:45 AM	71	123	0	194	19	4	0	23	2	18	0	20	237
Total	71	123	0	194	19	4	0	23	2	18	0	20	237
08:00 AM	110	101	0	211	34	2	0	36	5	21	1	27	274
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	53	10	0	63	4	29	0	33	268
08:45 AM	125	46	0	171	48	7	0	55	6	32	4	42	268
Total	476	272	0	748	164	21	0	185	20	108	5	133	1066
09:00 AM	111	35	0	146	54	7	0	61	2	31	0	33	240
09:15 AM	94	27	0	121	51	6	0	57	4	31	0	35	213
09:30 AM	77	42	0	119	55	13	0	68	4	43	0	47	234
Total	282	104	0	386	160	26	0	186	10	105	0	115	687
03:30 PM	81	47	0	128	67	4	0	71	13	69	0	82	281
03:45 PM	55	50	0	105	81	7	0	88	16	98	3	117	310
Total	136	97	0	233	148	11	0	159	29	167	3	199	591
04:00 PM	66	41	0	107	83	8	0	91	11	130	0	141	339
04:15 PM	46	49	6	101	73	3	0	76	18	155	0	173	350
04:30 PM	46	68	0	114	104	2	0	106	13	109	1	123	343
04:45 PM	54	58	0	112	71	5	0	76	13	91	2	106	294
Total	212	216	6	434	331	18	0	349	55	485	3	543	1326
05:00 PM	42	51	0	93	89	2	0	91	11	95	4	110	294
05:15 PM	30	55	0	85	63	4	0	67	9	78	0	87	239
Grand Total	1249	918	6	2173	974	86	0	1060	136	1056	15	1207	4440
Apprch %	57.5	42.2	0.3		91.9	8.1	0		11.3	87.5	1.2		
Total %	28.1	20.7	0.1	48.9	21.9	1.9	0	23.9	3.1	23.8	0.3	27.2	

L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection: Deer Valley Dr & Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 2



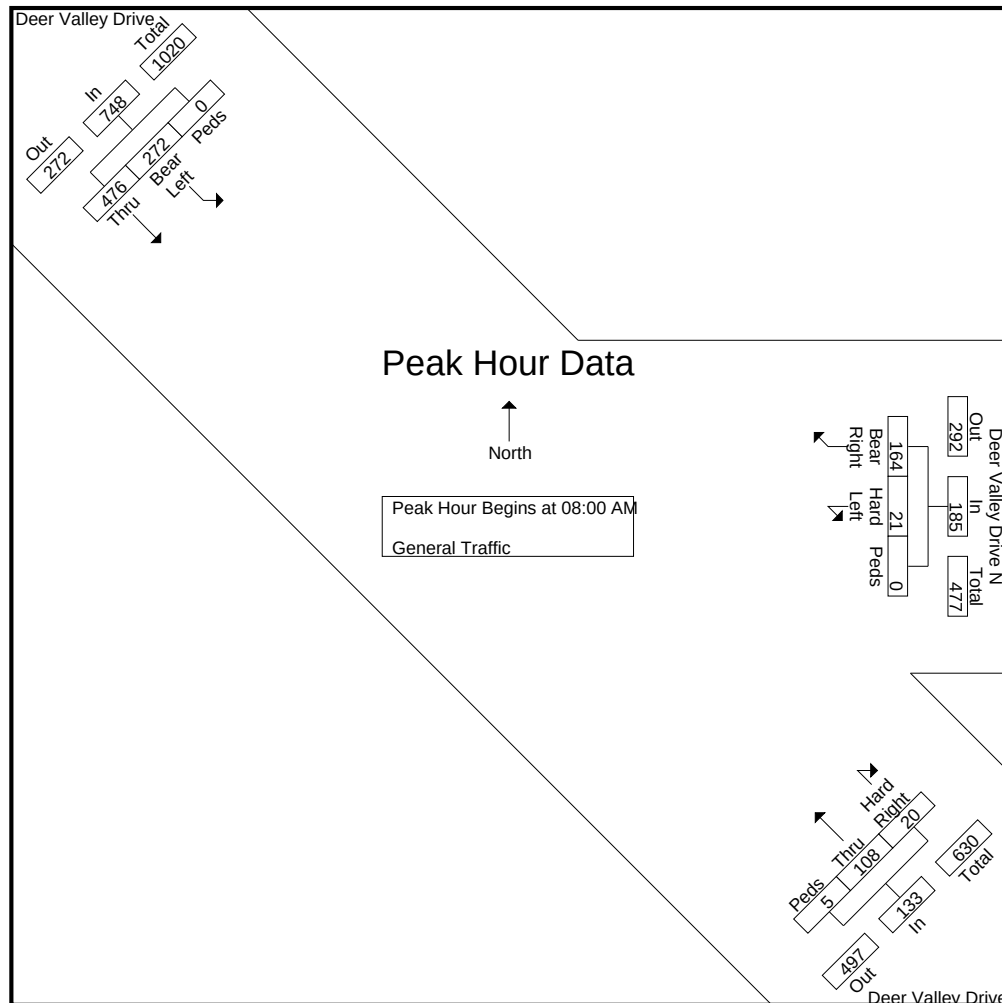
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 3

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	110	101	0	211	34	2	0	36	5	21	1	27	274
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	53	10	0	63	4	29	0	33	268
08:45 AM	125	46	0	171	48	7	0	55	6	32	4	42	268
Total Volume	476	272	0	748	164	21	0	185	20	108	5	133	1066
% App. Total	63.6	36.4	0		88.6	11.4	0		15	81.2	3.8		
PHF	.952	.673	.000	.886	.774	.525	.000	.734	.833	.844	.313	.792	.973



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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

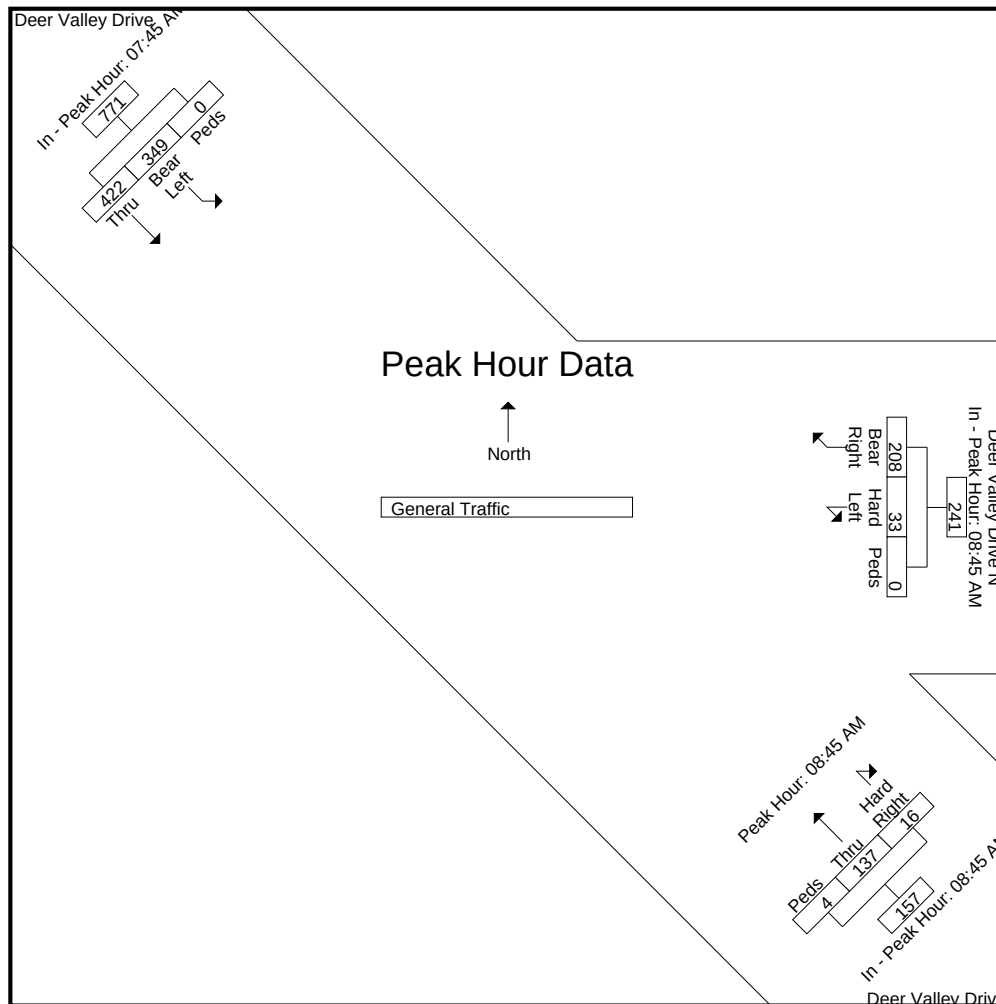
File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 4

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:45 AM				08:45 AM				08:45 AM			
+0 mins.	71	123	0	194	48	7	0	55	6	32	4	42
+15 mins.	110	101	0	211	54	7	0	61	2	31	0	33
+30 mins.	124	70	0	194	51	6	0	57	4	31	0	35
+45 mins.	117	55	0	172	55	13	0	68	4	43	0	47
Total Volume	422	349	0	771	208	33	0	241	16	137	4	157
% App. Total	54.7	45.3	0		86.3	13.7	0		10.2	87.3	2.5	
PHF	.851	.709	.000	.914	.945	.635	.000	.886	.667	.797	.250	.835



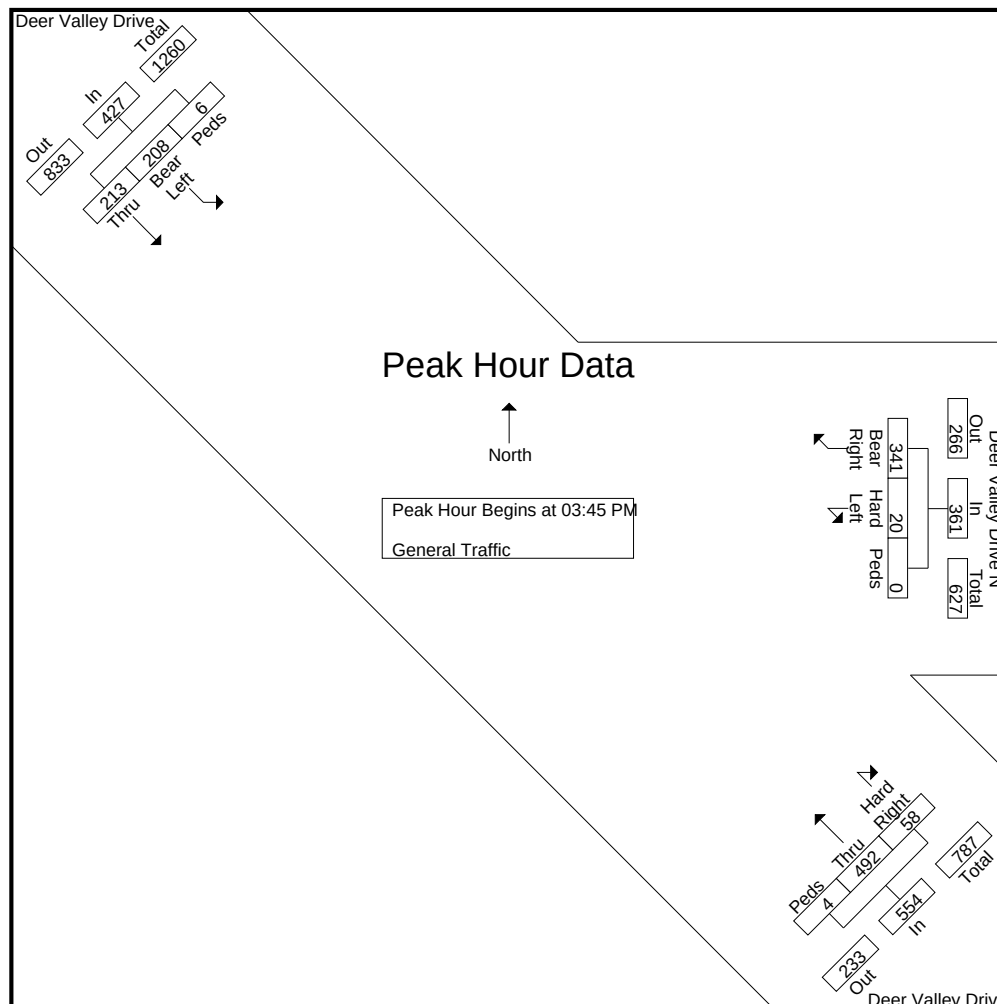
L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 5

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	55	50	0	105	81	7	0	88	16	98	3	117	310
04:00 PM	66	41	0	107	83	8	0	91	11	130	0	141	339
04:15 PM	46	49	6	101	73	3	0	76	18	155	0	173	350
04:30 PM	46	68	0	114	104	2	0	106	13	109	1	123	343
Total Volume	213	208	6	427	341	20	0	361	58	492	4	554	1342
% App. Total	49.9	48.7	1.4		94.5	5.5	0		10.5	88.8	0.7		
PHF	.807	.765	.250	.936	.820	.625	.000	.851	.806	.794	.333	.801	.959



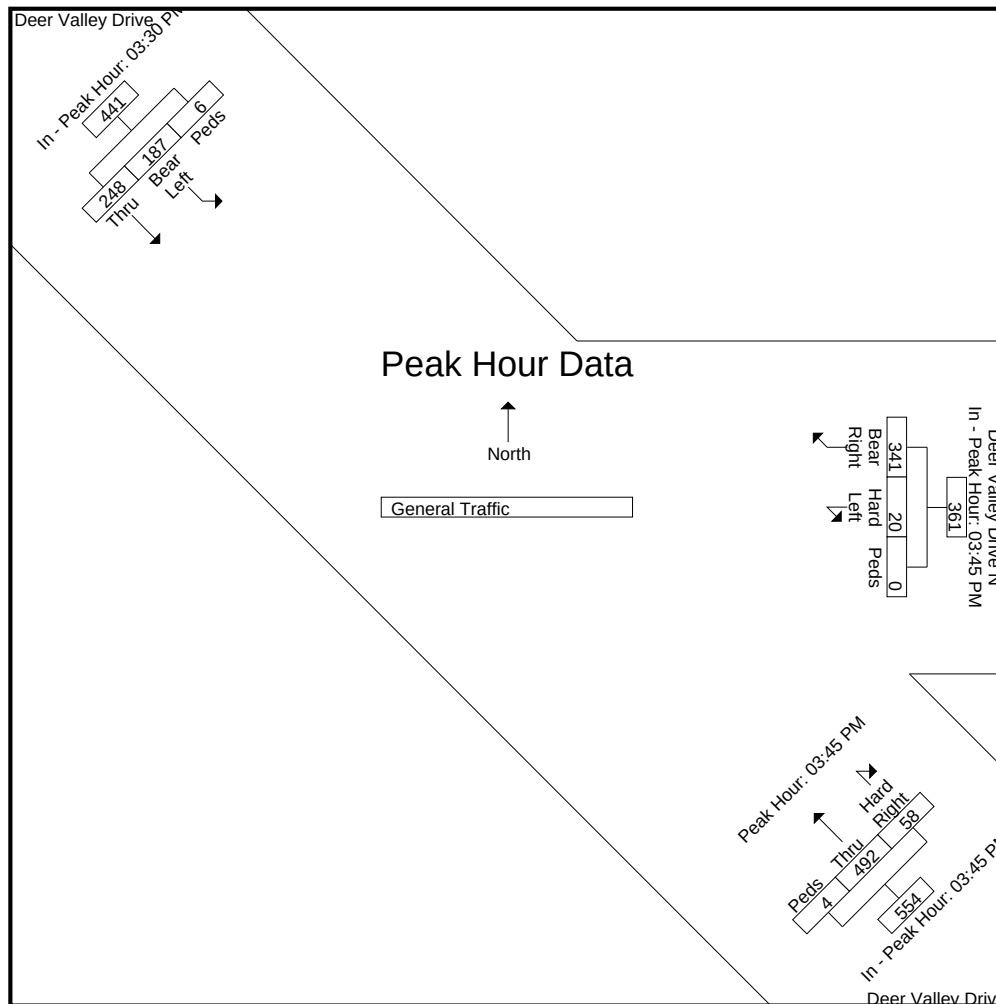
L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 6

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:30 PM				03:45 PM				03:45 PM				
+0 mins.	81	47	0	128	81	7	0	88	16	98	3	117	
+15 mins.	55	50	0	105	83	8	0	91	11	130	0	141	
+30 mins.	66	41	0	107	73	3	0	76	18	155	0	173	
+45 mins.	46	49	6	101	104	2	0	106	13	109	1	123	
Total Volume	248	187	6	441	341	20	0	361	58	492	4	554	
% App. Total	56.2	42.4	1.4		94.5	5.5	0		10.5	88.8	0.7		
PHF	.765	.935	.250	.861	.820	.625	.000	.851	.806	.794	.333	.801	



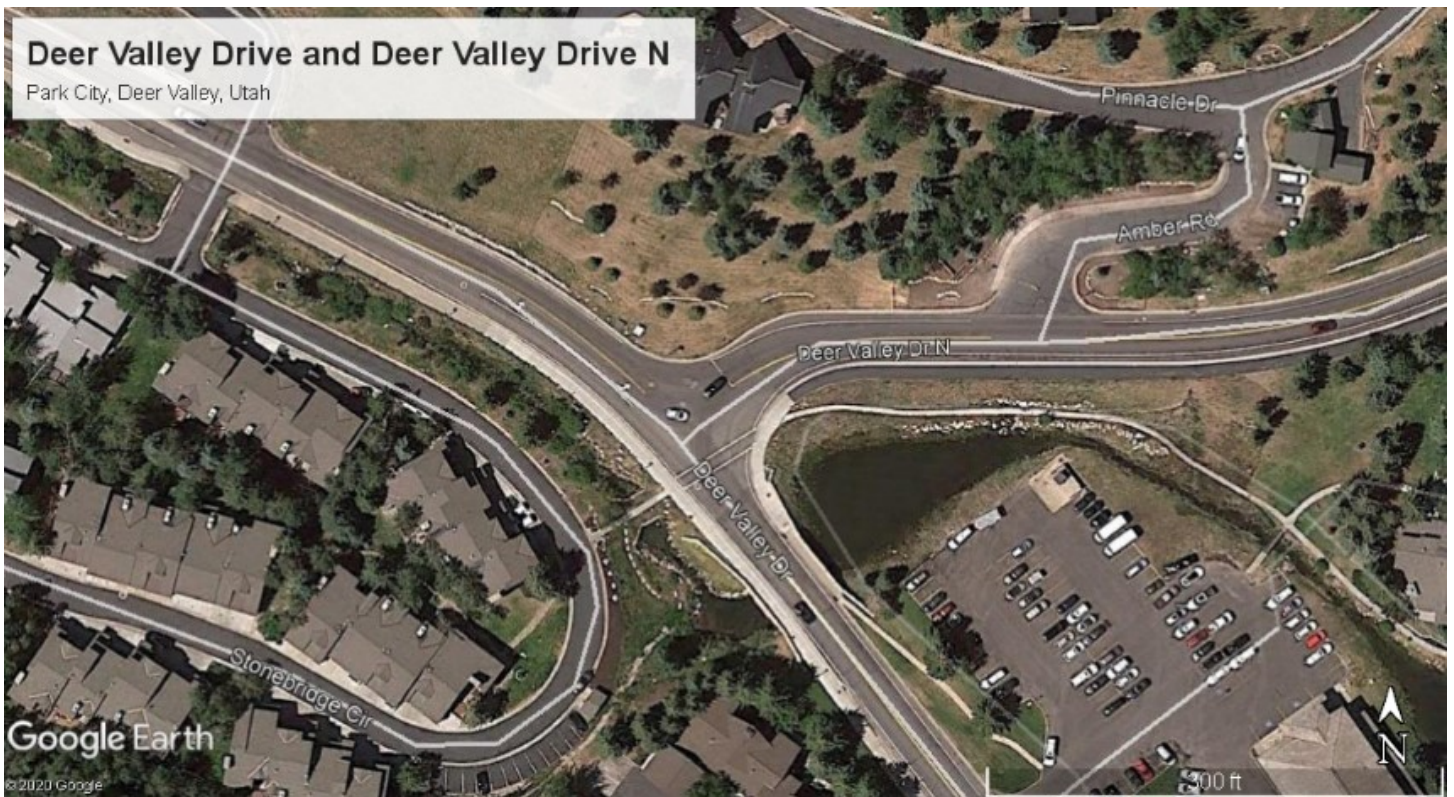
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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 7

Image 1



L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 1

Groups Printed- General Traffic

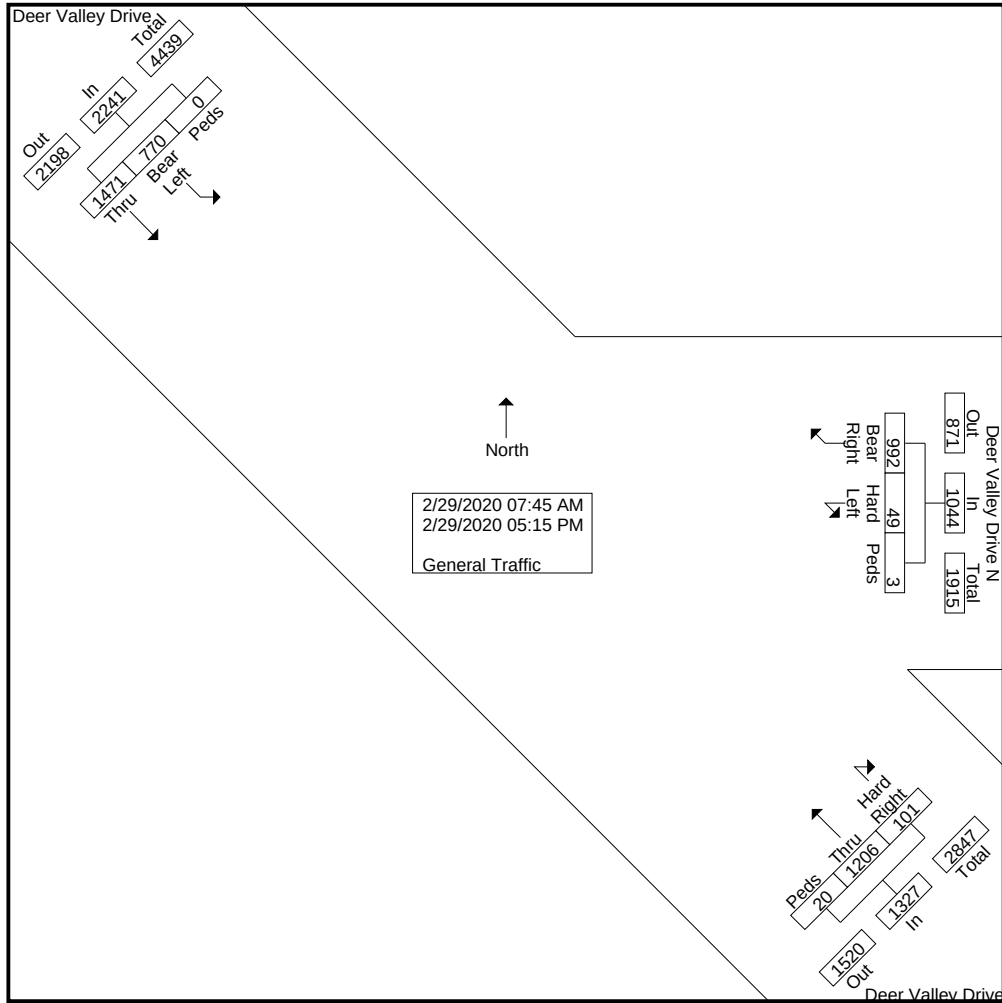
Start Time	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				Int. Total
	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	
07:45 AM	53	73	0	126	21	1	0	22	2	21	0	23	171
Total	53	73	0	126	21	1	0	22	2	21	0	23	171
08:00 AM	104	59	0	163	38	0	0	38	2	19	0	21	222
08:15 AM	150	70	0	220	32	1	0	33	3	19	0	22	275
08:30 AM	160	35	0	195	36	5	0	41	5	33	0	38	274
08:45 AM	173	39	0	212	38	1	0	39	2	48	0	50	301
Total	587	203	0	790	144	7	0	151	12	119	0	131	1072
09:00 AM	144	32	0	176	50	0	0	50	5	47	1	53	279
09:15 AM	128	36	0	164	53	4	0	57	2	42	0	44	265
09:30 AM	149	35	0	184	43	5	0	48	2	31	1	34	266
Total	421	103	0	524	146	9	0	155	9	120	2	131	810
03:30 PM	66	48	0	114	103	3	1	107	10	111	0	121	342
03:45 PM	51	54	0	105	95	4	0	99	10	116	1	127	331
Total	117	102	0	219	198	7	1	206	20	227	1	248	673
04:00 PM	43	45	0	88	102	8	0	110	12	159	1	172	370
04:15 PM	63	52	0	115	76	8	2	86	9	140	0	149	350
04:30 PM	47	38	0	85	104	2	0	106	13	121	1	135	326
04:45 PM	57	61	0	118	66	2	0	68	6	97	4	107	293
Total	210	196	0	406	348	20	2	370	40	517	6	563	1339
05:00 PM	52	44	0	96	80	4	0	84	11	113	2	126	306
05:15 PM	31	49	0	80	55	1	0	56	7	89	9	105	241
Grand Total	1471	770	0	2241	992	49	3	1044	101	1206	20	1327	4612
Apprch %	65.6	34.4	0		95	4.7	0.3		7.6	90.9	1.5		
Total %	31.9	16.7	0	48.6	21.5	1.1	0.1	22.6	2.2	26.1	0.4	28.8	

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Study: FEHR0119
Intersection: Deer Valley Dr / Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 2



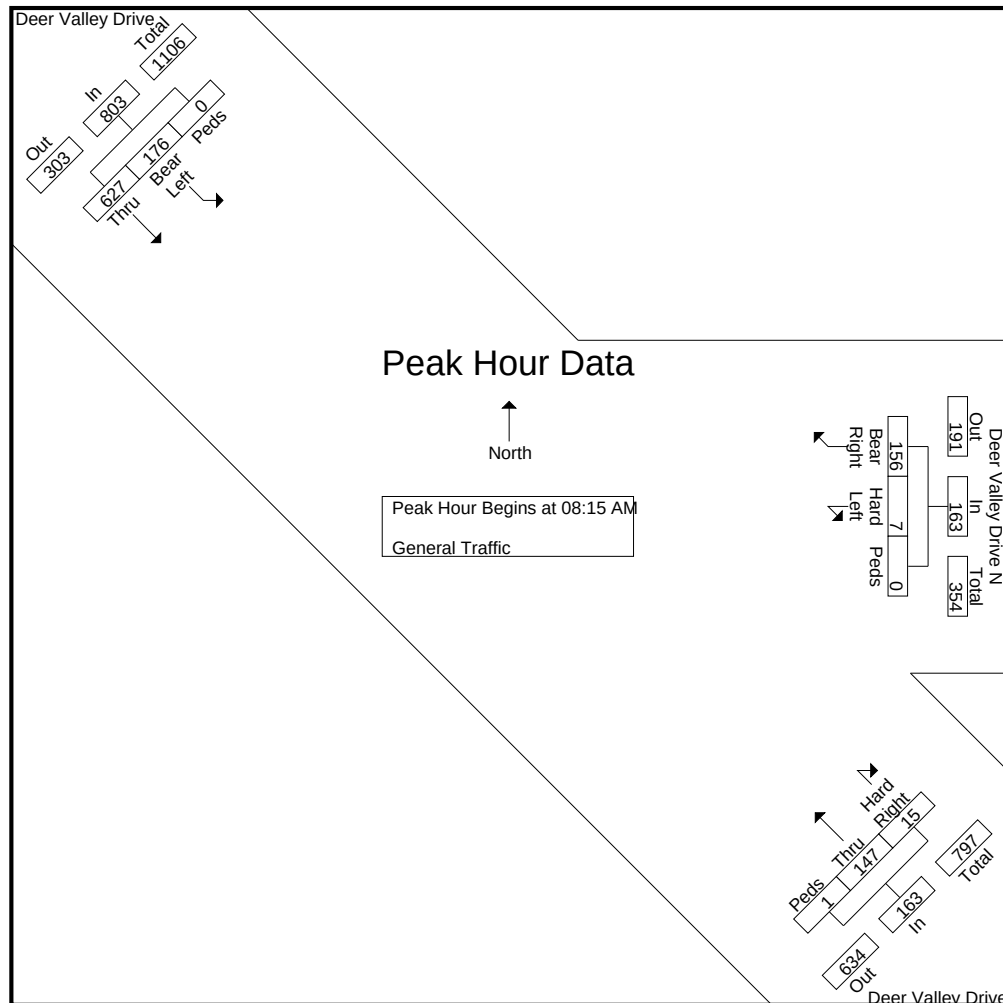
L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 3

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	150	70	0	220	32	1	0	33	3	19	0	22	275
08:30 AM	160	35	0	195	36	5	0	41	5	33	0	38	274
08:45 AM	173	39	0	212	38	1	0	39	2	48	0	50	301
09:00 AM	144	32	0	176	50	0	0	50	5	47	1	53	279
Total Volume	627	176	0	803	156	7	0	163	15	147	1	163	1129
% App. Total	78.1	21.9	0		95.7	4.3	0		9.2	90.2	0.6		
PHF	.906	.629	.000	.913	.780	.350	.000	.815	.750	.766	.250	.769	.938



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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

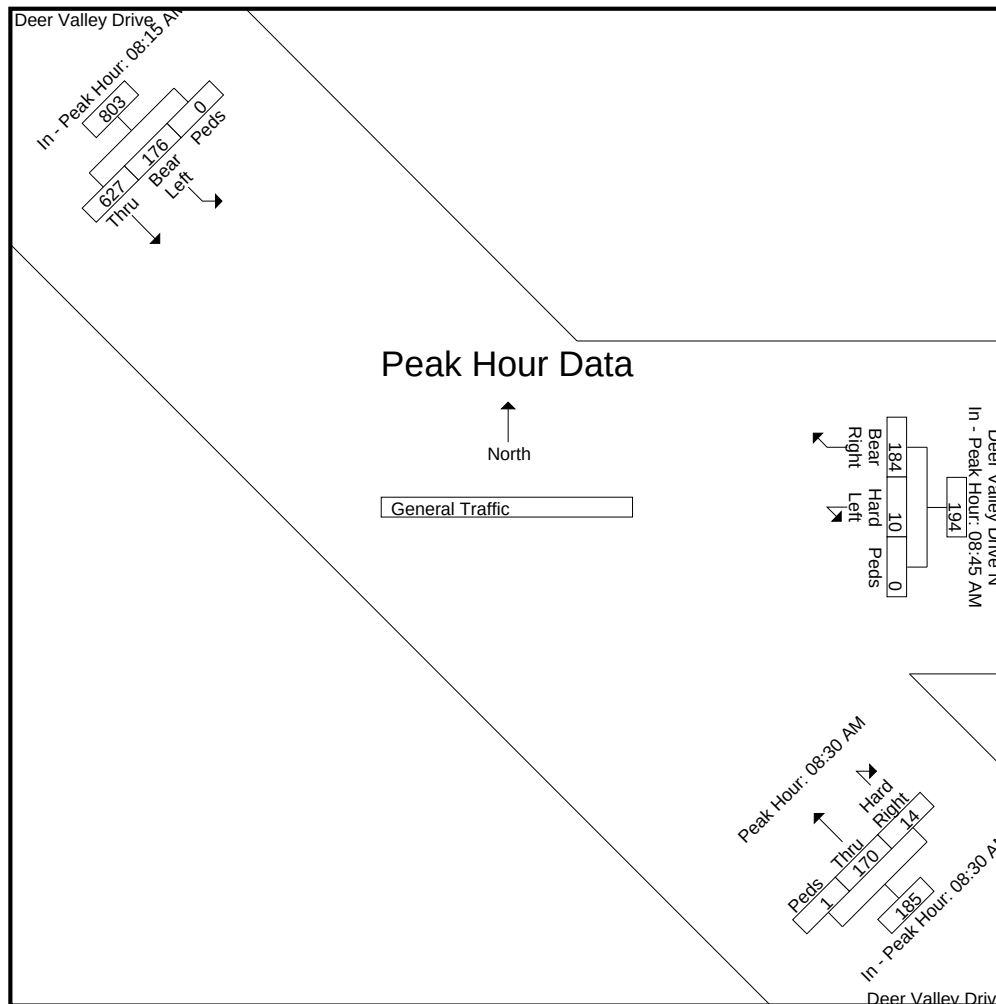
File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 4

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:15 AM				08:45 AM				08:30 AM			
+0 mins.	150	70	0	220	38	1	0	39	5	33	0	38
+15 mins.	160	35	0	195	50	0	0	50	2	48	0	50
+30 mins.	173	39	0	212	53	4	0	57	5	47	1	53
+45 mins.	144	32	0	176	43	5	0	48	2	42	0	44
Total Volume	627	176	0	803	184	10	0	194	14	170	1	185
% App. Total	78.1	21.9	0		94.8	5.2	0		7.6	91.9	0.5	
PHF	.906	.629	.000	.913	.868	.500	.000	.851	.700	.885	.250	.873



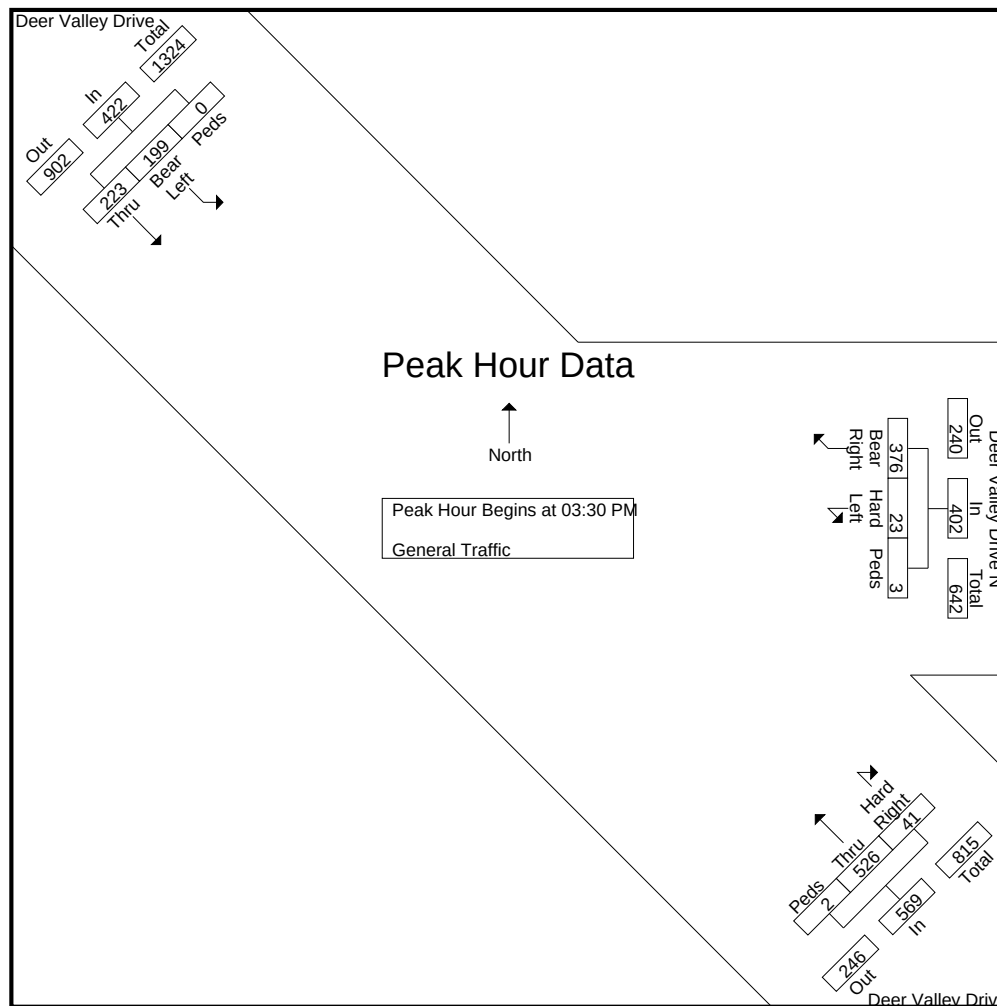
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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 5

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	66	48	0	114	103	3	1	107	10	111	0	121	342
03:45 PM	51	54	0	105	95	4	0	99	10	116	1	127	331
04:00 PM	43	45	0	88	102	8	0	110	12	159	1	172	370
04:15 PM	63	52	0	115	76	8	2	86	9	140	0	149	350
Total Volume	223	199	0	422	376	23	3	402	41	526	2	569	1393
% App. Total	52.8	47.2	0		93.5	5.7	0.7		7.2	92.4	0.4		
PHF	.845	.921	.000	.917	.913	.719	.375	.914	.854	.827	.500	.827	.941



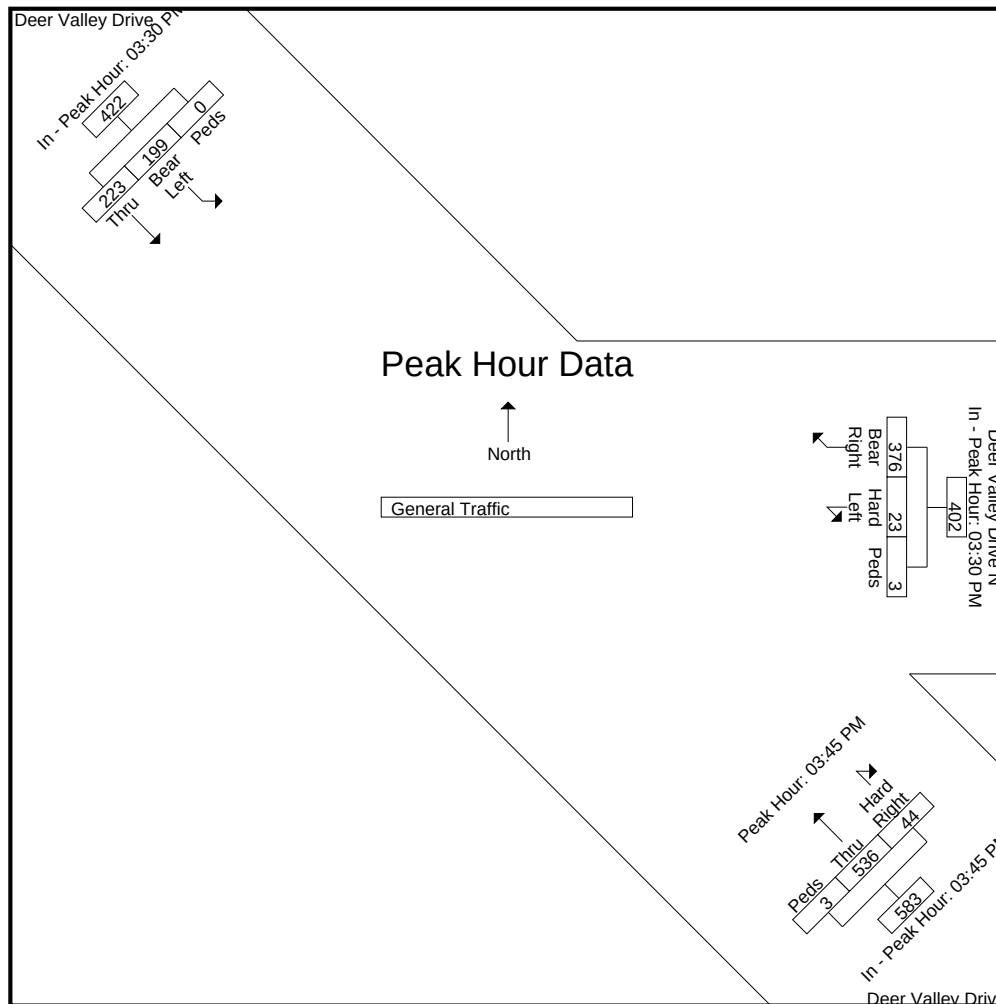
L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 6

	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				
Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:30 PM				03:30 PM				03:45 PM				
+0 mins.	66	48	0	114	103	3	1	107	10	116	1	127	
+15 mins.	51	54	0	105	95	4	0	99	12	159	1	172	
+30 mins.	43	45	0	88	102	8	0	110	9	140	0	149	
+45 mins.	63	52	0	115	76	8	2	86	13	121	1	135	
Total Volume	223	199	0	422	376	23	3	402	44	536	3	583	
% App. Total	52.8	47.2	0		93.5	5.7	0.7		7.5	91.9	0.5		
PHF	.845	.921	.000	.917	.913	.719	.375	.914	.846	.843	.750	.847	



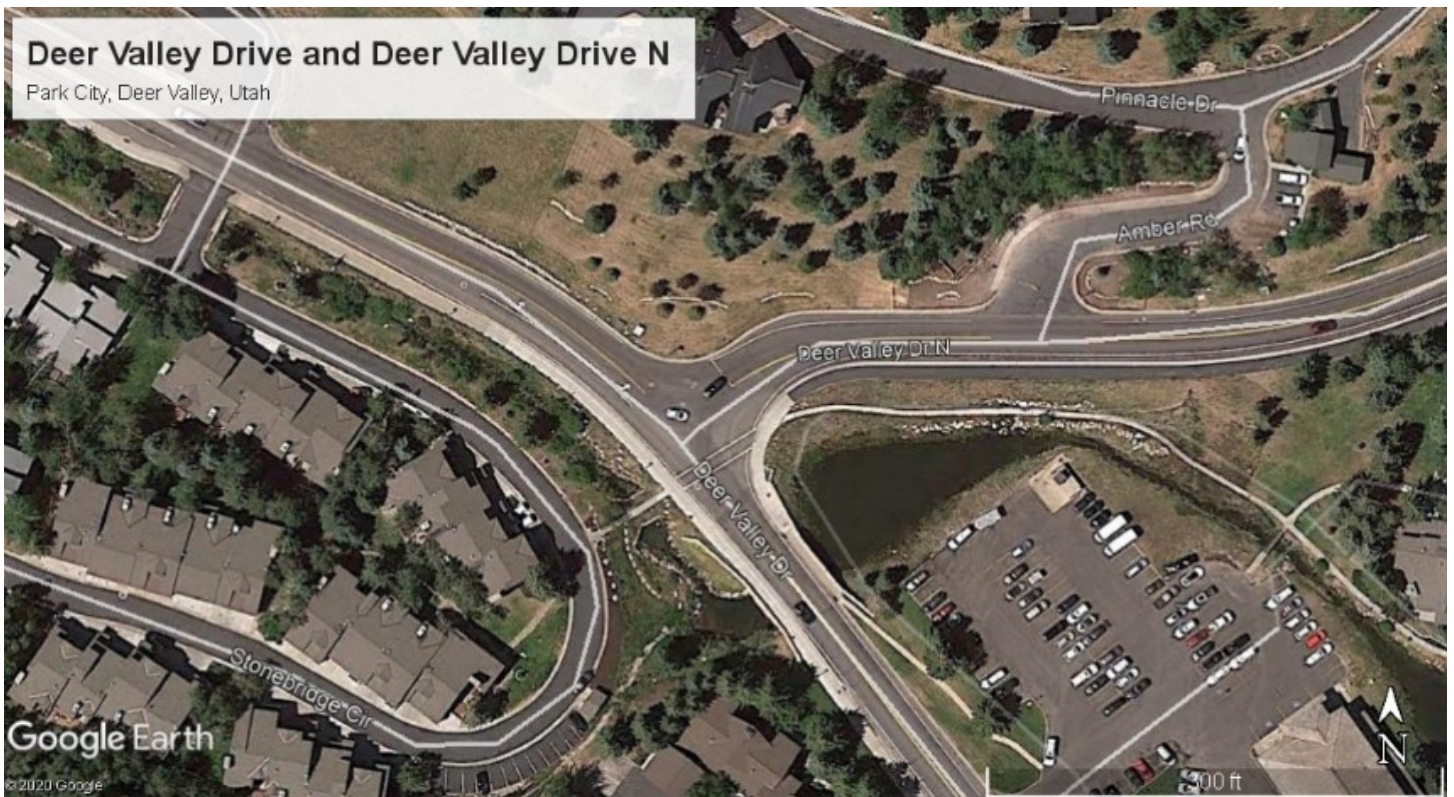
L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 7

Image 1



L2 Data Collection

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Study: FEHR0124

Intersection: Deer Valley Dr / Marsac Av

City, State: Park City, Utah

Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT

Site Code : Saturday

Start Date : 12/19/2020

Page No : 1

Groups Printed- General Traffic - Turns

Start Time	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
Total	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
08:00 AM	2	59	173	0	234	30	2	1	0	33	12	23	0	1	36	1	3	0	1	5	308
08:15 AM	3	78	171	0	252	46	3	4	0	53	12	22	0	1	35	0	3	0	2	5	345
08:30 AM	1	79	171	0	251	39	4	11	0	54	13	22	0	2	37	3	7	0	1	11	353
08:45 AM	2	74	178	0	254	55	4	6	2	67	16	26	1	3	46	3	6	1	4	14	381
Total	8	290	693	0	991	170	13	22	2	207	53	93	1	7	154	7	19	1	8	35	1387
09:00 AM	3	70	140	0	213	74	4	4	2	84	8	31	0	8	47	4	3	1	6	14	358
09:15 AM	1	74	114	3	192	63	2	6	2	73	9	31	0	1	41	0	4	0	1	5	311
09:30 AM	1	66	116	0	183	75	0	2	2	79	7	35	0	0	42	0	3	1	1	5	309

Total	5	210	370	3	588	212	6	12	6	236	24	97	0	9	130	4	10	2	8	24	978

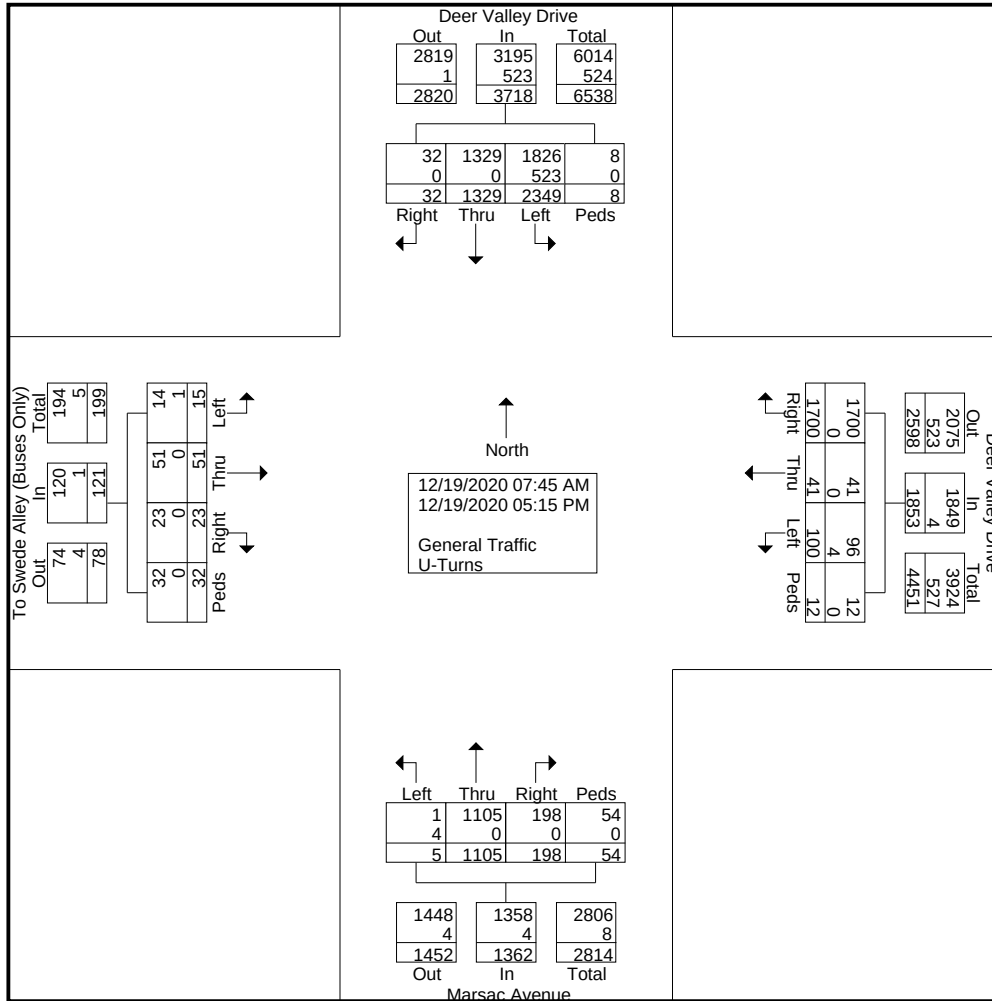
03:30 PM	5	97	155	0	257	155	2	7	0	164	18	97	0	5	120	4	0	3	0	7	548
03:45 PM	2	90	162	0	254	157	4	9	0	170	17	116	0	7	140	2	4	1	4	11	575
Total	7	187	317	0	511	312	6	16	0	334	35	213	0	12	260	6	4	4	4	18	1123
04:00 PM	1	101	141	0	243	177	1	12	0	190	9	106	1	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	5	228	180	3	9	1	193	16	106	1	2	125	0	3	0	2	5	551
04:30 PM	2	91	144	0	237	176	4	5	0	185	16	100	0	7	123	2	2	4	1	9	554
04:45 PM	3	83	145	0	231	139	3	10	0	152	16	135	1	3	155	0	4	1	0	5	543
Total	7	368	559	5	939	672	11	36	1	720	57	447	3	19	526	3	11	5	6	25	2210
05:00 PM	1	74	135	0	210	129	3	5	1	138	11	104	0	3	118	1	2	1	2	6	472
05:15 PM	3	95	134	0	232	168	0	4	2	174	15	132	1	3	151	1	2	1	4	8	565
Grand Total	32	1329	2349	8	3718	1700	41	100	12	1853	198	1105	5	54	1362	23	51	15	32	121	7054
Apprch %	0.9	35.7	63.2	0.2		91.7	2.2	5.4	0.6		14.5	81.1	0.4	4		19	42.1	12.4	26.4		
Total %	0.5	18.8	33.3	0.1	52.7	24.1	0.6	1.4	0.2	26.3	2.8	15.7	0.1	0.8	19.3	0.3	0.7	0.2	0.5	1.7	
General Traffic	32	1329	1826	8	3195	1700	41	96	12	1849	198	1105	1	54	1358	23	51	14	32	120	6522
% General Traffic	100	100	77.7	100	85.9	100	100	96	100	99.8	100	100	20	100	99.7	100	100	93.3	100	99.2	92.5
U-Turns	0	0	523	0	523	0	0	4	0	4	0	0	4	0	4	0	0	1	0	1	532
% U-Turns	0	0	22.3	0	14.1	0	0	4	0	0.2	0	0	80	0	0.3	0	0	6.7	0	0.8	7.5

L2 Data Collection

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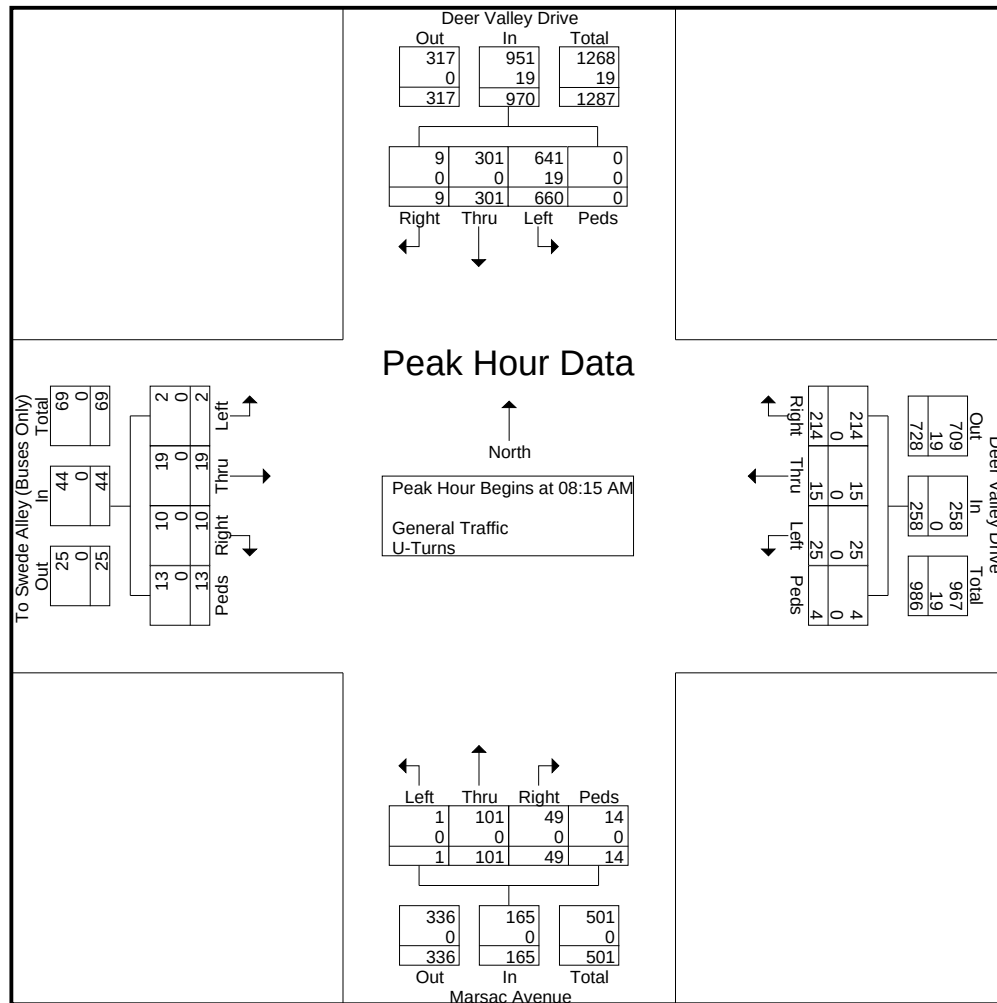
Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 2



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Page No : 3

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

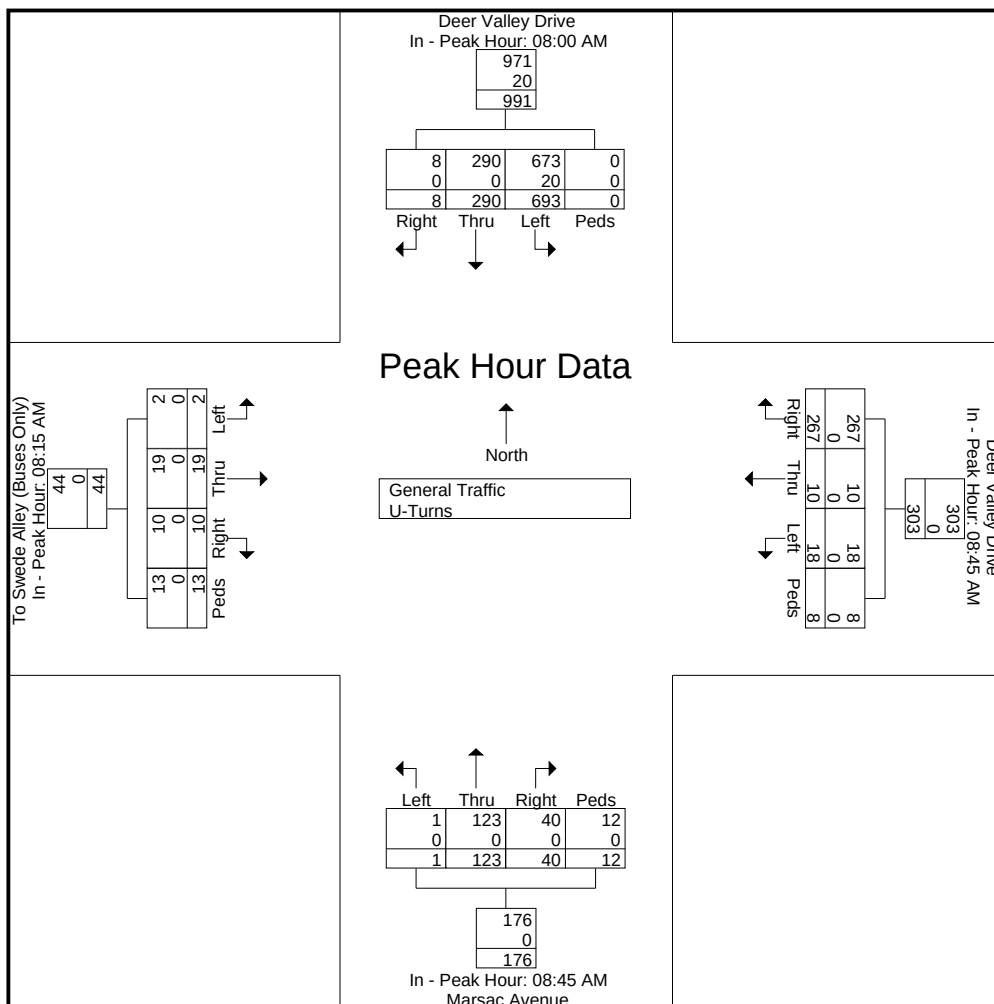
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	08:00 AM					08:45 AM					08:45 AM					08:15 AM				
+0 mins.	2	59	173	0	234	55	4	6	2	67	16	26	1	3	46	0	3	0	2	5
+15 mins.	3	78	171	0	252	74	4	4	2	84	8	31	0	8	47	3	7	0	1	11
+30 mins.	1	79	171	0	251	63	2	6	2	73	9	31	0	1	41	3	6	1	4	14
+45 mins.	2	74	178	0	254	75	0	2	2	79	7	35	0	0	42	4	3	1	6	14
Total Volume	8	290	693	0	991	267	10	18	8	303	40	123	1	12	176	10	19	2	13	44
% App. Total	0.8	29.3	69.9	0		88.1	3.3	5.9	2.6		22.7	69.9	0.6	6.8		22.7	43.2	4.5	29.5	
PHF	.667	.918	.973	.000	.975	.890	.625	.750	1.000	.902	.625	.879	.250	.375	.936	.625	.679	.500	.542	.786
General Traffic	8	290	673	0	971	267	10	18	8	303	40	123	1	12	176	10	19	2	13	44
% General Traffic	100	100	97.1	0	98	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
U-Turns	0	0	20	0	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% U-Turns	0	0	2.9	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0



L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124

Intersection: Deer Valley Dr / Marsac Av

City, State: Park City, Utah

Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT

Site Code : Saturday

Start Date : 12/19/2020

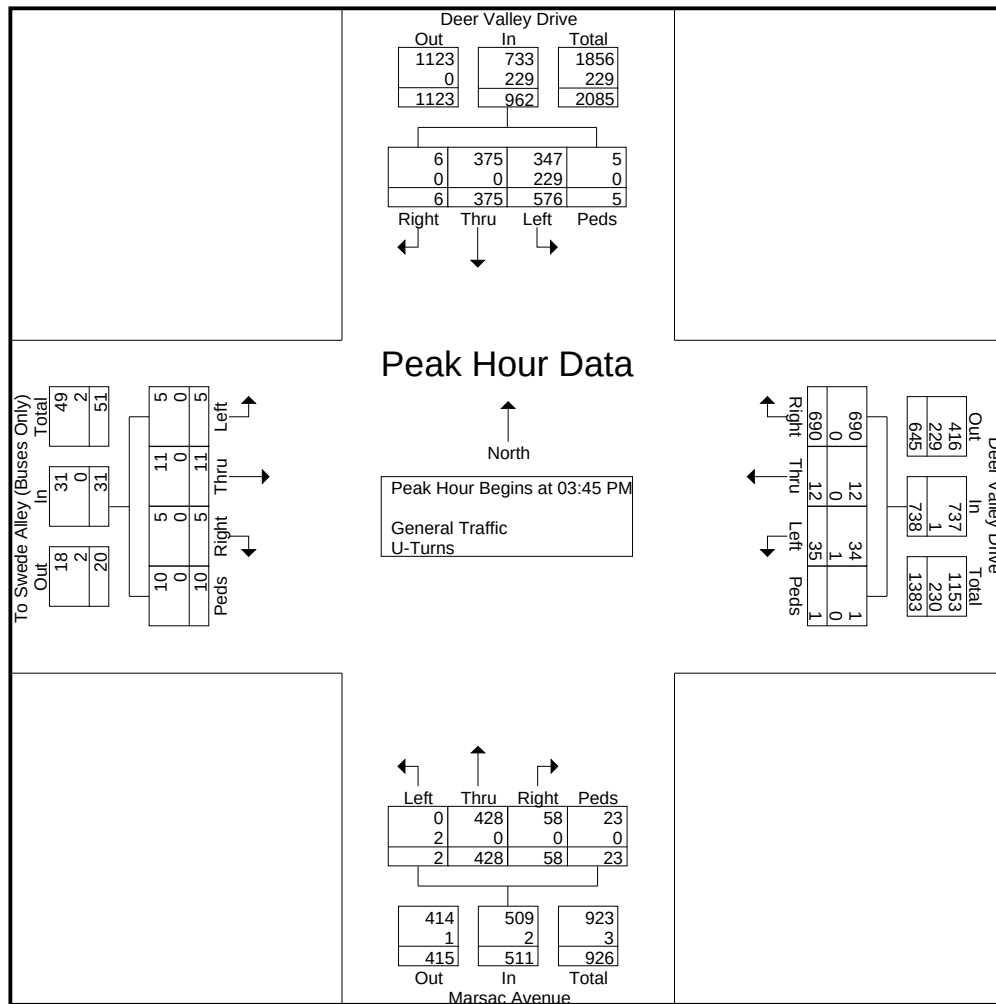
Page No : 5

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 03:45 PM

03:45 PM	2	90	162	0	254	157	4	9	0	170	17	116	0	7	140	2	4	1	4	11	575
04:00 PM	1	101	141	0	243	177	1	12	0	190	9	106	1	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	5	228	180	3	9	1	193	16	106	1	2	125	0	3	0	2	5	551
04:30 PM	2	91	144	0	237	176	4	5	0	185	16	100	0	7	123	2	2	4	1	9	554
Total Volume	6	375	576	5	962	690	12	35	1	738	58	428	2	23	511	5	11	5	10	31	2242
% App. Total	0.6	39	59.9	0.5		93.5	1.6	4.7	0.1		11.4	83.8	0.4	4.5		16.1	35.5	16.1	32.3		
PHF	.750	.928	.889	.250	.947	.958	.750	.729	.250	.956	.853	.922	.500	.821	.913	.625	.688	.313	.625	.705	.975
General Traffic	6	375	347	5	733	690	12	34	1	737	58	428	0	23	509	5	11	5	10	31	2010
% General Traffic	100	100	60.2	100	76.2	100	100	97.1	100	99.9	100	100	0	100	99.6	100	100	100	100	100	89.7
U-Turns	0	0	229	0	229	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	232
% U-Turns	0	0	39.8	0	23.8	0	0	2.9	0	0.1	0	0	100	0	0.4	0	0	0	0	0	10.3



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

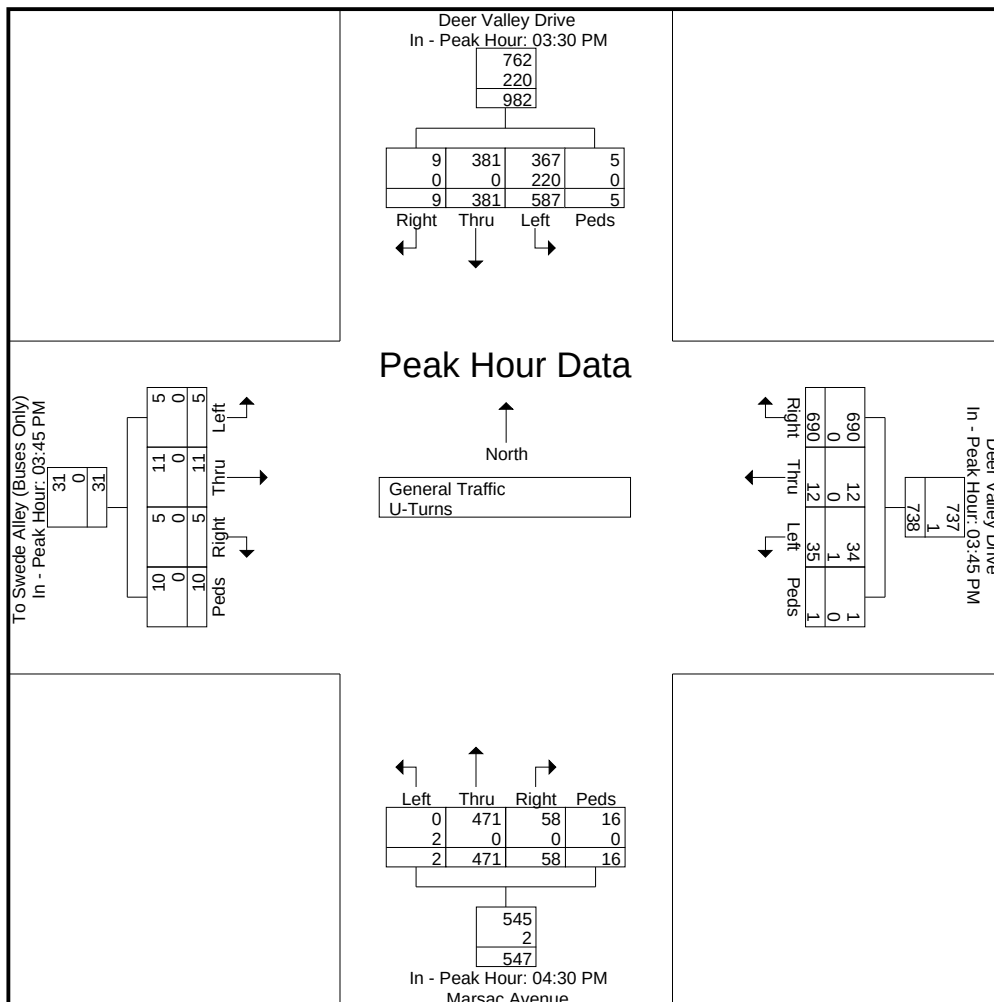
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:45 PM					04:30 PM					03:45 PM				
+0 mins.	5	97	155	0	257	157	4	9	0	170	16	100	0	7	123	2	4	1	4	11
+15 mins.	2	90	162	0	254	177	1	12	0	190	16	135	1	3	155	1	2	0	3	6
+30 mins.	1	101	141	0	243	180	3	9	1	193	11	104	0	3	118	0	3	0	2	5
+45 mins.	1	93	129	5	228	176	4	5	0	185	15	132	1	3	151	2	2	4	1	9
Total Volume	9	381	587	5	982	690	12	35	1	738	58	471	2	16	547	5	11	5	10	31
% App. Total	0.9	38.8	59.8	0.5		93.5	1.6	4.7	0.1		10.6	86.1	0.4	2.9		16.1	35.5	16.1	32.3	
PHF	.450	.943	.906	.250	.955	.958	.750	.729	.250	.956	.906	.872	.500	.571	.882	.625	.688	.313	.625	.705
General Traffic	9	381	367	5	762	690	12	34	1	737	58	471	0	16	545	5	11	5	10	31
% General Traffic	100	100	62.5	100	77.6	100	100	97.1	100	99.9	100	100	0	100	99.6	100	100	100	100	100
U-Turns	0	0	220	0	220	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0
% U-Turns	0	0	37.5	0	22.4	0	0	2.9	0	0.1	0	0	100	0	0.4	0	0	0	0	0



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 7

Image 1



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 1

Groups Printed- General Traffic

Start Time	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				Int. Total
	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	
07:45 AM	34	138	0	172	21	37	0	58	137	13	0	150	380
Total	34	138	0	172	21	37	0	58	137	13	0	150	380
08:00 AM	26	111	0	137	30	42	0	72	147	8	0	155	364
08:15 AM	49	115	0	164	24	60	0	84	141	14	0	155	403
08:30 AM	51	113	0	164	23	48	0	71	137	23	0	160	395
08:45 AM	40	130	0	170	32	58	0	90	137	23	0	160	420
Total	166	469	0	635	109	208	0	317	562	68	0	630	1582
09:00 AM	28	111	0	139	49	57	0	106	120	29	0	149	394
09:15 AM	22	85	0	107	27	70	0	97	112	34	0	146	350
09:30 AM	26	90	0	116	38	54	0	92	121	30	0	151	359

Total	76	286	0	362	114	181	0	295	353	93	0	446	1103

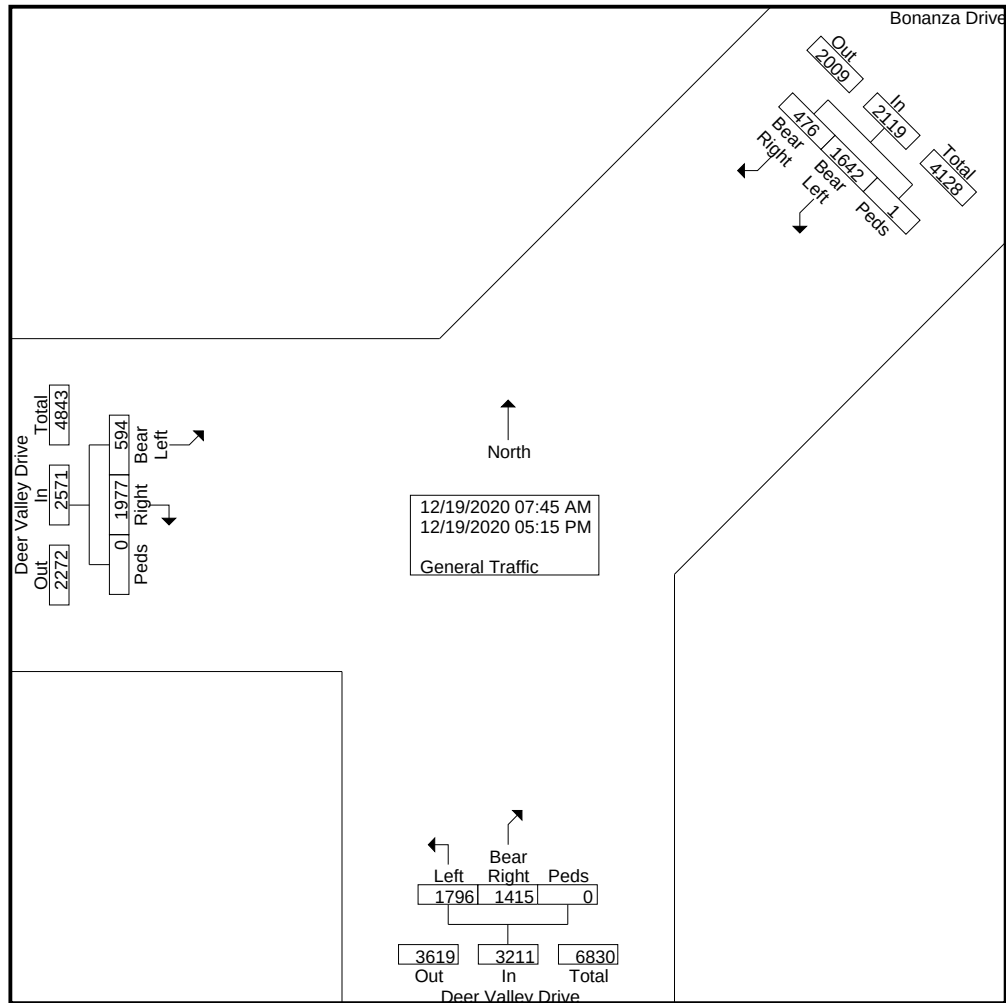
03:30 PM	23	90	0	113	146	174	0	320	120	58	0	178	611
03:45 PM	41	110	1	152	147	184	0	331	110	67	0	177	660
Total	64	200	1	265	293	358	0	651	230	125	0	355	1271
04:00 PM	25	92	0	117	155	175	0	330	119	59	0	178	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	176	182	0	358	99	50	0	149	632
04:45 PM	17	86	0	103	130	166	0	296	121	44	0	165	564
Total	99	375	0	474	603	700	0	1303	449	216	0	665	2442
05:00 PM	21	81	0	102	136	171	0	307	110	41	0	151	560
05:15 PM	16	93	0	109	139	141	0	280	136	38	0	174	563
Grand Total	476	1642	1	2119	1415	1796	0	3211	1977	594	0	2571	7901
Apprch %	22.5	77.5	0		44.1	55.9	0		76.9	23.1	0		
Total %	6	20.8	0	26.8	17.9	22.7	0	40.6	25	7.5	0	32.5	

L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 2



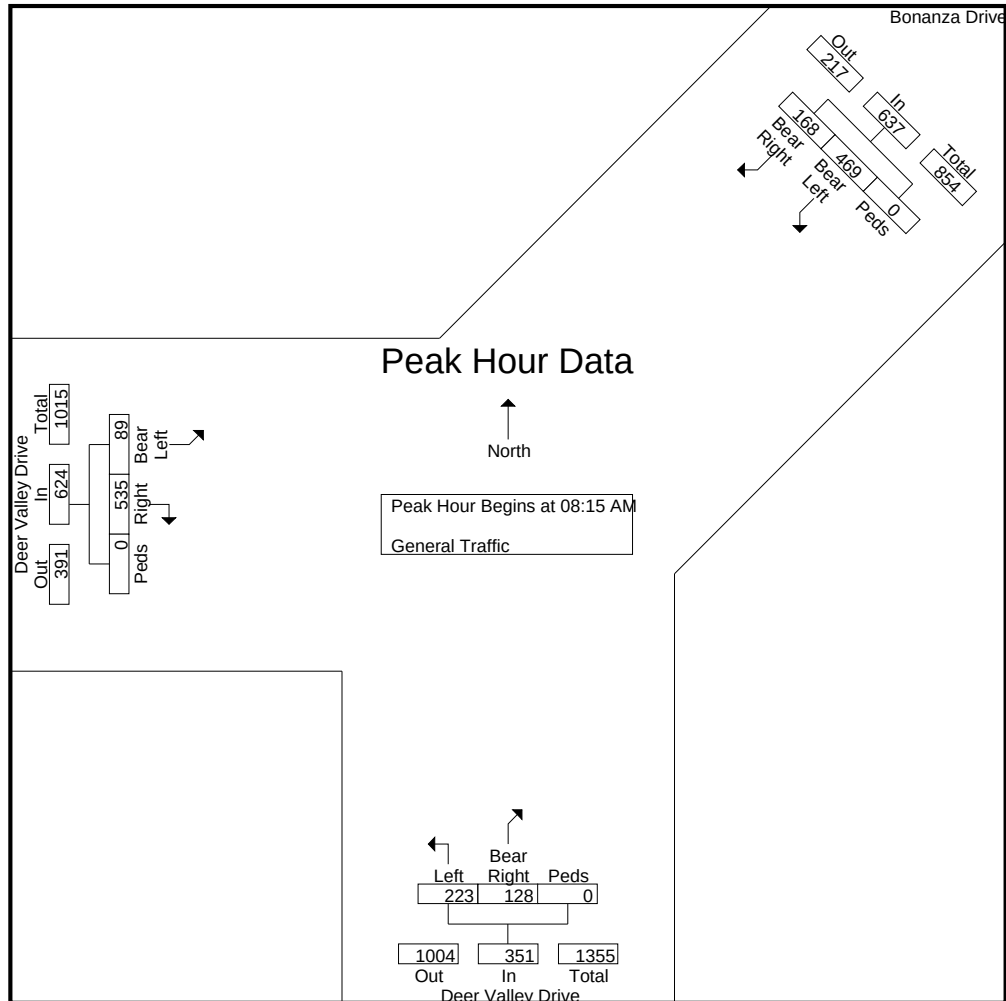
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 3

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 08:15 AM													
08:15 AM	49	115	0	164	24	60	0	84	141	14	0	155	403
08:30 AM	51	113	0	164	23	48	0	71	137	23	0	160	395
08:45 AM	40	130	0	170	32	58	0	90	137	23	0	160	420
09:00 AM	28	111	0	139	49	57	0	106	120	29	0	149	394
Total Volume	168	469	0	637	128	223	0	351	535	89	0	624	1612
% App. Total	26.4	73.6	0		36.5	63.5	0		85.7	14.3	0		
PHF	.824	.902	.000	.937	.653	.929	.000	.828	.949	.767	.000	.975	.960



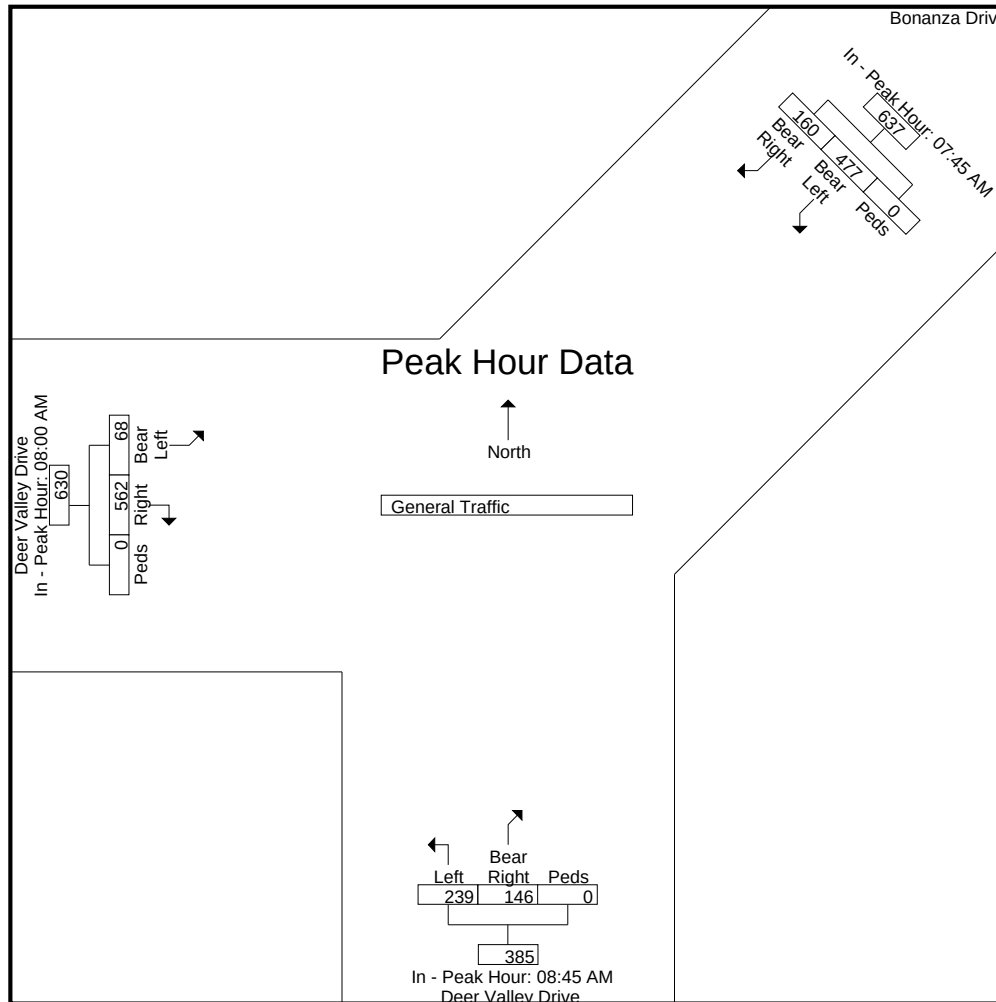
L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 AM				08:45 AM				08:00 AM				
+0 mins.	34	138	0	172	32	58	0	90	147	8	0	155	
+15 mins.	26	111	0	137	49	57	0	106	141	14	0	155	
+30 mins.	49	115	0	164	27	70	0	97	137	23	0	160	
+45 mins.	51	113	0	164	38	54	0	92	137	23	0	160	
Total Volume	160	477	0	637	146	239	0	385	562	68	0	630	
% App. Total	25.1	74.9	0		37.9	62.1	0		89.2	10.8	0		
PHF	.784	.864	.000	.926	.745	.854	.000	.908	.956	.739	.000	.984	



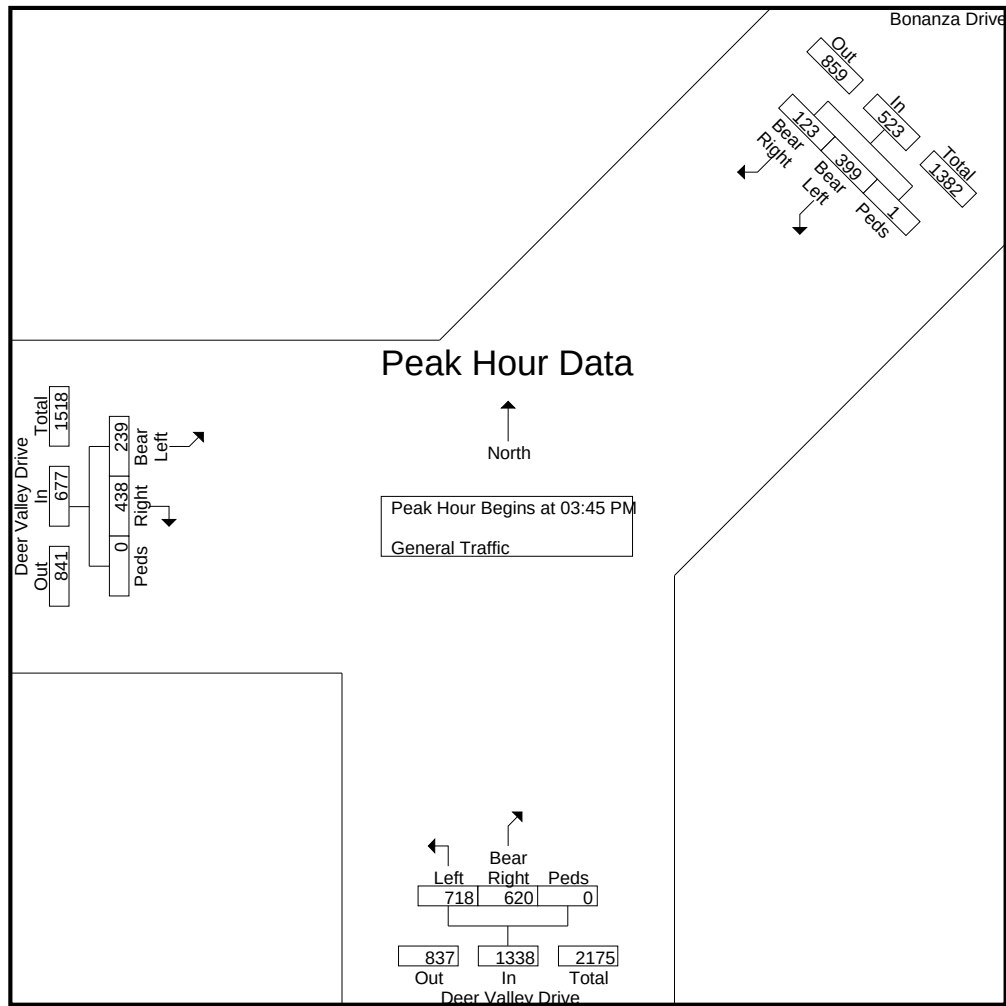
L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 5

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:45 PM													
03:45 PM	41	110	1	152	147	184	0	331	110	67	0	177	660
04:00 PM	25	92	0	117	155	175	0	330	119	59	0	178	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	176	182	0	358	99	50	0	149	632
Total Volume	123	399	1	523	620	718	0	1338	438	239	0	677	2538
% App. Total	23.5	76.3	0.2		46.3	53.7	0		64.7	35.3	0		
PHF	.750	.907	.250	.860	.881	.976	.000	.934	.920	.892	.000	.951	.961



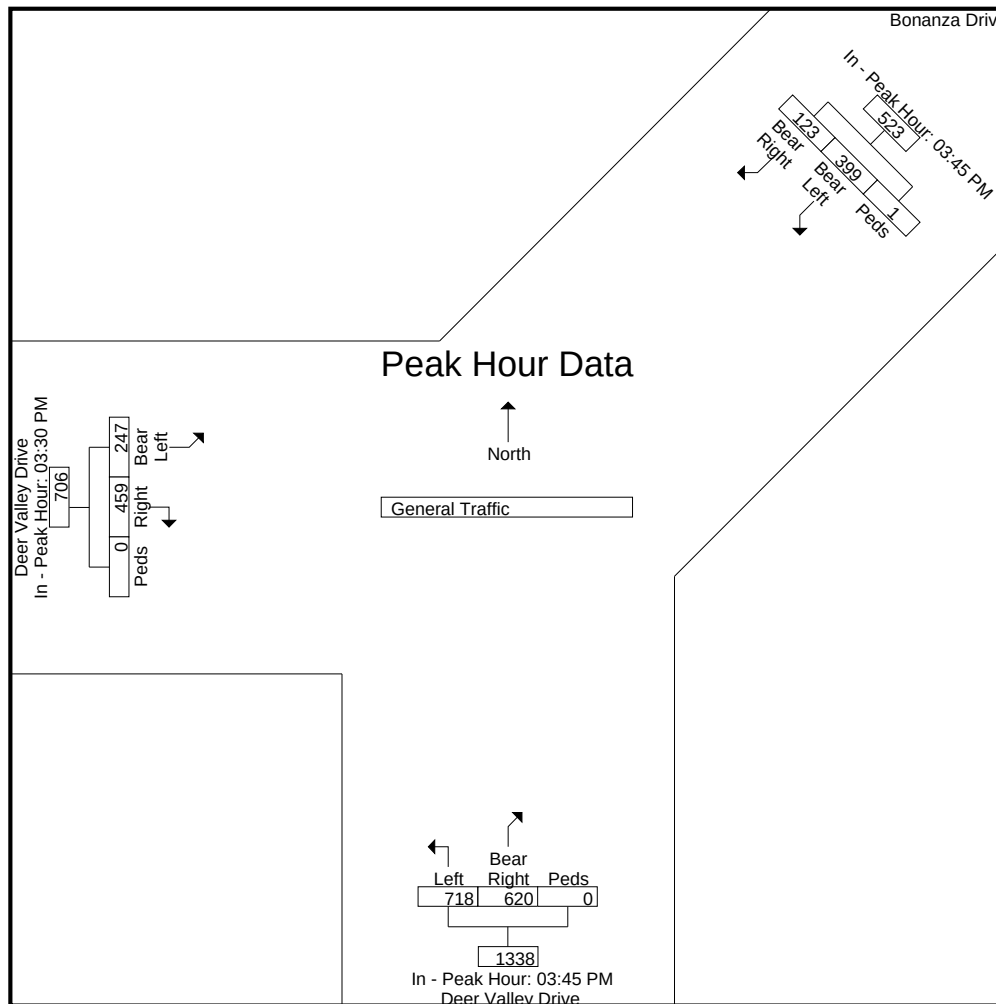
L2 Data Collection

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				
Start Time	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	03:45 PM				03:45 PM				03:30 PM				
+0 mins.	41	110	1	152	147	184	0	331	120	58	0	178	
+15 mins.	25	92	0	117	155	175	0	330	110	67	0	177	
+30 mins.	26	103	0	129	142	177	0	319	119	59	0	178	
+45 mins.	31	94	0	125	176	182	0	358	110	63	0	173	
Total Volume	123	399	1	523	620	718	0	1338	459	247	0	706	
% App. Total	23.5	76.3	0.2		46.3	53.7	0		65	35	0		
PHF	.750	.907	.250	.860	.881	.976	.000	.934	.956	.922	.000	.992	



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Bonanza
City, State: Park City, Utah
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr
Site Code : Saturday
Start Date : 12/19/2020
Page No : 7

Image 1



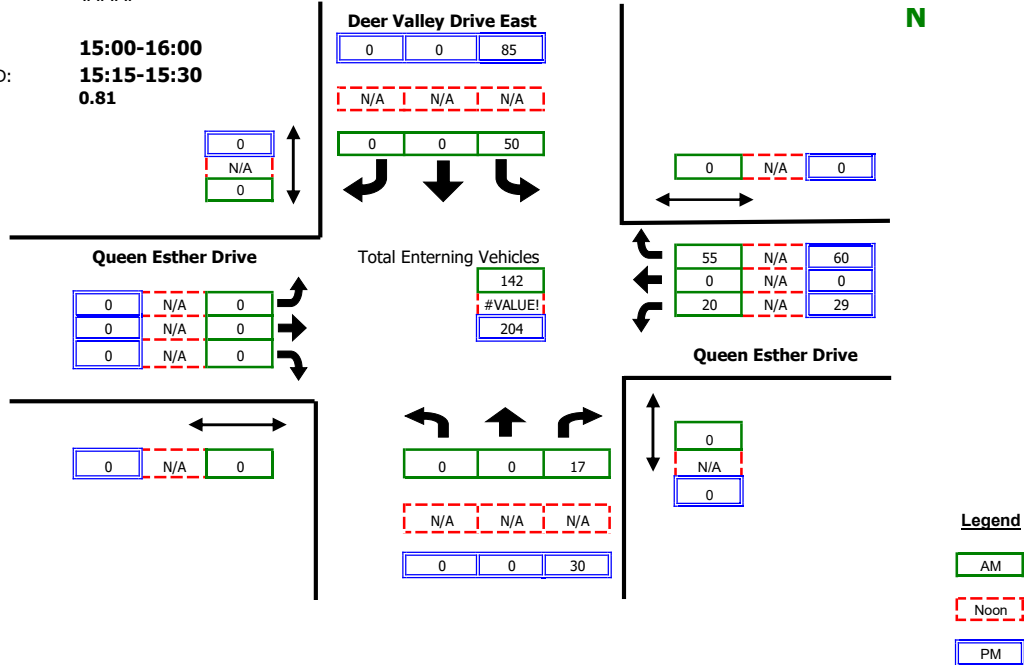
Intersection Turning Movement Summary

Intersection:	Deer Valley Drive East/Queen Esther Drive	Date:	3-3-22, Thu
North/South:	Deer Valley Drive East	Day of Week Adjustment:	100.0%
East/West:	Queen Esther Drive	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **9:00-10:00**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.99**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:00-16:00**
 PM PEAK 15 MINUTE PERIOD: **15:15-15:30**
 PM PHF: **0.81**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	4	0	0	0	0	0	0	0	5	0	4	0	13
8:15-8:30	0	0	8	0	7	0	0	0	0	0	0	0	9	0	13	0	37
8:30-8:45	0	0	6	0	6	0	0	0	0	0	0	0	5	0	11	0	28
8:45-9:00	0	0	2	0	11	0	0	0	0	0	0	0	10	0	9	0	32
9:00-9:15	0	0	5	0	9	0	0	0	0	0	0	0	7	0	14	0	35
9:15-9:30	0	0	5	0	17	0	0	0	0	0	0	0	4	0	10	0	36
9:30-9:45	0	0	2	0	10	0	0	0	0	0	0	0	6	0	18	0	36
9:45-10:00	0	0	5	0	14	0	0	0	0	0	0	0	3	0	13	0	35
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	9	0	9	0	0	0	0	0	0	0	5	0	14	0	37
14:45-15:00	0	0	5	0	21	0	0	0	0	0	0	0	3	0	17	0	46
15:00-15:15	0	0	5	0	23	0	0	0	0	0	0	0	3	0	18	0	49
15:15-15:30	0	0	9	0	26	0	0	0	0	0	0	0	11	0	17	0	63
15:30-15:45	0	0	6	0	19	0	0	0	0	0	0	0	8	0	9	0	42
15:45-16:00	0	0	10	0	17	0	0	0	0	0	0	0	7	0	16	0	50
16:00-16:15	0	0	5	0	18	0	0	0	0	0	0	0	4	0	13	0	40
16:15-16:30	0	0	7	0	25	0	0	0	0	0	0	0	4	0	8	0	44

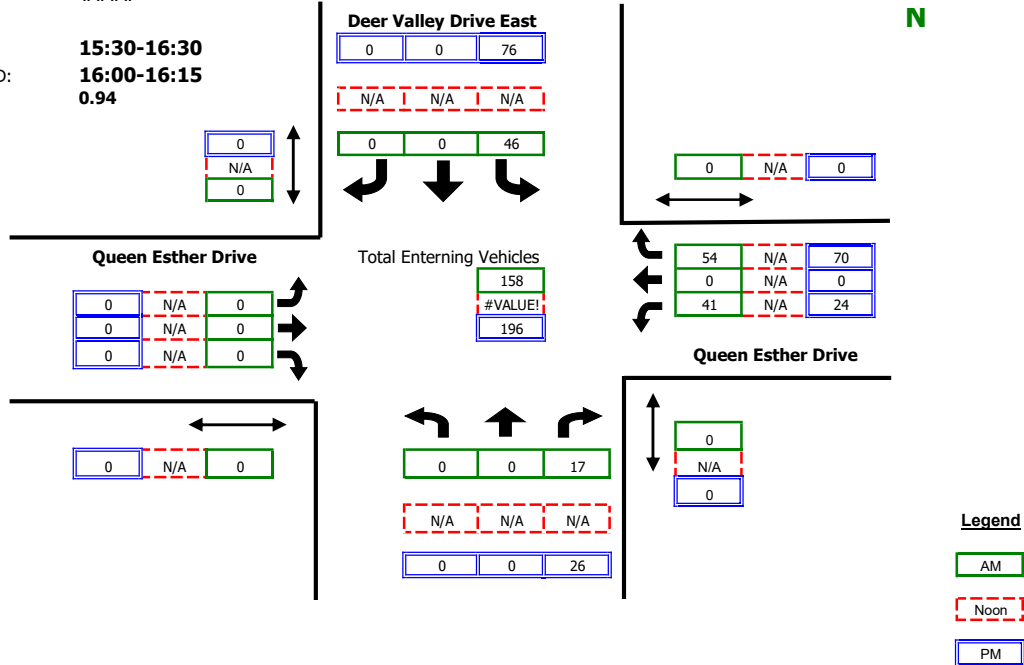
Intersection Turning Movement Summary

Intersection:	Deer Valley Drive East/Queen Esther Drive	Date:	3-4-22, Fri
North/South:	Deer Valley Drive East	Day of Week Adjustment:	100.0%
East/West:	Queen Esther Drive	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.77**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD: **####**
 NOON PHF:

PM PEAK HOUR PERIOD: **15:30-16:30**
 PM PEAK 15 MINUTE PERIOD: **16:00-16:15**
 PM PHF: **0.94**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	4	0	12	0	0	0	0	0	0	0	3	0	18	0	37
8:15-8:30	0	0	3	0	11	0	0	0	0	0	0	0	10	0	9	0	33
8:30-8:45	0	0	5	0	11	0	0	0	0	0	0	0	6	0	10	0	32
8:45-9:00	0	0	2	0	16	0	0	0	0	0	0	0	13	0	20	0	51
9:00-9:15	0	0	5	0	5	0	0	0	0	0	0	0	7	0	9	0	26
9:15-9:30	0	0	6	0	10	0	0	0	0	0	0	0	5	0	10	0	31
9:30-9:45	0	0	4	0	15	0	0	0	0	0	0	0	16	0	15	0	50
9:45-10:00	0	0	10	0	10	0	0	0	0	0	0	0	7	0	15	0	42
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	6	0	14	0	0	0	0	0	0	0	5	0	9	0	34
14:45-15:00	0	0	8	0	19	0	0	0	0	0	0	0	6	0	23	0	56
15:00-15:15	0	0	8	0	11	0	0	0	0	0	0	0	8	0	18	0	45
15:15-15:30	0	0	8	0	16	0	0	0	0	0	0	0	7	0	15	0	46
15:30-15:45	0	0	2	0	10	0	0	0	0	0	0	0	8	0	21	0	41
15:45-16:00	0	0	7	0	26	0	0	0	0	0	0	0	3	0	15	0	51
16:00-16:15	0	0	7	0	18	0	0	0	0	0	0	0	7	0	20	0	52
16:15-16:30	0	0	10	0	22	0	0	0	0	0	0	0	6	0	14	0	52

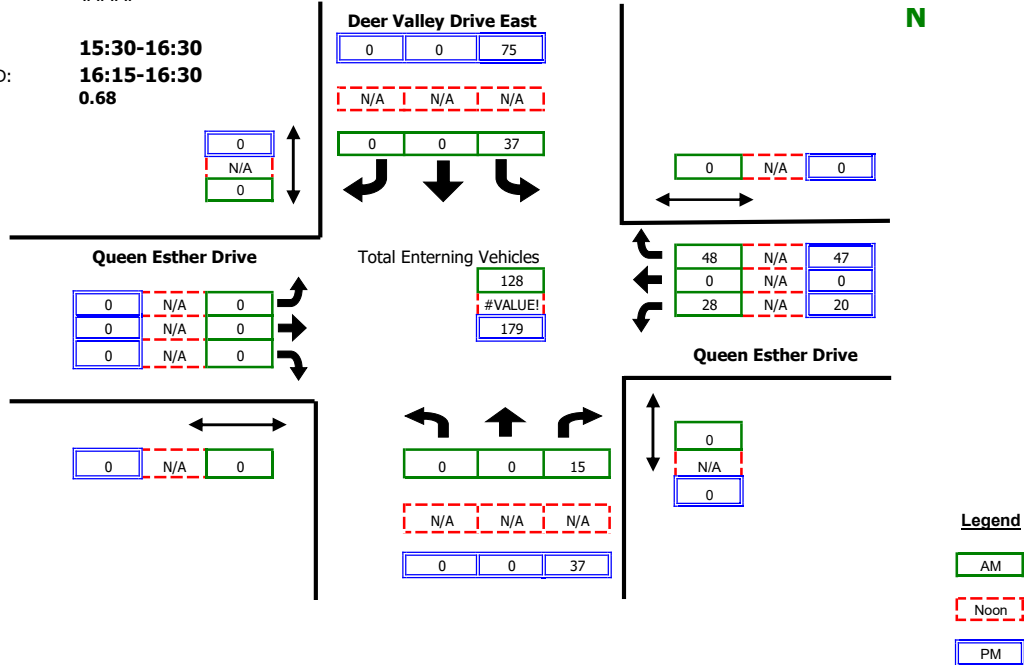
Intersection Turning Movement Summary

Intersection:	Deer Valley Drive East/Queen Esther Drive	Date:	3-5-22, Sat
North/South:	Deer Valley Drive East	Day of Week Adjustment:	100.0%
East/West:	Queen Esther Drive	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
 AM PEAK 15 MINUTE PERIOD: **8:45-9:00**
 AM PHF: **0.86**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
 PM PEAK 15 MINUTE PERIOD: **16:15-16:30**
 PM PHF: **0.68**



RAW COUNT SUMMARIES	Deer Valley Drive East Northbound				Deer Valley Drive East Southbound				Queen Esther Drive Eastbound				Queen Esther Drive Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	6	0	10	0	0	0	0	0	0	0	4	0	4	0	24
8:15-8:30	0	0	1	0	7	0	0	0	0	0	0	0	10	0	4	0	22
8:30-8:45	0	0	7	0	6	0	0	0	0	0	0	0	10	0	10	0	33
8:45-9:00	0	0	5	0	12	0	0	0	0	0	0	0	10	0	10	0	37
9:00-9:15	0	0	4	0	9	0	0	0	0	0	0	0	6	0	10	0	29
9:15-9:30	0	0	3	0	10	0	0	0	0	0	0	0	4	0	9	0	26
9:30-9:45	0	0	3	0	6	0	0	0	0	0	0	0	8	0	19	0	36
9:45-10:00	0	0	4	0	10	0	0	0	0	0	0	0	7	0	9	0	30
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00-16:15	0	0	11	0	16	0	0	0	0	0	0	0	6	0	10	0	43
16:15-16:30	0	0	15	0	31	0	0	0	0	0	0	0	3	0	17	0	66
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	7	0	23	0	0	0	0	0	0	0	4	0	10	0	44
14:45-15:00	0	0	4	0	16	0	0	0	0	0	0	0	7	0	15	0	42
15:00-15:15	0	0	2	0	9	0	0	0	0	0	0	0	6	0	7	0	24
15:15-15:30	0	0	4	0	12	0	0	0	0	0	0	0	2	0	11	0	29
15:30-15:45	0	0	6	0	14	0	0	0	0	0	0	0	7	0	9	0	36
15:45-16:00	0	0	5	0	14	0	0	0	0	0	0	0	4	0	11	0	34

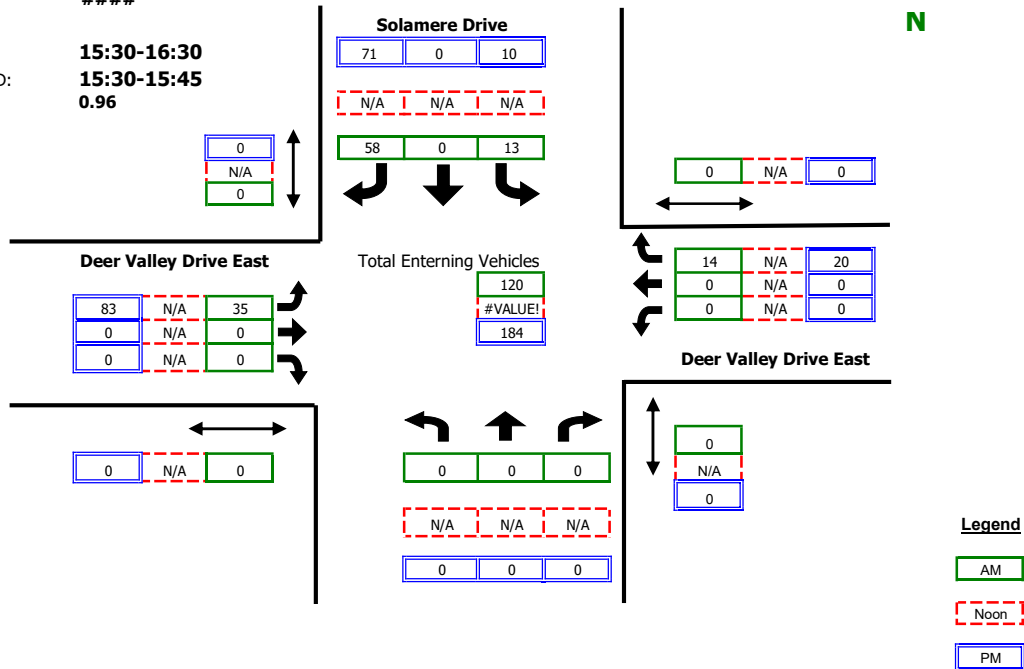
Intersection Turning Movement Summary

Intersection:	Solamere Drive/Deer Valley Drive East	Date:	3-3-22, Thu
North/South:	Solamere Drive	Day of Week Adjustment:	100.0%
East/West:	Deer Valley Drive East	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:30-9:30**
AM PEAK 15 MINUTE PERIOD: **8:30-8:45**
AM PHF: **0.83**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **0.96**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	4	0	7	0	11	0	0	0	0	0	0	0	22
8:15-8:30	0	0	0	0	2	0	10	0	10	0	0	0	0	0	1	0	23
8:30-8:45	0	0	0	0	2	0	24	0	7	0	0	0	0	0	3	0	36
8:45-9:00	0	0	0	0	4	0	12	0	9	0	0	0	0	0	3	0	28
9:00-9:15	0	0	0	0	3	0	12	0	7	0	0	0	0	0	5	0	27
9:15-9:30	0	0	0	0	4	0	10	0	12	0	0	0	0	0	3	0	29
9:30-9:45	0	0	0	0	1	0	10	0	17	0	0	0	0	0	3	0	31
9:45-10:00	0	0	0	0	4	0	8	0	9	0	0	0	0	0	4	0	25
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	0	0	3	0	23	0	16	0	0	0	0	0	6	0	48
14:45-15:00	0	0	0	0	2	0	17	0	16	0	0	0	0	0	4	0	39
15:00-15:15	0	0	0	0	1	0	20	0	19	0	0	0	0	0	3	0	43
15:15-15:30	0	0	0	0	5	0	17	0	18	0	0	0	0	0	7	0	47
15:30-15:45	0	0	0	0	3	0	24	0	14	0	0	0	0	0	7	0	48
15:45-16:00	0	0	0	0	2	0	15	0	25	0	0	0	0	0	2	0	44
16:00-16:15	0	0	0	0	5	0	15	0	20	0	0	0	0	0	4	0	44
16:15-16:30	0	0	0	0	0	0	17	0	24	0	0	0	0	0	7	0	48

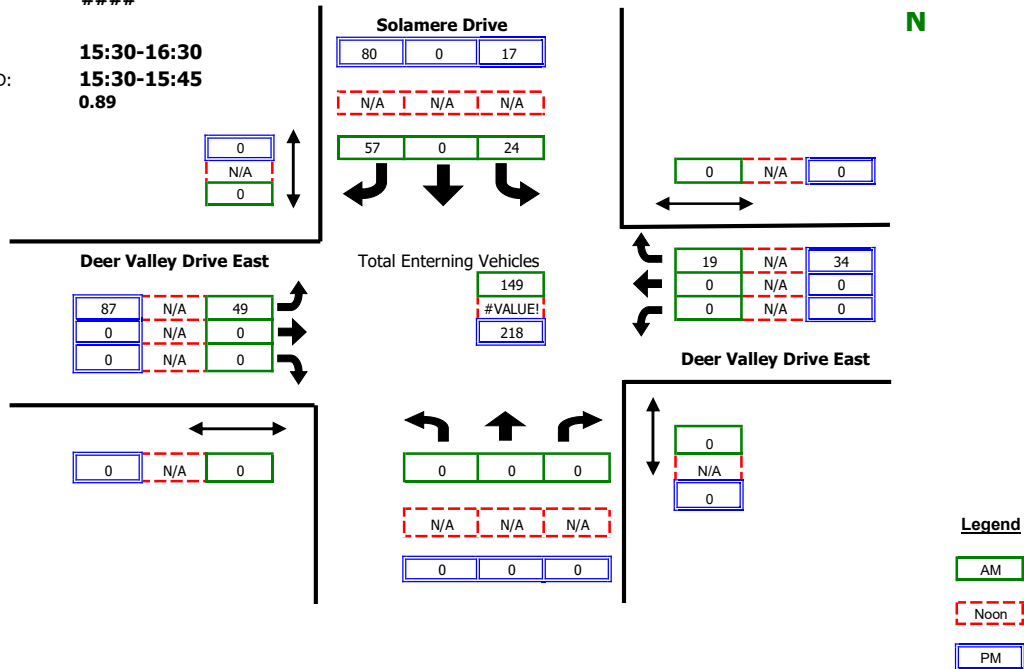
Intersection Turning Movement Summary

Intersection:	Solamere Drive/Deer Valley Drive East	Date:	3-4-22, Fri
North/South:	Solamere Drive	Day of Week Adjustment:	100.0%
East/West:	Deer Valley Drive East	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **8:45-9:45**
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**
 AM PHF: **0.93**

NOON PEAK HOUR PERIOD:
 NOON PEAK 15 MINUTE PERIOD:
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
 PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
 PM PHF: **0.89**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound					
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds		
AM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
8:00-8:15	0	0	0	0	2	0	6	0	6	0	0	0	0	0	0	1	0	15
8:15-8:30	0	0	0	0	5	0	13	0	9	0	0	0	0	0	0	2	0	29
8:30-8:45	0	0	0	0	7	0	8	0	9	0	0	0	0	0	0	2	0	26
8:45-9:00	0	0	0	0	8	0	11	0	11	0	0	0	0	0	0	7	0	37
9:00-9:15	0	0	0	0	6	0	13	0	11	0	0	0	0	0	0	3	0	33
9:15-9:30	0	0	0	0	4	0	17	0	16	0	0	0	0	0	0	3	0	40
9:30-9:45	0	0	0	0	6	0	16	0	11	0	0	0	0	0	0	6	0	39
9:45-10:00	0	0	0	0	4	0	19	0	10	0	0	0	0	0	0	2	0	35
NOON PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																		
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL	
14:30-14:45	0	0	0	0	0	0	21	0	15	0	0	0	0	0	0	1	0	37
14:45-15:00	0	0	0	0	6	0	11	0	20	0	0	0	0	0	0	1	0	38
15:00-15:15	0	0	0	0	2	0	16	0	17	0	0	0	0	0	0	7	0	42
15:15-15:30	0	0	0	0	4	0	15	0	19	0	0	0	0	0	0	1	0	39
15:30-15:45	0	0	0	0	5	0	24	0	20	0	0	0	0	0	0	12	0	61
15:45-16:00	0	0	0	0	3	0	16	0	17	0	0	0	0	0	0	5	0	41
16:00-16:15	0	0	0	0	4	0	21	0	21	0	0	0	0	0	0	8	0	54
16:15-16:30	0	0	0	0	5	0	19	0	29	0	0	0	0	0	0	9	0	62

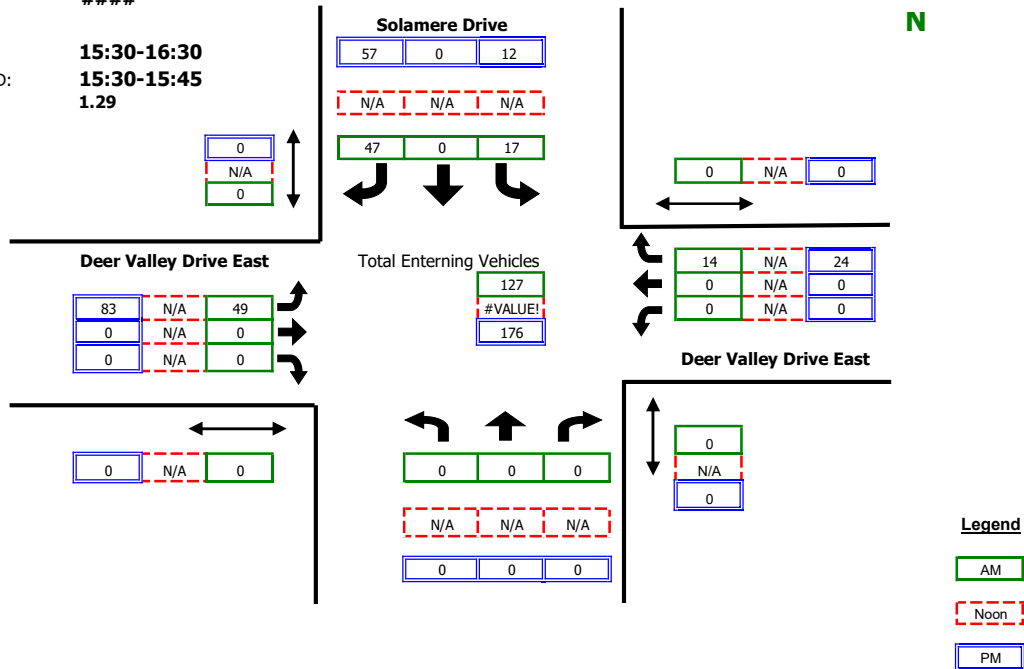
Intersection Turning Movement Summary

Intersection:	Solamere Drive/Deer Valley Drive East	Date:	3-5-22, Sat
North/South:	Solamere Drive	Day of Week Adjustment:	100.0%
East/West:	Deer Valley Drive East	Month of Year Adjustment:	100.0%
Jurisdiction:	Park City	Adjustment Station #:	
Project Title:	Snow Park Development	Growth Rate:	0.0%
Project No:	UT20-2245	Number of Years:	0
Weather:			

AM PEAK HOUR PERIOD: **9:00-10:00**
AM PEAK 15 MINUTE PERIOD: **9:45-10:00**
AM PHF: **0.76**

NOON PEAK HOUR PERIOD:
NOON PEAK 15 MINUTE PERIOD:
NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:30-16:30**
PM PEAK 15 MINUTE PERIOD: **15:30-15:45**
PM PHF: **1.29**



RAW COUNT SUMMARIES	Solamere Drive Northbound				Solamere Drive Southbound				Deer Valley Drive East Eastbound				Deer Valley Drive East Westbound				
	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	
AM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
8:00-8:15	0	0	0	0	2	0	12	0	4	0	0	0	0	0	2	0	20
8:15-8:30	0	0	0	0	5	0	6	0	5	0	0	0	0	0	1	0	17
8:30-8:45	0	0	0	0	9	0	15	0	8	0	0	0	0	0	0	0	32
8:45-9:00	0	0	0	0	6	0	15	0	4	0	0	0	0	0	6	0	31
9:00-9:15	0	0	0	0	5	0	4	0	8	0	0	0	0	0	2	0	19
9:15-9:30	0	0	0	0	1	0	12	0	13	0	0	0	0	0	5	0	31
9:30-9:45	0	0	0	0	8	0	9	0	14	0	0	0	0	0	4	0	35
9:45-10:00	0	0	0	0	3	0	22	0	14	0	0	0	0	0	3	0	42
NOON PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:00-14:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:15-14:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:30-14:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14:45-15:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:00-15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:15-15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:30-15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15:45-14:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PERIOD COUNTS																	
Period	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	TOTAL
14:30-14:45	0	0	0	0	4	0	9	0	17	0	0	0	0	0	6	0	36
14:45-15:00	0	0	0	0	3	0	12	0	2	0	0	0	0	0	2	0	19
15:00-15:15	0	0	0	0	3	0	8	0	7	0	0	0	0	0	7	0	25
15:15-15:30	0	0	0	0	2	0	11	0	16	0	0	0	0	0	1	0	30
15:30-15:45	0	0	0	0	2	0	11	0	17	0	0	0	0	0	4	0	34
15:45-16:00	0	0	0	0	5	0	13	0	20	0	0	0	0	0	10	0	48
16:00-16:15	0	0	0	0	3	0	15	0	25	0	0	0	0	0	9	0	52
16:15-16:30	0	0	0	0	2	0	18	0	21	0	0	0	0	0	1	0	42

L2 Data Collection

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr E of the DV Dr Split Intersect VOL D1
DV Dr east of the DV Dr Split Intersect
Deer Valley, Idaho
Site Code: Day 1

Start Time	15-Feb-20 Sat	WB	EB	Total
12:00 AM		*	*	*
12:15		10	8	18
12:30		6	6	12
12:45		6	7	13
01:00		4	2	6
01:15		0	1	1
01:30		3	4	7
01:45		3	6	9
02:00		1	4	5
02:15		0	2	2
02:30		0	0	0
02:45		0	0	0
03:00		0	1	1
03:15		1	0	1
03:30		2	0	2
03:45		0	0	0
04:00		0	0	0
04:15		1	1	2
04:30		1	0	1
04:45		1	0	1
05:00		0	0	0
05:15		1	2	3
05:30		3	0	3
05:45		1	3	4
06:00		0	8	8
06:15		3	1	4
06:30		3	16	19
06:45		9	30	39
07:00		14	38	52
07:15		15	60	75
07:30		22	94	116
07:45		22	127	149
08:00		32	106	138
08:15		29	64	93
08:30		54	62	116
08:45		48	52	100
09:00		56	32	88
09:15		51	26	77
09:30		65	46	111
09:45		68	36	104
10:00		66	29	95
10:15		42	29	71
10:30		61	46	107
10:45		56	36	92
11:00		52	38	90
11:15		54	38	92
11:30		60	34	94
11:45		55	33	88
Total		981	1128	2109
Percent		46.5%	53.5%	
Peak	-	09:15	07:30	07:30
Vol.	-	250	391	496
P.H.F.		0.919	0.770	0.832

L2 Data Collection

Study: FEHR0119
 Type: Volume / Direction
 Tech: Judd / Mosdell / Anderson
 Count: Axle Hits / 2

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
 Date End: 15-Feb-20
 Deer Valley Dr E of the DV Dr Split Intersect VOL D1
 DV Dr east of the DV Dr Split Intersect
 Deer Valley, Idaho
 Site Code: Day 1

Start Time	15-Feb-20 Sat	WB	EB	Total
12:00 PM		90	44	134
12:15		53	30	83
12:30		58	36	94
12:45		84	34	118
01:00		50	50	100
01:15		66	38	104
01:30		48	45	93
01:45		62	40	102
02:00		75	36	111
02:15		66	42	108
02:30		64	37	101
02:45		49	46	95
03:00		61	58	119
03:15		80	48	128
03:30		80	58	138
03:45		92	55	147
04:00		100	52	152
04:15		78	64	142
04:30		109	70	179
04:45		72	62	134
05:00		84	59	143
05:15		64	56	120
05:30		84	58	142
05:45		72	58	130
06:00		73	38	111
06:15		58	59	117
06:30		61	61	122
06:45		51	48	99
07:00		45	53	98
07:15		34	43	77
07:30		42	41	83
07:45		45	36	81
08:00		40	36	76
08:15		32	35	67
08:30		45	40	85
08:45		34	34	68
09:00		36	30	66
09:15		27	30	57
09:30		24	24	48
09:45		34	32	66
10:00		23	24	47
10:15		16	26	42
10:30		20	13	33
10:45		9	10	19
11:00		10	7	17
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		2500	1896	4396
Percent		56.9%	43.1%	
Peak	-	15:45	16:15	15:45
Vol.	-	379	255	620
P.H.F.		0.869	0.911	0.866
Grand Total		3481	3024	6505
Percent		53.5%	46.5%	

L2 Data Collection

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr N of Parking & S of Queen Esther VOL D1
DV Dr N Of Parking & S of Queen Esther
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB	Total
12:00 AM		*	*	*
12:15		*	*	*
12:30		3	2	5
12:45		1	2	3
01:00		0	1	1
01:15		0	1	1
01:30		3	2	5
01:45		1	0	1
02:00		1	0	1
02:15		2	0	2
02:30		0	0	0
02:45		0	0	0
03:00		0	0	0
03:15		0	0	0
03:30		0	2	2
03:45		0	0	0
04:00		0	0	0
04:15		1	3	4
04:30		0	0	0
04:45		0	0	0
05:00		2	0	2
05:15		1	1	2
05:30		0	1	1
05:45		1	0	1
06:00		6	0	6
06:15		1	1	2
06:30		9	2	11
06:45		23	4	27
07:00		31	5	36
07:15		61	8	69
07:30		81	13	94
07:45		106	10	116
08:00		122	26	148
08:15		73	25	98
08:30		72	48	120
08:45		47	44	91
09:00		40	48	88
09:15		38	44	82
09:30		36	50	86
09:45		27	46	73
10:00		21	45	66
10:15		20	33	53
10:30		28	38	66
10:45		21	29	50
11:00		22	34	56
11:15		19	23	42
11:30		21	34	55
11:45		19	24	43
Total		960	649	1609
Percent		59.7%	40.3%	
Peak	-	07:30	09:00	07:45
Vol.	-	382	188	482
P.H.F.		0.783	0.940	0.814

L2 Data Collection

Study: FEHR0119
 Type: Volume / Direction
 Tech: Judd / Mosdell / Anderson
 Count: Axle Hits / 2

L2DataCollection.com
 Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
 Date End: 15-Feb-20
 Deer Valley Dr N of Parking & S of Queen Esther VOL D1
 DV Dr N Of Parking & S of Queen Esther
 Deer Valley, Utah
 Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB	Total
12:00 PM		22	40	62
12:15		19	28	47
12:30		27	36	63
12:45		19	32	51
01:00		25	26	51
01:15		13	37	50
01:30		20	31	51
01:45		16	41	57
02:00		15	46	61
02:15		21	38	59
02:30		24	44	68
02:45		27	36	63
03:00		28	51	79
03:15		26	56	82
03:30		47	62	109
03:45		44	72	116
04:00		29	80	109
04:15		36	82	118
04:30		40	86	126
04:45		34	52	86
05:00		24	48	72
05:15		22	34	56
05:30		28	62	90
05:45		22	40	62
06:00		14	36	50
06:15		16	33	49
06:30		14	20	34
06:45		16	16	32
07:00		20	23	43
07:15		12	12	24
07:30		8	15	23
07:45		10	16	26
08:00		11	13	24
08:15		8	18	26
08:30		12	15	27
08:45		7	12	19
09:00		15	24	39
09:15		10	13	23
09:30		5	16	21
09:45		5	16	21
10:00		8	17	25
10:15		8	9	17
10:30		4	11	15
10:45		4	8	12
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		835	1503	2338
Percent		35.7%	64.3%	
Peak	-	15:30	15:45	15:45
Vol.	-	156	320	469
P.H.F.		0.830	0.930	0.931
Grand Total		1795	2152	3947
Percent		45.5%	54.5%	

L2 Data Collection

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr S of the DV Dr Split Intersect VOL D1
DV Dr south of the DV Dr Split Intersect
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB	Total
12:00 AM		6	10	16
12:15		3	6	9
12:30		2	9	11
12:45		4	2	6
01:00		4	3	7
01:15		3	2	5
01:30		0	2	2
01:45		2	1	3
02:00		4	4	8
02:15		0	3	3
02:30		0	0	0
02:45		1	0	1
03:00		1	1	2
03:15		4	1	5
03:30		1	1	2
03:45		1	0	1
04:00		1	3	4
04:15		0	1	1
04:30		0	0	0
04:45		0	1	1
05:00		4	1	5
05:15		2	3	5
05:30		1	0	1
05:45		1	0	1
06:00		4	4	8
06:15		4	2	6
06:30		21	6	27
06:45		28	10	38
07:00		32	10	42
07:15		36	13	49
07:30		62	26	88
07:45		70	22	92
08:00		114	28	142
08:15		127	30	157
08:30		129	38	167
08:45		134	41	175
09:00		113	34	147
09:15		98	34	132
09:30		90	48	138
09:45		98	44	142
10:00		75	42	117
10:15		62	46	108
10:30		48	43	91
10:45		48	40	88
11:00		54	50	104
11:15		48	40	88
11:30		42	31	73
11:45		66	40	106
Total		1648	776	2424
Percent		68.0%	32.0%	
Peak	-	08:00	09:30	08:15
Vol.	-	504	180	646
P.H.F.		0.940	0.938	0.923

L2 Data Collection

Study: FEHR0119
Type: Volume / Direction
Tech: Judd / Mosdell / Anderson
Count: Axle Hits / 2

L2DataCollection.com
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20
Date End: 15-Feb-20
Deer Valley Dr S of the DV Dr Split Intersect VOL D1
DV Dr south of the DV Dr Split Intersect
Deer Valley, Utah
Site Code: Day 1

Start Time	15-Feb-20 Sat	SB	NB	Total
12:00 PM		44	47	91
12:15		46	34	80
12:30		54	25	79
12:45		43	43	86
01:00		46	36	82
01:15		51	39	90
01:30		45	53	98
01:45		42	40	82
02:00		57	54	111
02:15		54	70	124
02:30		53	78	131
02:45		62	66	128
03:00		63	71	134
03:15		77	74	151
03:30		82	86	168
03:45		64	112	176
04:00		77	146	223
04:15		53	170	223
04:30		53	122	175
04:45		60	106	166
05:00		46	108	154
05:15		34	90	124
05:30		52	116	168
05:45		38	116	154
06:00		48	56	104
06:15		38	48	86
06:30		38	34	72
06:45		40	26	66
07:00		30	24	54
07:15		22	38	60
07:30		34	25	59
07:45		40	30	70
08:00		26	22	48
08:15		31	22	53
08:30		11	18	29
08:45		27	22	49
09:00		18	28	46
09:15		16	21	37
09:30		12	12	24
09:45		16	23	39
10:00		10	19	29
10:15		16	24	40
10:30		9	7	16
10:45		*	*	*
11:00		*	*	*
11:15		*	*	*
11:30		*	*	*
11:45		*	*	*
Total		1778	2401	4179
Percent		42.5%	57.5%	
Peak	-	15:15	15:45	15:45
Vol.	-	300	550	797
P.H.F.		0.915	0.809	0.893
Grand Total		3426	3177	6603
Percent		51.9%	48.1%	

MXD+ Vehicle Trip Generation Reduction Percent			
	Daily	AM Peak Hour	PM Peak Hour
Internal Capture	1.9%	3.7%	10.6%
Shift to Transit	3%	1.9%	2.9%
Shift to Walk/Bike	4.6%	5.6%	3.4%

Advanced MXD+ Results

Predicted Probabilities	Daily			AM			PM		
Productions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	4.35%	1.53%	1.45%	5.00%	2.88%	1.52%	21.06%	7.42%	7.04%
Walking External	2.59%	6.40%	0.30%	3.11%	8.32%	0.30%	2.59%	6.40%	0.30%
Transit External	0.25%	3.38%	4.43%	0.35%	3.72%	4.43%	0.35%	3.38%	4.43%
Attractions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	4.28%	1.51%	1.45%	5.00%	2.88%	1.52%	21.06%	7.42%	7.04%
Walking External	2.56%	6.38%	0.30%	3.07%	7.66%	0.30%	2.56%	6.38%	0.30%
Transit External	0.25%	3.35%	4.44%	0.34%	4.69%	6.21%	0.34%	3.35%	4.44%

Number of Trips	Daily			AM			PM		
Productions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	7	9	2	1	1	0	4	5	2
Walking External	5	35	0	1	2	0	0	2	0
Transit External	0	18	6	0	1	0	0	1	1
Attractions	HBW	HBO	NHB	HBW	HBO	NHB	HBW	HBO	NHB
Internal Capture	7	9	2	1	1	0	4	5	2
Walking External	2	43	1	0	3	0	0	5	0
Transit External	0	23	9	0	1	0	0	3	1

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
AM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	70	74	105.4%	0.3	0.2	A
	Right Turn	17	19	112.4%	0.3	0.6	A
	Subtotal	87	93	106.8%	0.3	0.2	A
SB	Left Turn	50	50	99.4%	4.1	0.3	A
	Through	116	116	99.6%	0.9	0.3	A
	Right Turn						
	Subtotal	166	165	99.5%	1.8	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	91.0%	5.8	1.2	A
	Through						
	Right Turn	55	56	101.6%	5.2	0.6	A
	Subtotal	75	74	98.8%	5.4	0.5	A
Total		328	332	101.3%	2.3	0.3	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	23	95.4%	6.8	2.3	A
	Through						
	Right Turn	57	60	104.6%	5.8	0.4	A
	Subtotal	81	83	101.9%	5.9	0.4	A
EB	Left Turn	49	49	100.0%	4.2	0.8	A
	Through	142	144	101.1%	1.3	0.4	A
	Right Turn						
	Subtotal	191	193	100.8%	2.0	0.5	A
WB	Left Turn						
	Through	106	108	101.7%	1.1	0.2	A
	Right Turn	19	21	110.0%	1.3	0.6	A
	Subtotal	125	129	103.0%	1.1	0.2	A
Total		397	404	101.7%	2.6	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
AM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	147	148	100.6%	1.1	0.6	A
	Right Turn	15	15	98.7%	1.0	1.7	A
	Subtotal	162	163	100.4%	1.1	0.5	A
SB	Left Turn	176	176	100.2%	5.3	0.9	A
	Through	627	645	102.9%	3.7	0.6	A
	Right Turn						
	Subtotal	803	822	102.3%	4.0	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	97.1%	15.3	8.3	C
	Through						
	Right Turn	156	161	103.2%	4.2	0.9	A
	Subtotal	163	168	102.9%	4.9	0.8	A
Total		1,128	1,152	102.1%	3.8	0.5	A

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	263	266	101.2%	13.0	2.4	B
	Right Turn	151	158	104.8%	3.7	0.8	A
	Subtotal	414	424	102.5%	9.5	1.7	A
SB	Left Turn	105	101	96.4%	12.9	1.8	B
	Through	631	635	100.7%	8.9	1.2	A
	Right Turn						
	Subtotal	736	737	100.1%	9.4	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	558	101.0%	15.8	1.5	B
	Through						
	Right Turn	198	196	98.7%	5.4	1.5	A
	Subtotal	751	754	100.4%	13.0	1.5	B
Total		1,901	1,915	100.7%	10.8	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	36	35	96.1%	32.0	10.4	C
	Through	191	196	102.4%	52.3	3.8	D
	Right Turn	67	74	110.0%	17.5	6.3	B
	Subtotal	294	304	103.3%	42.7	4.9	D
SB	Left Turn	477	429	90.0%	206.7	15.7	F
	Through	169	154	90.8%	173.8	18.6	F
	Right Turn	901	853	94.6%	62.6	9.2	E
	Subtotal	1,547	1,436	92.8%	117.7	10.8	F
EB	Left Turn	320	316	98.7%	40.5	6.2	D
	Through	172	175	101.7%	26.9	8.7	C
	Right Turn	16	17	104.4%	19.7	18.3	B
	Subtotal	508	508	99.9%	35.2	5.4	D
WB	Left Turn	50	49	98.2%	53.8	9.2	D
	Through	253	281	110.9%	42.0	6.4	D
	Right Turn	215	215	99.9%	8.4	1.3	A
	Subtotal	518	545	105.1%	29.9	4.1	C
Total		2,867	2,791	97.4%	77.1	4.5	E

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	64	64	99.8%	22.0	4.6	C
	Through	28	30	106.4%	23.3	7.8	C
	Right Turn	101	100	98.9%	3.2	0.9	A
	Subtotal	193	194	100.3%	12.7	2.6	B
SB	Left Turn	54	54	100.6%	16.7	4.9	B
	Through	71	71	99.4%	26.4	5.1	C
	Right Turn	29	30	101.7%	4.3	1.0	A
	Subtotal	154	154	100.3%	18.4	3.0	B
EB	Left Turn	22	20	92.7%	12.9	3.6	B
	Through	230	234	101.6%	16.4	2.4	B
	Right Turn	95	98	103.2%	8.2	2.5	A
	Subtotal	347	352	101.5%	13.9	2.2	B
WB	Left Turn	287	284	98.9%	13.8	1.7	B
	Through	324	323	99.7%	7.7	1.7	A
	Right Turn	47	47	100.2%	3.7	1.9	A
	Subtotal	658	654	99.4%	10.0	1.3	B
Total		1,352	1,354	100.1%	12.4	1.5	B

MOVEMENT SUMMARY

 **Site: 101 [Existing AM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.157	13.4	LOS B	0.6	14.5	0.63	0.63	0.63	33.7
8	T1	127	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	34.3
18b	R3	62	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	32.5
Approach		189	3.5	0.157	7.9	LOS A	0.6	14.5	0.63	0.63	0.63	33.7
SouthEast: RoadName												
3bx	L3	32	3.0	0.142	4.3	LOS A	0.5	14.7	0.29	0.17	0.29	35.9
3ax	L1	19	100.0	0.142	7.1	LOS A	0.5	14.7	0.29	0.17	0.29	34.5
18ax	R1	269	3.0	0.142	4.3	LOS A	0.6	15.2	0.29	0.17	0.29	35.6
Approach		320	8.8	0.142	4.4	LOS A	0.6	15.2	0.29	0.17	0.29	35.5
North: Deer Valley Drive												
7u	U	23	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	30.4
7a	L1	804	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	29.5
4	T1	378	3.0	0.748	8.1	LOS A	8.6	221.4	0.32	0.15	0.32	33.5
14	R2	12	100.0	0.204	7.2	LOS A	0.9	23.5	0.20	0.09	0.20	34.5
Approach		1217	3.9	0.748	12.3	LOS B	8.6	221.4	0.45	0.23	0.45	30.7
West: Transit Center												
5	L2	2	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.6
12a	R1	23	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.2
12	R2	13	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	28.6
Approach		38	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.0
All Vehicles		1765	6.9	0.748	10.5	LOS B	8.6	221.4	0.45	0.27	0.45	31.7

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Sunday, February 28, 2021 2:14:36 AM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
PM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	293	298	101.6%	1.0	0.3	A
	Right Turn	30	33	111.3%	0.8	0.6	A
	Subtotal	323	331	102.5%	1.0	0.3	A
SB	Left Turn	85	81	95.4%	4.6	0.7	A
	Through	78	78	99.9%	1.2	0.4	A
	Right Turn						
	Subtotal	163	159	97.5%	2.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	29	100.7%	8.5	4.0	A
	Through						
	Right Turn	60	60	100.7%	6.0	0.9	A
	Subtotal	89	90	100.7%	6.6	1.4	A
Total		575	580	100.8%	2.4	0.3	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	19	112.4%	10.6	4.9	B
	Through						
	Right Turn	80	87	108.6%	7.1	2.1	A
	Subtotal	97	106	109.3%	7.7	2.2	A
EB	Left Turn	87	84	96.4%	5.3	0.9	A
	Through	146	138	94.7%	1.9	0.8	A
	Right Turn						
	Subtotal	233	222	95.3%	3.3	0.9	A
WB	Left Turn						
	Through	319	324	101.6%	1.2	0.2	A
	Right Turn	34	35	102.1%	1.0	0.5	A
	Subtotal	353	359	101.6%	1.2	0.2	A
Total		683	687	100.6%	3.0	0.6	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
PM Peak Hour

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	536	536	100.0%	3.4	0.3	A
	Right Turn	44	45	102.3%	3.2	1.3	A
	Subtotal	580	581	100.2%	3.4	0.3	A
SB	Left Turn	189	178	94.2%	8.5	2.0	A
	Through	204	205	100.6%	2.0	0.5	A
	Right Turn						
	Subtotal	393	383	97.5%	5.0	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	25	113.6%	39.3	37.1	E
	Through						
	Right Turn	377	382	101.2%	31.9	17.5	D
	Subtotal	399	407	101.9%	32.3	18.3	D
Total		1,372	1,371	99.9%	12.2	5.4	B

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	754	744	98.6%	29.8	7.7	C
	Right Turn	651	660	101.4%	20.8	8.4	C
	Subtotal	1,405	1,404	99.9%	25.6	7.8	C
SB	Left Turn	251	205	81.6%	19.8	1.7	B
	Through	460	431	93.6%	7.8	1.0	A
	Right Turn						
	Subtotal	711	635	89.4%	11.5	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	419	415	99.0%	23.4	4.0	C
	Through						
	Right Turn	129	129	99.8%	13.3	8.1	B
	Subtotal	548	544	99.2%	20.8	5.1	C
Total		2,664	2,583	96.9%	21.2	5.2	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	34	96.3%	26.9	5.4	C
	Through	395	387	98.1%	48.2	4.5	D
	Right Turn	68	74	108.1%	26.7	8.6	C
	Subtotal	498	495	99.3%	44.0	4.2	D
SB	Left Turn	495	389	78.7%	208.5	18.4	F
	Through	363	286	78.8%	164.0	18.2	F
	Right Turn	364	294	80.9%	44.7	5.1	D
	Subtotal	1,222	970	79.4%	147.7	13.7	F
EB	Left Turn	633	526	83.1%	87.2	7.4	F
	Through	277	240	86.5%	70.2	16.8	E
	Right Turn	36	30	83.6%	65.0	22.4	E
	Subtotal	946	796	84.1%	81.4	10.3	F
WB	Left Turn	75	74	98.9%	73.7	14.1	E
	Through	239	285	119.4%	56.1	8.1	E
	Right Turn	640	624	97.6%	40.2	5.9	D
	Subtotal	954	984	103.1%	47.7	3.3	D
Total		3,620	3,244	89.6%	84.3	3.4	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	176	166	94.4%	34.5	8.0	C
	Through	89	93	104.5%	29.9	6.0	C
	Right Turn	479	455	95.0%	11.2	2.4	B
	Subtotal	744	714	96.0%	19.4	2.8	B
SB	Left Turn	90	88	98.2%	30.0	5.6	C
	Through	55	50	91.5%	34.5	7.9	C
	Right Turn	63	59	92.9%	5.5	1.2	A
	Subtotal	208	197	94.8%	23.9	3.5	C
EB	Left Turn	71	68	96.3%	15.8	3.5	B
	Through	584	589	100.9%	26.4	3.4	C
	Right Turn	149	148	99.3%	21.2	4.8	C
	Subtotal	804	805	100.2%	24.6	3.1	C
WB	Left Turn	218	216	99.1%	17.7	3.0	B
	Through	384	386	100.5%	11.3	2.2	B
	Right Turn	46	49	106.3%	6.8	4.2	A
	Subtotal	648	651	100.4%	13.1	1.7	B
Total		2,404	2,367	98.5%	19.7	1.9	B

MOVEMENT SUMMARY

 **Site: 101 [Existing PM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.344	13.5	LOS B	1.5	38.8	0.64	0.65	0.68	32.9
8	T1	454	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.8
18b	R3	62	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	32.1
Approach		516	3.2	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.6
SouthEast: RoadName												
3bx	L3	36	3.0	0.559	14.3	LOS B	3.7	97.6	0.74	0.91	1.23	31.7
3ax	L1	13	100.0	0.559	19.1	LOS C	3.7	97.6	0.74	0.91	1.23	30.4
18ax	R1	732	3.0	0.559	14.2	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
Approach		782	4.6	0.559	14.3	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
North: Deer Valley Drive												
7u	U	242	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.9
7a	L1	368	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.0
4	T1	398	3.0	0.617	7.1	LOS A	5.3	134.5	0.27	0.12	0.27	33.7
14	R2	6	100.0	0.169	6.8	LOS A	0.7	18.8	0.18	0.08	0.18	34.6
Approach		1014	3.6	0.617	9.0	LOS A	5.3	134.5	0.32	0.15	0.32	32.2
West: Transit Center												
5	L2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	31.0
12a	R1	12	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
12	R2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	29.9
Approach		22	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
All Vehicles		2334	4.8	0.617	10.8	LOS B	5.3	134.5	0.54	0.52	0.71	32.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Wednesday, February 17, 2021 4:00:01 PM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
AM Peak Hour

Intersection 1 Deer Valley Drive East/Doe Pass Road Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	119	99.7%	7.2	2.3	A
	Through	67	69	103.6%	4.7	1.1	A
	Right Turn						
	Subtotal	186	188	101.1%	6.2	1.7	A
SB	Left Turn						
	Through	194	200	103.2%	5.3	1.6	A
	Right Turn	15	16	105.3%	1.9	1.0	A
	Subtotal	209	216	103.4%	5.1	1.4	A
EB	Left Turn	15	15	100.0%	10.7	4.6	B
	Through						
	Right Turn	100	99	99.0%	5.4	1.1	A
	Subtotal	115	114	99.1%	6.3	1.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		510	518	101.6%	5.7	1.2	A

Intersection 2 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	20	101.5%	7.9	2.2	A
	Through						
	Right Turn						
	Subtotal	20	20	101.5%	7.9	2.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	702	711	101.3%	3.7	0.6	A
	Right Turn	20	21	104.0%	2.2	1.2	A
	Subtotal	722	732	101.4%	3.7	0.6	A
WB	Left Turn						
	Through	185	183	98.9%	0.3	0.1	A
	Right Turn						
	Subtotal	185	183	98.9%	0.3	0.1	A
Total		927	935	100.9%	3.2	0.5	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
AM Peak Hour

Intersection 3 Deer Valley Drive East/Queen Esther Drive Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	112	114	102.1%	0.9	0.2	A
	Right Turn	17	21	125.3%	1.0	0.6	A
	Subtotal	129	136	105.1%	0.9	0.1	A
SB	Left Turn	50	49	97.0%	4.0	0.3	A
	Through	204	213	104.4%	1.2	0.3	A
	Right Turn						
	Subtotal	254	261	102.9%	1.7	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	22	108.0%	7.5	2.8	A
	Through						
	Right Turn	55	52	94.0%	5.3	0.3	A
	Subtotal	75	73	97.7%	5.9	0.8	A
Total		458	470	102.7%	2.1	0.3	A

Intersection 4 Solamere Drive/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	24	97.9%	8.2	2.6	A
	Through						
	Right Turn	57	56	97.5%	5.7	0.7	A
	Subtotal	81	79	97.7%	6.5	1.1	A
EB	Left Turn	49	49	99.8%	4.4	0.6	A
	Through	230	236	102.8%	1.7	0.5	A
	Right Turn						
	Subtotal	279	285	102.3%	2.2	0.3	A
WB	Left Turn						
	Through	148	145	97.7%	1.0	0.3	A
	Right Turn	19	20	103.7%	0.8	0.4	A
	Subtotal	167	164	98.4%	0.9	0.2	A
Total		527	529	100.3%	2.5	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
AM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	190	190	100.0%	1.4	0.4	A
	Right Turn	15	14	96.0%	1.4	1.3	A
	Subtotal	205	204	99.7%	1.4	0.3	A
SB	Left Turn	264	271	102.7%	7.1	0.6	A
	Through	715	721	100.8%	4.3	0.3	A
	Right Turn						
	Subtotal	979	992	101.3%	5.0	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	97.1%	26.3	26.8	D
	Through						
	Right Turn	198	194	97.7%	5.6	1.2	A
	Subtotal	205	200	97.7%	6.4	1.4	A
Total		1,389	1,396	100.5%	4.7	0.4	A

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	305	299	98.1%	13.3	2.0	B
	Right Turn	168	161	96.0%	3.1	0.9	A
	Subtotal	473	461	97.4%	9.6	1.4	A
SB	Left Turn	105	90	85.6%	13.2	1.9	B
	Through	719	660	91.8%	9.8	1.2	A
	Right Turn						
	Subtotal	824	750	91.0%	10.2	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	588	589	100.2%	16.0	2.1	B
	Through						
	Right Turn	198	196	99.0%	5.7	1.1	A
	Subtotal	786	785	99.9%	13.3	1.7	B
Total		2,083	1,996	95.8%	11.3	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	36	38	104.4%	31.1	6.3	C
	Through	191	194	101.7%	49.3	4.9	D
	Right Turn	67	68	102.1%	15.3	5.9	B
	Subtotal	294	300	102.1%	39.3	5.1	D
SB	Left Turn	565	435	77.0%	215.8	13.6	F
	Through	169	139	82.0%	174.7	19.3	F
	Right Turn	901	715	79.3%	55.4	10.9	E
	Subtotal	1,635	1,289	78.8%	119.7	6.7	F
EB	Left Turn	320	314	98.2%	39.3	4.6	D
	Through	172	177	102.7%	31.2	6.4	C
	Right Turn	16	16	99.4%	21.7	12.3	C
	Subtotal	508	507	99.7%	36.0	4.9	D
WB	Left Turn	50	47	93.4%	59.7	16.5	E
	Through	253	281	111.1%	43.7	6.9	D
	Right Turn	257	248	96.6%	9.1	3.1	A
	Subtotal	560	576	102.9%	31.0	3.8	C
Total		2,997	2,672	89.1%	75.1	3.9	E

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	64	57	89.5%	21.3	4.2	C
	Through	28	27	97.9%	22.2	7.6	C
	Right Turn	118	109	92.5%	2.7	0.6	A
	Subtotal	210	194	92.3%	11.0	2.2	B
SB	Left Turn	54	52	96.5%	19.2	3.9	B
	Through	71	72	102.0%	24.5	5.0	C
	Right Turn	29	29	99.3%	4.0	0.9	A
	Subtotal	154	153	99.5%	18.6	2.2	B
EB	Left Turn	22	21	96.4%	10.8	3.3	B
	Through	230	226	98.3%	18.6	2.7	B
	Right Turn	95	97	102.4%	8.8	2.6	A
	Subtotal	347	345	99.3%	15.3	2.2	B
WB	Left Turn	322	319	98.9%	13.8	2.6	B
	Through	324	324	100.0%	8.7	1.4	A
	Right Turn	47	46	98.7%	4.6	2.1	A
	Subtotal	693	689	99.4%	10.8	1.5	B
Total		1,404	1,381	98.3%	12.8	1.1	B

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project AM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.204	16.4	LOS C	0.7	18.5	0.68	0.68	0.68	32.7
8	T1	127	3.0	0.204	9.8	LOS A	0.7	18.5	0.68	0.68	0.68	33.3
18b	R3	81	3.0	0.204	9.8	LOS A	0.7	18.5	0.68	0.68	0.68	31.6
Approach		209	3.5	0.204	9.9	LOS A	0.7	18.5	0.68	0.68	0.68	32.6
SouthEast: RoadName												
3bx	L3	41	3.0	0.181	4.7	LOS A	0.7	19.5	0.30	0.18	0.30	35.8
3ax	L1	23	100.0	0.181	7.5	LOS A	0.7	19.5	0.30	0.18	0.30	34.3
18ax	R1	346	3.0	0.181	4.6	LOS A	0.8	20.1	0.30	0.18	0.30	35.4
Approach		411	8.5	0.181	4.8	LOS A	0.8	20.1	0.30	0.18	0.30	35.3
North: Deer Valley Drive												
7u	U	23	3.0	0.858	21.2	LOS C	13.6	349.0	0.81	0.45	0.81	27.8
7a	L1	963	3.0	0.858	21.2	LOS C	13.6	349.0	0.81	0.45	0.81	27.1
4	T1	378	3.0	0.858	9.3	LOS A	13.6	349.0	0.39	0.21	0.39	33.1
14	R2	12	100.0	0.235	7.6	LOS A	1.1	27.7	0.24	0.12	0.24	34.3
Approach		1376	3.8	0.858	17.8	LOS C	13.6	349.0	0.69	0.38	0.69	28.5
West: Transit Center												
5	L2	2	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.8
12a	R1	33	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.4
12	R2	13	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	26.9
Approach		48	100.0	0.231	23.6	LOS C	0.4	16.9	0.73	0.74	0.75	27.3
All Vehicles		2043	7.0	0.858	14.5	LOS B	13.6	349.0	0.61	0.38	0.61	30.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
PM Peak Hour

Intersection 1 Deer Valley Drive East/Doe Pass Road Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	147	97.9%	10.0	3.6	B
	Through	377	376	99.8%	7.5	2.7	A
	Right Turn						
	Subtotal	527	523	99.2%	8.2	2.9	A
SB	Left Turn						
	Through	97	92	94.6%	4.3	1.5	A
	Right Turn	15	20	130.0%	2.3	0.8	A
	Subtotal	112	111	99.4%	3.9	1.2	A
EB	Left Turn	15	15	101.3%	17.9	10.4	B
	Through						
	Right Turn	146	143	97.9%	6.6	3.0	A
	Subtotal	161	158	98.3%	7.7	3.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		800	792	99.1%	7.4	2.6	A

Intersection 2 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	17	85.5%	15.5	8.6	C
	Through						
	Right Turn						
	Subtotal	20	17	85.5%	15.5	8.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	264	260	98.6%	1.7	0.6	A
	Right Turn	20	19	93.5%	0.6	0.6	A
	Subtotal	284	279	98.2%	1.7	0.5	A
WB	Left Turn						
	Through	664	673	101.3%	2.2	0.1	A
	Right Turn						
	Subtotal	664	673	101.3%	2.2	0.1	A
Total		968	969	100.1%	2.2	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
PM Peak Hour

Intersection 3 Deer Valley Drive East/Queen Esther Drive Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	396	400	101.0%	1.4	0.2	A
	Right Turn	30	29	95.0%	1.6	0.7	A
	Subtotal	426	429	100.6%	1.4	0.2	A
SB	Left Turn	85	84	98.5%	4.9	0.5	A
	Through	135	137	101.6%	1.5	0.4	A
	Right Turn						
	Subtotal	220	221	100.4%	2.7	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	24	84.1%	10.8	2.7	B
	Through						
	Right Turn	60	61	101.5%	7.7	2.1	A
	Subtotal	89	85	95.8%	8.5	1.8	A
Total		735	735	99.9%	2.6	0.3	A

Intersection 4 Solamere Drive/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	17	99.4%	13.4	12.8	B
	Through						
	Right Turn	80	74	92.8%	9.6	6.8	A
	Subtotal	97	91	93.9%	10.2	7.1	B
EB	Left Turn	87	89	102.8%	5.4	0.7	A
	Through	203	202	99.7%	2.2	0.6	A
	Right Turn						
	Subtotal	290	292	100.6%	3.1	0.6	A
WB	Left Turn						
	Through	422	424	100.4%	2.6	2.8	A
	Right Turn	34	35	101.5%	3.0	4.5	A
	Subtotal	456	458	100.4%	2.6	2.9	A
Total		843	841	99.7%	3.7	2.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
PM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	640	651	101.7%	3.0	0.2	A
	Right Turn	44	44	100.9%	2.5	0.8	A
	Subtotal	684	695	101.7%	3.0	0.2	A
SB	Left Turn	246	247	100.6%	9.5	1.7	A
	Through	262	257	98.2%	2.1	0.4	A
	Right Turn						
	Subtotal	508	505	99.3%	5.8	0.9	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	19	85.9%	128.3	30.8	F
	Through						
	Right Turn	480	436	90.9%	125.0	18.2	F
	Subtotal	502	455	90.7%	125.3	17.9	F
Total		1,694	1,655	97.7%	39.3	4.3	E

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	857	840	98.0%	44.8	24.2	D
	Right Turn	692	697	100.8%	38.1	29.4	D
	Subtotal	1,549	1,537	99.3%	41.7	26.5	D
SB	Left Turn	251	212	84.5%	18.3	3.1	B
	Through	518	473	91.3%	6.7	1.0	A
	Right Turn						
	Subtotal	769	685	89.1%	10.4	1.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	442	428	96.9%	20.9	2.7	C
	Through						
	Right Turn	129	132	101.9%	9.9	2.5	A
	Subtotal	571	560	98.0%	18.4	2.7	B
Total		2,889	2,782	96.3%	29.1	14.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	33	93.1%	39.3	9.0	D
	Through	395	397	100.6%	64.0	7.4	E
	Right Turn	68	65	94.9%	44.0	12.8	D
	Subtotal	498	494	99.3%	59.2	7.4	E
SB	Left Turn	553	492	88.9%	163.8	11.4	F
	Through	363	323	89.0%	129.2	4.7	F
	Right Turn	364	319	87.6%	41.9	4.3	D
	Subtotal	1,280	1,134	88.6%	120.6	8.2	F
EB	Left Turn	633	469	74.1%	105.2	6.6	F
	Through	277	199	71.9%	75.3	13.8	E
	Right Turn	36	25	69.7%	64.9	24.0	E
	Subtotal	946	693	73.3%	94.7	7.7	F
WB	Left Turn	75	75	99.3%	97.3	18.6	F
	Through	239	295	123.6%	66.7	18.8	E
	Right Turn	743	719	96.8%	35.3	4.7	D
	Subtotal	1,057	1,089	103.0%	48.2	6.5	D
Total		3,781	3,410	90.2%	82.8	3.4	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	176	173	98.2%	36.7	3.8	D
	Through	89	94	105.7%	27.4	6.6	C
	Right Turn	520	499	95.9%	12.1	2.8	B
	Subtotal	785	765	97.5%	19.7	3.1	B
SB	Left Turn	90	88	97.4%	32.6	7.3	C
	Through	55	51	93.5%	39.1	10.0	D
	Right Turn	63	65	102.5%	5.4	0.9	A
	Subtotal	208	204	97.9%	25.3	4.8	C
EB	Left Turn	71	74	104.5%	14.2	3.2	B
	Through	584	583	99.8%	26.2	3.6	C
	Right Turn	149	144	96.9%	21.8	3.1	C
	Subtotal	804	801	99.7%	24.3	3.4	C
WB	Left Turn	241	239	99.0%	19.0	1.5	B
	Through	384	387	100.8%	10.7	1.6	B
	Right Turn	46	46	100.9%	8.3	2.9	A
	Subtotal	671	672	100.2%	13.6	1.3	B
Total		2,468	2,443	99.0%	20.1	2.0	C

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project PM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.390	15.6	LOS C	1.9	48.1	0.68	0.74	0.86	32.2
8	T1	454	3.0	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	33.0
18b	R3	74	3.0	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	31.4
Approach		528	3.2	0.390	10.6	LOS B	1.9	48.1	0.68	0.74	0.86	32.8
SouthEast: RoadName												
3bx	L3	58	3.0	0.713	20.7	LOS C	6.6	175.2	0.82	1.13	1.74	29.1
3ax	L1	23	100.0	0.713	25.4	LOS D	6.6	175.2	0.82	1.13	1.74	27.9
18ax	R1	910	3.0	0.713	20.4	LOS C	6.9	176.8	0.83	1.13	1.73	28.5
Approach		991	5.3	0.713	20.5	LOS C	6.9	176.8	0.83	1.13	1.73	28.6
North: Deer Valley Drive												
7u	U	242	3.0	0.702	12.9	LOS B	6.8	174.2	0.54	0.32	0.54	30.8
7a	L1	466	3.0	0.702	12.9	LOS B	6.8	174.2	0.54	0.32	0.54	29.9
4	T1	398	3.0	0.702	8.1	LOS A	6.8	174.2	0.37	0.21	0.37	33.3
14	R2	6	100.0	0.192	7.3	LOS A	0.8	21.7	0.25	0.13	0.25	34.4
Approach		1112	3.5	0.702	11.1	LOS B	6.8	174.2	0.48	0.28	0.48	31.2
West: Transit Center												
5	L2	5	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	30.2
12a	R1	18	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.8
12	R2	5	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.2
Approach		28	100.0	0.110	16.3	LOS C	0.2	8.1	0.65	0.65	0.65	29.8
All Vehicles		2660	5.1	0.713	14.6	LOS B	6.9	176.8	0.65	0.69	1.02	30.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	108	91.0%	5.5	2.3	A
	Through	67	93	138.2%	3.9	2.4	A
	Right Turn						
	Subtotal	186	201	108.0%	4.6	1.6	A
SB	Left Turn						
	Through	194	211	108.6%	2.9	1.3	A
	Right Turn	15	15	101.3%	1.4	2.4	A
	Subtotal	209	226	108.0%	2.8	1.3	A
EB	Left Turn	15	14	94.0%	7.2	0.9	A
	Through						
	Right Turn	100	90	89.6%	5.5	2.1	A
	Subtotal	115	104	90.2%	6.3	0.7	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		510	530	104.0%	4.2	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	20	100.5%	11.5	2.6	B
	Through						
	Right Turn						
	Subtotal	20	20	100.5%	11.5	2.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	702	709	101.0%	1.2	0.2	A
	Right Turn	20	21	107.0%	1.3	0.4	A
	Subtotal	722	731	101.2%	1.2	0.2	A
WB	Left Turn						
	Through	185	172	92.9%	0.7	0.1	A
	Right Turn						
	Subtotal	185	172	92.9%	0.7	0.1	A
Total		927	923	99.5%	1.3	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	112	135	120.9%	0.1	0.1	A
	Right Turn	17	17	101.2%	0.1	0.1	A
	Subtotal	129	153	118.3%	0.1	0.1	A
SB	Left Turn	50	49	98.2%	3.5	0.4	A
	Through	204	226	110.9%	0.4	0.1	A
	Right Turn						
	Subtotal	254	275	108.4%	1.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	19	97.0%	5.4	0.9	A
	Through						
	Right Turn	55	53	96.5%	5.1	0.4	A
	Subtotal	75	73	96.7%	5.2	0.5	A
Total		458	500	109.3%	1.4	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	24	23	97.1%	5.9	1.1	A
	Through						
	Right Turn	57	59	104.0%	5.7	0.8	A
	Subtotal	81	83	102.0%	5.8	0.5	A
EB	Left Turn	49	52	106.1%	4.6	0.7	A
	Through	230	249	108.3%	1.8	0.4	A
	Right Turn						
	Subtotal	279	301	108.0%	2.2	0.4	A
WB	Left Turn						
	Through	148	168	113.4%	0.2	0.1	A
	Right Turn	19	20	105.3%	0.0	0.1	A
	Subtotal	167	188	112.5%	0.1	0.1	A
Total		527	572	108.5%	2.1	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	190	178	93.6%	13.6	4.2	B
	Right Turn	15	16	103.3%	7.6	4.4	A
	Subtotal	205	193	94.3%	12.8	3.4	B
SB	Left Turn	264	284	107.7%	10.6	1.5	B
	Through	715	719	100.6%	8.1	0.9	A
	Right Turn						
	Subtotal	979	1,004	102.5%	8.8	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	7	94.3%	12.5	13.1	B
	Through						
	Right Turn	198	218	109.9%	4.3	1.0	A
	Subtotal	205	224	109.4%	4.7	0.9	A
Total		1,389	1,421	102.3%	8.6	0.8	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	305	308	101.1%	14.6	1.7	B
	Right Turn	168	167	99.3%	3.3	0.6	A
	Subtotal	473	475	100.4%	10.7	1.3	B
SB	Left Turn	105	92	87.5%	13.3	2.4	B
	Through	719	639	88.9%	9.9	1.2	A
	Right Turn						
	Subtotal	824	731	88.7%	10.3	1.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	588	606	103.0%	16.6	2.1	B
	Through						
	Right Turn	198	208	105.1%	5.8	1.2	A
	Subtotal	786	814	103.5%	13.9	1.9	B
Total		2,083	2,020	97.0%	11.8	1.0	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	36	45	125.6%	32.0	6.1	C
	Through	191	194	101.8%	49.3	5.7	D
	Right Turn	67	70	104.2%	17.7	8.0	B
	Subtotal	294	309	105.2%	39.3	3.9	D
SB	Left Turn	565	422	74.7%	203.8	44.0	F
	Through	169	129	76.4%	167.4	39.9	F
	Right Turn	901	732	81.3%	57.5	23.3	E
	Subtotal	1,635	1,284	78.5%	119.1	7.6	F
EB	Left Turn	320	338	105.8%	40.5	11.7	D
	Through	172	190	110.3%	27.5	7.5	C
	Right Turn	16	19	116.3%	21.1	8.6	C
	Subtotal	508	547	107.6%	35.2	9.0	D
WB	Left Turn	50	47	94.6%	64.6	12.7	E
	Through	253	303	119.7%	49.8	16.5	D
	Right Turn	257	261	101.4%	10.3	2.3	B
	Subtotal	560	611	109.1%	34.2	12.1	C
Total		2,997	2,751	91.8%	76.3	2.1	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	64	57	88.4%	21.8	5.7	C
	Through	28	28	100.0%	24.9	6.2	C
	Right Turn	118	112	94.9%	3.5	0.9	A
	Subtotal	210	197	93.6%	12.0	2.4	B
SB	Left Turn	54	57	106.3%	21.2	5.8	C
	Through	71	75	105.5%	24.3	4.0	C
	Right Turn	29	31	107.9%	4.4	1.2	A
	Subtotal	154	164	106.2%	19.5	2.1	B
EB	Left Turn	22	22	100.9%	13.4	6.2	B
	Through	230	245	106.7%	18.2	3.2	B
	Right Turn	95	98	103.5%	10.8	3.7	B
	Subtotal	347	366	105.4%	16.1	3.3	B
WB	Left Turn	322	335	104.0%	14.4	2.3	B
	Through	324	340	105.0%	7.9	1.7	A
	Right Turn	47	49	104.7%	4.7	1.5	A
	Subtotal	693	724	104.5%	10.6	1.4	B
Total		1,404	1,450	103.3%	13.2	1.6	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	148	98.7%	7.6	1.7	A
	Through	377	382	101.4%	7.7	1.1	A
	Right Turn						
	Subtotal	527	530	100.6%	7.7	1.2	A
SB	Left Turn						
	Through	97	93	95.4%	4.6	1.8	A
	Right Turn	15	16	107.3%	1.6	1.9	A
	Subtotal	112	109	97.0%	4.3	1.7	A
EB	Left Turn	15	15	97.3%	12.5	6.4	B
	Through						
	Right Turn	146	154	105.2%	5.2	1.5	A
	Subtotal	161	168	104.5%	5.9	2.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		800	807	100.9%	6.9	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	20	98.5%	19.0	10.0	C
	Through						
	Right Turn						
	Subtotal	20	20	98.5%	19.0	10.0	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	264	271	102.6%	0.3	0.1	A
	Right Turn	20	25	123.5%	0.4	0.3	A
	Subtotal	284	296	104.1%	0.3	0.1	A
WB	Left Turn						
	Through	664	656	98.8%	2.1	0.1	A
	Right Turn						
	Subtotal	664	656	98.8%	2.1	0.1	A
Total		968	971	100.3%	2.0	0.3	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	396	405	102.3%	0.4	0.1	A
	Right Turn	30	31	101.7%	0.4	0.1	A
	Subtotal	426	436	102.3%	0.4	0.1	A
SB	Left Turn	85	83	97.2%	5.0	1.4	A
	Through	135	139	103.1%	0.2	0.1	A
	Right Turn						
	Subtotal	220	222	100.8%	2.1	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	25	86.6%	11.0	4.3	B
	Through						
	Right Turn	60	61	100.8%	7.1	0.9	A
	Subtotal	89	86	96.2%	8.1	1.2	A
Total		735	743	101.1%	1.9	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	17	18	105.3%	8.5	2.0	A
	Through						
	Right Turn	80	81	100.9%	8.2	1.3	A
	Subtotal	97	99	101.6%	8.4	1.1	A
EB	Left Turn	87	88	101.6%	6.1	1.1	A
	Through	203	203	99.8%	1.6	0.4	A
	Right Turn						
	Subtotal	290	291	100.3%	3.0	0.3	A
WB	Left Turn						
	Through	422	430	101.8%	0.6	0.1	A
	Right Turn	34	35	103.5%	0.4	0.2	A
	Subtotal	456	465	101.9%	0.5	0.1	A
Total		843	854	101.3%	2.3	0.2	A

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	640	634	99.1%	21.8	4.0	C
	Right Turn	44	44	99.1%	19.2	4.0	B
	Subtotal	684	678	99.1%	21.6	4.0	C
SB	Left Turn	246	247	100.4%	20.6	4.1	C
	Through	262	272	104.0%	3.8	1.1	A
	Right Turn						
	Subtotal	508	519	102.2%	12.1	2.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	22	98.2%	42.2	10.1	D
	Through						
	Right Turn	480	481	100.1%	27.2	8.3	C
	Subtotal	502	502	100.1%	27.7	8.1	C
Total		1,694	1,700	100.3%	20.5	3.6	C

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	857	850	99.2%	59.5	28.4	E
	Right Turn	692	683	98.6%	56.0	40.0	E
	Subtotal	1,549	1,533	99.0%	58.0	33.5	E
SB	Left Turn	251	215	85.5%	19.5	2.5	B
	Through	518	475	91.6%	7.1	0.9	A
	Right Turn						
	Subtotal	769	689	89.6%	11.1	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	442	440	99.6%	19.6	2.1	B
	Through						
	Right Turn	129	136	105.0%	8.3	1.3	A
	Subtotal	571	576	100.8%	16.8	1.8	B
Total		2,889	2,798	96.8%	38.4	18.8	D

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	35	100.3%	34.3	9.1	C
	Through	395	403	102.0%	63.1	10.1	E
	Right Turn	68	64	94.7%	44.2	14.6	D
	Subtotal	498	503	100.9%	58.9	10.4	E
SB	Left Turn	553	488	88.2%	169.2	8.9	F
	Through	363	322	88.6%	132.8	8.7	F
	Right Turn	364	335	92.0%	42.6	5.1	D
	Subtotal	1,280	1,144	89.4%	123.1	6.8	F
EB	Left Turn	633	470	74.3%	104.1	4.8	F
	Through	277	204	73.5%	74.9	7.4	E
	Right Turn	36	27	74.2%	64.1	14.8	E
	Subtotal	946	701	74.1%	93.6	3.3	F
WB	Left Turn	75	78	103.9%	104.7	38.2	F
	Through	239	286	119.5%	51.8	12.5	D
	Right Turn	743	724	97.4%	38.5	3.8	D
	Subtotal	1,057	1,087	102.8%	47.2	5.4	D
Total		3,781	3,434	90.8%	83.7	2.1	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	176	172	97.7%	37.0	10.5	D
	Through	89	88	98.8%	39.8	9.2	D
	Right Turn	520	502	96.6%	11.0	3.0	B
	Subtotal	785	762	97.1%	20.3	4.2	C
SB	Left Turn	90	86	95.0%	29.7	5.5	C
	Through	55	53	96.4%	42.1	11.1	D
	Right Turn	63	64	101.6%	5.0	1.1	A
	Subtotal	208	203	97.4%	25.6	6.3	C
EB	Left Turn	71	67	94.8%	14.6	3.4	B
	Through	584	593	101.5%	26.2	2.1	C
	Right Turn	149	153	102.8%	19.9	3.4	B
	Subtotal	804	813	101.1%	24.2	1.7	C
WB	Left Turn	241	240	99.7%	18.8	3.0	B
	Through	384	395	102.9%	10.8	1.8	B
	Right Turn	46	47	101.5%	6.4	3.1	A
	Subtotal	671	682	101.7%	13.4	1.6	B
Total		2,468	2,460	99.7%	20.2	2.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
AM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	75	75	99.6%	0.2	0.2	A
	Right Turn	20	18	90.0%	0.5	1.0	A
	Subtotal	95	93	97.6%	0.2	0.3	A
SB	Left Turn	50	50	99.8%	4.0	0.4	A
	Through	120	126	105.3%	1.0	0.2	A
	Right Turn						
	Subtotal	170	176	103.7%	1.9	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	22	111.0%	5.9	1.1	A
	Through						
	Right Turn	55	55	100.2%	5.1	0.3	A
	Subtotal	75	77	103.1%	5.3	0.5	A
Total		340	346	101.9%	2.2	0.2	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	24	94.8%	6.2	1.6	A
	Through						
	Right Turn	60	62	104.0%	5.8	0.8	A
	Subtotal	85	86	101.3%	5.9	0.9	A
EB	Left Turn	50	51	101.0%	4.3	0.6	A
	Through	145	153	105.4%	1.5	0.5	A
	Right Turn						
	Subtotal	195	203	104.3%	2.3	0.5	A
WB	Left Turn						
	Through	110	109	99.2%	1.0	0.3	A
	Right Turn	20	21	104.0%	0.8	0.6	A
	Subtotal	130	130	99.9%	1.0	0.2	A
Total		410	419	102.3%	2.6	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
AM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	150	151	100.9%	1.2	0.3	A
	Right Turn	15	15	101.3%	0.7	0.8	A
	Subtotal	165	167	100.9%	1.2	0.3	A
SB	Left Turn	180	186	103.6%	5.7	0.5	A
	Through	635	636	100.2%	3.6	0.4	A
	Right Turn						
	Subtotal	815	823	100.9%	4.1	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	90.0%	14.2	10.1	B
	Through						
	Right Turn	160	162	101.2%	4.5	0.6	A
	Subtotal	170	171	100.5%	5.0	1.0	A
Total		1,150	1,160	100.9%	3.8	0.2	A

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	265	263	99.3%	12.8	2.3	B
	Right Turn	165	170	102.7%	2.7	0.9	A
	Subtotal	430	433	100.6%	9.1	1.6	A
SB	Left Turn	115	102	89.0%	11.7	2.9	B
	Through	635	620	97.6%	9.7	1.8	A
	Right Turn						
	Subtotal	750	722	96.3%	10.0	1.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	585	591	101.0%	15.6	0.8	B
	Through						
	Right Turn	215	222	103.4%	5.4	1.3	A
	Subtotal	800	813	101.6%	12.8	0.9	B
Total		1,980	1,968	99.4%	11.0	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	51	93.5%	34.8	3.8	C
	Through	195	198	101.3%	51.8	5.3	D
	Right Turn	75	73	96.9%	19.4	5.8	B
	Subtotal	325	322	99.0%	41.9	4.6	D
SB	Left Turn	475	404	85.1%	212.0	13.3	F
	Through	170	146	85.7%	173.4	18.6	F
	Right Turn	1,065	917	86.1%	72.5	16.1	E
	Subtotal	1,710	1,467	85.8%	121.5	7.1	F
EB	Left Turn	385	392	101.7%	44.4	7.5	D
	Through	240	238	99.0%	28.5	5.7	C
	Right Turn	25	28	111.6%	28.3	14.5	C
	Subtotal	650	657	101.1%	38.2	7.0	D
WB	Left Turn	50	48	96.2%	75.9	14.9	E
	Through	325	355	109.3%	68.7	15.7	E
	Right Turn	215	218	101.2%	10.0	1.9	B
	Subtotal	590	621	105.2%	49.4	9.8	D
Total		3,275	3,067	93.6%	81.9	6.0	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	58	89.4%	22.8	5.7	C
	Through	30	30	99.0%	23.4	6.9	C
	Right Turn	110	106	96.5%	3.1	0.7	A
	Subtotal	205	194	94.6%	12.2	2.4	B
SB	Left Turn	60	56	93.2%	18.4	7.3	B
	Through	75	75	99.9%	25.4	4.2	C
	Right Turn	30	31	103.0%	4.8	1.0	A
	Subtotal	165	162	98.0%	18.9	3.0	B
EB	Left Turn	25	24	95.6%	14.8	1.9	B
	Through	250	247	98.9%	18.6	2.4	B
	Right Turn	100	99	98.6%	8.5	2.4	A
	Subtotal	375	370	98.6%	15.8	2.2	B
WB	Left Turn	305	309	101.3%	14.0	2.3	B
	Through	350	344	98.4%	8.6	1.3	A
	Right Turn	50	49	98.8%	4.8	2.0	A
	Subtotal	705	703	99.7%	10.7	1.3	B
Total		1,450	1,428	98.5%	13.1	1.2	B

MOVEMENT SUMMARY

 Site: 101 [2024 BG AM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.174	14.0	LOS B	0.6	15.9	0.63	0.63	0.63	33.7
8	T1	133	3.0	0.174	8.2	LOS A	0.6	16.1	0.63	0.63	0.63	33.9
18b	R3	64	3.0	0.174	8.2	LOS A	0.6	16.1	0.64	0.64	0.64	32.4
Approach		202	5.6	0.174	8.4	LOS A	0.6	16.1	0.63	0.63	0.63	33.4
SouthEast: RoadName												
3bx	L3	32	3.0	0.150	4.5	LOS A	0.5	15.5	0.32	0.19	0.32	35.8
3ax	L1	21	100.0	0.150	7.4	LOS A	0.5	15.5	0.32	0.19	0.32	34.4
18ax	R1	277	3.0	0.150	4.4	LOS A	0.6	16.1	0.32	0.20	0.32	35.5
Approach		330	9.3	0.150	4.6	LOS A	0.6	16.1	0.32	0.20	0.32	35.4
North: Deer Valley Drive												
7u	U	27	3.0	0.769	15.4	LOS C	9.2	236.0	0.59	0.32	0.59	30.0
7a	L1	809	3.0	0.769	15.4	LOS C	9.2	236.0	0.59	0.32	0.59	29.1
4	T1	383	3.0	0.769	8.7	LOS A	9.2	236.0	0.36	0.19	0.36	33.1
14	R2	16	100.0	0.210	7.3	LOS A	0.9	24.1	0.22	0.11	0.22	34.4
Approach		1234	4.3	0.769	13.2	LOS B	9.2	236.0	0.51	0.27	0.51	30.3
West: Transit Center												
5	L2	5	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.9
12a	R1	27	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.6
12	R2	16	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.0
Approach		48	100.0	0.201	19.9	LOS C	0.3	14.9	0.69	0.69	0.69	28.4
All Vehicles		1814	7.8	0.769	11.3	LOS B	9.2	236.0	0.50	0.31	0.50	31.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Thursday, July 21, 2022 9:44:32 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\July 2022 TIS Update\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	305	317	103.8%	1.0	0.2	A
	Right Turn	30	32	108.0%	0.9	0.7	A
	Subtotal	335	349	104.1%	1.0	0.2	A
SB	Left Turn	85	86	100.8%	5.1	0.7	A
	Through	85	84	99.3%	1.8	0.9	A
	Right Turn						
	Subtotal	170	170	100.1%	3.3	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	25	83.7%	8.2	2.8	A
	Through						
	Right Turn	60	61	102.3%	5.8	0.5	A
	Subtotal	90	87	96.1%	6.5	0.9	A
Total		595	606	101.8%	2.4	0.3	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	93.0%	11.2	4.5	B
	Through						
	Right Turn	80	80	99.9%	6.5	0.7	A
	Subtotal	100	99	98.5%	7.3	1.1	A
EB	Left Turn	90	89	99.1%	5.8	1.1	A
	Through	150	149	99.3%	1.8	0.6	A
	Right Turn						
	Subtotal	240	238	99.3%	3.3	0.8	A
WB	Left Turn						
	Through	330	339	102.6%	1.1	0.1	A
	Right Turn	35	38	108.6%	1.4	0.5	A
	Subtotal	365	377	103.2%	1.1	0.1	A
Total		705	713	101.2%	2.7	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	545	547	100.3%	3.6	0.4	A
	Right Turn	45	45	100.9%	1.8	0.7	A
	Subtotal	590	592	100.3%	3.5	0.3	A
SB	Left Turn	195	191	98.1%	8.7	2.1	A
	Through	210	209	99.6%	1.7	0.4	A
	Right Turn						
	Subtotal	405	401	98.9%	5.1	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	108.0%	41.3	27.9	E
	Through						
	Right Turn	385	390	101.3%	36.6	16.7	E
	Subtotal	410	417	101.7%	36.7	16.9	E
Total		1,405	1,410	100.3%	13.6	5.5	B

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	755	743	98.4%	27.5	2.6	C
	Right Turn	690	696	100.9%	17.7	1.5	B
	Subtotal	1,445	1,440	99.6%	22.9	1.9	C
SB	Left Turn	275	204	74.3%	20.6	3.6	C
	Through	460	376	81.8%	7.6	1.8	A
	Right Turn						
	Subtotal	735	581	79.0%	12.2	1.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	445	444	99.7%	25.4	4.0	C
	Through						
	Right Turn	145	148	101.7%	10.0	2.0	A
	Subtotal	590	591	100.2%	21.6	3.2	C
Total		2,770	2,611	94.3%	20.1	1.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	34	97.1%	33.2	6.1	C
	Through	395	399	101.0%	50.8	4.0	D
	Right Turn	70	77	110.6%	29.5	7.9	C
	Subtotal	500	510	102.0%	46.6	3.9	D
SB	Left Turn	495	370	74.7%	223.0	17.6	F
	Through	365	274	75.2%	174.9	13.5	F
	Right Turn	445	334	75.0%	47.8	7.2	D
	Subtotal	1,305	978	75.0%	151.2	13.7	F
EB	Left Turn	765	500	65.3%	84.9	4.7	F
	Through	355	231	65.1%	62.3	12.7	E
	Right Turn	50	37	73.6%	54.3	17.3	D
	Subtotal	1,170	768	65.6%	77.0	6.3	E
WB	Left Turn	80	76	94.8%	81.2	17.1	F
	Through	310	357	115.0%	63.5	15.9	E
	Right Turn	640	630	98.4%	37.7	7.7	D
	Subtotal	1,030	1,062	103.1%	49.3	9.0	D
Total		4,005	3,318	82.8%	84.7	2.6	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	180	175	97.0%	32.9	5.9	C
	Through	90	93	103.3%	31.5	5.6	C
	Right Turn	505	468	92.6%	12.2	2.4	B
	Subtotal	775	735	94.9%	19.7	2.1	B
SB	Left Turn	100	99	99.4%	34.1	6.9	C
	Through	55	58	105.6%	39.6	4.9	D
	Right Turn	65	66	101.5%	6.1	1.7	A
	Subtotal	220	224	101.6%	28.0	3.2	C
EB	Left Turn	75	76	101.2%	16.2	3.3	B
	Through	635	642	101.0%	25.9	2.6	C
	Right Turn	150	147	97.9%	20.9	3.6	C
	Subtotal	860	864	100.5%	24.3	2.2	C
WB	Left Turn	230	223	97.0%	19.6	3.8	B
	Through	420	430	102.4%	11.5	2.2	B
	Right Turn	50	51	102.8%	8.4	3.4	A
	Subtotal	700	705	100.7%	13.8	1.9	B
Total		2,555	2,528	98.9%	20.4	1.5	C

MOVEMENT SUMMARY

 Site: 101 [2024 BG PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.356	13.9	LOS B	1.6	41.4	0.65	0.67	0.73	32.8
8	T1	460	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.6
18b	R3	66	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	32.0
Approach		526	3.2	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.4
SouthEast: RoadName												
3bx	L3	40	3.0	0.582	15.1	LOS C	4.0	106.0	0.75	0.94	1.29	31.4
3ax	L1	15	100.0	0.582	19.9	LOS C	4.0	106.0	0.75	0.94	1.29	30.0
18ax	R1	753	3.0	0.582	15.0	LOS B	4.2	107.0	0.76	0.94	1.29	30.7
Approach		808	4.8	0.582	15.1	LOS C	4.2	107.0	0.76	0.94	1.29	30.7
North: Deer Valley Drive												
7u	U	242	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	31.7
7a	L1	379	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	30.8
4	T1	404	3.0	0.636	7.5	LOS A	5.6	143.3	0.30	0.14	0.30	33.4
14	R2	10	100.0	0.174	6.9	LOS A	0.7	19.3	0.20	0.09	0.20	34.6
Approach		1035	3.9	0.636	9.4	LOS A	5.6	143.3	0.35	0.17	0.35	32.0
West: Transit Center												
5	L2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.9
12a	R1	15	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
12	R2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	29.8
Approach		25	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
All Vehicles		2395	5.1	0.636	11.4	LOS B	5.6	143.3	0.56	0.55	0.75	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
AM Peak Hour

Intersection 1 Deer Valley Drive East/Doe Pass Road Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	114	96.0%	9.0	2.4	A
	Through	75	76	100.9%	6.8	2.8	A
	Right Turn						
	Subtotal	194	190	97.9%	8.1	1.7	A
SB	Left Turn						
	Through	198	193	97.4%	5.7	2.0	A
	Right Turn	15	15	102.0%	2.9	2.1	A
	Subtotal	213	208	97.7%	5.5	1.8	A
EB	Left Turn	15	15	98.7%	12.9	6.8	B
	Through						
	Right Turn	100	100	100.2%	5.5	0.4	A
	Subtotal	115	115	100.0%	6.6	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		522	513	98.3%	6.7	1.1	A

Intersection 2 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	106.5%	14.8	10.0	B
	Through						
	Right Turn						
	Subtotal	20	21	106.5%	14.8	10.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	713	709	99.4%	3.7	0.3	A
	Right Turn	20	20	100.5%	2.6	1.4	A
	Subtotal	733	729	99.4%	3.6	0.4	A
WB	Left Turn						
	Through	188	186	99.0%	0.3	0.1	A
	Right Turn						
	Subtotal	188	186	99.0%	0.3	0.1	A
Total		941	936	99.5%	3.2	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
AM Peak Hour

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	117	113	96.8%	1.1	0.2	A
	Right Turn	20	23	115.5%	1.0	0.7	A
	Subtotal	137	136	99.5%	1.1	0.2	A
SB	Left Turn	50	45	90.8%	4.3	0.9	A
	Through	208	211	101.4%	1.1	0.2	A
	Right Turn						
	Subtotal	258	256	99.4%	1.7	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	17	86.5%	7.7	2.8	A
	Through						
	Right Turn	55	58	105.6%	5.3	0.7	A
	Subtotal	75	75	100.5%	5.8	0.4	A
Total		470	468	99.6%	2.2	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	26	102.4%	7.6	3.0	A
	Through						
	Right Turn	60	57	94.2%	5.5	0.4	A
	Subtotal	85	82	96.6%	6.1	0.9	A
EB	Left Turn	50	54	107.4%	4.8	0.9	A
	Through	233	230	98.8%	1.7	0.4	A
	Right Turn						
	Subtotal	283	284	100.3%	2.3	0.5	A
WB	Left Turn						
	Through	152	151	99.1%	1.0	0.2	A
	Right Turn	20	19	95.5%	0.8	0.4	A
	Subtotal	172	170	98.7%	0.9	0.2	A
Total		540	536	99.2%	2.5	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
AM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	193	191	99.0%	1.6	0.3	A
	Right Turn	15	17	113.3%	1.4	1.6	A
	Subtotal	208	208	100.0%	1.6	0.3	A
SB	Left Turn	268	265	98.9%	7.1	0.7	A
	Through	723	717	99.2%	4.1	0.4	A
	Right Turn						
	Subtotal	991	982	99.1%	4.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	89.0%	20.4	20.2	C
	Through						
	Right Turn	202	197	97.5%	4.9	0.8	A
	Subtotal	212	206	97.1%	5.7	1.3	A
Total		1,411	1,396	98.9%	4.5	0.5	A

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	307	309	100.5%	14.2	1.8	B
	Right Turn	182	181	99.3%	3.5	0.8	A
	Subtotal	489	489	100.1%	10.2	1.2	B
SB	Left Turn	115	97	84.2%	13.4	2.5	B
	Through	723	643	89.0%	10.0	1.8	B
	Right Turn						
	Subtotal	838	740	88.3%	10.5	1.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	620	620	100.0%	16.8	3.4	B
	Through						
	Right Turn	215	219	102.0%	6.0	1.4	A
	Subtotal	835	839	100.5%	14.1	3.1	B
Total		2,162	2,069	95.7%	11.9	1.7	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	50	91.6%	35.2	8.4	D
	Through	195	202	103.5%	55.5	5.9	E
	Right Turn	75	76	101.6%	25.5	7.0	C
	Subtotal	325	329	101.1%	44.9	5.2	D
SB	Left Turn	563	409	72.6%	223.7	17.0	F
	Through	170	125	73.4%	194.1	10.7	F
	Right Turn	1,065	815	76.5%	62.0	7.1	E
	Subtotal	1,798	1,348	75.0%	126.3	5.7	F
EB	Left Turn	385	388	100.9%	43.5	3.6	D
	Through	240	240	99.9%	28.2	3.9	C
	Right Turn	25	25	98.4%	21.2	10.3	C
	Subtotal	650	653	100.4%	37.2	3.3	D
WB	Left Turn	50	52	103.8%	85.1	18.4	F
	Through	325	366	112.6%	64.2	13.7	E
	Right Turn	257	255	99.1%	9.1	1.3	A
	Subtotal	632	673	106.4%	45.9	9.9	D
Total		3,405	3,002	88.2%	80.0	2.7	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	61	93.4%	23.7	4.2	C
	Through	30	30	101.3%	28.1	5.7	C
	Right Turn	127	116	91.5%	3.7	1.1	A
	Subtotal	222	207	93.4%	13.1	1.2	B
SB	Left Turn	60	60	99.5%	21.2	7.2	C
	Through	75	74	98.9%	24.2	3.7	C
	Right Turn	30	30	101.0%	4.4	0.9	A
	Subtotal	165	164	99.5%	19.7	4.2	B
EB	Left Turn	25	24	94.0%	13.5	4.4	B
	Through	250	258	103.2%	20.1	2.5	C
	Right Turn	100	102	102.4%	12.0	2.5	B
	Subtotal	375	384	102.4%	17.7	2.2	B
WB	Left Turn	340	340	100.1%	14.4	1.8	B
	Through	350	351	100.4%	8.5	1.0	A
	Right Turn	50	53	106.6%	6.4	2.5	A
	Subtotal	740	745	100.6%	11.1	1.5	B
Total		1,502	1,500	99.9%	14.0	1.4	B

MOVEMENT SUMMARY

 **Site: 101 [Opening Year Plus Project AM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.225	17.2	LOS C	0.8	20.2	0.69	0.69	0.69	32.6
8	T1	133	3.0	0.225	10.4	LOS B	0.8	20.5	0.69	0.69	0.69	32.9
18b	R3	83	3.0	0.225	10.3	LOS B	0.8	20.5	0.69	0.69	0.69	31.4
Approach		221	5.3	0.225	10.5	LOS B	0.8	20.5	0.69	0.69	0.69	32.3
SouthEast: RoadName												
3bx	L3	41	3.0	0.190	4.9	LOS A	0.7	20.4	0.33	0.21	0.33	35.6
3ax	L1	26	100.0	0.190	7.8	LOS A	0.7	20.4	0.33	0.21	0.33	34.2
18ax	R1	353	3.0	0.190	4.8	LOS A	0.8	21.2	0.33	0.21	0.33	35.3
Approach		420	8.9	0.190	5.0	LOS A	0.8	21.2	0.33	0.21	0.33	35.2
North: Deer Valley Drive												
7u	U	27	3.0	0.881	23.6	LOS C	15.0	384.2	0.92	0.54	0.92	27.1
7a	L1	967	3.0	0.881	23.6	LOS C	15.0	384.2	0.92	0.54	0.92	26.3
4	T1	383	3.0	0.881	10.4	LOS B	15.0	384.2	0.45	0.25	0.45	32.5
14	R2	16	100.0	0.241	7.7	LOS A	1.1	28.4	0.26	0.13	0.26	34.2
Approach		1393	4.1	0.881	19.8	LOS C	15.0	384.2	0.78	0.46	0.79	27.9
West: Transit Center												
5	L2	5	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	27.0
12a	R1	36	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.7
12	R2	16	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.2
Approach		57	100.0	0.280	25.6	LOS D	0.5	22.1	0.74	0.82	0.96	26.6
All Vehicles		2091	7.8	0.881	16.0	LOS C	15.0	384.2	0.68	0.44	0.69	29.5

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
PM Peak Hour

Intersection 1 Deer Valley Drive East/Doe Pass Road Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	151	100.4%	8.5	2.7	A
	Through	389	384	98.7%	8.3	3.0	A
	Right Turn						
	Subtotal	539	535	99.2%	8.3	2.8	A
SB	Left Turn						
	Through	105	101	96.0%	5.0	1.2	A
	Right Turn	15	16	104.0%	1.6	1.5	A
	Subtotal	120	116	97.0%	4.6	1.1	A
EB	Left Turn	15	15	100.7%	15.1	8.4	B
	Through						
	Right Turn	146	142	96.9%	5.2	0.8	A
	Subtotal	161	157	97.3%	6.0	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		820	808	98.5%	7.3	2.0	A

Intersection 2 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	104.5%	24.3	18.6	C
	Through						
	Right Turn						
	Subtotal	20	21	104.5%	24.3	18.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	273	267	97.9%	1.6	0.4	A
	Right Turn	20	20	99.0%	1.7	0.8	A
	Subtotal	293	287	98.0%	1.6	0.3	A
WB	Left Turn						
	Through	674	669	99.2%	2.2	0.1	A
	Right Turn						
	Subtotal	674	669	99.2%	2.2	0.1	A
Total		987	977	99.0%	2.5	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
PM Peak Hour

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	408	405	99.3%	5.0	9.1	A
	Right Turn	30	31	102.0%	3.7	5.2	A
	Subtotal	438	436	99.5%	5.0	9.0	A
SB	Left Turn	85	84	98.2%	5.1	1.0	A
	Through	142	140	98.5%	1.3	0.5	A
	Right Turn						
	Subtotal	227	223	98.4%	2.7	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	97.3%	18.4	18.9	C
	Through						
	Right Turn	60	59	98.3%	18.9	33.4	C
	Subtotal	90	88	98.0%	19.1	29.1	C
Total		755	747	99.0%	6.1	8.9	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	94.5%	72.8	90.9	F
	Through						
	Right Turn	80	80	100.3%	78.0	92.7	F
	Subtotal	100	99	99.1%	77.5	92.4	F
EB	Left Turn	90	93	103.0%	5.5	1.1	A
	Through	207	201	97.3%	1.8	0.6	A
	Right Turn						
	Subtotal	297	294	99.0%	3.0	0.7	A
WB	Left Turn						
	Through	433	424	97.8%	36.3	53.5	E
	Right Turn	35	33	95.1%	42.0	58.8	E
	Subtotal	468	457	97.6%	36.5	53.6	E
Total		865	850	98.3%	28.4	37.4	D

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
PM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	649	649	100.0%	2.9	0.5	A
	Right Turn	45	44	97.6%	2.4	1.4	A
	Subtotal	694	693	99.8%	2.8	0.4	A
SB	Left Turn	252	250	99.3%	9.9	2.1	A
	Through	268	263	98.1%	2.0	0.4	A
	Right Turn						
	Subtotal	520	513	98.7%	5.9	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	89.6%	120.8	28.5	F
	Through						
	Right Turn	488	435	89.2%	126.2	7.6	F
	Subtotal	513	458	89.2%	126.2	7.2	F
Total		1,727	1,664	96.3%	39.9	2.3	E

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	858	851	99.2%	96.3	49.4	F
	Right Turn	731	736	100.6%	110.7	64.0	F
	Subtotal	1,589	1,587	99.9%	102.4	55.3	F
SB	Left Turn	275	198	71.9%	22.5	4.8	C
	Through	518	415	80.1%	8.0	1.8	A
	Right Turn						
	Subtotal	793	613	77.2%	12.6	2.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	468	464	99.2%	29.7	8.0	C
	Through						
	Right Turn	145	139	96.1%	16.5	4.7	B
	Subtotal	613	603	98.4%	26.5	6.7	C
Total		2,995	2,803	93.6%	66.9	31.3	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	50	99.4%	31.3	7.8	C
	Through	395	396	100.2%	50.4	5.8	D
	Right Turn	70	72	102.7%	25.6	9.0	C
	Subtotal	515	517	100.4%	44.5	5.0	D
SB	Left Turn	553	380	68.7%	227.2	13.8	F
	Through	365	252	69.1%	179.2	12.4	F
	Right Turn	445	307	69.0%	51.7	11.6	D
	Subtotal	1,363	939	68.9%	155.6	7.3	F
EB	Left Turn	765	523	68.3%	87.2	8.2	F
	Through	355	236	66.4%	61.6	13.0	E
	Right Turn	50	34	67.6%	52.9	15.7	D
	Subtotal	1,170	792	67.7%	78.5	8.8	E
WB	Left Turn	80	75	93.3%	85.6	13.9	F
	Through	310	340	109.6%	60.0	8.1	E
	Right Turn	743	660	88.8%	52.4	3.1	D
	Subtotal	1,133	1,075	94.8%	57.1	3.9	E
Total		4,181	3,323	79.5%	88.1	2.8	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	180	166	92.4%	41.4	8.0	D
	Through	90	94	104.1%	33.6	6.4	C
	Right Turn	546	504	92.4%	12.8	1.9	B
	Subtotal	816	764	93.7%	21.8	2.8	C
SB	Left Turn	100	99	99.1%	34.3	5.6	C
	Through	55	55	100.4%	44.7	11.5	D
	Right Turn	65	69	105.8%	5.3	0.9	A
	Subtotal	220	223	101.4%	27.1	3.8	C
EB	Left Turn	75	75	100.3%	14.9	2.7	B
	Through	635	632	99.5%	29.3	3.4	C
	Right Turn	150	152	101.1%	26.1	4.0	C
	Subtotal	860	859	99.9%	27.4	3.1	C
WB	Left Turn	253	250	98.6%	20.8	2.4	C
	Through	420	415	98.9%	12.0	0.8	B
	Right Turn	50	55	110.2%	7.7	2.8	A
	Subtotal	723	720	99.6%	14.8	0.9	B
Total		2,619	2,566	98.0%	22.1	1.9	C

MOVEMENT SUMMARY

 **Site: 101 [Opening Year Plus Project PM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.403	16.1	LOS C	2.0	50.8	0.69	0.76	0.90	32.0
8	T1	460	3.0	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	32.8
18b	R3	78	3.0	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	31.2
Approach		538	3.2	0.403	11.0	LOS B	2.0	50.9	0.69	0.76	0.90	32.6
SouthEast: RoadName												
3bx	L3	62	3.0	0.737	22.2	LOS C	7.2	191.5	0.84	1.18	1.85	28.5
3ax	L1	25	100.0	0.737	27.0	LOS D	7.2	191.5	0.84	1.18	1.85	27.4
18ax	R1	930	3.0	0.737	21.9	LOS C	7.5	193.2	0.85	1.18	1.84	28.0
Approach		1017	5.4	0.737	22.0	LOS C	7.5	193.2	0.85	1.18	1.84	28.0
North: Deer Valley Drive												
7u	U	242	3.0	0.723	13.7	LOS B	7.3	185.9	0.59	0.35	0.59	30.5
7a	L1	477	3.0	0.723	13.7	LOS B	7.3	185.9	0.59	0.35	0.59	29.6
4	T1	404	3.0	0.723	8.6	LOS A	7.3	185.9	0.40	0.23	0.40	33.0
14	R2	10	100.0	0.198	7.4	LOS A	0.8	22.3	0.26	0.14	0.26	34.4
Approach		1133	3.9	0.723	11.8	LOS B	7.3	185.9	0.52	0.31	0.52	30.9
West: Transit Center												
5	L2	5	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	30.0
12a	R1	21	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.6
12	R2	5	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.0
Approach		31	100.0	0.124	17.0	LOS C	0.2	9.2	0.66	0.66	0.66	29.6
All Vehicles		2720	5.4	0.737	15.5	LOS C	7.5	193.2	0.68	0.73	1.09	30.1

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Wednesday, March 29, 2023 9:51:43 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	118	99.2%	6.4	2.3	A
	Through	75	78	103.7%	3.9	1.9	A
	Right Turn						
	Subtotal	194	196	101.0%	5.4	2.0	A
SB	Left Turn						
	Through	198	197	99.7%	4.1	2.4	A
	Right Turn	15	15	101.3%	1.3	1.6	A
	Subtotal	213	213	99.8%	3.9	2.3	A
EB	Left Turn	15	14	90.0%	11.7	5.7	B
	Through						
	Right Turn	100	99	98.8%	5.6	0.6	A
	Subtotal	115	112	97.7%	6.4	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		522	521	99.8%	5.0	1.8	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	18	88.0%	9.9	2.5	A
	Through						
	Right Turn						
	Subtotal	20	18	88.0%	9.9	2.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	713	715	100.3%	1.2	0.1	A
	Right Turn	20	19	94.0%	1.3	0.6	A
	Subtotal	733	734	100.1%	1.2	0.1	A
WB	Left Turn						
	Through	188	186	98.9%	0.7	0.1	A
	Right Turn						
	Subtotal	188	186	98.9%	0.7	0.1	A
Total		941	937	99.6%	1.3	0.1	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	117	118	100.6%	0.1	0.1	A
	Right Turn	20	20	100.5%	0.0	0.0	A
	Subtotal	137	138	100.6%	0.1	0.0	A
SB	Left Turn	50	46	92.2%	3.5	0.4	A
	Through	208	213	102.5%	0.3	0.1	A
	Right Turn						
	Subtotal	258	259	100.5%	0.9	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	92.0%	4.9	2.0	A
	Through						
	Right Turn	55	58	105.1%	5.1	0.3	A
	Subtotal	75	76	101.6%	5.3	0.5	A
Total		470	473	100.7%	1.4	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	27	109.6%	6.3	1.3	A
	Through						
	Right Turn	60	58	96.2%	6.0	0.8	A
	Subtotal	85	85	100.1%	6.1	0.9	A
EB	Left Turn	50	48	95.8%	4.2	0.9	A
	Through	233	232	99.6%	1.6	0.3	A
	Right Turn						
	Subtotal	283	280	98.9%	2.0	0.3	A
WB	Left Turn						
	Through	152	153	100.9%	0.2	0.1	A
	Right Turn	20	21	102.5%	0.1	0.1	A
	Subtotal	172	174	101.1%	0.2	0.1	A
Total		540	539	99.8%	2.2	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	193	191	98.8%	12.3	2.7	B
	Right Turn	15	14	94.7%	5.3	4.6	A
	Subtotal	208	205	98.5%	12.0	2.7	B
SB	Left Turn	268	265	98.8%	9.9	1.9	A
	Through	723	722	99.9%	8.1	1.5	A
	Right Turn						
	Subtotal	991	987	99.6%	8.6	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	8	82.0%	10.6	9.2	B
	Through						
	Right Turn	202	201	99.3%	4.5	1.1	A
	Subtotal	212	209	98.5%	4.9	1.2	A
Total		1,411	1,400	99.2%	8.6	1.2	A

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	307	312	101.7%	13.3	1.5	B
	Right Turn	182	179	98.6%	3.4	0.8	A
	Subtotal	489	492	100.5%	9.6	1.0	A
SB	Left Turn	115	94	81.6%	13.8	2.2	B
	Through	723	660	91.3%	9.4	1.5	A
	Right Turn						
	Subtotal	838	754	90.0%	9.9	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	620	628	101.3%	17.1	1.9	B
	Through						
	Right Turn	215	210	97.5%	6.5	1.2	A
	Subtotal	835	838	100.3%	14.4	1.8	B
Total		2,162	2,083	96.4%	11.7	1.1	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	55	56	101.8%	32.3	4.9	C
	Through	195	190	97.4%	50.6	3.7	D
	Right Turn	75	75	100.5%	24.6	6.9	C
	Subtotal	325	321	98.9%	42.0	4.4	D
SB	Left Turn	563	415	73.8%	231.3	16.7	F
	Through	170	118	69.2%	190.7	19.7	F
	Right Turn	1,065	789	74.1%	58.5	10.7	E
	Subtotal	1,798	1,322	73.5%	127.2	11.5	F
EB	Left Turn	385	382	99.1%	49.5	13.2	D
	Through	240	245	102.1%	32.3	11.8	C
	Right Turn	25	25	99.2%	20.7	9.2	C
	Subtotal	650	651	100.2%	41.8	12.4	D
WB	Left Turn	50	49	97.0%	81.4	21.0	F
	Through	325	355	109.1%	54.0	8.8	D
	Right Turn	257	253	98.3%	11.1	1.7	B
	Subtotal	632	656	103.8%	39.9	5.8	D
Total		3,405	2,951	86.7%	77.5	4.6	E

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	65	61	93.4%	21.5	4.2	C
	Through	30	29	95.7%	21.4	9.2	C
	Right Turn	127	115	90.2%	3.5	0.5	A
	Subtotal	222	204	91.9%	11.2	1.5	B
SB	Left Turn	60	56	93.0%	20.0	3.0	B
	Through	75	73	97.2%	24.5	4.8	C
	Right Turn	30	32	107.7%	4.5	0.6	A
	Subtotal	165	161	97.6%	18.9	2.5	B
EB	Left Turn	25	24	94.0%	14.4	3.9	B
	Through	250	258	103.2%	20.2	3.8	C
	Right Turn	100	104	104.2%	11.5	3.5	B
	Subtotal	375	386	102.8%	17.5	3.5	B
WB	Left Turn	340	336	98.7%	14.4	2.1	B
	Through	350	345	98.6%	9.0	1.2	A
	Right Turn	50	49	98.6%	4.8	2.6	A
	Subtotal	740	730	98.6%	11.3	1.4	B
Total		1,502	1,481	98.6%	13.8	1.8	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	152	101.4%	8.6	4.0	A
	Through	389	393	100.9%	7.4	2.4	A
	Right Turn						
	Subtotal	539	545	101.0%	7.8	2.8	A
SB	Left Turn						
	Through	105	110	104.4%	4.1	1.7	A
	Right Turn	15	14	96.0%	1.8	1.5	A
	Subtotal	120	124	103.3%	3.9	1.6	A
EB	Left Turn	15	13	88.7%	12.4	7.1	B
	Through						
	Right Turn	146	140	95.8%	5.6	2.3	A
	Subtotal	161	153	95.2%	6.6	3.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		820	822	100.2%	6.9	2.3	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	19	95.5%	17.9	10.6	C
	Through						
	Right Turn						
	Subtotal	20	19	95.5%	17.9	10.6	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	273	263	96.4%	0.4	0.1	A
	Right Turn	20	21	103.0%	0.3	0.2	A
	Subtotal	293	284	96.8%	0.4	0.1	A
WB	Left Turn						
	Through	674	680	100.9%	2.2	0.1	A
	Right Turn						
	Subtotal	674	680	100.9%	2.2	0.1	A
Total		987	983	99.6%	2.0	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	408	411	100.6%	0.4	0.1	A
	Right Turn	30	32	107.3%	0.3	0.1	A
	Subtotal	438	443	101.1%	0.4	0.1	A
SB	Left Turn	85	87	102.4%	5.1	0.8	A
	Through	142	149	104.6%	0.3	0.1	A
	Right Turn						
	Subtotal	227	236	103.8%	2.2	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	102.3%	10.4	2.7	B
	Through						
	Right Turn	60	65	109.0%	7.1	1.1	A
	Subtotal	90	96	106.8%	8.3	1.3	A
Total		755	775	102.6%	1.9	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	20	102.0%	10.5	2.2	B
	Through						
	Right Turn	80	82	102.9%	7.8	1.4	A
	Subtotal	100	103	102.7%	8.2	1.3	A
EB	Left Turn	90	89	99.2%	6.9	1.3	A
	Through	207	212	102.5%	1.7	0.4	A
	Right Turn						
	Subtotal	297	301	101.5%	3.2	0.6	A
WB	Left Turn						
	Through	433	443	102.2%	0.5	0.1	A
	Right Turn	35	33	92.9%	0.4	0.2	A
	Subtotal	468	475	101.5%	0.5	0.1	A
Total		865	879	101.6%	2.4	0.4	A

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	649	655	100.8%	22.5	4.1	C
	Right Turn	45	51	112.4%	18.6	5.7	B
	Subtotal	694	705	101.6%	22.2	4.1	C
SB	Left Turn	252	250	99.3%	22.0	6.3	C
	Through	268	258	96.4%	3.1	1.0	A
	Right Turn						
	Subtotal	520	509	97.8%	12.4	3.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	24	95.2%	47.1	12.8	D
	Through						
	Right Turn	488	501	102.7%	31.7	8.6	C
	Subtotal	513	525	102.3%	32.3	8.5	C
Total		1,727	1,739	100.7%	22.4	4.4	C

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	858	845	98.5%	102.5	55.6	F
	Right Turn	731	701	95.9%	128.6	93.0	F
	Subtotal	1,589	1,546	97.3%	115.0	72.3	F
SB	Left Turn	275	208	75.5%	25.4	5.2	C
	Through	518	397	76.7%	7.3	1.1	A
	Right Turn						
	Subtotal	793	605	76.3%	13.6	2.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	468	474	101.2%	34.0	10.8	C
	Through						
	Right Turn	145	144	99.2%	18.3	4.6	B
	Subtotal	613	617	100.7%	30.7	8.9	C
Total		2,995	2,768	92.4%	75.5	41.0	E

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	47	93.8%	33.2	7.0	C
	Through	395	398	100.7%	50.8	4.1	D
	Right Turn	70	69	98.0%	28.5	7.8	C
	Subtotal	515	513	99.7%	46.2	3.4	D
SB	Left Turn	553	381	68.9%	221.5	12.2	F
	Through	365	255	69.9%	178.2	15.1	F
	Right Turn	445	317	71.1%	49.3	7.2	D
	Subtotal	1,363	953	69.9%	152.9	10.5	F
EB	Left Turn	765	514	67.1%	89.6	7.8	F
	Through	355	237	66.7%	66.7	13.6	E
	Right Turn	50	37	73.8%	49.2	16.4	D
	Subtotal	1,170	787	67.3%	81.3	9.6	F
WB	Left Turn	80	73	91.0%	72.2	20.5	E
	Through	310	325	104.9%	60.1	12.4	E
	Right Turn	743	665	89.5%	51.8	3.0	D
	Subtotal	1,133	1,063	93.8%	56.0	4.5	E
Total		4,181	3,317	79.3%	87.5	2.9	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	180	163	90.4%	37.4	10.1	D
	Through	90	89	98.3%	33.2	8.6	C
	Right Turn	546	491	90.0%	13.4	3.3	B
	Subtotal	816	743	91.0%	21.5	5.0	C
SB	Left Turn	100	99	98.9%	29.5	6.1	C
	Through	55	58	105.6%	43.4	8.4	D
	Right Turn	65	69	106.0%	5.5	1.1	A
	Subtotal	220	226	102.7%	25.6	4.3	C
EB	Left Turn	75	76	101.3%	16.3	2.5	B
	Through	635	640	100.7%	28.2	4.4	C
	Right Turn	150	154	102.3%	23.3	4.4	C
	Subtotal	860	869	101.0%	26.2	4.1	C
WB	Left Turn	253	250	98.8%	20.8	2.7	C
	Through	420	433	103.2%	12.3	1.5	B
	Right Turn	50	48	96.2%	7.4	2.0	A
	Subtotal	723	732	101.2%	14.9	1.5	B
Total		2,619	2,569	98.1%	21.5	2.8	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
AM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	105	110	104.8%	0.3	0.2	A
	Right Turn	20	20	100.0%	0.1	0.2	A
	Subtotal	125	130	104.0%	0.3	0.2	A
SB	Left Turn	50	49	97.6%	3.9	0.6	A
	Through	160	169	105.3%	1.2	0.4	A
	Right Turn						
	Subtotal	210	217	103.5%	1.8	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	21	104.0%	6.9	2.0	A
	Through						
	Right Turn	55	56	100.9%	5.1	0.4	A
	Subtotal	75	76	101.7%	5.5	0.5	A
Total		410	424	103.3%	2.1	0.3	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	23	92.0%	7.5	2.2	A
	Through						
	Right Turn	60	64	106.5%	5.6	0.7	A
	Subtotal	85	87	102.2%	6.1	0.7	A
EB	Left Turn	50	49	97.8%	4.5	0.9	A
	Through	185	195	105.6%	1.5	0.4	A
	Right Turn						
	Subtotal	235	244	103.9%	2.2	0.4	A
WB	Left Turn						
	Through	140	145	103.7%	0.9	0.2	A
	Right Turn	20	19	97.0%	1.3	0.6	A
	Subtotal	160	165	102.9%	1.0	0.2	A
Total		480	496	103.3%	2.5	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
AM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	185	188	101.4%	1.6	0.5	A
	Right Turn	15	17	110.7%	1.2	0.8	A
	Subtotal	200	204	102.1%	1.5	0.4	A
SB	Left Turn	220	227	103.3%	6.6	0.8	A
	Through	740	735	99.4%	4.3	0.4	A
	Right Turn						
	Subtotal	960	963	100.3%	4.8	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	106.0%	17.3	16.7	C
	Through						
	Right Turn	190	195	102.7%	4.8	0.4	A
	Subtotal	200	206	102.9%	5.5	0.9	A
Total		1,360	1,373	100.9%	4.4	0.3	A

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	275	273	99.4%	28.7	16.6	C
	Right Turn	200	195	97.7%	3.4	1.0	A
	Subtotal	475	469	98.7%	18.4	9.9	B
SB	Left Turn	125	102	81.6%	14.8	3.6	B
	Through	655	546	83.3%	10.3	1.2	B
	Right Turn						
	Subtotal	780	648	83.0%	11.0	1.2	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	700	707	101.0%	24.9	7.6	C
	Through						
	Right Turn	225	220	97.7%	14.7	9.5	B
	Subtotal	925	927	100.2%	22.5	7.9	C
Total		2,180	2,043	93.7%	18.0	5.9	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	95	98	102.8%	31.5	5.0	C
	Through	195	194	99.3%	52.6	5.4	D
	Right Turn	70	69	98.9%	24.0	9.8	C
	Subtotal	360	361	100.1%	41.3	4.6	D
SB	Left Turn	480	305	63.5%	80.6	11.6	F
	Through	170	111	65.1%	76.7	11.0	E
	Right Turn	1,565	1,004	64.1%	122.1	2.4	F
	Subtotal	2,215	1,419	64.1%	109.3	3.2	F
EB	Left Turn	580	545	94.0%	73.7	6.0	E
	Through	360	335	93.0%	50.4	7.6	D
	Right Turn	45	43	95.8%	39.4	8.5	D
	Subtotal	985	923	93.7%	63.6	6.0	E
WB	Left Turn	50	44	88.6%	105.3	10.8	F
	Through	425	412	96.8%	99.5	8.2	F
	Right Turn	215	192	89.3%	14.7	4.5	B
	Subtotal	690	648	93.9%	74.9	6.9	E
Total		4,250	3,350	78.8%	83.0	2.5	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	75	67	89.3%	29.5	5.9	C
	Through	30	31	102.0%	25.6	4.5	C
	Right Turn	120	111	92.2%	4.7	1.3	A
	Subtotal	225	208	92.5%	15.7	2.7	B
SB	Left Turn	65	65	99.4%	27.1	7.1	C
	Through	75	74	98.0%	29.9	3.3	C
	Right Turn	35	36	102.0%	4.8	1.3	A
	Subtotal	175	174	99.3%	23.6	3.9	C
EB	Left Turn	25	25	98.4%	13.1	4.4	B
	Through	340	342	100.6%	21.6	2.7	C
	Right Turn	110	112	101.4%	12.9	3.8	B
	Subtotal	475	478	100.7%	19.0	2.7	B
WB	Left Turn	345	352	102.1%	17.2	2.1	B
	Through	475	473	99.6%	9.5	1.4	A
	Right Turn	55	57	103.5%	5.9	2.7	A
	Subtotal	875	883	100.9%	12.2	1.7	B
Total		1,750	1,743	99.6%	15.7	1.7	B

MOVEMENT SUMMARY

 **Site: 101 [2040 BG AM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.219	16.5	LOS C	0.7	19.8	0.67	0.67	0.67	32.8
8	T1	133	3.0	0.219	10.0	LOS A	0.8	20.0	0.67	0.67	0.67	33.1
18b	R3	85	3.0	0.219	9.9	LOS A	0.8	20.0	0.68	0.68	0.68	31.5
Approach		223	5.3	0.219	10.1	LOS B	0.8	20.0	0.67	0.67	0.67	32.5
SouthEast: RoadName												
3bx	L3	48	3.0	0.175	4.7	LOS A	0.7	18.6	0.32	0.20	0.32	35.6
3ax	L1	21	100.0	0.175	7.6	LOS A	0.7	18.6	0.32	0.20	0.32	34.1
18ax	R1	319	3.0	0.175	4.6	LOS A	0.8	19.2	0.33	0.20	0.33	35.3
Approach		388	8.3	0.175	4.8	LOS A	0.8	19.2	0.33	0.20	0.33	35.3
North: Deer Valley Drive												
7u	U	27	3.0	0.877	23.2	LOS C	14.5	370.9	0.90	0.53	0.90	27.2
7a	L1	947	3.0	0.877	23.2	LOS C	14.5	370.9	0.90	0.53	0.90	26.5
4	T1	399	3.0	0.877	10.9	LOS B	14.5	370.9	0.46	0.26	0.46	32.3
14	R2	16	100.0	0.240	7.7	LOS A	1.1	28.2	0.25	0.13	0.25	34.2
Approach		1388	4.1	0.877	19.4	LOS C	14.5	370.9	0.77	0.44	0.77	28.0
West: Transit Center												
5	L2	5	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.5
12a	R1	27	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.2
12	R2	16	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	26.6
Approach		48	100.0	0.234	24.0	LOS C	0.4	17.2	0.74	0.75	0.77	27.0
All Vehicles		2048	7.3	0.877	15.8	LOS C	14.5	370.9	0.67	0.43	0.67	29.6

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Friday, July 22, 2022 4:18:58 PM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\July 2022 TIS Update\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
PM Peak Hour

Intersection 3

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	370	385	104.1%	1.2	0.2	A
	Right Turn	30	32	107.7%	0.6	0.5	A
	Subtotal	400	418	104.4%	1.2	0.2	A
SB	Left Turn	85	88	103.6%	5.2	0.6	A
	Through	125	121	97.0%	1.8	0.5	A
	Right Turn						
	Subtotal	210	209	99.7%	3.2	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	30	98.3%	9.1	3.8	A
	Through						
	Right Turn	60	63	104.8%	7.3	2.1	A
	Subtotal	90	92	102.7%	8.1	2.2	A
Total		700	719	102.8%	2.6	0.5	A

Intersection 4

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	21	104.5%	15.0	6.1	B
	Through						
	Right Turn	80	79	98.1%	8.5	1.7	A
	Subtotal	100	99	99.4%	10.1	3.0	B
EB	Left Turn	90	94	104.8%	6.4	1.0	A
	Through	190	186	97.7%	2.1	0.5	A
	Right Turn						
	Subtotal	280	280	100.0%	3.6	0.6	A
WB	Left Turn						
	Through	395	412	104.4%	1.3	0.2	A
	Right Turn	35	37	105.1%	1.4	0.3	A
	Subtotal	430	449	104.4%	1.3	0.2	A
Total		810	828	102.3%	3.0	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
PM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	645	641	99.4%	4.0	0.7	A
	Right Turn	45	48	107.6%	2.9	0.7	A
	Subtotal	690	690	100.0%	3.9	0.7	A
SB	Left Turn	235	232	98.6%	9.3	1.6	A
	Through	245	246	100.2%	1.8	0.4	A
	Right Turn						
	Subtotal	480	477	99.4%	5.4	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	106.4%	107.4	23.1	F
	Through						
	Right Turn	450	447	99.4%	111.6	22.5	F
	Subtotal	475	474	99.7%	111.5	22.3	F
Total		1,645	1,641	99.7%	35.5	4.8	E

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	785	771	98.2%	78.6	50.6	E
	Right Turn	820	786	95.9%	92.1	74.1	F
	Subtotal	1,605	1,558	97.0%	85.7	62.8	F
SB	Left Turn	290	189	65.2%	20.6	2.6	C
	Through	470	335	71.2%	8.6	2.2	A
	Right Turn						
	Subtotal	760	524	68.9%	12.8	2.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	530	526	99.2%	37.2	15.3	D
	Through						
	Right Turn	150	144	95.8%	20.4	8.7	C
	Subtotal	680	670	98.5%	33.5	14.1	C
Total		3,045	2,751	90.3%	59.2	37.7	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Background
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	71	101.3%	35.7	8.6	D
	Through	395	396	100.4%	54.8	5.5	D
	Right Turn	70	74	105.0%	41.2	9.5	D
	Subtotal	535	541	101.1%	50.6	5.6	D
SB	Left Turn	495	355	71.8%	216.3	16.0	F
	Through	365	259	71.1%	177.6	10.4	F
	Right Turn	720	524	72.7%	55.9	7.5	E
	Subtotal	1,580	1,138	72.0%	135.6	10.3	F
EB	Left Turn	1,190	527	44.3%	96.1	7.7	F
	Through	445	201	45.2%	75.2	18.2	E
	Right Turn	70	32	45.9%	64.1	23.0	E
	Subtotal	1,705	761	44.6%	89.7	9.7	F
WB	Left Turn	75	64	85.7%	122.1	17.2	F
	Through	405	396	97.7%	88.9	5.2	F
	Right Turn	640	546	85.3%	37.1	5.8	D
	Subtotal	1,120	1,006	89.8%	63.6	3.7	E
Total		4,940	3,445	69.7%	90.0	3.0	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	210	181	86.3%	51.9	15.5	D
	Through	90	85	94.4%	43.4	12.4	D
	Right Turn	565	508	89.8%	18.1	4.9	B
	Subtotal	865	774	89.5%	29.4	7.6	C
SB	Left Turn	105	103	97.7%	35.5	11.6	D
	Through	55	56	101.3%	47.5	6.9	D
	Right Turn	75	76	101.9%	6.4	1.6	A
	Subtotal	235	235	99.9%	28.6	4.7	C
EB	Left Turn	85	90	105.8%	18.2	2.9	B
	Through	865	882	101.9%	37.7	7.4	D
	Right Turn	175	172	98.2%	34.7	9.8	C
	Subtotal	1,125	1,144	101.6%	35.8	7.3	D
WB	Left Turn	255	252	98.6%	25.9	2.6	C
	Through	570	561	98.4%	12.7	1.8	B
	Right Turn	55	54	98.9%	8.3	2.7	A
	Subtotal	880	867	98.5%	16.4	1.3	B
Total		3,105	3,019	97.2%	28.1	3.0	C

MOVEMENT SUMMARY

 **Site: 101 [2040 BG PM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.402	15.4	LOS C	2.0	51.3	0.68	0.74	0.87	32.2
8	T1	475	3.0	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	33.0
18b	R3	86	3.0	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	31.4
Approach		562	3.2	0.402	10.6	LOS B	2.0	51.3	0.68	0.74	0.87	32.8
SouthEast: RoadName												
3bx	L3	51	3.0	0.681	19.2	LOS C	5.8	151.3	0.81	1.08	1.61	29.7
3ax	L1	15	100.0	0.681	24.1	LOS C	5.8	151.3	0.81	1.08	1.61	28.4
18ax	R1	864	3.0	0.681	19.1	LOS C	6.0	152.4	0.82	1.08	1.61	29.1
Approach		929	4.6	0.681	19.2	LOS C	6.0	152.4	0.82	1.08	1.61	29.1
North: Deer Valley Drive												
7u	U	247	3.0	0.695	12.5	LOS B	6.9	176.1	0.48	0.26	0.48	31.0
7a	L1	434	3.0	0.695	12.5	LOS B	6.9	176.1	0.48	0.26	0.48	30.1
4	T1	429	3.0	0.695	8.3	LOS A	6.9	176.1	0.34	0.17	0.34	33.1
14	R2	10	100.0	0.190	7.1	LOS A	0.8	21.5	0.22	0.10	0.22	34.5
Approach		1121	3.9	0.695	10.8	LOS B	6.9	176.1	0.43	0.22	0.43	31.4
West: Transit Center												
5	L2	5	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	30.3
12a	R1	15	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.9
12	R2	5	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.2
Approach		25	100.0	0.098	16.0	LOS C	0.2	7.2	0.65	0.65	0.65	29.8
All Vehicles		2637	4.9	0.695	13.8	LOS B	6.9	176.1	0.62	0.64	0.94	30.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\July 2022 TIS Update\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
AM Peak Hour

Intersection 1 Deer Valley Drive East/Doe Pass Road Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	119	100.3%	7.7	2.5	A
	Through	105	104	98.7%	6.0	2.9	A
	Right Turn						
	Subtotal	224	223	99.6%	6.8	2.4	A
SB	Left Turn						
	Through	238	236	99.2%	4.6	2.5	A
	Right Turn	15	17	114.0%	2.1	1.1	A
	Subtotal	253	253	100.0%	4.4	2.3	A
EB	Left Turn	15	15	100.0%	12.5	7.8	B
	Through						
	Right Turn	100	105	105.0%	5.9	1.6	A
	Subtotal	115	120	104.3%	6.8	2.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	596	100.7%	5.8	2.1	A

Intersection 2 Deer Valley Drive West/Doe Pass Road Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	18	87.5%	21.2	23.2	C
	Through						
	Right Turn						
	Subtotal	20	18	87.5%	21.2	23.2	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	818	832	101.7%	4.4	0.4	A
	Right Turn	20	18	91.5%	3.2	0.7	A
	Subtotal	838	850	101.4%	4.3	0.4	A
WB	Left Turn						
	Through	223	225	100.9%	0.3	0.1	A
	Right Turn						
	Subtotal	223	225	100.9%	0.3	0.1	A
Total		1,081	1,092	101.1%	3.7	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
AM Peak Hour

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	147	148	100.7%	1.1	0.2	A
	Right Turn	20	22	107.5%	0.5	0.4	A
	Subtotal	167	170	101.6%	1.0	0.2	A
SB	Left Turn	50	45	90.6%	3.9	0.7	A
	Through	248	257	103.4%	1.2	0.2	A
	Right Turn						
	Subtotal	298	302	101.3%	1.6	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	89.0%	6.6	1.9	A
	Through						
	Right Turn	55	55	100.0%	5.2	0.6	A
	Subtotal	75	73	97.1%	5.6	0.7	A
Total		540	544	100.8%	2.0	0.2	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	23	93.6%	9.6	2.6	A
	Through						
	Right Turn	60	63	105.0%	5.8	0.9	A
	Subtotal	85	86	101.6%	6.6	0.9	A
EB	Left Turn	50	51	101.4%	4.9	0.9	A
	Through	273	275	100.7%	1.9	0.4	A
	Right Turn						
	Subtotal	323	326	100.8%	2.4	0.4	A
WB	Left Turn						
	Through	182	184	101.0%	0.8	0.2	A
	Right Turn	20	19	97.0%	0.9	0.4	A
	Subtotal	202	203	100.6%	0.8	0.1	A
Total		610	615	100.9%	2.5	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
AM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	228	228	99.9%	1.7	0.2	A
	Right Turn	15	16	106.7%	0.8	1.2	A
	Subtotal	243	244	100.3%	1.7	0.2	A
SB	Left Turn	308	307	99.7%	7.8	0.8	A
	Through	828	841	101.6%	5.2	0.5	A
	Right Turn						
	Subtotal	1,136	1,148	101.1%	5.9	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	9	93.0%	29.1	15.8	D
	Through						
	Right Turn	232	236	101.9%	6.2	1.0	A
	Subtotal	242	246	101.5%	7.1	1.3	A
Total		1,621	1,637	101.0%	5.5	0.3	A

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	317	306	96.4%	30.5	26.4	C
	Right Turn	217	218	100.5%	4.3	0.9	A
	Subtotal	534	524	98.1%	19.7	16.9	B
SB	Left Turn	125	89	71.2%	14.7	1.9	B
	Through	743	556	74.8%	11.0	2.2	B
	Right Turn						
	Subtotal	868	645	74.3%	11.5	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	735	720	97.9%	29.2	8.2	C
	Through						
	Right Turn	225	215	95.6%	21.4	23.4	C
	Subtotal	960	935	97.4%	27.4	11.3	C
Total		2,362	2,103	89.0%	20.5	8.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
AM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	95	94	98.6%	32.2	5.8	C
	Through	195	198	101.4%	52.8	4.2	D
	Right Turn	75	75	99.9%	20.1	9.3	C
	Subtotal	365	366	100.4%	40.6	4.0	D
SB	Left Turn	568	377	66.3%	125.6	50.9	F
	Through	170	112	65.9%	99.0	33.1	F
	Right Turn	1,565	1,011	64.6%	115.3	5.8	F
	Subtotal	2,303	1,500	65.1%	117.2	12.8	F
EB	Left Turn	580	372	64.1%	89.2	7.2	F
	Through	360	232	64.5%	70.5	14.6	E
	Right Turn	45	31	68.2%	75.1	28.9	E
	Subtotal	985	635	64.4%	81.5	9.6	F
WB	Left Turn	50	47	93.8%	114.6	15.3	F
	Through	425	404	95.0%	93.8	8.4	F
	Right Turn	257	230	89.4%	14.9	4.1	B
	Subtotal	732	680	93.0%	69.3	4.9	E
Total		4,385	3,182	72.6%	90.7	6.5	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	75	64	85.6%	26.0	5.9	C
	Through	30	28	94.7%	27.1	7.7	C
	Right Turn	137	126	91.6%	3.3	0.8	A
	Subtotal	242	218	90.1%	13.5	2.5	B
SB	Left Turn	65	60	91.8%	26.8	6.1	C
	Through	75	73	97.9%	29.0	4.6	C
	Right Turn	35	35	99.4%	4.3	0.6	A
	Subtotal	175	168	95.9%	22.8	2.5	C
EB	Left Turn	25	25	98.4%	14.5	3.8	B
	Through	340	327	96.2%	22.6	2.1	C
	Right Turn	110	108	98.5%	11.5	2.6	B
	Subtotal	475	460	96.9%	19.6	1.5	B
WB	Left Turn	380	384	101.1%	19.1	2.3	B
	Through	475	466	98.1%	10.1	1.0	B
	Right Turn	55	53	96.5%	4.4	1.4	A
	Subtotal	910	904	99.3%	13.5	1.2	B
Total		1,802	1,750	97.1%	16.1	1.3	B

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project AM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.280	20.5	LOS C	1.0	26.0	0.74	0.77	0.83	31.6
8	T1	133	3.0	0.280	12.8	LOS B	1.0	26.2	0.74	0.77	0.83	31.8
18b	R3	104	3.0	0.280	12.7	LOS B	1.0	26.2	0.74	0.77	0.83	30.3
Approach		243	5.1	0.280	12.9	LOS B	1.0	26.2	0.74	0.77	0.83	31.1
SouthEast: RoadName												
3bx	L3	57	3.0	0.216	5.1	LOS A	0.9	23.7	0.33	0.21	0.33	35.4
3ax	L1	26	100.0	0.216	8.0	LOS A	0.9	23.7	0.33	0.21	0.33	33.9
18ax	R1	396	3.0	0.216	5.0	LOS A	1.0	24.6	0.34	0.22	0.34	35.1
Approach		479	8.2	0.216	5.2	LOS A	1.0	24.6	0.34	0.22	0.34	35.1
North: Deer Valley Drive												
7u	U	27	3.0	0.993	42.4	LOS E	72.5	1855.3	1.00	1.23	2.16	22.2
7a	L1	1105	3.0	0.993	42.4	LOS E	72.5	1855.3	1.00	1.23	2.16	21.7
4	T1	399	3.0	0.993	14.2	LOS B	72.5	1855.3	0.45	0.41	0.73	31.0
14	R2	16	100.0	0.272	8.1	LOS A	1.2	32.9	0.29	0.16	0.29	34.0
Approach		1547	4.0	0.993	34.8	LOS D	72.5	1855.3	0.85	1.01	1.77	23.6
West: Transit Center												
5	L2	5	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	25.3
12a	R1	36	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	25.0
12	R2	16	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	24.5
Approach		57	100.0	0.325	31.5	LOS D	0.6	26.4	0.78	0.92	1.19	24.9
All Vehicles		2326	7.3	0.993	26.3	LOS D	72.5	1855.3	0.73	0.82	1.36	26.0

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
PM Peak Hour

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	142	94.6%	103.5	74.0	F
	Through	454	428	94.2%	109.5	82.3	F
	Right Turn						
	Subtotal	604	569	94.3%	108.3	80.5	F
SB	Left Turn						
	Through	145	143	98.8%	4.1	0.9	A
	Right Turn	15	14	94.7%	0.8	0.8	A
	Subtotal	160	158	98.4%	3.9	0.8	A
EB	Left Turn	15	15	96.7%	63.4	75.9	E
	Through						
	Right Turn	146	145	99.0%	18.1	18.7	B
	Subtotal	161	159	98.8%	21.9	21.4	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		925	886	95.8%	65.1	43.8	E

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	20	99.5%	32.4	14.7	D
	Through						
	Right Turn						
	Subtotal	20	20	99.5%	32.4	14.7	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	308	308	99.8%	1.7	0.4	A
	Right Turn	20	22	108.0%	2.2	1.5	A
	Subtotal	328	329	100.3%	1.8	0.4	A
WB	Left Turn						
	Through	774	773	99.9%	2.4	0.1	A
	Right Turn						
	Subtotal	774	773	99.9%	2.4	0.1	A
Total		1,122	1,122	100.0%	2.8	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
PM Peak Hour

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	473	393	83.0%	246.9	41.6	F
	Right Turn	30	27	88.7%	262.9	63.4	F
	Subtotal	503	419	83.4%	247.7	42.1	F
SB	Left Turn	85	88	103.3%	4.4	0.6	A
	Through	182	185	101.5%	1.1	0.3	A
	Right Turn						
	Subtotal	267	273	102.1%	2.1	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	25	82.0%	330.2	150.8	F
	Through						
	Right Turn	60	47	78.8%	386.0	200.5	F
	Subtotal	90	72	79.9%	307.2	174.7	F
Total		860	764	88.8%	158.3	24.8	F

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	14	70.0%	414.6	262.7	F
	Through						
	Right Turn	80	58	72.4%	453.7	255.0	F
	Subtotal	100	72	71.9%	352.9	232.3	F
EB	Left Turn	90	87	96.3%	4.8	0.4	A
	Through	247	254	102.7%	1.9	0.5	A
	Right Turn						
	Subtotal	337	340	101.0%	2.6	0.6	A
WB	Left Turn						
	Through	498	389	78.2%	167.8	24.9	F
	Right Turn	35	27	76.6%	174.9	70.4	F
	Subtotal	533	416	78.1%	167.9	25.8	F
Total		970	828	85.4%	109.9	20.4	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
PM Peak Hour

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	749	751	100.3%	3.4	0.4	A
	Right Turn	45	48	106.2%	3.1	1.0	A
	Subtotal	794	799	100.6%	3.3	0.4	A
SB	Left Turn	292	292	99.9%	17.6	6.7	C
	Through	303	309	101.9%	2.4	0.7	A
	Right Turn						
	Subtotal	595	600	100.9%	9.8	3.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	19	74.4%	200.9	106.5	F
	Through						
	Right Turn	553	385	69.7%	153.4	13.7	F
	Subtotal	578	404	69.9%	155.8	16.1	F
Total		1,967	1,803	91.7%	39.6	1.6	E

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	888	856	96.4%	141.2	68.7	F
	Right Turn	861	825	95.8%	166.7	81.5	F
	Subtotal	1,749	1,681	96.1%	153.7	74.4	F
SB	Left Turn	290	176	60.8%	22.9	4.6	C
	Through	528	358	67.8%	8.1	1.6	A
	Right Turn						
	Subtotal	818	534	65.3%	12.8	2.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	560	101.2%	36.3	9.3	D
	Through						
	Right Turn	150	149	99.5%	20.8	7.2	C
	Subtotal	703	709	100.9%	33.2	8.9	C
Total		3,270	2,925	89.4%	99.1	42.4	F

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	68	97.6%	31.6	5.8	C
	Through	395	399	101.0%	49.6	6.1	D
	Right Turn	70	70	100.3%	32.0	9.8	C
	Subtotal	535	537	100.4%	44.9	5.6	D
SB	Left Turn	553	358	64.7%	229.7	14.2	F
	Through	365	232	63.7%	188.3	19.1	F
	Right Turn	720	468	65.0%	53.4	6.9	D
	Subtotal	1,638	1,058	64.6%	146.3	9.3	F
EB	Left Turn	1,190	520	43.7%	86.8	7.6	F
	Through	445	198	44.5%	59.8	13.7	E
	Right Turn	70	30	43.1%	62.9	34.4	E
	Subtotal	1,705	748	43.9%	78.6	9.6	E
WB	Left Turn	80	66	82.6%	122.9	19.6	F
	Through	405	395	97.4%	94.8	4.5	F
	Right Turn	743	610	82.1%	44.3	4.4	D
	Subtotal	1,228	1,071	87.2%	67.5	2.6	E
Total		5,106	3,415	66.9%	90.1	2.7	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	210	179	85.0%	67.1	20.4	E
	Through	90	87	97.0%	50.2	13.4	D
	Right Turn	606	526	86.8%	25.1	10.8	C
	Subtotal	906	792	87.4%	37.9	13.3	D
SB	Left Turn	105	105	99.9%	42.0	9.0	D
	Through	55	54	97.6%	42.9	5.4	D
	Right Turn	75	78	103.3%	6.6	2.1	A
	Subtotal	235	236	100.5%	30.5	5.6	C
EB	Left Turn	85	85	100.0%	22.0	10.0	C
	Through	865	865	100.0%	42.5	15.4	D
	Right Turn	175	181	103.3%	42.0	19.3	D
	Subtotal	1,125	1,131	100.5%	40.9	15.7	D
WB	Left Turn	278	278	100.1%	26.4	3.3	C
	Through	570	580	101.7%	13.0	1.6	B
	Right Turn	55	53	96.2%	8.2	2.8	A
	Subtotal	903	911	100.9%	16.8	1.6	B
Total		3,169	3,069	96.9%	32.4	8.0	C

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project PM]**

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.452	17.9	LOS C	2.4	61.0	0.72	0.82	1.03	31.3
8	T1	475	3.0	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	32.1
18b	R3	98	3.0	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	30.6
Approach		574	3.2	0.452	12.5	LOS B	2.4	61.1	0.72	0.82	1.03	31.8
SouthEast: RoadName												
3bx	L3	72	3.0	0.834	30.5	LOS D	10.8	286.1	0.90	1.42	2.46	25.8
3ax	L1	25	100.0	0.834	35.4	LOS E	10.8	286.1	0.90	1.42	2.46	24.9
18ax	R1	1041	3.0	0.834	30.1	LOS D	11.3	288.0	0.91	1.42	2.44	25.5
Approach		1138	5.2	0.834	30.3	LOS D	11.3	288.0	0.91	1.42	2.44	25.5
North: Deer Valley Drive												
7u	U	242	3.0	0.782	16.4	LOS C	8.9	228.5	0.70	0.44	0.70	29.4
7a	L1	532	3.0	0.782	16.4	LOS C	8.9	228.5	0.70	0.44	0.70	28.6
4	T1	429	3.0	0.782	9.8	LOS A	8.9	228.5	0.46	0.28	0.46	32.4
14	R2	10	100.0	0.214	7.6	LOS A	0.9	24.4	0.28	0.15	0.28	34.3
Approach		1214	3.8	0.782	14.0	LOS B	8.9	228.5	0.61	0.38	0.61	30.1
West: Transit Center												
5	L2	5	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.4
12a	R1	21	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.0
12	R2	5	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	28.4
Approach		31	100.0	0.135	18.6	LOS C	0.2	9.8	0.69	0.69	0.69	29.0
All Vehicles		2958	5.2	0.834	20.0	LOS C	11.3	288.0	0.75	0.87	1.40	28.4

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Organisation: FEHR AND PEERS | Processed: Tuesday, March 7, 2023 3:36:10 PM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Feb 2023\SIDRA\DeerValleyDrRoundabout.sip8

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	119	123	103.4%	6.2	1.9	A
	Through	105	106	100.8%	3.6	1.5	A
	Right Turn						
	Subtotal	224	229	102.1%	5.2	1.3	A
SB	Left Turn						
	Through	238	231	97.1%	3.6	1.4	A
	Right Turn	15	18	119.3%	2.2	2.2	A
	Subtotal	253	249	98.4%	3.5	1.4	A
EB	Left Turn	15	16	108.0%	12.2	4.2	B
	Through						
	Right Turn	100	102	101.6%	5.7	0.5	A
	Subtotal	115	118	102.4%	6.7	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		592	596	100.6%	4.8	1.1	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	18	90.5%	12.6	2.8	B
	Through						
	Right Turn						
	Subtotal	20	18	90.5%	12.6	2.8	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	818	827	101.1%	1.3	0.2	A
	Right Turn	20	23	114.0%	1.8	0.8	A
	Subtotal	838	850	101.4%	1.3	0.2	A
WB	Left Turn						
	Through	223	226	101.2%	1.0	0.2	A
	Right Turn						
	Subtotal	223	226	101.2%	1.0	0.2	A
Total		1,081	1,093	101.1%	1.4	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	147	147	99.8%	0.1	0.1	A
	Right Turn	20	22	111.0%	0.1	0.1	A
	Subtotal	167	169	101.1%	0.1	0.0	A
SB	Left Turn	50	45	89.8%	3.2	0.6	A
	Through	248	251	101.1%	0.3	0.1	A
	Right Turn						
	Subtotal	298	296	99.2%	0.9	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	18	90.0%	5.9	1.7	A
	Through						
	Right Turn	55	57	103.5%	5.2	0.4	A
	Subtotal	75	75	99.9%	5.3	0.3	A
Total		540	539	99.9%	1.3	0.1	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	25	25	101.6%	6.6	0.9	A
	Through						
	Right Turn	60	61	101.0%	5.8	0.8	A
	Subtotal	85	86	101.2%	6.0	0.7	A
EB	Left Turn	50	52	103.2%	4.7	1.1	A
	Through	273	269	98.7%	1.6	0.4	A
	Right Turn						
	Subtotal	323	321	99.4%	2.1	0.5	A
WB	Left Turn						
	Through	182	185	101.8%	0.2	0.0	A
	Right Turn	20	20	99.0%	0.0	0.1	A
	Subtotal	202	205	101.5%	0.2	0.0	A
Total		610	612	100.3%	2.0	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	228	225	98.8%	10.0	2.4	A
	Right Turn	15	16	104.0%	6.0	3.0	A
	Subtotal	243	241	99.1%	9.7	2.4	A
SB	Left Turn	308	306	99.4%	14.4	2.5	B
	Through	828	833	100.6%	11.1	1.8	B
	Right Turn						
	Subtotal	1,136	1,139	100.3%	12.0	1.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	107.0%	15.4	5.8	B
	Through						
	Right Turn	232	233	100.2%	5.7	1.7	A
	Subtotal	242	243	100.5%	6.2	1.6	A
Total		1,621	1,623	100.1%	10.8	1.2	B

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	317	313	98.6%	17.2	5.4	B
	Right Turn	217	217	100.1%	3.2	0.4	A
	Subtotal	534	530	99.2%	11.6	3.8	B
SB	Left Turn	125	94	75.5%	14.4	2.3	B
	Through	743	623	83.8%	10.1	1.0	B
	Right Turn						
	Subtotal	868	717	82.6%	10.6	0.9	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	735	726	98.8%	20.8	2.7	C
	Through						
	Right Turn	225	218	96.7%	9.5	4.0	A
	Subtotal	960	944	98.3%	18.2	3.1	B
Total		2,362	2,191	92.8%	14.1	2.1	B

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	95	89	93.6%	32.3	5.3	C
	Through	195	188	96.6%	50.7	3.4	D
	Right Turn	70	71	100.9%	31.2	9.3	C
	Subtotal	360	348	96.6%	42.9	2.2	D
SB	Left Turn	568	370	65.1%	94.9	24.4	F
	Through	170	108	63.4%	74.3	13.9	E
	Right Turn	1,565	1,007	64.4%	119.7	2.8	F
	Subtotal	2,303	1,484	64.5%	110.4	6.2	F
EB	Left Turn	580	531	91.6%	76.1	5.0	E
	Through	360	327	90.7%	49.9	6.3	D
	Right Turn	45	41	90.0%	38.3	10.8	D
	Subtotal	985	898	91.2%	65.0	5.0	E
WB	Left Turn	50	45	89.8%	112.6	22.3	F
	Through	425	411	96.7%	98.7	9.1	F
	Right Turn	257	230	89.6%	16.2	3.7	B
	Subtotal	732	686	93.7%	72.1	5.8	E
Total		4,380	3,417	78.0%	83.8	3.4	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	75	65	87.1%	23.3	7.3	C
	Through	30	29	96.3%	23.9	5.9	C
	Right Turn	137	128	93.6%	3.8	0.7	A
	Subtotal	242	223	91.9%	12.0	3.0	B
SB	Left Turn	65	66	100.9%	23.6	5.3	C
	Through	75	77	103.1%	24.8	2.2	C
	Right Turn	35	33	95.4%	5.9	1.6	A
	Subtotal	175	176	100.7%	21.1	2.7	C
EB	Left Turn	25	24	95.2%	12.8	3.0	B
	Through	340	341	100.4%	20.1	2.6	C
	Right Turn	110	107	96.9%	14.0	2.2	B
	Subtotal	475	472	99.3%	18.4	2.3	B
WB	Left Turn	380	376	98.9%	15.7	3.0	B
	Through	475	476	100.2%	9.3	1.6	A
	Right Turn	55	58	104.7%	5.6	1.3	A
	Subtotal	910	910	99.9%	11.8	1.7	B
Total		1,802	1,780	98.8%	14.5	1.8	B

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	150	147	97.9%	10.5	5.9	B
	Through	454	461	101.5%	8.9	4.3	A
	Right Turn						
	Subtotal	604	608	100.6%	9.2	4.6	A
SB	Left Turn						
	Through	145	137	94.4%	4.3	2.3	A
	Right Turn	15	17	110.7%	2.6	1.9	A
	Subtotal	160	154	95.9%	4.1	2.0	A
EB	Left Turn	15	14	92.7%	16.2	16.8	B
	Through						
	Right Turn	146	140	95.9%	5.4	1.0	A
	Subtotal	161	154	95.6%	6.6	2.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		925	915	98.9%	7.8	3.3	A

Intersection 2 **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	20	21	103.5%	19.8	5.3	C
	Through						
	Right Turn						
	Subtotal	20	21	103.5%	19.8	5.3	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	308	299	96.9%	0.3	0.1	A
	Right Turn	20	21	103.0%	0.5	0.4	A
	Subtotal	328	319	97.3%	0.3	0.1	A
WB	Left Turn						
	Through	774	776	100.3%	2.3	0.1	A
	Right Turn						
	Subtotal	774	776	100.3%	2.3	0.1	A
Total		1,122	1,116	99.5%	2.2	0.2	A

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	473	482	101.9%	0.4	0.1	A
	Right Turn	30	33	108.7%	0.3	0.2	A
	Subtotal	503	514	102.3%	0.4	0.1	A
SB	Left Turn	85	84	98.8%	5.7	1.2	A
	Through	182	179	98.6%	0.4	0.1	A
	Right Turn						
	Subtotal	267	263	98.7%	2.0	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	98.0%	11.1	4.7	B
	Through						
	Right Turn	60	62	102.5%	8.0	1.1	A
	Subtotal	90	91	101.0%	8.9	2.2	A
Total		860	869	101.0%	1.8	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	93.5%	12.2	4.1	B
	Through						
	Right Turn	80	82	103.0%	8.5	1.6	A
	Subtotal	100	101	101.1%	9.3	2.0	A
EB	Left Turn	90	92	101.8%	7.6	1.0	A
	Through	247	242	97.9%	2.0	0.4	A
	Right Turn						
	Subtotal	337	333	98.9%	3.7	0.6	A
WB	Left Turn						
	Through	498	509	102.1%	0.7	0.1	A
	Right Turn	35	35	99.7%	0.4	0.2	A
	Subtotal	533	543	102.0%	0.6	0.1	A
Total		970	978	100.8%	2.6	0.4	A

Intersection 5 **Deer Valley Drive West/Deer Valley Drive East** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	749	753	100.5%	35.6	21.9	D
	Right Turn	45	45	98.9%	31.7	20.5	C
	Subtotal	794	797	100.4%	35.3	21.8	D
SB	Left Turn	292	288	98.6%	27.6	5.1	C
	Through	303	294	97.0%	3.9	1.4	A
	Right Turn						
	Subtotal	595	582	97.8%	14.9	3.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	25	99.6%	99.7	33.8	F
	Through						
	Right Turn	553	546	98.7%	83.2	26.3	F
	Subtotal	578	571	98.8%	83.9	26.4	F
Total		1,967	1,950	99.1%	43.5	14.6	D

Intersection 7 **Deer Valley Drive/Bonanza Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	888	857	96.5%	173.4	65.6	F
	Right Turn	861	784	91.0%	217.3	89.3	F
	Subtotal	1,749	1,641	93.8%	193.6	75.6	F
SB	Left Turn	290	183	63.1%	23.4	3.1	C
	Through	528	358	67.7%	7.5	2.4	A
	Right Turn						
	Subtotal	818	541	66.1%	12.6	2.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	553	557	100.8%	39.2	6.3	D
	Through						
	Right Turn	150	151	100.6%	24.9	6.9	C
	Subtotal	703	708	100.7%	36.2	6.4	D
Total		3,270	2,890	88.4%	116.7	38.4	F

Intersection 8 **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	70	73	103.7%	33.5	7.8	C
	Through	395	392	99.1%	54.1	5.5	D
	Right Turn	70	71	100.7%	33.1	8.9	C
	Subtotal	535	535	99.9%	48.7	4.6	D
SB	Left Turn	553	366	66.1%	225.6	17.6	F
	Through	365	232	63.4%	181.8	18.5	F
	Right Turn	720	478	66.4%	57.0	10.1	E
	Subtotal	1,638	1,076	65.7%	141.5	14.3	F
EB	Left Turn	1,190	524	44.1%	87.2	6.3	F
	Through	445	197	44.2%	65.3	13.2	E
	Right Turn	70	32	46.1%	47.1	17.8	D
	Subtotal	1,705	753	44.2%	79.9	8.1	E
WB	Left Turn	75	67	89.5%	106.6	23.0	F
	Through	405	386	95.4%	90.3	12.2	F
	Right Turn	743	624	84.0%	46.2	7.2	D
	Subtotal	1,223	1,078	88.1%	65.8	4.6	E
Total		5,101	3,441	67.5%	89.4	3.9	F

Intersection 9 **Monitor Drive-Bonanza Drive/SR-248** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	210	173	82.2%	55.8	16.2	E
	Through	90	85	94.0%	40.8	10.5	D
	Right Turn	606	523	86.3%	20.9	4.4	C
	Subtotal	906	780	86.1%	30.8	6.0	C
SB	Left Turn	105	107	101.7%	38.9	3.5	D
	Through	55	58	105.5%	52.5	8.2	D
	Right Turn	75	73	97.9%	6.6	1.2	A
	Subtotal	235	238	101.4%	31.0	2.5	C
EB	Left Turn	85	83	98.1%	19.9	4.8	B
	Through	865	860	99.4%	42.9	11.9	D
	Right Turn	175	180	102.6%	39.0	13.7	D
	Subtotal	1,125	1,123	99.8%	40.6	11.5	D
WB	Left Turn	278	277	99.7%	26.7	3.5	C
	Through	570	569	99.9%	13.1	2.3	B
	Right Turn	55	55	99.5%	10.9	3.0	B
	Subtotal	903	901	99.8%	17.1	2.2	B
Total		3,169	3,043	96.0%	30.6	5.4	C

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 1

P2 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	71	70	98.5%	11.1	1.0	B
	Through						
	Right Turn						
	Subtotal	71	70	98.5%	11.1	1.0	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	144	127	88.2%	0.7	0.4	A
	Right Turn	674	608	90.2%	12.3	4.1	B
	Subtotal	818	735	89.8%	10.4	3.5	B
WB	Left Turn						
	Through	152	125	81.9%	0.4	0.1	A
	Right Turn						
	Subtotal	152	125	81.9%	0.4	0.1	A
Total		1,041	929	89.3%	9.2	2.9	A

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	18	15	82.8%	8.5	0.8	A
	Through						
	Right Turn						
	Subtotal	18	15	82.8%	8.5	0.8	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	115	101	87.7%	0.1	0.1	A
	Right Turn	29	26	89.7%	0.6	0.2	A
	Subtotal	144	127	88.1%	0.2	0.1	A
WB	Left Turn						
	Through	134	109	81.6%	0.1	0.0	A
	Right Turn						
	Subtotal	134	109	81.6%	0.1	0.0	A
Total		296	251	84.8%	0.5	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	100	86	85.8%	0.1	0.1	A
	Right Turn	15	13	86.7%	0.3	0.0	A
	Subtotal	115	99	85.9%	0.1	0.1	A
WB	Left Turn	15	15	100.0%	1.5	1.2	A
	Through	119	109	91.7%	0.2	0.1	A
	Right Turn						
	Subtotal	134	124	92.6%	0.4	0.3	A
Total		249	223	89.5%	0.3	0.2	A

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	15	16	105.3%	30.7	4.9	D
	Through						
	Right Turn	15	15	101.3%	33.4	14.6	D
	Subtotal	30	31	103.3%	31.6	6.1	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	100	86	85.9%	0.6	0.3	A
	Right Turn						
	Subtotal	100	86	85.9%	0.6	0.3	A
WB	Left Turn						
	Through	134	109	81.6%	0.1	0.0	A
	Right Turn						
	Subtotal	134	109	81.6%	0.1	0.0	A
Total		264	226	85.7%	5.8	1.2	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	209	176	84.0%	0.7	0.1	A
	Right Turn						
	Subtotal	209	176	84.0%	0.7	0.1	A
SB	Left Turn						
	Through	293	257	87.6%	1.4	0.2	A
	Right Turn	45	47	103.6%	0.5	0.1	A
	Subtotal	338	303	89.8%	1.2	0.2	A
EB	Left Turn	15	13	85.3%	8.6	3.5	A
	Through						
	Right Turn						
	Subtotal	15	13	85.3%	8.6	3.5	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		562	492	87.5%	1.2	0.1	A

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	209	176	84.1%	1.1	0.4	A
	Right Turn						
	Subtotal	209	176	84.1%	1.1	0.4	A
SB	Left Turn						
	Through	249	220	88.3%	5.4	7.9	A
	Right Turn	44	37	84.1%	1.0	1.1	A
	Subtotal	293	257	87.6%	4.8	6.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		502	433	86.2%	3.2	3.8	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	50	41	81.8%	1.5	1.9	A
	Through	150	119	79.0%	1.6	0.8	A
	Right Turn						
	Subtotal	200	159	79.7%	1.6	0.6	A
SB	Left Turn						
	Through	200	176	88.2%	17.3	18.4	C
	Right Turn	49	44	89.4%	3.5	7.1	A
	Subtotal	249	220	88.4%	14.3	16.2	B
EB	Left Turn	59	57	97.1%	3.4	0.9	A
	Through						
	Right Turn						
	Subtotal	59	57	97.1%	3.4	0.9	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		508	437	86.0%	8.0	8.0	A

Intersection 8

Deer Valley Drive East/Pick-up/Drop-off

Uncontrolled

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	200	160	79.8%	1.0	0.3	A
	Right Turn						
	Subtotal	200	160	79.8%	1.0	0.3	A
SB	Left Turn						
	Through	200	177	88.3%	43.8	18.9	E
	Right Turn						
	Subtotal	200	177	88.3%	43.8	18.9	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	336	84.0%	22.9	9.5	C

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 101

Deer Valley Drive West/Deer Valley Drive East

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	66	5	60	75	268	24	229	309	NO
	Right Turn	500	69	5	63	78	272	24	233	313	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	7	2	4	12	112	21	85	161	MAX
	Through	500	18	4	13	24	297	64	203	413	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
EB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
	U Turn										
WB	Second Left										
	Left Turn	500	3	1	1	6	29	11	15	43	NO
	Through										
	Right Turn	100	6	1	4	8	125	18	91	143	MAX
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 102

Deer Valley Drive West/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	500	1	0	1	1	30	2	28	35	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	500	63	81	4	273	274	176	107	721	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	100	0	0	0	0	19	22	0	55	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 103

Deer Valley Drive East/Doe Pass Road

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	300	6	1	5	8	74	10	63	95	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	13	3	9	19	169	34	131	239	MAX
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	75	2	0	1	2	86	20	47	117	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	13	3	10	20	172	34	135	243	MAX
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 104

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	500	0	0	0	0	28	8	18	44	NO
	Left Turn										
	Through	500	0	0	0	0	28	8	18	44	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	500	0	0	0	0	0	0	0	0	NO
	Left Turn	500	0	0	0	0	0	0	0	0	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	0	0	0	0	NO
	Through										
	Right Turn	500	1	0	1	2	31	0	31	32	NO
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 105

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	4	5	0	14	NO
	Through	500	1	1	0	2	0	0	0	0	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	0	0	0	0	27	6	19	32	NO
	Through										
	Right Turn	500	4	0	4	5	78	4	72	81	NO
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 1		P2 Parking/Doe Pass Road					Side-street Stop				
Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	10	1	8	11	119	1	117	120	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	125	52	22	24	94	229	6	217	235	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	5	0	4	5	78	2	76	82	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	125	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn	75	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	0	15	13	0	35	NO
	Through	100	1	0	1	1	105	0	105	105	MAX
	Right Turn										
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	14	5	10	28	146	20	120	180	MAX
	Through										
	Right Turn	100	14	5	9	28	146	20	119	179	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
SB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
EB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	4	6	0	18	NO
	Through										
	Right Turn										
	Second Right										
	U Turn										
WB	Second Left										
	Left Turn										
	Through	75	2	1	2	3	108	10	94	127	MAX
	Right Turn										
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	160	0	0	0	0	0	0	0	0	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	300	0	0	0	1	4	13	0	42	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	1	0	1	2	72	12	55	90	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	200	1	0	0	2	38	18	23	81	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	160 50	2 0	3 0	0 0	10 0	54 0	33 0	13 0	131 0	NO NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	0	0	0	0	0	0	0	0	NO
	Through	100	0	0	0	0	0	0	0	0	NO
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through	75	1	2	0	6	14	18	0	39	NO
EB	Right Turn	75	1	2	0	6	14	18	0	39	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	2	0	1	3	82	1	80	84	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 8 Deer Valley Drive East/Pick-up/Drop-off Uncontrolled

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	0	0	0	0	5	7	0	21	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	13	9	0	31	92	42	21	162	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 1

P2 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	596	226	37.8%	11.2	0.7	B
	Through						
	Right Turn						
	Subtotal	596	226	37.8%	11.2	0.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	175	155	88.8%	2.5	0.8	A
	Right Turn	133	122	91.7%	0.5	0.1	A
	Subtotal	308	277	90.1%	1.6	0.5	A
WB	Left Turn						
	Through	178	143	80.1%	1.6	0.3	A
	Right Turn						
	Subtotal	178	143	80.1%	1.6	0.3	A
Total		1,082	645	59.6%	5.0	0.5	A

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	13	12	91.5%	9.8	1.9	A
	Through						
	Right Turn						
	Subtotal	13	12	91.5%	9.8	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	161	142	88.4%	0.2	0.1	A
	Right Turn	14	13	92.1%	0.6	0.3	A
	Subtotal	175	155	88.7%	0.2	0.1	A
WB	Left Turn						
	Through	165	131	79.3%	0.6	0.1	A
	Right Turn						
	Subtotal	165	131	79.3%	0.6	0.1	A
Total		353	298	84.4%	0.8	0.1	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	146	127	87.0%	0.6	1.4	A
	Right Turn	15	13	86.7%	2.5	7.0	A
	Subtotal	161	140	87.0%	0.8	1.9	A
WB	Left Turn	15	15	96.7%	1.2	1.1	A
	Through	150	131	87.3%	0.6	0.3	A
	Right Turn						
	Subtotal	165	145	88.1%	0.7	0.5	A
Total		326	285	87.5%	0.7	0.9	A

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	15	15	102.0%	36.6	12.8	E
	Through						
	Right Turn	15	15	100.0%	22.7	7.8	C
	Subtotal	30	30	101.0%	30.6	8.6	D
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	161	127	78.8%	1.3	0.9	A
	Right Turn						
	Subtotal	161	127	78.8%	1.3	0.9	A
WB	Left Turn						
	Through	165	131	79.4%	0.8	0.3	A
	Right Turn						
	Subtotal	165	131	79.4%	0.8	0.3	A
Total		356	288	81.0%	5.1	1.6	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	465	418	89.9%	0.8	0.3	A
	Right Turn						
	Subtotal	465	418	89.9%	0.8	0.3	A
SB	Left Turn						
	Through	196	167	85.4%	1.0	0.2	A
	Right Turn	95	88	92.4%	0.7	0.2	A
	Subtotal	291	255	87.7%	0.9	0.1	A
EB	Left Turn	139	137	98.8%	5.9	0.8	A
	Through						
	Right Turn						
	Subtotal	139	137	98.8%	5.9	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		895	810	90.5%	1.7	0.3	A

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	326	280	85.8%	1.0	0.3	A
	Right Turn						
	Subtotal	326	280	85.8%	1.0	0.3	A
SB	Left Turn						
	Through	196	167	85.4%	1.2	0.6	A
	Right Turn						
	Subtotal	196	167	85.4%	1.2	0.6	A
EB	Left Turn	139	138	99.5%	8.6	1.0	A
	Through						
	Right Turn						
	Subtotal	139	138	99.5%	8.6	1.0	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		661	585	88.5%	2.9	0.3	A

Vissim Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	200	157	78.7%	2.8	1.0	A
	Right Turn						
	Subtotal	200	157	78.7%	2.8	1.0	A
SB	Left Turn						
	Through	150	128	85.1%	16.2	15.7	C
	Right Turn	46	39	84.3%	0.6	0.6	A
	Subtotal	196	167	84.9%	12.4	11.7	B
EB	Left Turn	126	122	97.1%	11.4	12.2	B
	Through						
	Right Turn	50	48	96.8%	23.3	26.6	C
	Subtotal	176	171	97.0%	14.3	15.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		572	495	86.5%	10.0	8.9	B

Intersection 8

Deer Valley Drive East/Pick-up/Drop-off

Uncontrolled

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	200	157	78.7%	2.7	0.8	A
	Right Turn						
	Subtotal	200	157	78.7%	2.7	0.8	A
SB	Left Turn						
	Through	200	174	87.1%	44.2	35.6	E
	Right Turn						
	Subtotal	200	174	87.1%	44.2	35.6	E
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	332	82.9%	24.7	18.8	C

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 101

Deer Valley Drive West/Deer Valley Drive East

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	214	31	154	264	519	49	397	581	MAX
	Right Turn	500	218	31	158	268	523	49	401	586	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	22	4	18	29	168	16	140	186	MAX
	Through	500	6	1	5	8	125	22	105	169	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
EB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
	U Turn										
WB	Second Left										
	Left Turn	500	8	1	5	10	52	9	38	66	NO
	Through										
	Right Turn	100	33	3	29	39	326	48	240	405	MAX
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 102

Deer Valley Drive West/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	1	0	0	1	30	2	28	34	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	500 500	0 0	0 0	0 0	0 0	0 3	0 5	0 0	0 13	NO NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	100	0	0	0	0	54	28	27	103	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 103

Deer Valley Drive East/Doe Pass Road

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	300	29	2	25	34	249	29	210	297	NO
	Through	300	28	2	25	33	248	29	209	296	NO
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through	150	7	1	5	9	117	26	69	153	NO
EB	Right Turn	150	7	1	6	10	120	26	73	156	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	75	2	0	1	3	109	9	90	115	MAX
WB	Through										
	Right Turn	75	2	0	2	3	109	9	90	115	MAX
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn										
	Through										
	Right Turn										
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 104

Solamere Drive/Deer Valley Drive East

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left	500	0	0	0	1	34	5	27	44	NO
	Left Turn										
	Through	500	0	0	0	1	34	5	27	44	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	500	0	0	0	0	0	0	0	0	NO
	Left Turn	500	0	0	0	0	0	0	0	0	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	1	4	0	12	NO
	Right Turn	500	1	0	1	1	31	0	31	31	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 105

Deer Valley Drive East/Queen Esther Drive

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through	500	0	0	0	0	0	0	0	0	NO
	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	500	0	0	0	0	19	12	0	42	NO
	Through	500	0	0	0	1	0	0	0	0	NO
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn	500	0	0	0	1	27	6	20	38	NO
	Through										
WB	Right Turn	500	6	0	5	7	78	4	72	86	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 1		P2 Parking/Doe Pass Road					Side-street Stop				
Direction	Movement	Storage (ft)	Average	Average Queue (ft)			Average	Maximum Queue (ft)			Exceeds Storage?
				Std. Dev.	Minimum	Maximum		Std. Dev.	Minimum	Maximum	
NB	U Turn	150	68	0	68	69	121	1	119	122	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	125	1	0	1	1	59	13	34	73	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	4	0	4	4	78	2	76	82	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	125	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	2	4	13	0	43	NO
	Right Turn	75	0	0	0	2	4	13	0	43	NO
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	100	0	0	0	1	16	17	0	39	NO
	Through	100	1	0	0	1	102	11	70	106	MAX
	Right Turn										
	Second Right										
	U Turn										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn	100	18	8	8	36	141	15	119	160	MAX
	Through										
	Right Turn	100	18	8	8	36	140	15	119	160	MAX
	Second Right										
SB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
	Second Right										
EB	U Turn										
	Second Left										
	Left Turn										
	Through	100	0	0	0	0	14	12	0	36	NO
	Right Turn										
	Second Right										
WB	U Turn										
	Second Left										
	Left Turn										
	Through	75	1	0	0	2	103	17	59	116	MAX
	Right Turn										
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	160	0	0	0	0	1	2	0	7	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	300	0	0	0	0	0	0	0	0	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	37	1	36	39	117	1	116	118	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	200	1	0	1	2	68	23	29	105	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	160	0	0	0	1	28	11	12	53	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	35	1	33	37	101	1	101	103	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	100	3	1	2	5	116	14	82	139	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	75	0	1	0	2	0	0	0	0	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	22	15	8	63	146	18	111	170	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	150	19	17	6	66	126	26	84	181	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 8 Deer Valley Drive East/Pick-up/Drop-off Uncontrolled

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	39	38	4	124	201	49	99	270	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	10	10	1	36	90	36	52	170	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 0

//

Signal

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn										
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
SE	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
EB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn										
	Through										
	Right Turn										
	Second Right										
	U Turn										

Project: UT20-2245
 Description: Snow Park Transportation Study

Park City Minimum Parking Rates Based <i>Nonshared</i> Parking Demand Summary																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											6 AM	December		6 AM	December	
Retail																		
Retail (<400 ksf)	25,866	sf GLA	3.22	100%	100%	3.22	ksf GLA	3.20	100%	100%	3.20	ksf GLA	100%	100%	84	100%	100%	83
Employee			0.78	100%	100%	0.78		0.80	100%	100%	0.80		100%	100%	21	100%	100%	21
Food and Beverage																		
Entertainment and Institutions																		
Convention Center	30,879	sf GLA	5.73	100%	100%	5.73	ksf GLA	5.73	100%	100%	5.73	ksf GLA	100%	100%	177	100%	100%	177
Employee			0.52	100%	100%	0.52		0.52	100%	100%	0.52		100%	100%	17	100%	100%	17
Hotel and Residential																		
Hotel-Business		keys	0.87	100%	100%	0.87	key	0.87	100%	100%	0.87	key	100%	100%	-	100%	100%	-
Hotel-Leisure	193	keys	0.87	100%	100%	0.87	key	0.87	100%	100%	0.87	key	100%	100%	168	100%	100%	168
Hotel Employees	193	keys	0.13	100%	100%	0.13	key	0.13	100%	100%	0.13	key	100%	100%	25	100%	100%	25
Restaurant/Lounge	5,451	sf GLA	4.24	100%	100%	4.24	ksf GLA	4.26	100%	100%	4.26	ksf GLA	100%	100%	24	100%	100%	24
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	0.00	100%	100%	0.00	ksf GLA	100%	100%	-	100%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	100%	100%	0.00	ksf GLA	5.50	100%	100%	5.50	ksf GLA	100%	100%	-	100%	100%	-
Convention (> 200 sq ft/key)		sf GLA	4.58	100%	100%	4.58	ksf GLA	4.58	100%	100%	4.58	ksf GLA	100%	100%	-	100%	100%	-
Restaurant/Meeting Employees	5,451	sf GLA	0.76	100%	100%	0.76	ksf GLA	0.74	100%	100%	0.74	ksf GLA	100%	100%	5	100%	100%	5
Residential, Urban																0%		
Studio Efficiency		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
1 Bedroom	11	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
2 Bedrooms		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
3+ Bedrooms	132	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Reserved	100%	res spaces	1.44	100%	100%	1.44	unit	1.41	100%	100%	1.41	unit	100%	100%	206	100%	100%	201
Visitor	143	units	0.06	100%	100%	0.06	unit	0.08	100%	100%	0.08	unit	100%	100%	9	100%	100%	13
Office																		
Additional Land Uses																		
Ski Resort (as observed during data collection)	1	count	1,500	100%	100%	1,500	count	1,500	100%	100%	1,500	count	100%	100%	1,500	100%	100%	1,500
Employee			0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
													Customer/Visitor		1,962	Customer		1,965
													Employee/Resident		68	Employee/Resident		68
													Reserved		206	Reserved		201
													Total		2,236	Total		2,234



Attachment A:

Trip Generation Memorandum

MEMORANDUM

Date: January 21, 2022
To: Alexandra Ananth, Park City Planning
From: Fehr & Peers
Subject: **Revised Trip Generation Estimates for the Snow Park Village Traffic Impact Study**

UT20-2245

This memorandum presents revised trip generation estimates for the proposed Snow Park Village project at Deer Valley Resort. The original trip generation estimates included in the Traffic Impact Study (April 2021) were reviewed by Park City staff and Wall Consulting Group (WCG), a third-party reviewer retained by the City. Park City staff, through WCG, requested revisions to the trip generation estimates with supporting documentation and/or rationale. Revisions presented in this memorandum are based on an updated land use plan, a local precedent study, comparable trip resort analysis, published trip generation rates from the Institute of Transportation Engineers, and mode shift assumptions derived from the Summit County travel demand model. This memorandum is an intermediate deliverable while additional details regarding site access and circulation are being resolved.

In summary, revised trip generation estimates for the Snow Park Village project show 2,276 daily trips, 162 trips in the Saturday AM peak-hour, and 204 trips in the Saturday PM peak hour. When compared with estimates included in the April 2021 traffic impact study, this results in a 60 percent increase in estimated daily trips, 80 percent increase in the Saturday AM peak-hour trips, and a 148 percent increase in the Saturday PM peak-hour trips.

Trip Generation Estimates

Trip generation estimates focus on Saturday AM and PM peak-hour operations due to the nature of how a ski resort operates: skier traffic is consistently highest on Saturdays. Updated trip generation estimates for Snow Park Village are presented below in **Table 1**.



Key Revisions

Trip generation estimates in this memorandum incorporate several key revisions, including:

- Updated resort hotel trip generation rates taken from the 2018 Canyons Village Transportation Master Plan
- Assumed mode shift away from private car taken from MXD, the Environmental Protection Agency's approved trip generation method, and the Summit County travel demand model for all proposed land uses
- Reductions in trip generation rates due to the implementation of paid parking for day skiers and most proposed land uses
- Reliance on trip internalization derived from MXD and the Summit County travel demand model for most proposed land uses
- The rate of internal capture assumed due to complementary land uses derived from analysis at a peer resort (Palisades at Tahoe, formerly known as Squaw Valley)

This combination of updates represents a much more conservative foundation for subsequent traffic analysis. Each of these changes and justification for each are described in greater detail below.

Resort Hotel Trip Generation Rates

The third-party reviewers (WCG) noted that the resort hotel trip generation rates appeared unreasonably low based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. While there are a handful of key factors that might result in trip generation rates closer to those in the original Snow Park Village Traffic Impact Study, including proximity to the interstate and other complementary land uses, estimates in this memorandum used the local rates recorded at the Canyons.

Assumed Mode Shift

To avoid double-counting potential reductions, as was the case in the original Snow Park Village traffic impact study, the trip generation estimates in this memorandum rely solely on mode shift derived from the MXD methodology and underlying assumptions from the regional travel demand model. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to all proposed land uses. This results in a more conservative and defensible analysis,



however, it does not account for the planned changes to transit service in Park City and the world-class transit facility proposed as part of the Snow Park Village project. Potential mode shift to transit for those traveling to and from Deer Valley may be higher following such improvements.

Reduction in Vehicle Trips due to Implementation of Paid Parking

Charging for parking is a reliable method by which to influence mode choice, and Deer Valley intends to implement paid parking as part of the Snow Park Village proposal. The original Snow Park Village traffic study assumed a reduction in vehicle trips of nearly 18% and applied it to all land uses. This reduction was developed based on approximately 50 studies on the effects of paid parking from across the United States. WCG noted this reduction seemed high based on assumptions about typical Deer Valley clientele and their assumed willingness to pay for fees in addition to lift tickets, meal, lessons, and/or equipment rentals.

Reductions in trip generation due to the implementation of paid parking at Deer Valley have been scaled back to present a more conservative estimate of how parking pricing will affect trip generation. While we agree that some Deer Valley clientele may be much less sensitive to additional costs associated with a day's skiing as presented in the traffic study, almost 45% of existing trips to and from Deer Valley start and end at points along the Wasatch Front, residents of which are more likely to alter their behavior based on willingness to pay (note the massive increase in peripheral on-street parking at a greater distance to ski lifts at Deer Valley's IKON pass-sharing resort, Solitude). Lastly, reductions in trip generation due to the implementation of parking pricing are applied only to the resort hotel-, shopping center-, and recreational community center-generated trips, as proposed residential uses at the site are unlikely to require that residents pay for parking on a daily basis.

Trip Internalization Derived from MXD

A fundamental element of the Snow Park Village proposal is to provide amenities, services, and entertainment options that complement each other and the ski resort itself. This means that peak-hour trips that might occur without complementary land uses are either delayed (so that they do not occur during the peak hours) or do not require a vehicle trip due to proximity of different uses. Trip internalization rates, presented in **Table 1** under the column heading "% Internal Capture" are applied only to the residential-, resort hotel-, and recreational community center-generated trips, and present a more conservative rate of internalization than presented in the original Snow Park Village traffic impact study.



Trip Internalization Derived from Squaw Valley

While the residential, hotel, and community center uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips, the food service and retail uses (shown in **Table 1** as "Shopping enter") are expected to almost exclusively serve guests already at Deer Valley rather than guests traveling to Deer Valley explicitly for those services.

To support this assumption, trip generation estimates for the shopping center uses in this memorandum rely on trip internalization estimates derived from an origin-destination survey conducted at the Squaw Valley, California resort in 2011. Surveys conducted showed that 95-97% of customers at dining and retail uses in a similar context (ski resort base village) were already at the village for other purposes, and did not travel solely for the dining/retail use. Reductions based on the data from Squaw Valley are presented under the column heading "% Resort Int. Capt." And are applied only to the shopping center uses. We assume that employees for these uses will almost exclusively arrive and depart during off-peak periods, resulting in lower reductions for daily trips generated by the shopping center uses.

Conclusion

Trip generation estimates prepared for the original Snow Park Village traffic impact study were based on an older land use plan, double-counted some reductions in vehicle trips, applied others to incorrect land uses, and over-emphasized the potential reductions in vehicle trips derived from paid parking. However, this memorandum relies on several assumptions that are fundamental to the Snow Park Village proposal:

- Complementary land uses will reduce peak-hour vehicle trips by providing alternatives to driving
- Employees will typically arrive and depart during off-peak periods
- Charging for parking is one of the most powerful tools available for influencing mode choice, relying on an appropriate pricing structure being implemented

The trip generation estimates presented in this memorandum represent a conservative set of analyses that will inform a fully revised traffic impact study for the Snow Park Village Project.



Attachment B:

Snow Park Village Parking Management Plan

MEMORANDUM

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

UT20-2245

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

Parking Layout

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

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

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



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

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

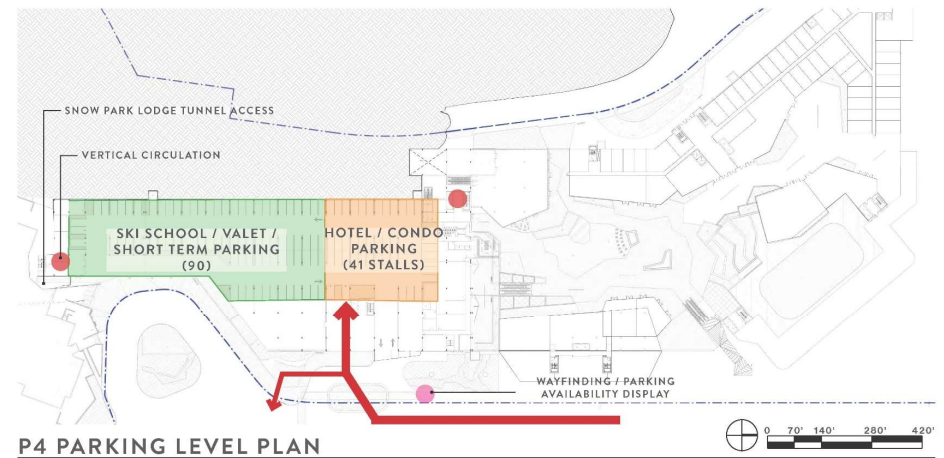
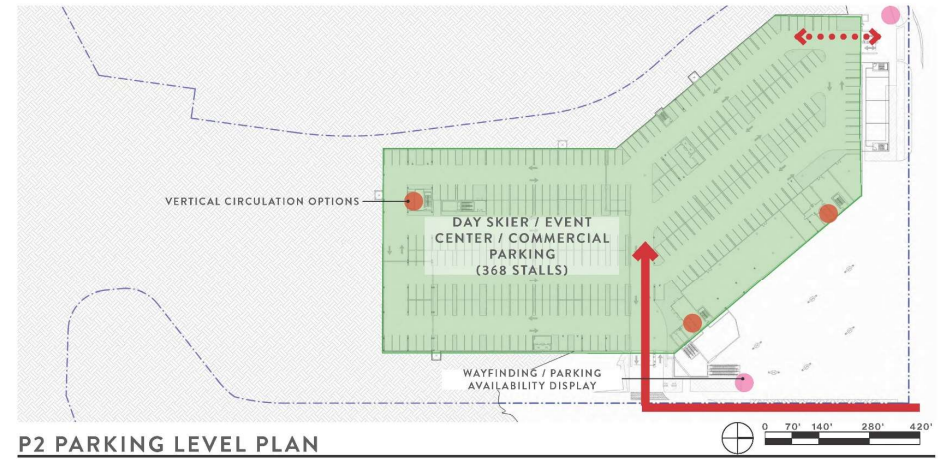
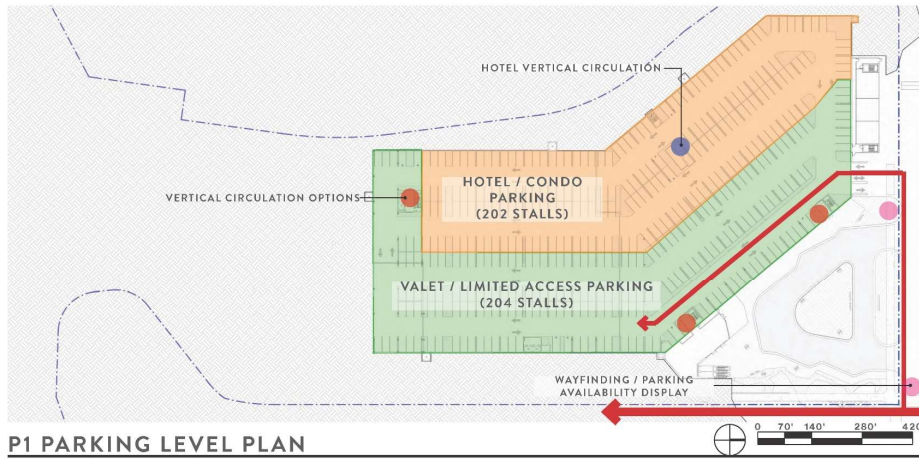
P2 Parking – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing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

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

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

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

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



Source: IBI Group

Figure 1
Parking Level Layouts





Paid Parking

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

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

Communications

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

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

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



Attachment C:

Snow Park Village Transportation Demand

Management Plan

Snow Park Village

TDM Plan

**Prepared for:
Deer Valley**

October 2022

UT20-2245

FEHR  PEERS

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1. Project Description and TDM Approach

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

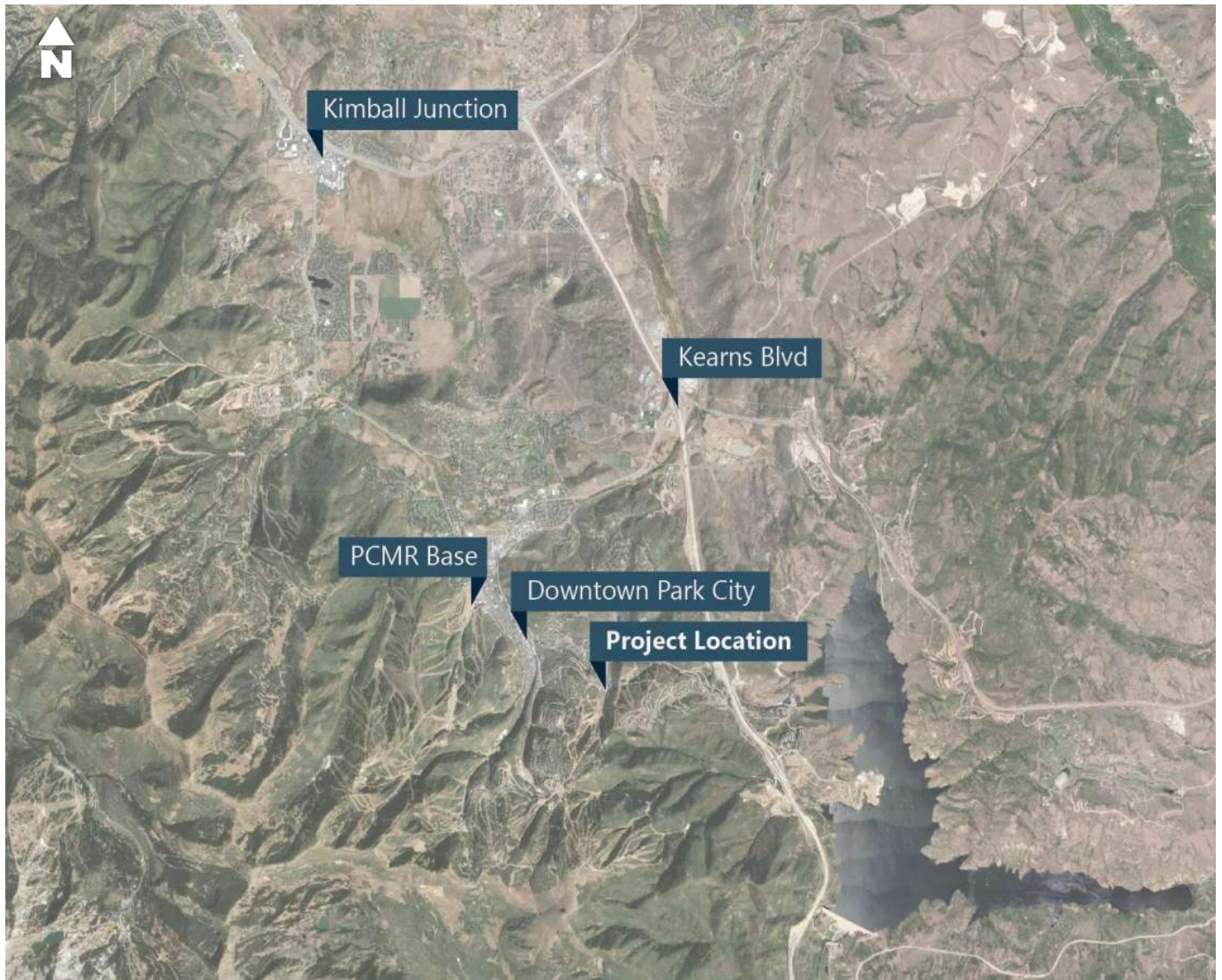
This document describes how Deer Valley intends to reduce the number of single-occupancy vehicle (SOV) trips to Snow Park Village using a variety of TDM options. This plan is based heavily on PCMC's existing TDM plan and strategies therein, adopted in August 2016.

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

1.1 Project Description

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

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



Project Location 

1.2 TDM Approach

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

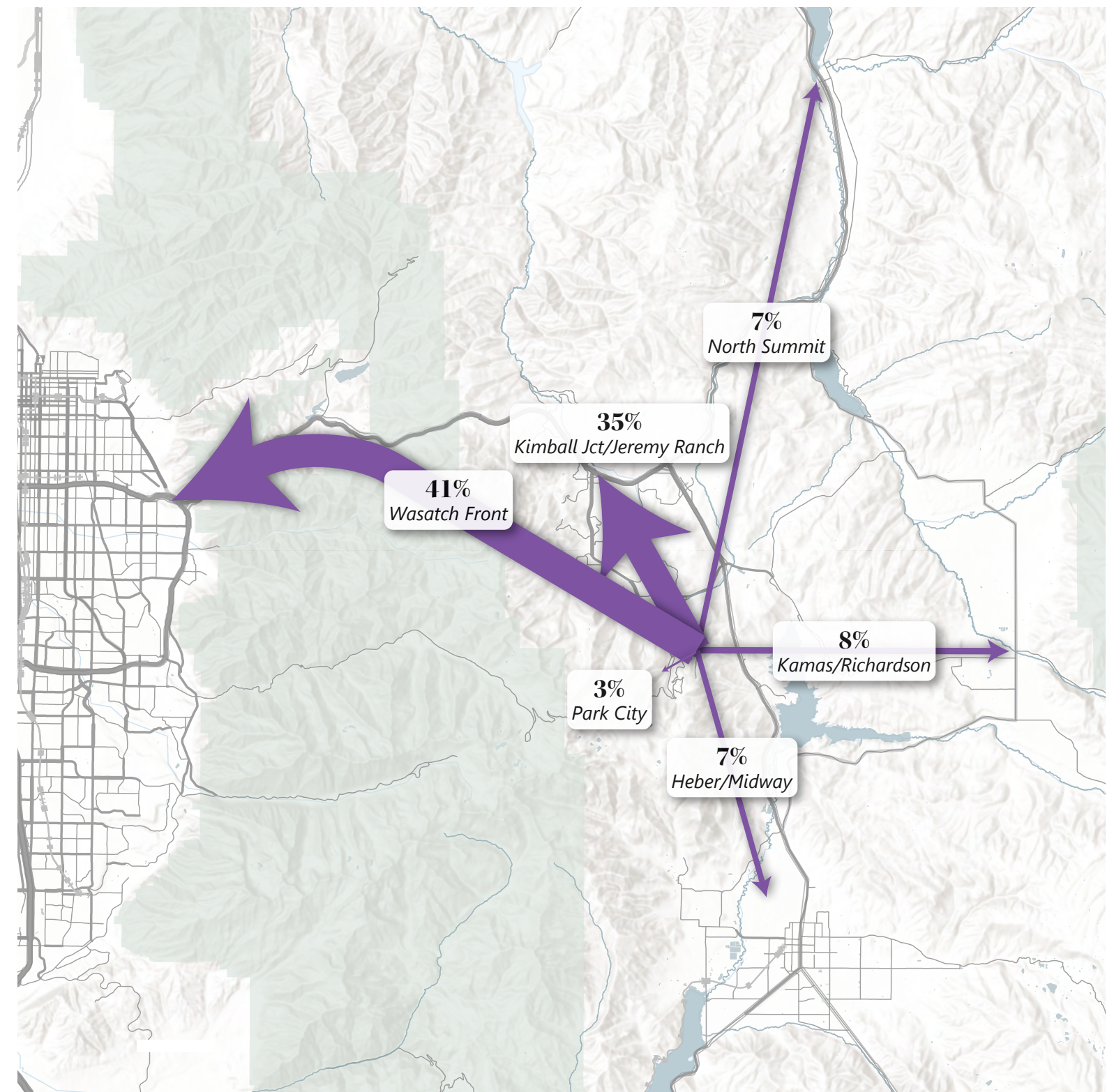
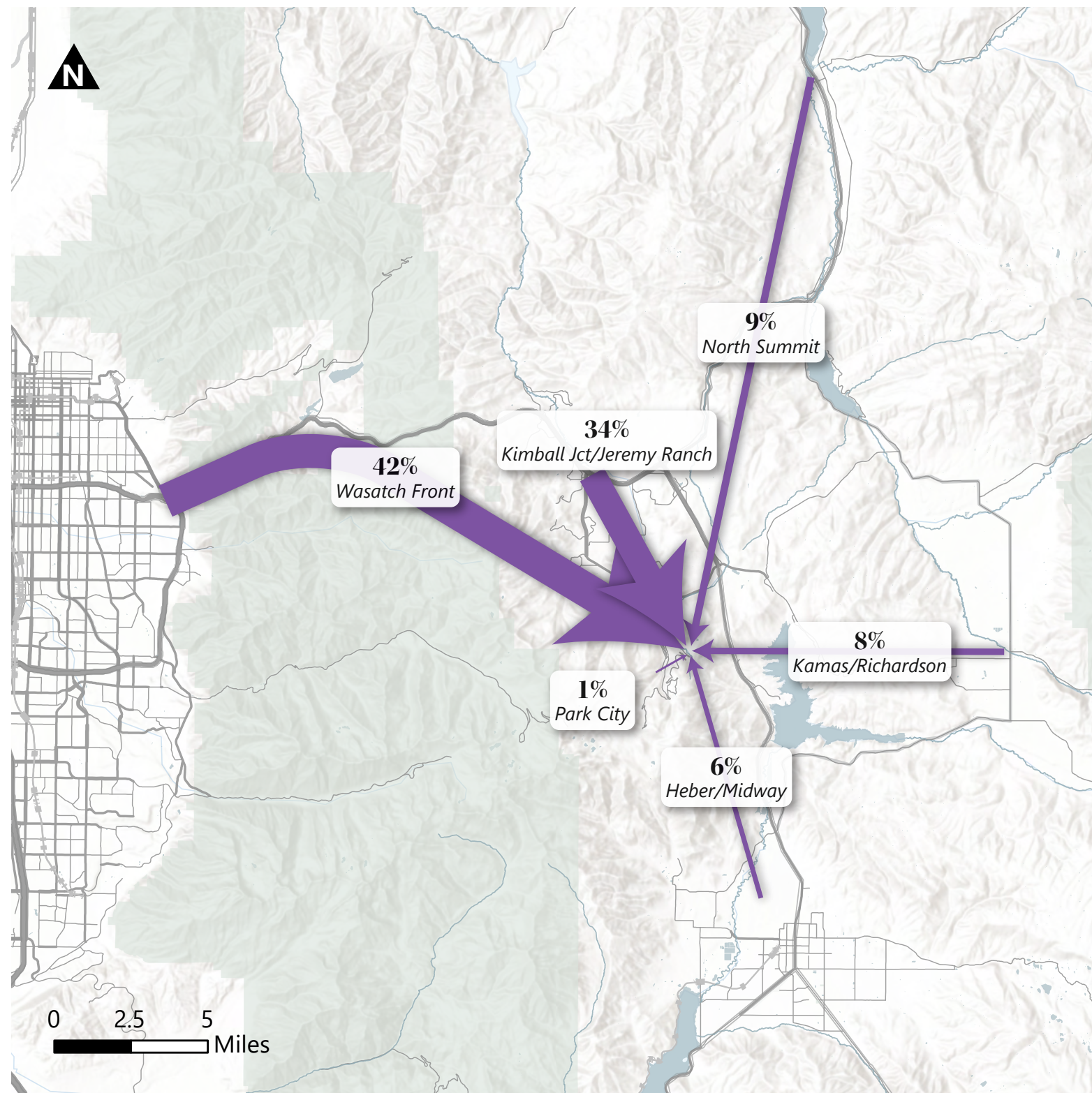


Figure 2
Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends

2. Snow Park Village TDM Program

2.1 Primary TDM measures

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

Table 1: Primary TDM Measures

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

Source: Deer Valley

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

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

Table 2: Bicycling and Walking TDM Strategies

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

Source: Deer Valley

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

Table 3: Demand Management TDM Strategies

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

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

Source: Deer Valley

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

Table 4: Policy-Based TDM Strategies

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

Source: Deer Valley

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

Table 5: Parking TDM Strategies

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

Source: Deer Valley

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

Table 6: Program-Based TDM Strategies

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

Source: Deer Valley

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

Table 7: Transit TDM Strategies

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

Source: Deer Valley

3. Program Monitoring and Adaptation

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

3.1 Monitoring Program

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

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

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

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

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

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

3.1.1 Annual Monitoring Report

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

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

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

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

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

TECHNICAL MEMORANDUM

Date: Wednesday, May 3rd, 2023
To: John Robertson, City Engineer
Cc: Alexandra Ananth, Senior Planner
From: Jeremy Searle, PE, PTOE and Gary Horton, SE
Subject: **Snow Park Village Transportation Analysis Independent 3rd Party Review**

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 Transportation Analysis – Shared Mobility Lane Alternative, dated April 2023 for the proposed Snow Park Village Redevelopment project at Deer Valley and provide comments. This memorandum outlines how previous comments on this analysis were addressed. No new concerns were identified in the review.

Summary

Generally, WCG finds **that the applicant's transportation analysis is sound**, and the previous traffic related concerns identified were addressed. **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. There are a few comments related to driveway design/layout (comments #10, 11, 12) that are not critical to preliminary approvals, and will be addressed during final design review and approval. All addressed comments are marked with a green check mark. ✓

Previous Comments

Previously, the Applicant had requested a 20 percent parking reduction for the development. Recently, they have changed their application to provide the full amount of required parking, which results in a total of 2,262 required parking stalls. The increase in the number of parking also results in an expected increase in trips generated. Previously, the Applicant had submitted a PowerPoint in February 2023 outlining their proposed changes to the trip generation calculations and assumptions. WCG had previously reviewed this submittal and provided the following comments. Underneath each comment is an explanation of how each was addressed in the latest transportation analysis:

- ✓ 1. Why did the assumed transit reduction percentage increase with the removal of the parking reduction request? It would seem likely that transit ridership would decrease with the availability of more parking stalls.

This was addressed by decreasing the transit reduction from 3% to 1.5% daily and during the PM peak hour, and 1% during the AM peak hour. This change in calculating the trip generation is in line with what is expected with the increase in parking. Therefore, this comment has been addressed.

- ✓ 2. The diagram on slide 7 shows existing incoming and outgoing trips during the AM and PM peak hours. It also indicates that a 5% reduction on these counts was assumed to account for background traffic to Solamere and Queen Esther. However, the diagram shows the counts on DVD East being collected beyond Solamere and Queen Esther. If the diagram is accurate, a 5% reduction would not be needed for these counts. Please clarify these numbers and assumption.

This was addressed by removing the 5% reduction that was previously assumed. Therefore, the diagram, percent reduction, and overall comment are not relevant anymore.

- ✓ 3. Why was a daily trip generation total not calculated with the revised assumptions? Please provide a daily trip generation total for the development assuming no parking reduction.

This comment was addressed by providing an updated trip generation table in the new transportation analysis report, including a daily trip generation total. The projected number of daily trips from the development is 3,616 trips, with 261 during the AM peak hour and 322 during the PM peak hour.

- ✓ 4. Please provide a more detailed parking program for the planned stalls. How many will be reserved for residents, for the hotel, day skiers, etc? The parking program will greatly influence the trip generation for the project.

This comment was addressed with the Snow Park Village Parking Management Plan included as Attachment B in the transportation analysis report. This report provides details on the number of parking for each use, how each parking level is programmed, circulation, paid parking, etc.

- ✓ 5. Once the trip generation numbers are finalized, an updated traffic analysis is recommended to determine the impact of the additional trips.

This comment was addressed with the new transportation analysis report, which is dated April 2023. The new report includes updating trip generation, analyses, parking information, pick-up / drop-off loop analyses, etc.

- ✓ 6. Park City Municipal Corporation (PCMC) has a stated goal of reducing peak-hour traffic volumes by 20% citywide. The applicant's project will add 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.

This comment has been partially addressed through the Applicants detailed TDM plan, which outlines extensive efforts to reduce peak hour traffic. The final step is to continue to work with City Staff to identify specific metrics and objectives that can be monitored over time and be flexible in making adjustments as needed.

- ✓ 7. 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.

This comment was addressed in the most recent transportation analysis report (April 2023). The distribution was adjusted to more closely match existing travel patterns, and a sensitivity analysis was completed to show the impacts of changes to the distribution percentages. In addition, clarification on parking ingress and egress times were confirmed through WGI, a parking garage design and operations consultant, providing additional confidence in the parking garage assumptions. Finally, a detailed analysis of the drop-off and pick-up area east of Snow Park Lodge was completed. This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.

- ✓ 8. 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 buses 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.

This comment was addressed by the Applicant further refining the VISSIM model, including collecting additional dwell time data for the pick-up/drop-off loop. Park City also provided transit travel time data to further refine the model.

Additional explanation was provided in the report, "The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data."

9.  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.

This comment was addressed with a detailed analysis for the drop-off and pick-up area in the latest transportation analysis report (April 2023). This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.

10. Some driveway widths do not appear to meet LMC § [15-3-4\(C\)](#) requirements but may facilitate efficient garage ingress.

As conditions of final approval, these modifications need to be addressed with the final design.

11. 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.

As conditions of final approval, these modifications need to be addressed with the final design.

12. 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.

As conditions of final approval, these modifications need to be addressed with the final design.

- ✓ 13. A review of the bus auto-turn templates show that buses can make the required turning movements.
- a. It is recommended that another review be completed in the final design phases.

As noted above, the current design does meet bus turning requirements. Additional review is required with any design changes.

Applicant Proposed Mitigation Measures

The Applicant proposed 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 Solamere 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 a lot of 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).

Snow Park Traffic Study Independent Review

Wall Consultant Group

June 15, 2023





Overview

WCG provided an independent 3rd party review, including

- 17 different applicant submittals
- 11 different formal reviews of the proposed development.
- Numerous meetings with the applicant and City staff

Trip Generation



Table 3: Snow Park Traffic

	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Existing Traffic	5,221	5,329	10,550	770	249	1,019	333	903	1,236
New Trips	1,808	1,808	3,616	176	85	261	115	207	322
Total Trips	7,029	7,137	14,166	946	334	1,280	448	1,110	1,558



Parking Comparison

The applicant is currently proposing **2,236** total stalls on site for Snow Park, as required by City code. Previously, a 20% reduction in parking was proposed (Nov. 2022 study)

Table 2: Trip Generation Comparison

Trip Generation			
Period	Nov 2022 Study	Mar 2023 Update (Full Parking Supply)	Difference
Daily	2,276	3,616	1,340
AM Peak Hour	162	261	99
PM Peak Hour	204	322	118

Table 3: 2040 Plus Project Peak Hour Total Traffic Volume Assumptions

Traffic Volume Assumptions								
Period	Nov 2022 Study			Mar 2023 Update (Full Parking Supply)			Increase in Total Vehicles	% Increase in Total Traffic
	Inbound	Outbound	Total	Inbound	Outbound	Total		
AM Peak Hour	1,043	454	1,497	1,136	460	1,596	99	7%
PM Peak Hour	584	1,195	1,779	595	1,302	1,897	118	7%



Mitigation Measures Proposed by Applicant

1. Reconfiguring the “Y-intersection” with the addition of signalized traffic control
 - new access pattern for visitors
 - safety for pedestrians and bicyclists
 - transit pre-emption
2. A new left-turn deceleration and acceleration lane
 - Solamere Drive
 - Queen Esther Drive
3. Reducing parking demand by
 - implementing paid parking
 - shared parking for the development
4. Improving the active transportation network with
 - new or improved trails
 - safer crossings
 - multi-use paths



Mitigation Measures Proposed by Applicant

5. A new transit mobility hub
 - Room for 6 buses
 - Restrooms & lockers
 - Additional amenities
6. Traffic signal at Doe Pass Road / Deer Valley Drive East
 - Transit pre-emption
 - Safety for pedestrians and bicyclists
7. Shared Mixed Lanes
 - Bike Lanes during summer
 - Dedicated transit lanes during peak winter season
8. Transportation Demand Management (TDM) Plan
 - Outlines existing programs and efforts to reduce trips
 - Identifies new strategies to reduce trips
 - See Snow Park Village TDM Plan for details



Latest Traffic Impact Study Review

Please see the WCG review memo dated May 3rd, 2023 for details.

A few highlights of our review include:

- Concerns with trip generation and distribution were corrected
- Questions about parking were addressed with a detailed parking management plan
- Concerns about the pick-up / drop-off area were addressed
- The VISSIM model was calibrated and refined with additional data



Recommended Next Steps

WCG recommends the following next steps:

- PCMC Staff and the Deer Valley Team establish a regular TDM meeting schedule
- Implement a monitoring system
- Establish clear goals and metrics that can be tracked and measured
- Be flexible in trying new methods for reducing travel demand
- Consider reservation parking and reconsider the parking reduction with offsite mitigation (20% reduction to support Park City goals)
- Driveway spacing and access widths can be refined if the project proceeds towards final design

City Council Staff Report

Subject: DEI and Mental Health Special Service Contracts Funding
Author: Hans Jaspersen
Department: Budget, Debt, & Grants
Date: November 16, 2023
Type of Item: Administrative

Summary Recommendation

The Special Service Contract Subcommittee completed its review and evaluation process to recommend awarding the FY24-25 Diversity, Equity, Inclusion (DEI), and Mental Health Special Service Contracts. The Subcommittee seeks Council review, discussion, and approval.

DEI Special Service Contracts Background

Park City has long provided [strong support to local nonprofits](#). Each year, the City Council has [appropriated funds](#) to local nonprofit organizations to help provide additional public services sought by the community that the municipality might otherwise provide but does not have the expertise or workforce. Common and historical examples include support for affordable housing, trails, and tourism.

In FY21, after considerable debate and discussion, the City Council created two new Special Service Contract categories to help with the administrative process and to target community needs otherwise unmet. They are:

- **Regular Service Contracts:** Contracts for services that further core City goals and are likely desired for the foreseeable future without interruption. Contracts are awarded for up to four years. Common examples include support for local food pantries, emergency services for unemployed and underemployed local residents, and safe haven support services for local victims of domestic violence.
- **DEI Special Service Contracts:** Contracts for services that align with the recent [Community Social Equity Strategic Plan](#). These contracts are primarily used as short-term funding for new or innovative local projects, limited to two years, in areas identified in the Social Equity Strategic Plan but otherwise not offered by the municipality.

In FY22, 13 local nonprofits were awarded DEI Special Service Contracts for the first time for two-year terms (Exhibit A). Examples included additional affordable housing outreach to Park City's Spanish-speaking community, a new program manager and advocate at the Park City Senior's Center, and empowering low-income Park City youth to enhance their participation in local outdoor recreation programs and opportunities.

FY24-25 DEI Special Service Contract Evaluation Criteria and Priorities

On August 31, 2023, a request for proposals (RFP) was announced and advertised locally, and an informational open house was held for potential applicants. Applications were accepted through September 18, 2023, and reviewed by the Special Service Contract Subcommittee: Councilors Gerber and Toly, and City Staff S. Pearce (Exec), E. Rangel (Recreation), and P. Arreola (Transportation).

Applicants must meet a minimum level of criteria:

- Be a federally recognized nonprofit (or apply under the fiscal sponsorship of a nonprofit organization);
- Demonstrate the need for the program and the specific benefit to the City;
- Demonstrate fiscal stability and sound governance; and
- Certify that the fair market value of services is equal to or exceeds the total amount of compensation requested from the City.

Additionally, applicants were evaluated on:

- Innovative and/or New Programing – Provides innovative solutions regarding issues the City faces;
- Diversity, Equity, and Inclusion (DEI) – Helps to cultivate a community that engages diverse perspectives, differing ideas, and individuals from different backgrounds;
- Local Focus – Enhances residents' quality of life;
- Issues Awareness – Identifies and addresses our community's unique concerns and interests; and
- Affordability – Helps to ease residents' cost of living.

The Subcommittee reviewed and scored applications to determine how well they fulfilled the above criteria and community priorities. Funding recommendations were made after taking those factors into account, along with the funds budgeted for FY24 and FY25 (\$500,000).

Below is a summary of the Subcommittee's FY24-25 DEI SSC recommendations:

Applicant	Program Description	Request	Recommendation
Big Brothers Big Sisters of Utah	At-risk youth mentor program	\$10,000	\$5,000
Christian Center of Park City	Food assistance and basic needs programs	\$100,000	\$50,000
Egyptian Theatre	<i>YouTheatre</i> after-school program	\$50,000	\$10,000
Girls on the Run	Youth 5K program	\$6,000	\$0
KPCW	<i>KPCW en Español</i> Spanish language news site	\$152,440	\$70,000
Live Like Sam	<i>Thrive</i> well-being and prevention program for middle school & junior high students	\$150,000	\$25,000
Mountain Mediation	Communication skills program	\$41,960	\$10,000
Mountainlands Community Housing Trust	Housing Resources Center operations	\$80,000	\$70,000

Out Trails	LGBTQ+ outdoors activities and outreach	\$60,000	\$0
Arts Council of Park City & Summit County (1)	Arts & Culture development, planning, and programming	\$60,000	\$0
Arts Council of Park City & Summit County (2)	Summit Count Arts & Culture Master Plan (<i>Project ABC 2.0</i>)	\$45,000	\$45,000
Park City Community Foundation	<i>Reframing Racism</i> workshop; Equity Advancement Cohort	\$50,000	\$20,000
Park City Film	Community outreach; <i>Raising Voices</i> film series	\$75,000	\$30,000
Park City LGBTQ+ Task Force (Equality Utah)	Community outreach; needs assessment; strategic plan	\$100,000	\$10,000
Park City Seniors	Outreach/planning coordinator for senior center	\$50,000	\$50,000
PC Tots	Expand childcare services and tuition support	\$100,000	\$20,000
Park City School District Adult Education	Free childcare for adult education students	\$20,500	\$10,000
People's Health Clinic	Community Health Worker to provide outreach to underserved communities	\$120,000	\$50,000
Youth Sports Alliance	Outdoor recreation programs for low- to moderate-income youth	\$40,000	\$25,000

Park City Arts & Culture

One organization, the Arts Council of Park City & Summit County, submitted a proposal to provide ongoing Arts & Cultural services for PCMC. The City does not currently have a dedicated Arts or Cultural Affairs division, as some municipalities. Though the Subcommittee found the proposal interesting, no funding was recommended. Instead, the Subcommittee suggested the Arts Council apply for a regular service contract next year.

Mental Health Special Service Contracts Background

The Summit County Mental Wellness Alliance was formed in 2017 to address the need for additional mental health and substance abuse resources in Park City. The Alliance developed the [Summit County Mental Wellness Strategic Plan](#). The plan identifies five strategic goals: access, prevention and education, success and sustainability, recovery and reintegration, and equity.

In FY23, the City used the Strategic Plan to help score and award the Mental Health Special Service Contracts (Mental Health SSC). Six organizations were awarded one-year contracts (Exhibit A). Unfortunately, in September 2023, the convener of the Alliance, CONNECT Summit County, closed its doors and is no longer operational.

FY24-25 Mental Health Special Service Contract Selection Criteria and Priorities

The RFP for Mental Health SSCs followed the same timeline and process as the RFP for the DEI SSCs. Applications were reviewed by the Mental Health SSC Subcommittee: Councilors Gerber and Toly; City Staff S. Pearce (Exec) and J. Gesualdo-Gallup (Building); and Pamella Bello (Summit County Behavioral Health).

Mental Health SSC applicants must meet a minimum level of criteria:

- Be a federally recognized nonprofit (or apply under the fiscal sponsorship of a nonprofit organization);
- Demonstrate the need for the program and the specific benefit to the City;
- Demonstrate fiscal stability and sound governance; and
- Certify that the fair market value of services is equal to or exceeds the total amount of compensation requested from the City.

In addition, the Mental Health SSC applicants were evaluated on how well they addressed the following Summit County Mental Wellness Strategic Plan objectives:

1. Expand community access to mental health and substance abuse programs and services in Park City;
2. Increase prevention and education around mental health and substance abuse in Park City;
3. Ensure the success and sustainability of mental health and substance abuse programs and services in Park City;
4. Establish systems to support life during recovery and reintegration into the community; and
5. Ensure equity of mental health and substance abuse programs and services for Latino community members.

In October 2023, after CONNECT ceased operations, Mayor Worel met with Summit County Behavioral Health Director, Aaron Newman, to discuss the mental health landscape. Newman reviewed the Strategic Plan and identified three areas of focus: Senior mental health and suicide prevention, stigma surrounding mental health, and awareness of resources available. Newman also expressed a desire to shore up the base of the remaining mental health nonprofits.

The Subcommittee reviewed applications to determine how well they fulfilled the above criteria and funding priorities and recommendations were made using the funds budgeted for FY24 and FY25 (\$277,000). Below is a summary of the Subcommittee's funding recommendations:

Applicant	Program Description	Request	Recommendation
Big Brothers Big Sisters of Utah	At-risk youth mentor program	\$15,000	\$7,000
Christian Center of Park City	Mental health counseling at the Counseling & Wellness Center; fee support for low-income clients	\$100,000	\$60,000
Holy Cross Ministries	Bilingual LCSW to provide counseling services to survivors	\$44,000	\$35,000

	of interpersonal violence at the Peace House		
Jewish Family Services	Mental health counseling, support groups, and other services to older adults and their caregivers	\$20,000	\$15,000
Live Like Sam	<i>Thrive</i> , a well-being and prevention program for middle school & junior high students	\$120,000	\$25,000
Peace House	Bilingual counseling services for survivors of interpersonal violence	\$50,000	\$40,000
People's Health Clinic	Mental health counseling for uninsured patients	\$180,000	\$75,000
Saddle of Love	Equine-Assisted Psychotherapy for adolescents	\$40,000	\$5,000
Summit County Clubhouse	Bilingual outreach; support for Opportunity Fund for uninsured Clubhouse members	\$25,000	\$15,000
TrueCare 24, Inc.	Comprehensive mental health “pop-up” services	\$1,005,920	\$0

Timeline

Contracts for both the DEI and Mental Health SSCs are awarded on a two-year cycle, or for FY24 and FY25.

Funding

Council budgeted \$250,000 for DEI SSCs for FY24 and \$250,000 for FY25, for a total of \$500,000.

Council budgeted \$157,000 for Mental Health SSCs in FY24 and \$120,000 in FY25, for a total of \$277,000.

Exhibits

Exhibit A: Past DEI and Mental Health SSCs

EXHIBIT A: Past DEI and Mental Health SSCs

DEI Special Service Contracts		
(Awarded in FY22 for 1-2 year contract)		
Organization	Description	Annual Amount
Arts Council of Park City & Summit County	Funding will be used for seed money to fund the hiring of a Community Inclusion & Outreach Coordinator who will help advance PCMC's Arts and Culture priority while also finding intersections in local goals with Diversity, Equity, and Inclusion (translation services, Latin Arts Fest, and connecting with BIPOC artists).	\$ 22,400.00
Big Brothers Big Sisters of Utah	Funding will support staff salaries and benefits for program staff who initiate and support matches with youth and mentors; BBBS is looking at add 10-15 Latinx volunteer mentors by 2024.	\$ 2,500.00
Christian Center of Park City*	Funds will support artists' fees and other expenses for the Latin Arts Festival; Festival began in 2016 and attendance keeps growing; requesting 20k for FY22.	\$ 15,000.00
Jewish Family Service*	Funds will be used to provide salary for a bilingual Spanish speaking Social Worker to provide more targeted outreach to Spanish speaking community; requesting 25k for FY22 and 30k for FY23.	\$ 20,000.00
KPCW*	KPCW will use the requested \$31,200 to cover two years of producing Cada Domingo in 2022, including host salary, production and promotion fees, and language translation services.	\$ 5,000.00
Mountain Mediation	Funds will support MMC's new bilingual conflict prevention programming, which aims to educate tenants and landlords as well as host community conversations to address housing instability issues; funds would support salary for the bilingual outreach coordinator, stipends for the Latinx tenant community, and ED salary support.	\$ 20,000.00
Mountainlands Community Housing Trust	Mountainlands is planning to establish a Housing Advocacy Center. Requested funding would be used to support a new FTE to run the Center and accomplish specific goals in the first 18 months.	\$ 50,000.00
Park City Community Foundation*	Establish a 2nd Equity Advancement Cohort for up to 24 participants representing 12 community organizations. Funds will be used to cover the expenses associated with the training as well as the year-long staffing required to lead the trainings.	\$ 50,000.00
Park City Film	Requesting funds to develop multi-pronged approach to DEI, including targeted outreach to the Latinx community, increase usage of the Service Industry Ticketing Program, host facilitated post-film conversations, and launch a social equity film series.	\$ 15,000.00
Park City Seniors	Funding will support a part-time Senior Advocate position (\$25/hour for 20 hours per week for a total of 50 weeks)	\$ 25,000.00
PC Tots	PC Tots is planning to increase enrollment by 50% and fund would be used to support hiring an additional five teachers, enrolling an additional 40 children, and providing these 40 low-income and minority families with tuition subsidies.	\$ 25,000.00
SOS Outreach*	Funding will support the creation of a Program Facilitator position in the 2022-23 program season, with the prioritization for the position to be filled by an SOS program alum from Summit County, UT.	\$ 20,000.00
Youth Sports Alliance	Diversity, Equity, and Inclusion	\$ 10,000.00
DEI CONTRACTS TOTAL:		\$ 279,900.00

*Funds awarded for one year only

Mental Health Special Service Contracts		
(Awarded in FY23 for a one-year contract)		
Organization	Description	FY23 Amount
Peoples Health Clinic	This new program increases the services of a mental health nurse practitioner for our mental health patients 4 days a week	\$ 15,000.00
Christian Center of Park City	Continue offering bilingual counseling services in Spanish and English via our bilingual Counseling Intern	\$ 11,000.00
CONNECT	Implement and support our newly acquired provider database	\$ 15,000.00
Live Like Sam	Support our highly innovative and cutting-edge Thrive youth well-being and prevention program.	\$ 15,000.00
Summit County Clubhouse	Support for our Clubhouse Member Opportunity Fund for uninsured, low-income adults with mental illness.	\$ 9,500.00
Big Brothers Big Sisters	Providing at-risk youth the tools and education needed to address issues of mental health and substance use.	\$ 7,500.00
REGULAR SERVICE CONTRACTS TOTAL:		\$ 73,000.00

City Council Staff Report



Subject: 902 Woodside Avenue
Application: PL-23-05836
Author: Lillian Zollinger, Planner II
Date: November 16, 2023
Type of Item: Plat Amendment

Recommendation

(I) Review the proposed 902 Woodside Avenue Plat Amendment; (II) conduct a public hearing; and (III) consider approving Ordinance No. 2023-52 (Exhibit A).

Description

Applicant: Merel Witteveen and Andrew Macpherson
Location: 902 Woodside Avenue
Zoning District: Historic Residential -1
Adjacent Land Uses: Single Family Dwellings
Reason for Review: At the time this was reviewed by the Planning Commission, the Commission reviewed and forwarded a positive recommendation to the City Council for Plat Amendments.¹ On October 26, 2023, the City Council approved [Ordinance No. 2023-49](#), shifting Final Action for Plat Amendments from the Council to the Planning Commission. Since this item was noticed for City Council before the Ordinance was adopted, the City Council takes Final Action on the Plat Amendment.

HR-1 Historic Residential - 1
HDDR Historic District Design Review
LMC Land Management Code
SFD Single Family Dwelling

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

Background

902 Woodside Avenue currently has a Non-Conforming Single-Family Dwelling (SFD) constructed in 1968 that straddles two sub-standard Old Town Lots.

The Applicant proposes to demolish the existing SFD, combine the two sub-standard Lots into one 2,813-square-foot Lot, and construct a new

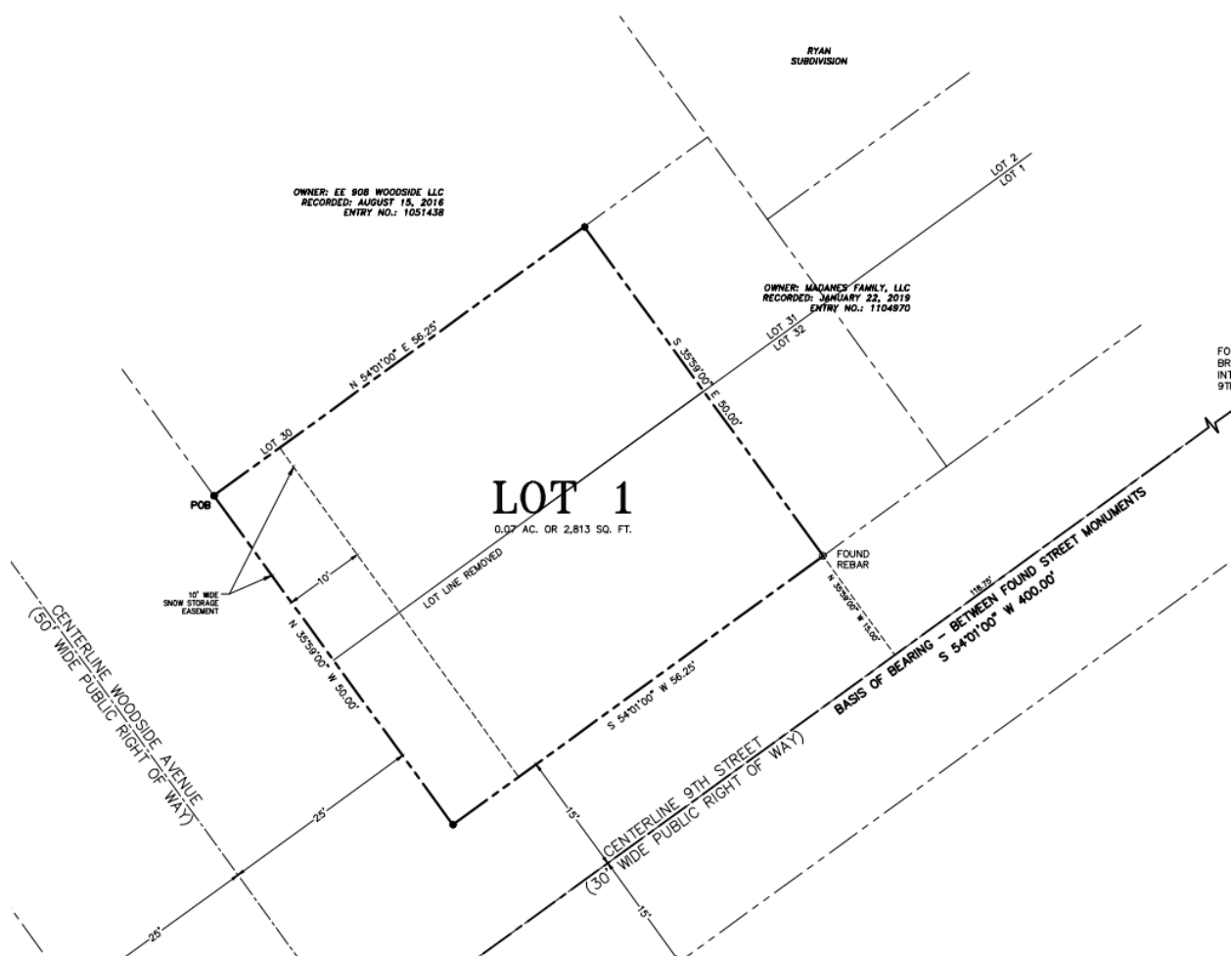


¹ LMC § [15-1-8](#)

SFD. The proposed 2,813-square-foot Lot complies with the Lot Combination [Ordinance No. 2023-50](#), approved by the City Council on October 26, 2023, which establishes a maximum Lot size of 3,750 square feet in the Historic Residential – 1 (HR – 1) Zoning District.

The new SFD will require a Steep Slope Conditional Use Permit and Historic District Desing Review approval.

On October 25, 2023, the Planning Commission reviewed the 902 Woodside Avenue Plat Amendments, held a public hearing, and forwarded a unanimous positive recommendation for the City Council's consideration ([Staff Report](#), pp. 57-65; [Audio](#)).



The Proposed Plat above illustrates the lot line to be removed to create a 2,813-square-foot Lot

Analysis

(I) The proposed Plat Amendment complies with the Historic Residential - 1 (HR-1) Zoning District requirements outlined in LMC Chapter 15-2.2.

902 Woodside is in the HR-1 Zoning District. The Applicant applied for a Historic District Design Review (HDDR) to demolish the existing Non-Complying Structure and to construct a new SFD (PL-23-05831). LMC [§ 15-2.2-2\(A\)\(1\)](#) lists Single Family Dwellings as an Allowed Use in the HR-1 Zoning District.

The proposed Lot is 50 feet wide by 56.25 feet long, for a total Lot size of 2,813 square feet (sf).

The new SFD must comply with LMC [§ 15-2.2-3](#) *Lot and Site Requirements* for a SFD in the HR-1 Zoning District:

Requirement	Analysis of Proposal
Lot Size – 1,875 sf for Single Family Dwellings	Complies: 2,813 sf
Minimum Lot Width – 25'	Complies: 50'

Regulation	Requirement
Maximum Building Footprint ²	1200.9 sf
Front/Rear Setbacks	10 feet (ft) each for a Lot up to 75' in depth
Side Setbacks	5 ft minimum, for a total of 10 ft

The table below outlines LMC [§ 15-2.2-5](#) regarding *Building Height* for a SFD in the HR-1 Zoning District:

Regulation	Requirement
Maximum Building Height	27' from Existing Grade
Maximum height measured from the lowest finish floor plane to the point of the highest wall top plate	35'
Stepback	A ten foot (10') minimum horizontal step in the downhill façade is required
Primary roof pitch	Between 7:12 and 12:12

(II) There is Good Cause for the Plat Amendment, and no public street, Right-of-

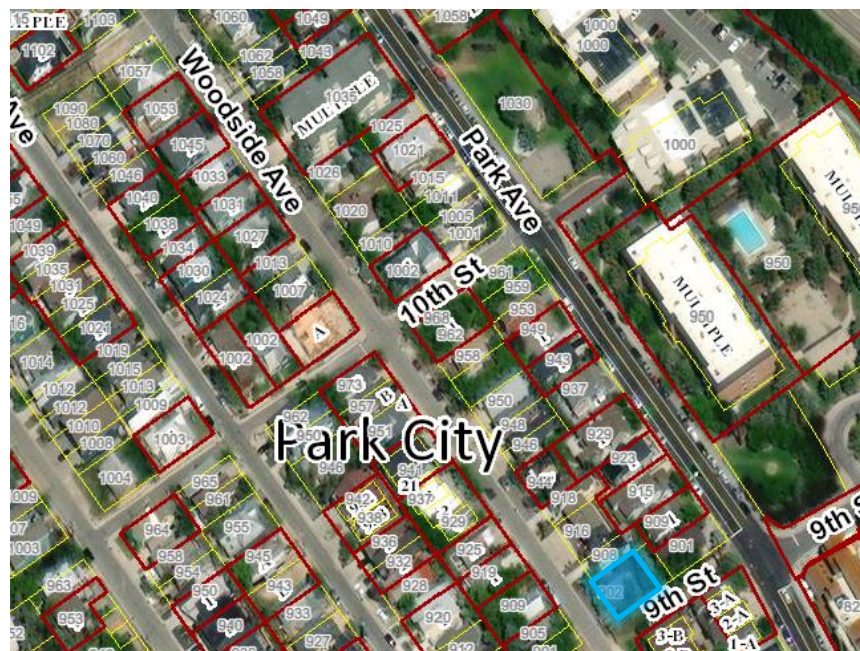
² MAXIMUM FP = (A/2) x 0.9^{A/1875} where FP = maximum Building Footprint and A = Lot Area

Way, or easement is vacated or amended.

Prior to the change from the City Council to the Planning Commission in Final Action authority on Plat Amendments, LMC [§ 15-7.1-3\(B\)](#), established the Planning Commission and City Council review Plat Amendments. The approval shall require (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.³

LMC [§ 15-15-1](#) defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City Community.”

There is Good Cause for this Plat Amendment because it creates one 2,813-square-foot Lot from two substandard Old Town Lots, complies with the 3,750-square-foot maximum Lot size for the HR-1 Zoning District, and allows for the construction of a new SFD that complies with the current requirements of the LMC. There are currently no on-site parking spaces for the property and the new SFD will be required to provide two on-site parking spaces. The proposal is also consistent with the pattern of development in the neighborhood, wherein several Woodside Avenue Lots have a width of 50 feet.



(III) The Development Review Committee reviewed the proposed Plat Amendment on October 3, 2023, and requires a Condition of Approval.⁴

The Engineering Department requires Condition of Approval 5 for a ten-foot snow storage easement off Woodside Avenue.

Department Review

The Planning Department, Engineering Department, and City Attorney's Office reviewed this report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on October 11, 2023. Staff mailed courtesy notice to property owners within 300 feet on October 11, 2023. The *Park Record* published notice on October 11, 2023.⁵

Public Input

Staff did not receive any public input at the time this report was published.

Exhibits

Exhibit A: Draft Ordinance 2023-52
Attachment 1 - Proposed Plat

⁴ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

⁵ LMC [§ 15-1-21](#)

Ordinance No. 2023-52

AN ORDINANCE APPROVING 902 WOODSIDE AVENUE PLAT AMENDMENT, LOCATED AT 902 WOODSIDE AVENUE, PARK CITY, UTAH

WHEREAS, the owners of the property located at 902 Woodside Avenue petitioned the City Council for approval of the 902 Woodside Avenue Plat Amendment; and

WHEREAS, on October 11, 2023, the Park Record published notice for the Planning Commission and City Council public hearings; and

WHEREAS, on October 11, 2023, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on October 11, 2023, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission and City Council public hearings; and

WHEREAS, on October 25, 2023, the Planning Commission reviewed the proposed Plat Amendment, held a public hearing, and forwarded a positive recommendation for City Council's consideration on November 16, 2023; and

WHEREAS, on November 16, 2023, the City Council reviewed the 902 Woodside Avenue Plat Amendment and held a public hearing; and

WHEREAS, the 902 Woodside Avenue Plat Amendment is consistent with the Park City Land Management Code Chapter 15-2.2 and Section 15-7.1-6.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. APPROVAL. The 902 Woodside Avenue Plat Amendment at 902 Woodside Avenue, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. The property is located at 902 Woodside Avenue.
2. The Lot is within the Historic Residential - 1 Zoning District.
3. The subject property consists of 56.25 feet of Lot 31 and 32 on Block 3, or Parcel Number SA-10-B).
4. The Plat Amendment proposes to combine two Lots into one Lot.
5. The Lot contains 0.06 acres (2,318 square feet).
6. The proposed Plat Amendment is consistent with the pattern of development in the neighborhood.

Conclusions of Law

1. There is Good Cause for this Plat Amendment because it combines two substandard Lots and creates one developable Lot.
2. The Plat Amendment is consistent with the Land Management Code, including LMC Chapter 15-2.2 and § 15-7.1-6 Final Subdivision Plat.
3. The Plat Amendment is consistent with the Land Management Code.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Any new construction shall comply with Land Management Code Chapter 15-2.2 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.
4. No remnant partial lot resulting from this approval is separately developable without a plat amendment in conformance with applicable zoning at the time of application.
5. A non-exclusive ten foot public snow storage easement on Woodside Avenue shall be dedicated on the Plat.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 16TH of NOVEMBER 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

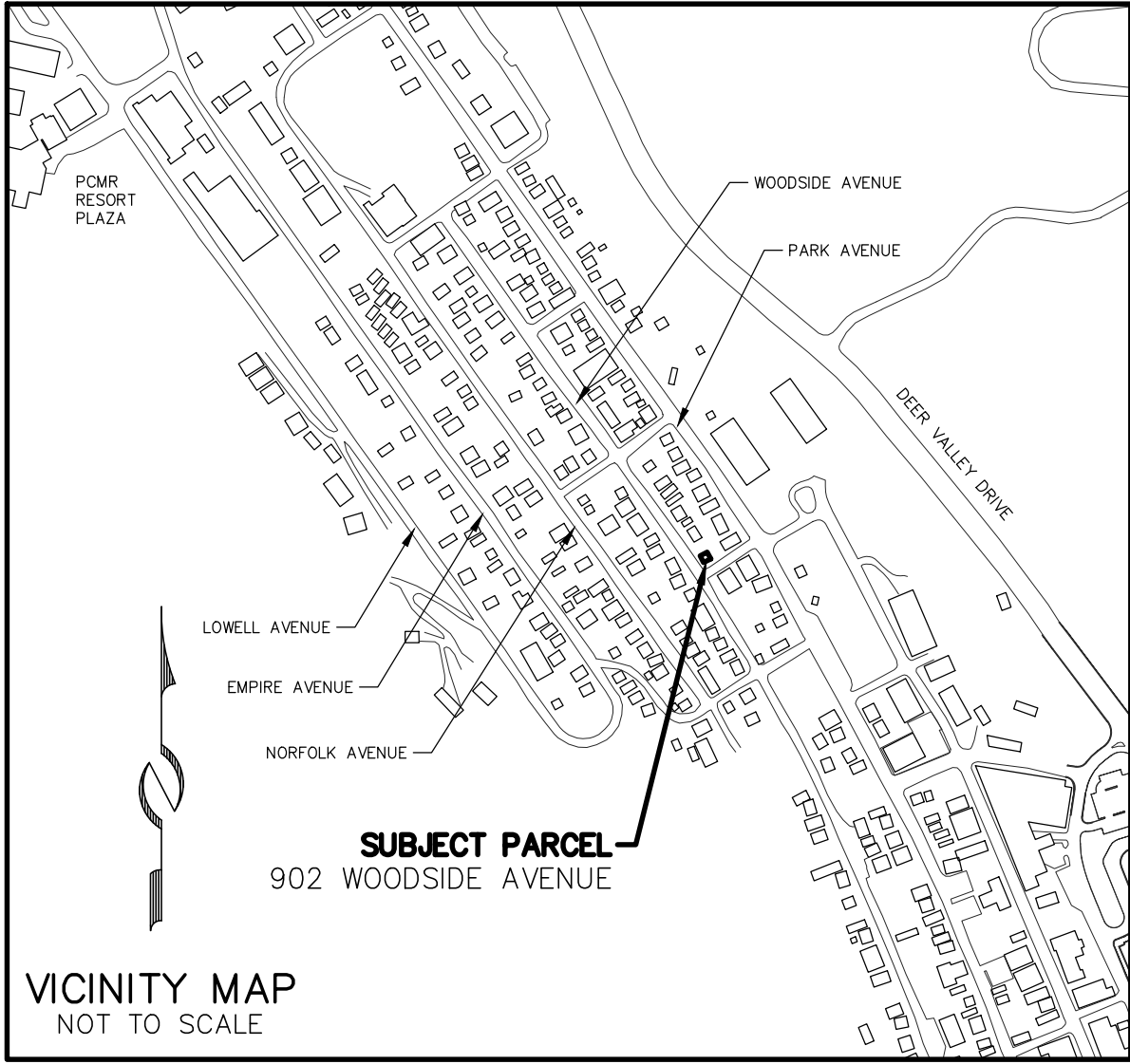
ATTEST:

City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

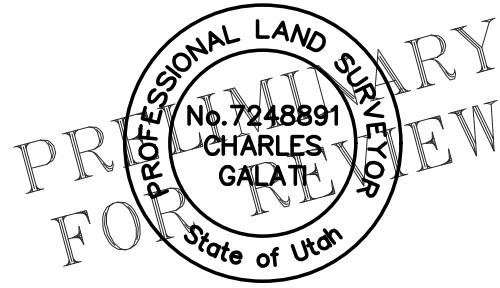
Attachment 1 – Plat



LEGAL DESCRIPTION

THE WESTERLY 56.25 FEET OF LOTS 31 AND 32, BLOCK 3, SNYDER'S ADDITION TO PARK CITY, UTAH, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE MOST WESTERLY CORNER OF LOT 31, BLOCK 3, SNYDER'S ADDITION TO PARK CITY, UTAH, AND RUNNING THENCE NORTH 54°01' EAST 56.25 FEET; THENCE SOUTH 35°59' EAST 50.00 FEET; THENCE SOUTH 54°01' WEST 56.25 FEET; THENCE NORTH 35°59' WEST 50.00 FEET TO THE POINT OF BEGINNING.



SURVEYOR'S CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor in the State of Utah and that I hold license number 7248891 in accordance with Title 58, Chapter 22, Professional Engineers and Professional Land Surveyors Licensing Act. I further certify that I have completed a survey and have referenced a record of survey map of the existing property boundaries in accordance with Section 17-23-17 and have verified the boundary locations and have placed monuments as represented on the plat. I do further certify that by authority of the owners, I have subdivided said property into a single lot with easements, hereafter to be known as 902 WOODSIDE AVENUE SUBDIVISION.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described tract of land, and hereby causes the same to be combined into one (1) lot of record as set forth together with easements to be hereafter known as 902 WOODSIDE AVENUE SUBDIVISION. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes hereon.

In witness whereof, the undersigned set his/her hand this _____ day of _____, 2023.

MEREL WITTEVEEV AND ANDREW MACPHERSON, TRUSTEES OF THE MACPHERSON/WITTEVEEN 2021 FAMILY TRUST DATED SEPTEMBER 2, 2021

By: _____
ANDREW MACPHERSON, TRUSTEE

By: _____
MEREL WITTEVEEN, TRUSTEE

ACKNOWLEDGEMENT

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 2023, ANDREW MACPHERSON personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is signing as TRUSTEE of the MACPHERSON/WITTEVEEN 2021 FAMILY TRUST DATED SEPTEMBER 2, 2021.

Notary Public

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No. _____

STATE OF UTAH)
) ss.
COUNTY OF SUMMIT)

On this _____ day of _____, 2023, MEREL WITTEVEEN personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is signing as TRUSTEE of the MACPHERSON/WITTEVEEN 2021 FAMILY TRUST DATED SEPTEMBER 2, 2021.

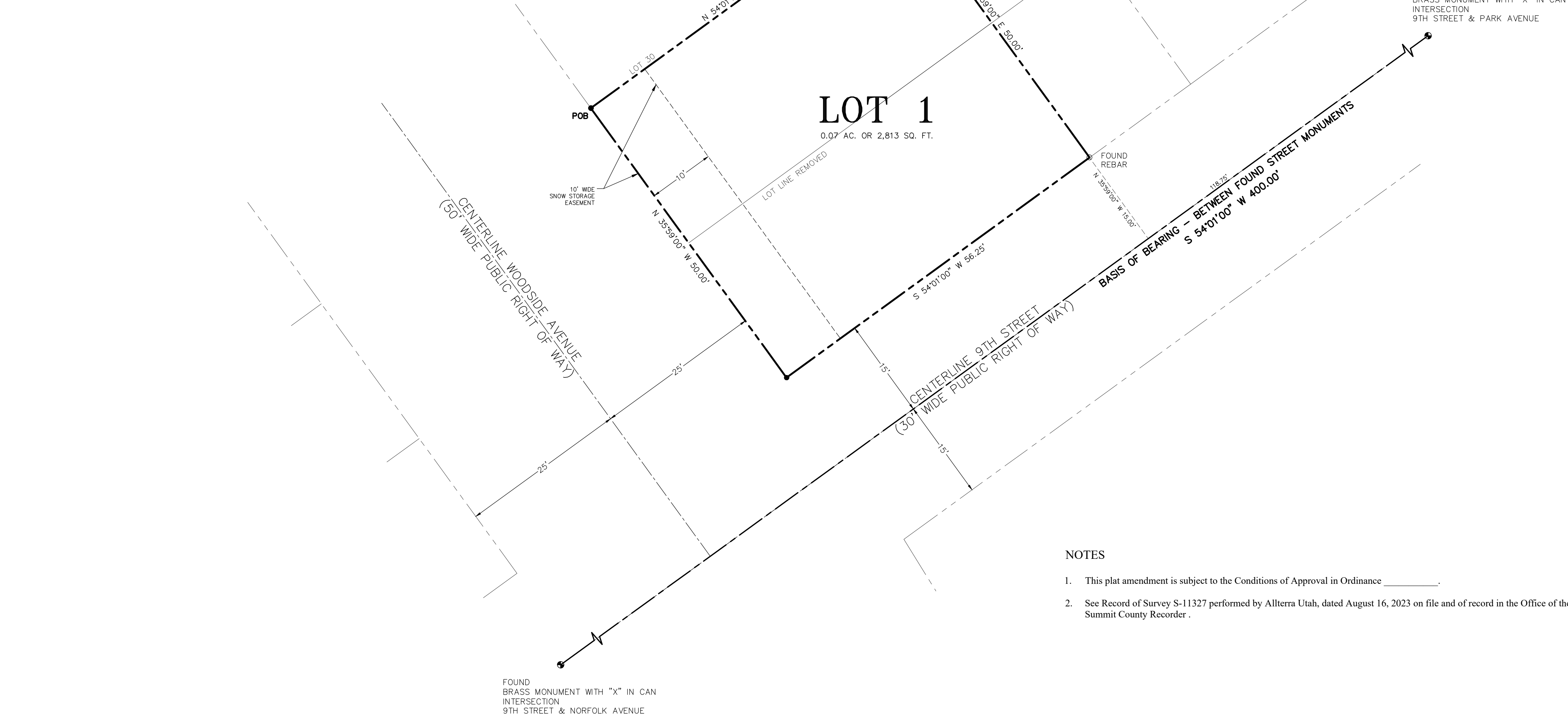
Notary Public

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No. _____



NOTES

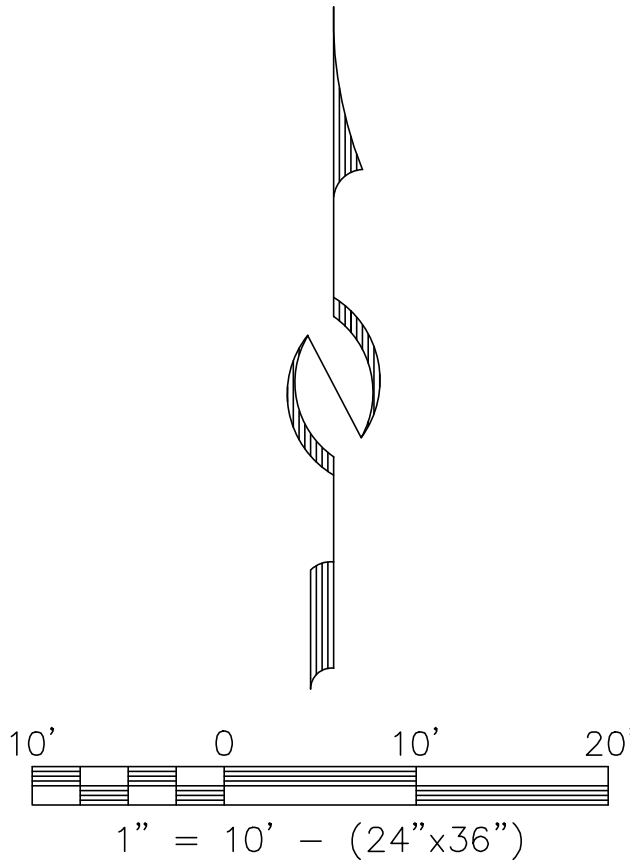
1. This plat amendment is subject to the Conditions of Approval in Ordinance _____.
2. See Record of Survey S-11327 performed by Allterra Utah, dated August 16, 2023 on file and of record in the Office of the Summit County Recorder .

902 WOODSIDE AVENUE SUBDIVISION
AMENDING A PORTION OF LOT 31 & LOT 32, BLOCK 3, SNYDER'S ADDITION TO PARK CITY SURVEY

LOCATED IN THE NORTHEAST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

LEGEND

- Set 5/8" rebar w/cap "ALLTERRA UTAH" (Unless noted otherwise)
- Found Monument (As-Noted)
- ⦿ Found Street Monument (As-Noted)



8/28/23 SHEET 1 OF 1

PROFESSIONAL LAND SURVEYING
AND CONSULTING

ALLTERRA
UTAH, LLC

435-640-4200
463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED ON THIS____DAY OF _____, 2023 BY _____ SUMMIT COUNTY GIS COORDINATOR	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS____DAY OF _____, 2023 BY _____ SNYDERVILLE BASIN WATER RECLAMATION DISTRICT	PLANNING COMMISSION RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS____DAY OF _____, 2023 BY _____ CHAIR	ENGINEER'S CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS____DAY OF _____, 2023 BY _____ PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS ____DAY OF _____, 2023 BY _____ PARK CITY ATTORNEY	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF _____, 2023 BY _____ MAYOR	CERTIFICATE OF ATTEST I CERTIFY THIS PLAT WAS APPROVED BY THE PARK CITY COUNCIL THIS ____ DAY OF _____, 2023 BY _____ PARK CITY RECORDER	RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ FEE _____ RECORDER _____ TIME _____ DATE _____ ENTRY NO. _____
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City Council Staff Report



Subject: Water Wise Landscaping
Application: PL-23-05884
Author: Spencer Cawley, Planner II
Date: November 16, 2023
Type of Item: Legislative – Land Management Code Amendments

Recommendation

(I) Review the proposed minor Land Management Code amendments to clarify current landscaping regulations and Defined Terms to qualify for the State's Landscape Conversion Incentive Program; (II) hold a public hearing; and (III) consider approving Ordinance No. 2023-53 (Exhibit A).

Description

Applicant:	Planning Department
Location:	All Zoning Districts
Land Management Code Sections	§ 15-5-5(N) <i>Landscaping</i> § 15-15-1 <i>Definitions</i>
Amended:	
Reason for Review:	The Planning Commission reviews Land Management Code amendments and forwards a recommendation for City Council's consideration. The City Council conducts a public hearing and takes Final Action. ¹

Summary

On May 30, 2019, the City Council adopted [Ordinance No. 2019-30](#), amending the Land Management Code (LMC) to implement Water Wise Landscaping to reduce the need for supplemental irrigation.

On September 23, 2021, the City Council directed Planning Staff to evaluate the landscaping regulations to identify opportunities to improve water conservation in preparation for the Water Department's [Landscape Incentive Program](#) and to further conserve water use for new construction landscaping moving forward ([Staff Report](#); [Meeting Minutes, p. 4](#)).

On March 9, 2023, the City Council adopted [Ordinance No. 2023-10](#), An Ordinance Amending Land Management Code Section 15-5-5 *Architectural Design Guidelines*, and 15-15-1 *Definitions* to update Water Wise Landscaping Regulations, to redefine "Water Wise Landscape/Landscaping", and to define, "Lawn/Turf", "Mulch", "Hardscape", "Irrigation Plan", and "Rocks" ([Staff Report](#); [Meeting Minutes](#)). These amendments evolved through stakeholder outreach to property owners, subject experts, and industry practitioners, as well as from input from the Planning Commission and City

¹ LMC [§ 15-1-7](#)

Council.

On May 1, 2023, the City officially launched the Landscape Incentive Program ("Program"). The Program offers an incentive of \$2 per square foot of turf removed when replaced with Water Wise Landscaping in compliance with LMC [§ 15-5-5\(N\)](#). The State also launched its Program allowing Park City to partner with the State, through Weber Basin Water Conservancy District.

On September 28, 2023, City Council received a Program update and approved the Water Department to partner with the State and Weber Basin ([Staff Report](#); [Meeting Audio](#)). Through this partnership, Park City will increase the Program's incentive to \$3 per square foot while reducing the City's contribution from \$2 to \$1 per square foot (\$1 from the State, \$1 from Weber Basin, and \$1 from Park City Municipal). In order to enter into this partnership, and to receive these funding opportunities, the State requested clarification to the LMC's Water Wise Landscaping regulations:

- No lawn on parking strips or areas less than eight feet in width in new development;
- No more than 50% of front and side yard landscaped area in new residential developments is lawn. Lawn limitations do not apply to small residential lots with less than 250 square feet of landscaped area;
- In new commercial, industrial, and multi-family development common area landscapes, lawn areas shall not exceed 20% of the total landscaped area, outside of Active Recreation Areas.

The Planning Commission held a public hearing on October 25, 2023, ([Staff Report](#); [Meeting Audio](#)) and reviewed the proposed Land Management Code amendments to align the City's Landscaping Code with State requirements to qualify for funding opportunities. The Planning Commission also requested the addition of the defined term "Landscaped Area" and forwarded a unanimous positive recommendation for the City Council's consideration.

Analysis

One Strategic Pillar of [Park City Vision 2020](#) addresses water scarcity through Environmental Leadership (page 15). The Park City General Plan recommends Land Use regulations to help reduce water use through efficient landscaping requirements. Strategy 5.3 of the General Plan suggests adopting landscaping requirements to decrease water utilization and incentivize Water Wise Landscaping.

The LMC implements the goals and policies of the General Plan in part to promote the general health, safety, and welfare of the present and future inhabitants, businesses, and visitors of the City, and to protect and enhance the overall quality of life.²

The proposed amendments comply with the requested State modifications and include:

- Updating the table in LMC [§ 15-5-5\(N\)\(6\)](#) *Lawn/Turf* to modify the maximum Turf

² LMC [§ 15-1-2](#)

- or Lawn Area of a Landscaped Area;
- Clarifying that Lawn/Turf is prohibited on parking strips or areas less than eight feet (8') in width.

These amendments are shown below in red:

6. LAWN/TURF.

- Lawn/Turf is prohibited on slopes with a ratio greater than 3:1.
- Irrigated Lawn/Turf areas are limited to a maximum percentage of the allowed Limits of Disturbance Area of a Lot or Property that is not covered by Buildings, Structures, ~~or~~ Impervious Surfaces, ~~or~~ Active Recreation Areas based on the size of the ~~Lot or Property~~ Landscaped Area according to the following table:

Lot-Size Landscaped Area	Maximum Turf or Lawn Area as a percentage of the allowed Limits of Disturbance Area of the Lot that is not covered by Buildings, Structures, or other Impervious paving
Greater than one (1) acre 250 square feet	20%
0.50 acres to one (1) acre	30%
0.10 acres to 0.49 acres	40%
Less than 0.10 acres 250 square feet	No limitation

- Lawn/Turf is prohibited on parking strips or areas less than eight feet (8') in width ~~in new Residential Development.~~
- ~~No more than 35% of the Front and Side Yard Landscaped Area in new residential development is lawn/turf. If there is an Active Recreation Area on the lot, then no more than 20% total Landscaped Area in new Residential Development is lawn/turf.~~
- ~~Lawn/Turf limitations do not apply to small Residential Lots with less than 250 square feet in Landscaped Area.~~
- ~~d.~~ d. Lawn/Turf area limitations apply to all city-owned property with the exception of an Active Recreation Area or as determined by the Planning Commission under a Conditional Use Permit review.

Defined Terms

[House Bill 272, Substitute 2](#), defines “Active Recreation Area”. Although the State Legislature did not pass this bill in the 2023 General Legislative Session, Staff recommends updating the definition to align with the State’s proposed definition:

ACTIVE RECREATION AREA. An area ~~of a lot or parcel that is: not in low density residential development,~~ comprised of lawn or turf dedicated to active use; installed or maintained on areas with a slope of not more than 25%. Active use means regular use for playing, exercise, recreation, or regular outdoor, activities that are ordinarily associated with lawn or turf, such as: a sports field, a

social gathering area, an amphitheater, a public or private park, the playing area, including rough, driving ranges, and chipping and putting greens, of a golf course.

The Planning Commission recommends defining “Landscaped Area” to provide further clarity to LMC § 15-5-5(N):

LANDSCAPED AREA. The area of a Lot that is not covered by Buildings, Structures, or other Impervious Surfaces.

Department Review

The Planning Department and City Attorney’s Office reviewed this report.

Notice

Staff published notice on the City and the Utah Public Notice websites, and the *Park Record* published notice on October 11, 2023.³

Exhibit

Exhibit A: Draft Ordinance 2023-53

³ LMC [§ 15-1-21](#)

Ordinance No. 2023-53

AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTIONS 15-5-5 ARCHITECTURAL DESIGN GUIDELINES, AND 15-15-1 DEFINITIONS CLARIFYING WATER WISE LANDSCAPE REGULATIONS TO QUALIFY FOR THE STATE'S LANDSCAPE CONVERSION PROGRAM

WHEREAS, Water Wise is a landscape planning technique to reduce water usage, and create smart landscaping;

WHEREAS, the Park City General Plan recommends Land Use regulations to help reduce water use through efficient landscaping requirements;

WHEREAS, Strategy 5.3 of the General plans is to “adopt new landscaping requirements [in the Land Management Code] to decrease water utilization and preserve the native landscape”;

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to promote the health of both the residents and the City and to encourage responsible environmental stewardship;

WHEREAS, on March 9, 2023, the City Council adopted Ordinance No. 2023-10 to amend the Land Management Code to implement Water Wise Landscaping Regulations and to define terms mandated by HB282;

WHEREAS, on May 1, 2023, the City launched the Landscape Incentive Program offering \$2 per square foot of turf removed when replaced with Water Wise Landscaping pursuant to the update Land Management Code regulations;

WHEREAS, Park City's Landscape Ordinance is required to further clarify Water Wise practices to qualify for the State-funded Landscape Conversion Program;

WHEREAS, on October 11, 2023, staff posted notice to the Utah Public notice and City websites, on October 11, 2023, staff mailed courtesy notices to property owners within Park City, and on October 11, 2023, the *Park Record* published public notice;

WHEREAS, the Planning Commission conducted a duly noticed public hearing on October 25, 2023, and forwarded a unanimous positive recommendation to the City Council;

WHEREAS, the City Council conducted a duly noticed public hearing on November 16, 2023.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY LAND MANAGE CODE TITLE 15. The recitals are incorporated herein as Findings of Fact. Municipal Code of Park City Title 15 Land Management Code § 15-5-5 *Architectural Design Guidelines* and § 15-15-1 *Definitions*, are hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 16TH DAY OF NOVEMBER 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, Mayor

Attest:

City Recorder

Approved as to form:

City Attorney's Office

Attachment 1

15-5-5 Architectural Design Guidelines – Landscaping

1. PURPOSE. Park City is in a mountainous, semi-desert environment where much of the precipitation occurs as snow during the winter months and the highest demand for water occurs during the summer months, creating a significant risk of wildland fire. The largest single water demand is for irrigation of landscaping. Water Wise Landscaping incorporates non-invasive, drought-tolerant plants that require little or no supplemental irrigation once established, includes water conserving irrigation, and uses Hydrozoning in which plants with similar water needs are planted in the same area with mulches that prevent water evaporation. Water Wise Landscaping protects the health, safety, and welfare of the community from impacts of water shortages likely to occur during cycles of drought.
2. WATER WISE LANDSCAPING. At least fifty percent (50%) of the ~~landscaped area~~ **Landscaped Area** shall be Water Wise Landscaping containing approved non-invasive drought tolerant plants, and/or minimal irrigation. Water Wise Landscaping may be satisfied through approved vegetation, location of planting methods such as Xeriscaping or Hydrozoning, using healthy soil practices (that promotes soil moisture retention), such as compost, or biochar, and/or biodiverse plantings, or approved based on a site-specific Planning Department review.
3. HOMEOWNER ASSOCIATION LANDSCAPING REGULATIONS. Homeowner Associations may not prohibit a property owner from installing Water Wise Landscaping.

23 4. LANDSCAPE PLAN. A complete landscape plan is required for (I) new
24 Development and/or Construction Activity proposed for an unimproved Lot or
25 property and/or undisturbed natural Lots or property; (II) renovations or
26 Construction Activity that modifies the Building Footprint; and (III) projects
27 proposing to modify over 50% of the Landscaped ~~area~~ Area. Landscape plans
28 shall incorporate best practices for water conservation. The landscape plan shall:

29 a. Identify the intended plant materials indicating the botanical name and the
30 common name for:

31 (1) Plants (includes, but is not limited to trees and shrubs),

32 (2) Grasses,

33 (3) Mulches,

34 (4) Rocks (greater than 3") and Gravel (less than 3")

35 (A) Gravel is only allowed in the following applications:

36 (a) as an approved walkway;

37 (b) patio;

38 (c) drainage plan; and/or

39 (d) defensible space

40 (B) Gravel is prohibited in areas adjacent to the Right-of-
41 Way.

42 (C) Any Gravel, rocks, or stone within the HRL, HR-1, HR-2,
43 HRM, HRC, or HCB Zoning Districts must meet the
44 requirements of the Design Guidelines for Historic
45 District and Historic Sites in Chapter 15-13.

(D) Gravel and rocks are not an allowed surface for parking, ground cover on berms, or finished grade with a ratio greater than 3:1, within platted or zoned open space. Rock-cover should be no more than 20% of the new ground cover. Wood chip mulch is encouraged for water retention on the landscape.

Refer to the Planning Department for a City-approved Plant List. A diverse selection of plantings, and the use of clumping and clustering, is suggested to provide plantings appropriate to the Park City climate and growing season, to provide aesthetic variety, and to prevent the spread of wildfire.

- b. Utilize the concept of Water Wise Landscaping for selecting plants, plant location, irrigation methods, and mulching of all ~~landscaped areas~~ **Landscaped Areas**.
- c. For properties not included in a Historic District and for properties listed Landmark or Significant on Park City's Historic Sites Inventory, include plantings and ground cover in the Wildland Urban Interface Immediate Ignition Zone 0-5 feet and the Wildland Urban Interface Intermediate Ignition Zone 5-30 feet (Park City Municipal Code § 11-21-1(I) The 2006 Utah Wildland-Urban Interface Code).
- d. Indicate the percentage of the lot that is landscaped.

- e. Indicate the percentage of the lot containing Impervious Surfaces, including driveways, parking areas, patios, and decks.
- f. Indicate the percentage of the landscaping that is irrigated.
- g. Identify the 50 percent (50%) of any Water Wise Landscaped ~~area~~ Area comprised of appropriate approved non-invasive drought-tolerant plants.
- h. Identify Hydrozoning (grouping of plants based on irrigation needs) or Xeriscaping (sustainable, low-water landscaping) locations.
- i. Identify all existing Significant Vegetation, which shall remain and be maintained on Site and protected during construction.
- (1) If the Significant Vegetation is determined to be unhealthy and/or unsafe, under a Site-Specific review conducted by the Forestry Board and Planning Director in conjunction with a Conditional Use, Master Planned Development, Historic District Design Review approval, or building permit review, it may be replaced with equivalent landscaping in type and size.
- (2) The Forestry Board and Planning Director may grant exceptions if upon their review it is found that equivalent replacement is impossible, would be detrimental to the site's existing and/or proposed vegetation, or violates Chapter 11-21 Utah Wildland-Urban Interface Code.
- (3) Multiple trees from the City's approved Wildland-Urban Interface Planting List, clumped and grouped together with canopies of the clusters being no closer than 18 feet to the next closest cluster

92 within the Intermediate Zone, no cluster exceeding (5) five trees or
93 cover more than 15% of the Intermediate Ignition Zone, whichever
94 is lesser, and with vegetation not closer than 10 feet to any portion
95 of a structure with vegetation at full grown height and size,
96 equivalent in caliper to the size of the removed Significant
97 Vegetation in the Intermediate Ignition Zone may be considered
98 instead of replacement in kind and size.

99 (4) Significant Vegetation preservation shall be prioritized, but where
100 applicable, Significant Vegetation may be removed or replaced to
101 comply with Firewise Landscaping and/or Defensible Space
102 regulations in Chapter 11-21 Utah Wildland-Urban Interface Code
103 as approved by the Planning Director and Forestry Board.

- 104 j. Identify Artificial turf, which is recommended to be non-toxic synthetic,
105 plant based, and/or made of recycled materials with reduced petroleum-
106 based polymers. Artificial turf is allowed to be used in limited quantities on
107 decks, pathways, recreation and play areas. Installation of artificial turf
108 shall not pool water and be installed to allow for drainage.
- 109 k. Comply with Park City Municipal Code Chapter 11-21, Utah Wildland-
110 Urban Interface Code.

111
112 The Planning Director or designee may determine if proposed defensible
113 space areas outlined in Chapter 11-21 Utah Wildland-Urban Interface
114 Code may be exempt from 50% Water Wise landscaping requirements.

All noxious weeds, as identified by the State of Utah or Summit County, shall be removed from the Property in a manner acceptable to the City and Summit County regardless of development state. All noxious weeds shall be removed prior to issuance of Certificates of Occupancy.

5. IRRIGATION PLAN. A detailed irrigation plan shall be drawn at the same scale as the landscape plan and shall include:

- a. The layout of the heads, lines, valves, controller, backflow preventer, and drip irrigation;
- b. A WaterSense labeled irrigation controller which automatically adjusts the frequency and/or duration of irrigation events in response to changing weather conditions. All controllers shall be equipped with automatic rain delay or rain shut-off capabilities;

(1) Overhead Spray Irrigation shall be no greater than 12" above ground. Overhead irrigation is not permitted within 18" of any non-permeable surface. Overhead Spray Irrigation may be used for Lawn/Turf, but does not constitute a Water Wise landscaping method when used with other vegetation.

- c. Greywater System locations.

6. LAWN/TURF.

- a. Lawn/Turf is prohibited on slopes with a ratio greater than 3:1.
- b. Irrigated Lawn/Turf areas are limited to a maximum percentage of the allowed Limits of Disturbance Area of a Lot or Property that is not covered by Buildings,

Structures, ~~or~~ Impervious Surfaces, ~~or~~ Active Recreation Areas based on the size of the ~~Lot or Property~~ Landscaped Area according to the following table:

Lot-Size Landscaped Area	Maximum Turf or Lawn Area as a percentage of the allowed Limits of Disturbance Area of the Lot that is not covered by Buildings, Structures, or other Impervious paving
Greater than one (1) acre 250 square feet	20%
0.50 acres to one (1) acre	30%
0.10 acres to 0.49 acres	40%
Less than 0.10 acres 250 square feet	No limitation

c. Lawn/Turf is prohibited on parking strips or areas less than eight feet (8') in width in new Residential Development.

~~d. No more than 35% of the Front and Side Yard Landscaped Area in new residential development is lawn/turf. If there is an Active Recreation Area on the lot, then no more than 20% total Landscaped Area in new Residential Development is lawn/turf.~~

~~e. Lawn/Turf limitations do not apply to small Residential Lots with less than 250 square feet in Landscaped Area.~~

~~f. d.~~ Lawn/Turf area limitations apply to all city-owned property with the exception of an Active Recreation Area or as determined by the Planning Commission under a Conditional Use Permit review.

Encouraged Lawn/Turf practices include:

- A. Only using Lawn/Turf in areas where it is functional, such as play areas, and areas needing temperature, noise, or dust mitigation;
- B. Choosing non-irrigated Lawn/Turf or Lawn/Turf species with lower water requirements;
- C. Not planting Lawn/Turf in narrow, small, or oddly shaped areas that are difficult to efficiently irrigate;
- D. Mowing Lawn/Turf at a height of four inches (4");
- E. Planting Lawn/Turf in shaded areas on the lot;
- F. Planting deep-rooted turfgrass on slopes;
- G. Using healthy soil practices, such as biochar and/or compost;
- H. Artificial turf is not recommended in any landscaping due to its impact on the Urban Heat Island Effect;
- I. Per PCMC Title 13 Section 1-21(A): Areas using City water will be restricted to every other day from May 1 to September 30. Outside watering at even-numbered street addresses shall be limited to even-numbered days of the month and outside watering at odd-numbered addresses shall be limited to odd-numbered days of the month. Hours of outside watering shall be restricted to between 7:00 p.m. and 10:00 a.m.

*Pursuant to Utah Code Section 10-9a-534, no affirmative requirements may be imposed on "building design elements" for Single-Family or Duplex Dwellings, unless that Dwelling is:

- a. located within an area designated as a historic district in:
 - i. the National Register of Historic Places;

- ii. the state register as defined in Utah Code Section 9-8-402; or
 - iii. a local Historic District or area, or a site designated as a Significant or Landmark Historic Site on the Park City Historic Sites Inventory, created by ordinance before January 1, 2021;
- b. located within an area that:
- i. is zoned primarily for residential use; and
 - ii. was substantially developed before calendar year 1950; or
- c. such requirement is imposed by a Development Agreement or other exception listed in Utah Code Section 10-9a-534.

Unless otherwise stated, prohibitions which do not impose a requirement shall apply.

HISTORY

Adopted by Ord. 02-07 on 5/23/2002

Amended by Ord. 06-56 on 7/27/2006

Amended by Ord. 11-05 on 1/27/2011

Amended by Ord. 12-37 on 12/20/2012

Amended by Ord. 2018-27 on 5/31/2018

Amended by Ord. 2019-30 on 5/30/2019

Amended by Ord. 2020-19 on 4/16/2020

Amended by Ord. 2020-35 on 7/9/2020

Amended by Ord. 2020-42 on 9/17/2020

Amended by Ord. 2021-05 on 1/21/2021

Amended by Ord. 2022-16 on 5/26/2022

Amended by Ord. 2023-10 on 3/9/2023

Amended by Ord. 2023-53 on 11/16/2023

Section 15-15-1 Definitions

ACTIVE RECREATION AREA. An area ~~of a lot or parcel that is: not in low density residential development,~~ comprised of lawn or turf dedicated to active use; installed or maintained on areas with a slope of not more than 25%. Active use means regular use for playing, exercise, recreation, or regular outdoor, activities that are ordinarily associated with lawn or turf, such as: a sports field, a social gathering area, an amphitheater, a public or private park, the playing area, including rough, driving ranges, and chipping and putting greens, of a golf course.

LANDSCAPED AREA. The area of a Lot that is not covered by Buildings, Structures, or other Impervious Surfaces.

City Council Staff Report



Subject: 1325 Empire Avenue and Parcel SA-200
Application: PL-22-05357
Authors: Jaron Ehlers, Planning Technician
Alexandra Ananth, Senior Planner
Date: November 16, 2023
Type of Item: Plat Amendment

Recommendation

(I) Review the proposed Plat Amendment to re-subdivide 1325 Empire Avenue and Parcel SA-200 into four Lots, (II) hold a public hearing, and (III) consider approving the Plat Amendment based on the Findings of Fact, Conclusions of Law, and Conditions of Approval as outlined in the Draft Ordinance 2023-54 (Exhibit A).

Description

Applicant: 1325 Empire Avenue Holdings, LLC
Location: 1325 Empire Avenue and Parcel SA-200
Zoning District: Recreation Commercial (RC)
Adjacent Land Uses: Single Family Dwellings, Park City Library and Field, Condominiums, Nightly Rentals, Resort
Reason for Review: At the time the Planning Commission reviewed this plat amendment, plat amendments required Planning Commission recommendation and City Council final action

COA Condition of Approval
LMC Land Management Code
PCMC Park City Municipal Corporation
RC Recreation Commercial
ROW Right-of-Way

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

Summary

The Applicant proposes a plat amendment to create four Single-Family Lots from one vacant 0.16-acre Lot (Lot C Knudson Subdivision, 7,125 square feet) and one vacant 0.086-acre Parcel (SA-200, 3,735 square feet) at the end of the Norfolk Avenue Right-of-Way north of 13th Street (See Exhibit B, Existing Conditions) on a total of 10,860 square feet.



Figure 1: This image shows the two Lots proposed for re-subdivision into four smaller Lots to eventually accommodate four Single-Family Dwellings.

All new Lots will have Access via a private Shared Driveway Easement connecting to Norfolk Avenue, a privately maintained public Right-of-Way..

The Planning Commission held four public hearings on this project including:

- February 22, 2023 ([Staff Report](#), [Minutes](#))
- May 10, 2023 ([Staff Report](#), [Minutes](#))
- July 12, 2023 ([Staff Report](#), [Minutes](#))
- September 27, 2023 ([Staff Report](#), [Recording](#))

At the September 27, 2023, Planning Commission public hearing, the Commission voted 4-1 to forward the project for the City Council's consideration. Commissioner

Suesser was not in support of the motion to approve but she was participating electronically, and her connection was terminated prior to registering her vote. Commissioners who did not vote for the project had concerns with the non-conforming nature and safety of Norfolk Avenue north of 13th Street which is narrow and not maintained by the City, the size and alignment of the proposed Lots, and the resulting maximum Building Footprints allowed under the formula in LMC [§ 15-2.16-5\(D\)](#).

At the September 27, 2023, Planning Commission meeting the Applicant agreed to a reduced maximum Building Pad for Lots A, B, and C, with Front Setbacks measured from the private shared driveway. The Applicant also agreed to take on sole maintenance of Norfolk Avenue north of 13th Street, including snow removal, relieving the abutters on Norfolk Avenue from this obligation.

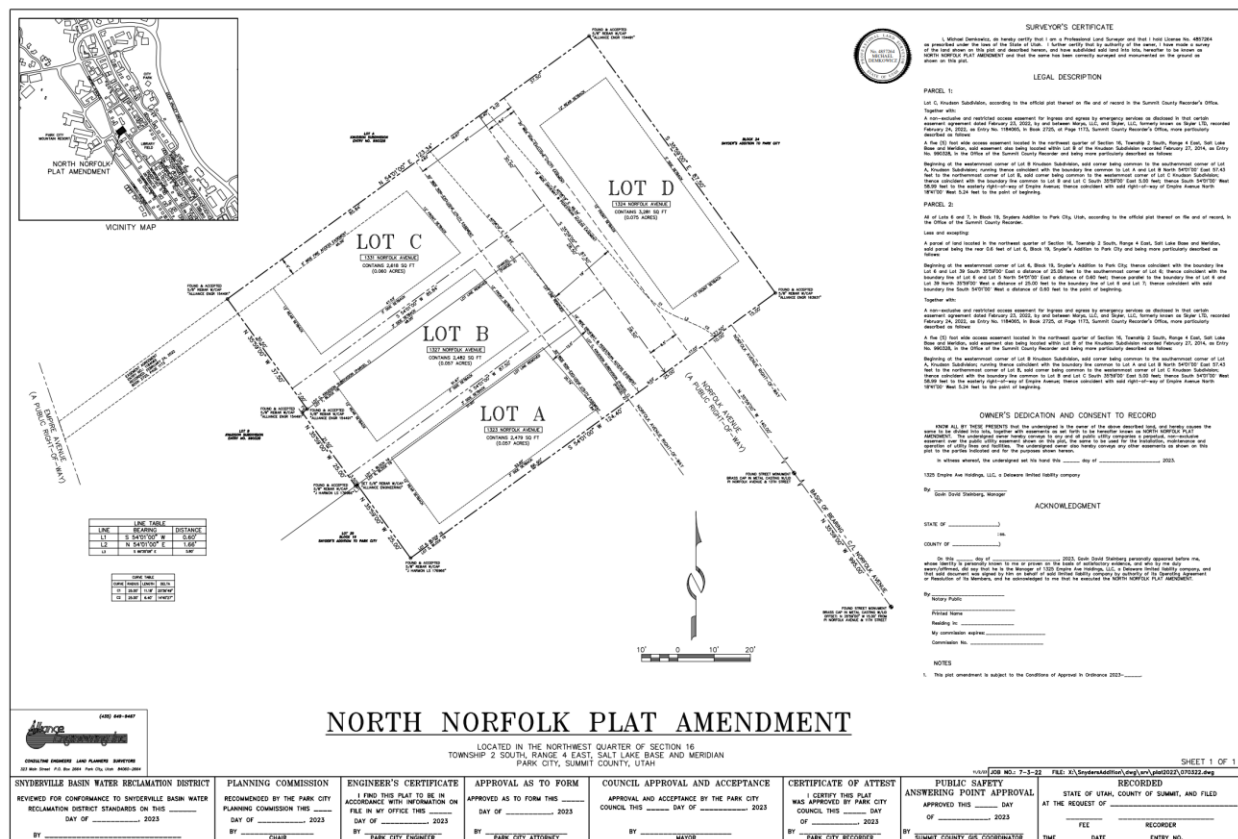


Figure 2: Proposed North Norfolk Plat Amendment.

Background

On October 16, 1980, the City Council passed a resolution closing a portion of the Norfolk Avenue Right-of-Way north of 13th Street.

That portion was described as “Norfolk Avenue from the front of Block 19, Lot 6 northwest through 14th Street and continuing from the north side of 14th from Block 21 through Lot 14” (Exhibit D). Block 19, Lot 6 is part of the property subject to this application, and the closure of Norfolk Avenue began where Norfolk Avenue now ends today (Exhibit E). On April 22, 1982, that closed portion of Norfolk Avenue was sold by the City (Exhibit F).

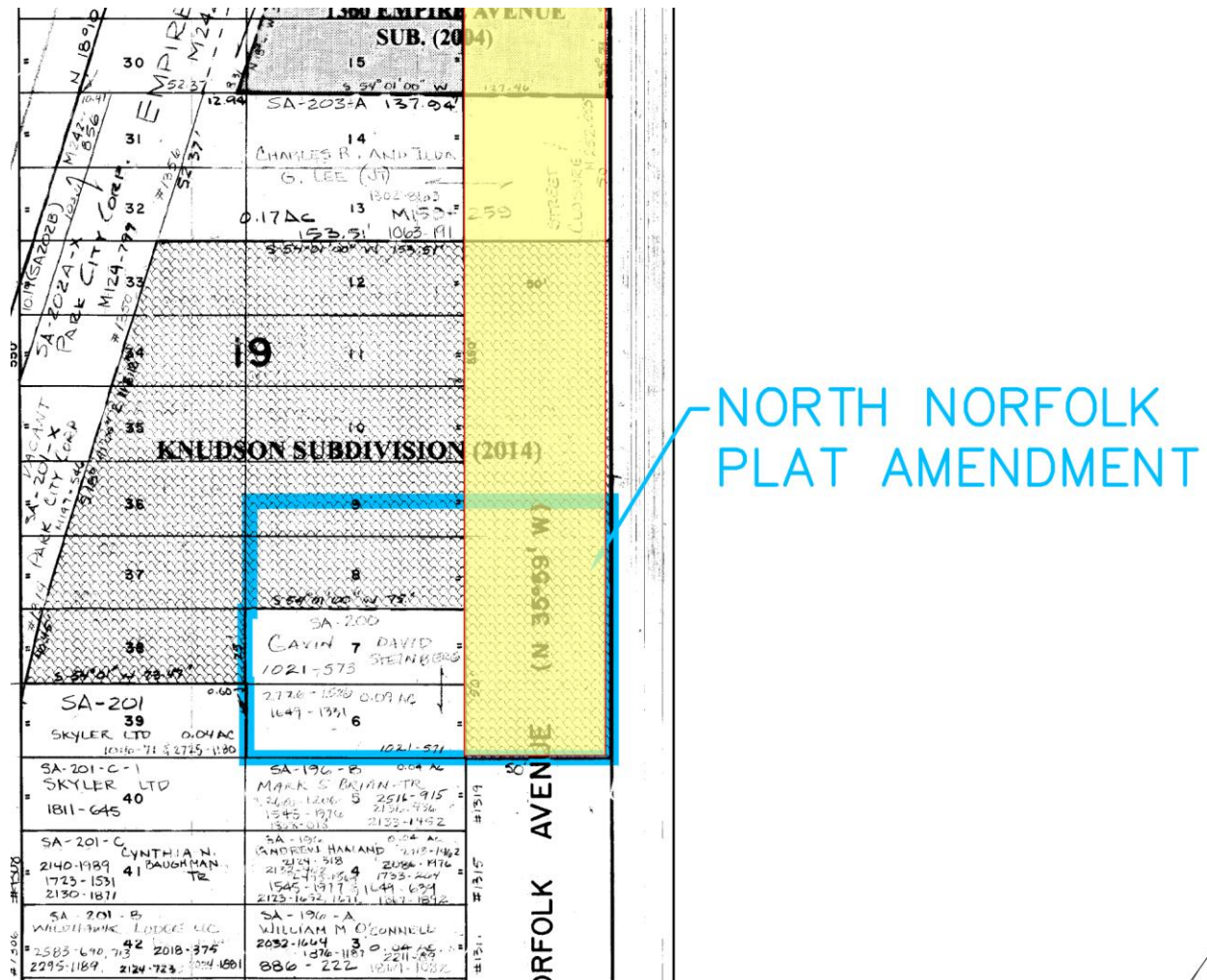


Figure 3: This image illustrates the original Lots and Norfolk Avenue north of 13th Street. The yellow overlay shows the portion of Norfolk Avenue that was closed in 1980. The proposed amended properties are outlined in blue.

In 2014, a Plat Amendment was submitted for three lots, located at 1314 & 1350 Empire Avenue. It was part of a plan by the Park City Redevelopment Agency in cooperation with Gary Knudson who owned two of the parcels. On January 29, 2014, the Planning Commission forwarded a positive recommendation to City Council, and on February 13, 2014, the City Council approved the proposed Plat Amendment (Exhibit G). The Knudson Plat was recorded with Summit County on February 27, 2014 (Exhibit H). The land was not developed and the third Lot, Knudson C, was eventually sold to the current Applicant.



Figure 4: 2014 Knudson Subdivision with Lot C highlighted in Red.

The above image is the plat depicting the 2014 Knudson Subdivision. Lot C is the only part of the Subdivision that would be amended by this Plat Amendment as it would be re-subdivided with Parcel SA-200, which is south and east of Lot C, as the new North Norfolk Subdivision.

Analysis

(I) The Proposed Lots would be accessed from a private shared driveway across Norfolk Avenue.

The proposed four Lots would be accessed across Norfolk Avenue, through a private shared driveway. LMC § 15-15-1 defines a shared driveway as follows: a single access vehicular way that is privately owned and maintained and provides access to two (2) or more Structures or off-Street Parking Areas, which are located on individual Lots.

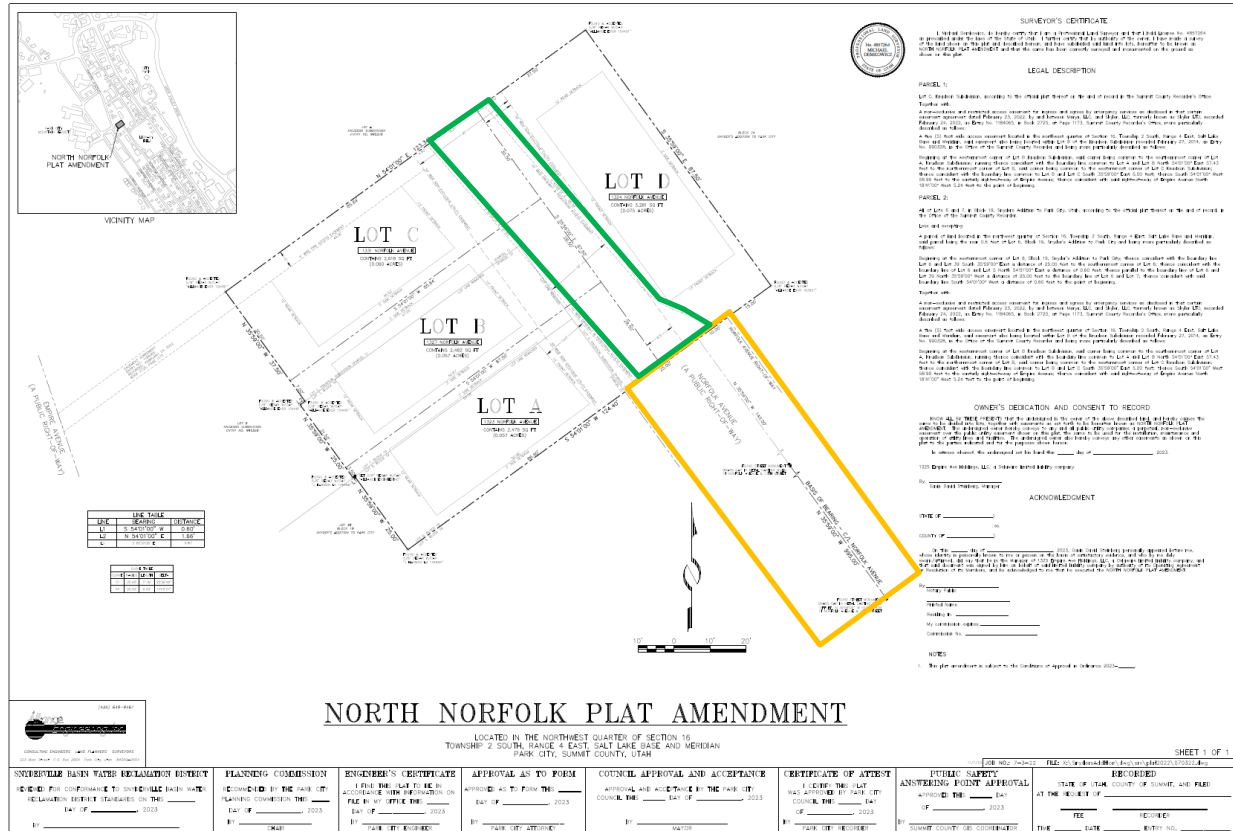


Figure 5: North Norfolk Avenue public Right-of-Way outlined in orange, proposed private Shared Driveway outlined in green.

Additional properties with Access off this portion of North Norfolk Avenue include the Shaft Condominiums (four units), and 1307-1319 Norfolk Avenue (three Single-Family Dwellings). PCMC owns the property on the opposite side of the Street, including 1302 Norfolk Avenue, a historic Single-Family Dwelling.

This portion of North Norfolk is considered substandard because it was not constructed to City standards and is a dead end street with no turnaround area. A 2003 agreement was recorded with Summit County between the City and Peter Papineau Builders (Exhibit I), which supports this portion of North Norfolk Avenue remaining City Right-of-Way but required the builder and his successors to maintain the Street, including being responsible for snow removal, due to its narrow width. The Applicant is proposing to take over responsibility for the privately maintained public Right-of-Way north of 13th Street as a Condition of Approval (COA 15). A new Encroachment Agreement will replace the existing (Exhibit I) and will relieve the existing abutters from their current obligation to maintain this portion of the public ROW.

The Applicant proposes to manage and maintain the new private shared driveway through a new Homeowners Association (HOA). The proposed private shared driveway is 19 feet in width and will include a pedestrian access easement to any public staircase that is constructed adjacent to the north property boundary of the proposed development.

(II) The proposal to create four Lots complies with the Recreation Commercial (RC) Zoning District requirements outlined in LMC Chapter 15-2.16.

At the September 27 meeting, the Applicant agreed that the Front Setback for three of the Lots, Lot A, Lot B, and Lot C, shall be measured from the shared driveway, and not from the front property line. Lot D's Setbacks are measured from the property lines.

Lot Size, Setbacks, Maximum Building Footprint				
	Lot A	Lot B	Lot C	Lot D
Lot Size	2,479 sq. ft.	2,482 sq. ft.	2,618 sq. ft.	3,281 sq. ft.
Front Setback	12-13 ft. from the shared driveway	12-13 ft. from the shared driveway	12-13 ft. from the shared driveway	12 -13 ft. from the property lines
Side Setbacks	3 ft.	3 ft.	3 ft.	3 ft.
Rear Setback	12-13 ft.	12-13 ft.	12-13 ft.	12-13 ft.
Max Building Footprint	1,078 sq. ft.	1,079 sq. ft.	1,129 sq. ft.	1,364 sq. ft.

All Lots remain compliant with the Minimum Lot Area requirement of 1,875 square feet for a Single-Family Dwelling in the RC Zoning District, and none of the lots are large enough for a Duplex Dwelling. The measurement of the Front Setback from the private shared driveway for Lots A, B, and C, decreases the maximum allowed Building Pad for these Lots, but not the Building Footprint, which is based on the Lot size. Lot D was not required to measure Setbacks from the shared driveway because it has been determined to have two Front Setbacks (Exhibit J) and would significantly limit its buildability.

In addition to Setbacks, future dwellings must also comply with the Zone Height of 27 feet (LMC [§ 15-2.16-5\(L\)](#)), and parking requirement of two parking spaces per Dwelling Unit (LMC [§ 15-4-6\(A\)](#)).

(III) Applicant's response to questions regarding Lot compatibility with the RC Zoning District.

During the [July 12 meeting](#), the Commission had questions regarding the compatibility of the proposed Lots with the Old Town neighborhood and the RC Zoning District considering the purpose includes "[promoting] the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs" ([LMC § 15-2.16-1](#)). Specific concerns were that the proposed Lots are larger than the traditional Old Town Lot size of 25' X 75' and the North to South orientation of proposed Lot D.

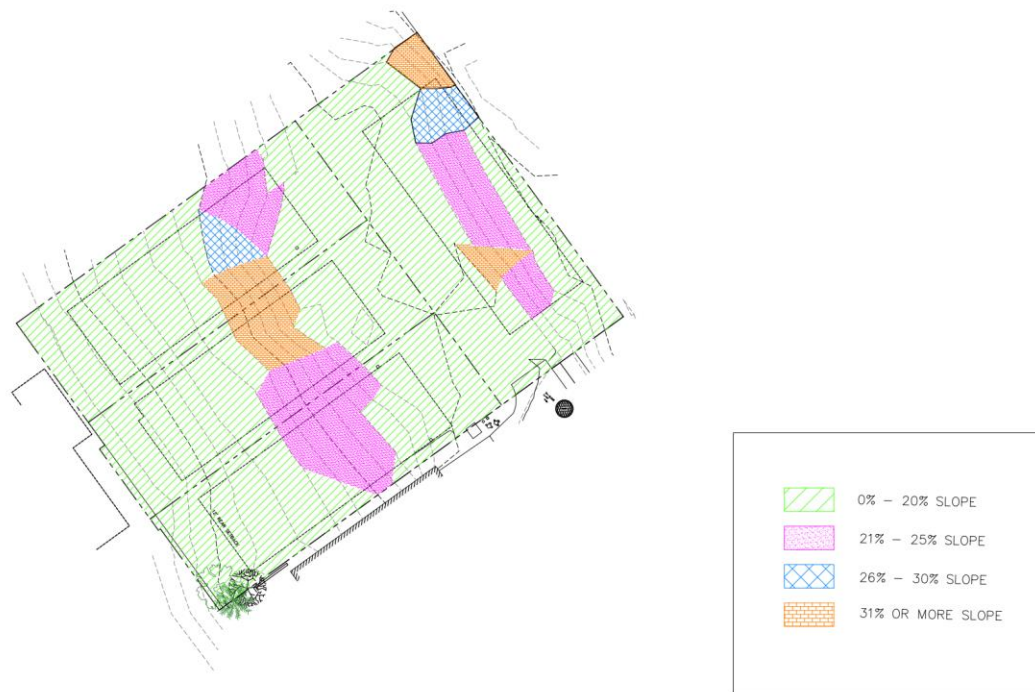
In the Applicant's Response, attached as Exhibit K, the Applicant states that of the 176 Lots in the RC Zoning District,

- "Only 27% (47 Lots) are traditionally sized single or 1.5 width lots with an East West orientation.
- 73% (129 Lots) are "nontraditional" sized lots, i.e., wider than 1.5 or different than East West Orientation.
- 15% (26 Lots) of Lots are North - South Orientation."

The Applicant also notes that the abutting Lot, 1302 Norfolk Avenue, is a North - South oriented Lot.

(IV) Applicant's response to slope, topography, and drainage questions from the Planning Commission.

During the [July 12 meeting](#), the Commission raised concerns regarding slope, topography, and storm water drainage. The Applicant has indicated that the Driveways within the Subdivision will be less than a 5% slope at the steepest, which complies with [LMC § 15-3-3\(A\)\(4\)](#), which prohibits Driveways from being steeper than 14%. This analysis has been reviewed by the Engineering Department and the Engineering Department has not raised any concerns.



SLOPE ANALYSIS

SCALE: 1" = 10'

Figure 6: Slope Analysis Provided by Applicant (does not show up to date Building Pads)

The proposed development is not located in the Sensitive Lands Overlay or the Historic District, and as such is not subject to a Steep Slope Conditional Use Permit. The slopes on the property range from 0% to greater than 31% (Exhibit K).

(V) Options regarding the creation of a public staircase on adjoining City property.

The Park City Fire District (PCFD) requires that an emergency services access stair be installed from Empire Avenue to the site, to provide access in case of an emergency due to the lack of sufficient turnaround area for a Fire Truck on Norfolk Avenue. The Applicant has secured an easement across Knudson C for the fire access stair, but the easement is for Emergency Services access only, and does not allow for public access on this staircase that must be privately maintained by the Applicant and kept clear of snow at all times. (Exhibit C).

The Applicant and Staff are exploring the option of the Applicant building a public staircase on neighboring City property to the north, 1330 Empire Avenue. This site is the proposed location of Woodside Phase 2 (City housing project under design but not yet approved), which will contain a public staircase/access from Empire Avenue to Woodside Avenue.

The City's preferred approach would be for the Applicant to contract and build a public staircase from Empire Avenue to the beginning of the Applicant's private shared driveway, ending where the private fire access stair would but on the City's property just north of the Applicant's parcel so there are not two adjacent sets of stairs. After construction, the City would reimburse the Applicant for the costs, minus the amount that building the required fire access stair would have cost the Applicant, which is estimated to cost approximately \$72,500 (Exhibit L). The staircase would be six feet wide and maintained by the City. Discussions between the City and the Applicant are ongoing. The City would be responsible for including the public stairs to Woodside Avenue as part of the Woodside Phase 2 project.

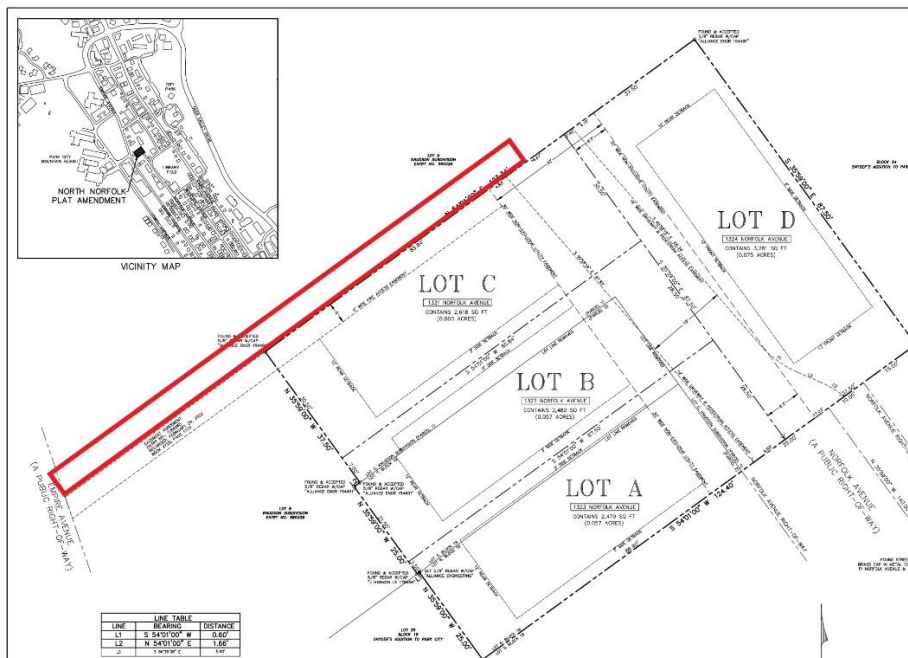


Figure 6: Image of the Plat with the potential location of a Public Stair on City property, outlined in red.

Condition of Approval 4 establishes that if an agreement can be reached for the building of a Public Staircase on City property at 1330 Empire Avenue, this would satisfy the fire access stair requirement.

(VI) The proposal to create four Lots complies with the Subdivision Procedures outlined in LMC Chapter 15-7.1.

Plat Amendments shall be reviewed according to LMC [§ 15-7.1-6 Final Subdivision Plat](#) and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

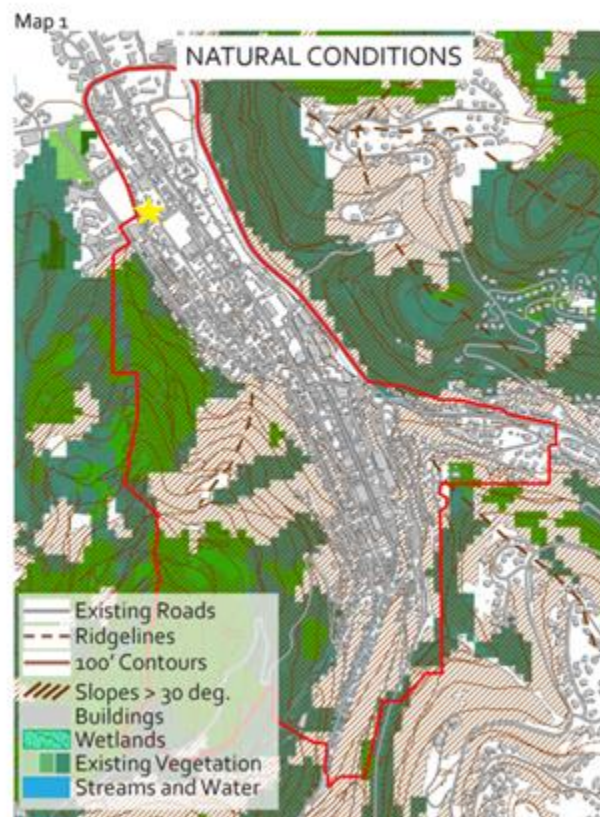
(a) There is Good Cause for this Plat Amendment because it will allow for development consistent with the Old Town Neighborhood and purposes of the Recreation Commercial Zoning District.

LMC [§ 15-15-1](#) defines *Good Cause* as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

The Lots affected by this Plat Amendment are close to Park City Mountain Resort, increasing potential housing opportunities near the resort.

While the Recreation Commercial (RC) Zoning District is not part of the Historic District, the Lots affected by this Plat Amendment are in the Old Town neighborhood of the General Plan:

OLD TOWN



The purpose of the Recreation Commercial (RC) Zoning District in LMC [§ 15-2.16-1](#) also states “promote Park City’s mountain and Historic character by designing projects that relate to the mining and Historic architectural heritage of the City.”

The proposed private shared driveway for this Plat Amendment is in keeping with the historic character of Old Town. LMC [§ 15-3-3\(H\)\(2\)](#), encourages shared driveways.

Goal 6.1 of the General Plan for Old Town says that “[i]nfill and new additions should be compatible with the neighborhood context and subordinate to existing historic structures.”



Figure 7: Proposed Four Lot Subdivision with shared access shown is red.

Highlighted in green above are nearby lots of similar size, most of which have Single-Family Dwellings on them. The approximate locations of the proposed Lots for this amendment are identified in solid colors. The approximate location of the 19-foot proposed private shared driveway access easement is identified in red.

The four lots are proposed to be created to build Single Family Dwellings explained in Analysis II. Single Family Dwellings are common in the RC Zoning District and the

proposed Lots are in keeping with those requirements. Lot D would create a North-South Lot. Although not common in this area, there are North-South Lots in the vicinity such as adjacent 1302 Norfolk Avenue.

No Public Street or Right-of-Way is vacated and no Public Easements will be vacated.

(VII) The Development Review Committee requires Conditions of Approval.

The Development Review Committee¹ reviewed this project on September 20, 2022, and again on May 2, 2023. Feedback has been incorporated into the final Plat and Conditions of Approval.

Department Review

The Planning Department, Engineering Department, and City Attorney's Office reviewed this staff report.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on February 8, 2023, June 23, 2023, and November 1, 2023. Staff mailed courtesy notice to property owners within 300 feet on February 8, 2023, June 23, 2023, and November 1, 2023. The *Park Record* published notice on February 8, 2023, June 23, 2023, and November 1, 2023.²

Public Input

The Planning Commission received extensive written and oral public input on this project (Exhibit M). The majority of concerns were from the immediate abutters to the south of the Applicant's property (1307, 1315, and 1319 Norfolk Avenue) who are subject to the existing Encroachment Agreement (Exhibit I) and have maintained Norfolk Avenue north of 13th street since 2003, including private snow removal for this publicly owned street, as required by the Agreement. Their concerns include:

- the safety and non-conforming status of this portion of Norfolk Avenue regarding its narrowness and lack of turn around area
- concern for emergency service vehicles
- the impacts of additional development and vehicular traffic on this non-conforming road that is publicly owned but privately maintained
- the Applicant's plan for snow removal (COA 3)
- that Applicant's plan for trash management (COA 14)
- the Applicant has not developed a plan to maintain this portion of the road (COA 15).

¹ The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney's Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

² LMC [§ 15-1-21](#)

These abutters request the Council consider actions for the City to improve, maintain and plow this portion of the road in light of additional development, and due to the fact that the City owns the eastern side of the road and could, potentially widen this road in the future.

The widening of this portion of the road is complicated by the location of a City-owned Historic Structure at 1302 Norfolk Avenue, which would have to be moved, and the future development of Woodside Phase 2, which is still in design.

Staff recommends the Council consider this issue in coordination with the Woodside Phase 2 project and consider creating a turnaround area on City property if the road cannot be widened.

Alternatives

- The City Council may approve Ordinance No. 2023-54, with Conditions;
- The City Council may deny Ordinance No. 2023-54; or
- The City Council may request additional information and continue the discussion to a date certain.

Exhibits

- Exhibit A: Draft Ordinance No. 2023-54
Attachment 1: North Norfolk Plat Amendment
- Exhibit B: Survey of Existing Conditions
- Exhibit C: Fire Access Easement
- Exhibit D: Resolution from 1980 re. the Closure of Norfolk Avenue
- Exhibit E: Park City Survey
- Exhibit F: Resolution 11-82 authorizing the sale of closed portion of Norfolk Avenue
- Exhibit G: Ordinance 14-03 Approving Knudson Plat
- Exhibit H: 2014 Knudson Plat
- Exhibit I: Encroachment Agreement Norfolk Avenue
- Exhibit J: Planning Director Determination for Setbacks on Lot D
- Exhibit K: Applicant Response for Planning Commission Questions
- Exhibit L: Applicant Stair Cost Estimate
- Exhibit M: Public Input

Ordinance No. 2023-54

**AN ORDINANCE APPROVING THE NORTH NORFOLK PLAT AMENDMENT,
LOCATED AT 1325 EMPIRE AVENUE AND PARCEL SA-200, PARK CITY, UTAH**

WHEREAS, the owners of the property known as 1325 Empire Avenue and Parcel SA-200 have petitioned the City Council to amend the Knudson Subdivision and Parcel SA-200, located in the Recreation Commercial Zoning District, and re-subdivide it into four Single-Family Lots known as the North Norfolk Subdivision; and

WHEREAS, on February 8, 2023, staff posted notice to the property and according to the requirements of the Land Management Code; and

WHEREAS, staff mailed courtesy notice to all affected property owners on February 8, 2023, and legal notice was published in the Park Record and on the Park City and Utah Public Notice websites; and

WHEREAS, the Planning Commission, on February 22, 2023, held a public hearing and continued the discussion to April 12, 2023;

WHEREAS, on April 12, 2023, the Planning Commission reviewed the application, held a public hearing, and continued the discussion to May 10, 2023; and

WHEREAS, on May 10, 2023, the Planning Commission reviewed the application, held a public hearing, and continued the application to a date uncertain; and

WHEREAS, on June 23, 2023, staff re-posted notice to the property and according to the requirements of the Land Management Code; and

WHEREAS, on June 23, 2023, staff re-mailed courtesy notice to all affected property owners, and legal notice was published in the Park Record and on the Park City and Utah Public Notice websites; and

WHEREAS, on July 12, 2023, the Planning Commission reviewed the application, held a public hearing, and continued the application to September 27, 2023; and

WHEREAS, on September 27, 2023, the Planning Commission forwarded a positive recommendation to the City Council; and

WHEREAS, on November 1, 2023, staff re-mailed courtesy notice to all affected property owners, and legal notice was published in the Park Record and on the Park City and Utah Public Notice websites; and

WHEREAS, on November 16, 2023, the City Council reviewed the applicant and

held a public hearing; and

WHEREAS, it is in the best interest of Park City, Utah, to approve the North Norfolk Plat Amendment; and

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The North Norfolk Plat Amendment, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. On October 16, 1980, the City Council passed a resolution closing a portion of the Norfolk Avenue right-of-way.
2. On April 22, 1982, that closed portion of Norfolk Avenue was sold by the City.
3. In 2014, a Plat Amendment was submitted for three lots, located at 1314 & 1350 Empire Avenue known as the Knudson Plat.
4. On January 29, 2014, the Planning Commission forwarded a positive recommendation to City Council, and on February 13, 2014, City Council approved the Knudson Plat.
5. The Knudson Plat was recorded with Summit County on February 27, 2014.
6. The property within the Knudson Plat was not developed.
7. In May of 2022, the Applicant submitted a Plat Amendment, proposing to subdivide vacant Lot C of the Knudson Plat and adjacent Parcel SA-200 into four Lots to eventually be developed with four Single Family Dwellings.
8. The proposed four Lots comply with the minimum lot size requirements for the Recreation Commercial (RC) Zoning District requirements outlined in LMC Chapter 15-2.16.
9. The Proposed Lots will be accessed via a private shared driveway across Norfolk Avenue.
10. The minimum width of a 19-foot-wide private Shared Driveway is in keeping with the historical context of Old Town.
11. There is Good Cause for this Plat Amendment because it will allow for development that promotes density that is consistent with the Resort Neighborhood and purposes of the Recreation Commercial (RC) Zoning District.

Conclusions of Law:

1. Neither the public nor any person will be materially injured by the proposed plat amendment.
2. Approval of the plat amendment, subject to the conditions of approval, will not adversely affect the health, safety, and welfare of the citizens of Park City.
3. The proposal complies with the Recreation Commercial (RC) Zoning District requirements outlined in LMC Chapter 15-2.16, and the Subdivision Procedures outlined in LMC Chapter 15-7.1.

Conditions of Approval:

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the Conditions of Approval, prior to recordation of the plat.
2. The Applicant shall record the plat at the County within one (1) year from the date of City Council approval. If recordation has not occurred within one year, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Prior to submitting for building permits, the Applicants must provide a geotechnical report and storm drainage storage plan for the site including for snow storage. Construction of basements may be limited on the recommendation of a Licensed Geotechnical engineer and the City Engineering Department. All drainage must be retained on site, and the storm drainage storage plan shall be reviewed and approved by the City Engineering and Building Departments.
4. A Plat Note shall indicate that before any combustible material is delivered to the site, emergency access stairs required by the Park City Fire District must be completed and approved by the Fire District. The Fire Access Easement shown on the proposed Plat must be recorded with the County before or concurrent with the recordation of the Plat. The Applicant and their successors and assigns shall be responsible for maintaining the private stairs and keeping them clear of snow so that they are available for emergency access at all times.
5. If an agreement is made for the construction of a public staircase on 1330 Empire Avenue that accesses the North Norfolk Subdivision, and satisfies the Building, Housing, Engineering, and Planning Departments as well as the Park City Fire District requirements, then that may satisfy COA 4 above, and shall not require a Plat Amendment, as long as those stairs are complete and access the North Norfolk Subdivision. Public Stairs shall be maintained and cleared of snow by the City.
6. Prior to the recordation of this Plat, a 30-Foot Non-Exclusive Utility Easement, as shown on the proposed Plat, must be recorded with Summit County.
7. A Plat Note shall indicate that no Buildings can be built within the 30-foot Non-Exclusive Utility Easement. Landscaping and driveways may be constructed but owners should be aware that these items can be removed at any time and the Lot owners will be responsible for any replacements within the easement area.
8. Parking is not allowed on the private shared driveway, and the owners shall place signs that indicate it is private and parking on the shared driveway is prohibited.
9. A Plat Note shall indicate that Lot D shall have two Front Setbacks, with the Western Setback being 12 feet and the Southern Setback being 13 feet, the North Setback being a rear setback of 12 feet, and the East Setback a side setback of 3 feet. All setbacks for Lot D shall be measured from the property lines. Primary access will be from the South Side.
10. A Plat note shall indicate that the Setbacks for Lots A, B, and C shall be measured from the private shared driveway and shall be indicated on the final recorded plat.
11. A Plat Note shall indicate that in the event of construction of a public stair with access to the North Norfolk property, four feet of the 19-foot-wide private shared driveway shall be used to allow public pedestrian access to the public stairs. That

access will be designated by signage posted in a location to be approved by the Planning, Engineering, and Trails and Open Space Departments and must be constructed with a material visually distinct from the rest of the private shared driveway.

12. Prior to recordation of this plat, the Applicant shall record documents obliging the owners of each Lot to be financially responsible for maintaining the private shared driveway serving the Lots including snow removal and storage. This condition may be satisfied by either: (i) Applicant's formation of a homeowners' association whose recorded governing documents shall establish responsibility for such maintenance; or (ii) if Applicant does not form a homeowners' association, another recorded form of covenants to be recorded prior to or contemporaneous with the recordation of the plat which binds each Lot owner to contribute twenty-five percent (25%) of the cost of such maintenance.
13. The Applicant shall submit a trash receptacle management plan in a form approved by the City Engineer.
14. Prior to plat recordation, the Applicant shall enter into a new encroachment agreement outlining the Applicant's responsibilities for maintenance and snow removal of Norfolk Avenue north of 13th Street with the Engineering Department in a form approved by the City Attorney's Office.
15. Prior to the issuance of the Certificate of occupancy for the 4th Lot or last house to be constructed, the Applicant shall be responsible for seal coating Norfolk Avenue between 13th Street and the subject property to repair any damage to the roadway due to construction activity. The Building and Engineering Department shall review and approve any permits necessary for seal coating the public Right-of Way.
16. A Plat Note shall indicate that this Plat is subject to Ordinance 2023-54.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this November 16, 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

City Attorney's Office

Attachment 1: Plat

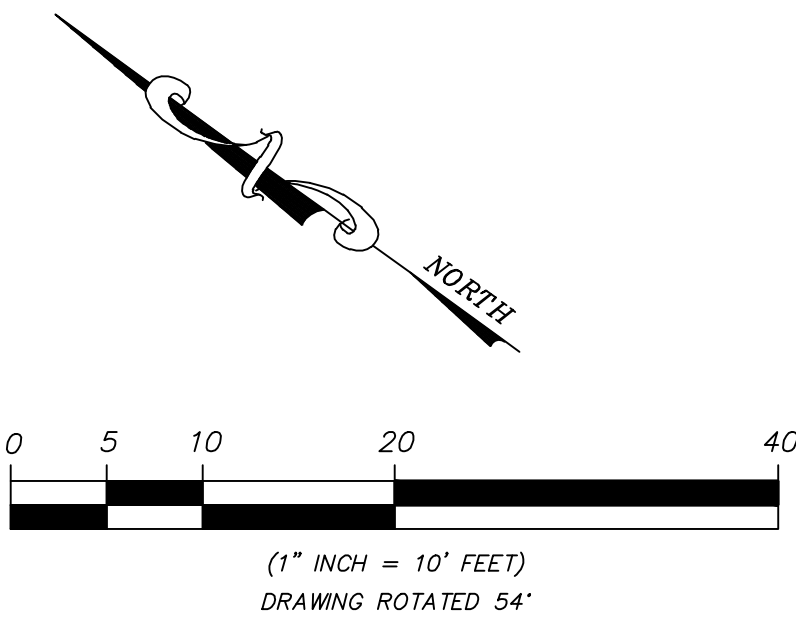
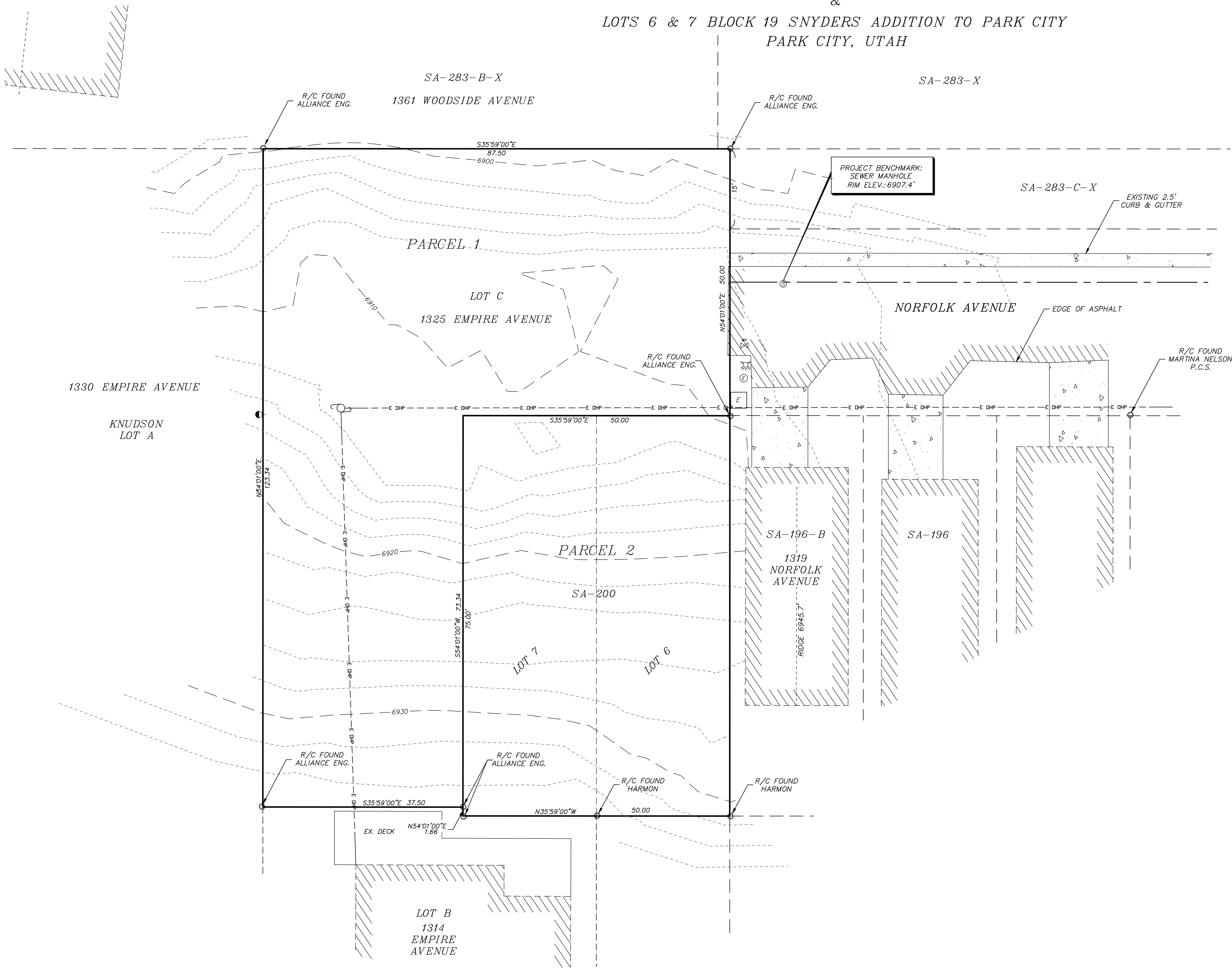
TOPOGRAPHIC/EXISTING CONDITIONS SURVEY

LOT C KNUDSON SUBDIVISION

&

LOTS 6 & 7 BLOCK 19 SNYDERS ADDITION TO PARK CITY

PARK CITY, UTAH



3100 PINEBROOK RD.
SUITE 1000
PARK CITY, UT 84098
(801) 573-7871

NARRATIVE:

THE PURPOSE OF THIS SURVEY WAS TO IDENTIFY THE LOT LINES AND PROVIDE TOPOGRAPHIC DATA TO ESTABLISH THE POSSIBILITY OF DEVELOPMENT ON THE SUBJECT PARCELS.

UTILITIES WERE NOT IDENTIFIED UNDERGROUND AND FURTHER INVESTIGATION IS SUGGESTED.

AN EXISTING CONDITIONS & TOPOGRAPHIC MAP WAS COMPLETED BY ALLIANCE ENGINEERING DATED 1-24-14. THE ELEVATIONS ON THIS SURVEY ARE BASED UPON A SAID SURVEY.

PROPERTY CORNERS WERE NOT SET, HOWEVER FOUND PROPERTY CORNERS ARE IDENTIFIED ON THE SURVEY.

SURVEY COMPLETED: 5/07/2022.

SEE SAID KNUDSON SUBDIVISION FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS. SURVEYOR IS NOT RESPONSIBLE FOR SAID RESTRICTIONS.

CONTOUR INTERVALS ARE TWO FOOT, LABELED ON THE TEN FOOT MAJOR.

SNOW COVERAGE AT THE TIME OF THE INITIAL SURVEY WAS APPROXIMATELY 1' TO 2 FEET. ADDITIONAL INFORMATION WAS GATHERED AT A LATER DATE ON THE HARD SURFACED FEATURES.

LOT C KNUDSON SUBDIVISION#49

&

LOTS 6 & 7, BLOCK 19, SNYDERS ADD.

SUMMIT COUNTY, UTAH

SURVEY PREPARED

FOR

LARRY FELDMAN

LYING WITHIN SECTION 11,
TOWNSHIP 1 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
SUMMIT COUNTY, UTAH

LEGEND

SUBJECT PARCEL	+	SELECTED SPOT ELEVATION
ADJOINERS	○	PROPERTY CORNER FOUND (AS NOTED)
ROAD CENTERLINE	⊕	FIRE HYDRANT
CONTOUR MAJOR	⊕	ELECTRICAL BOX
CONTOUR MINOR	⊕	SEWER MANHOLE
OVERHEAD POWER	⊕	ELECTRICAL TRANSFORMER
	⊕	WATER VALVE



DRAWN BY:	TM	DESIGNED BY:	TM	CHECKED BY:	MM
PROJECT NO:	1110-08	DATE:	5/9/2022	SHEET NO:	1

01184065 B: 2725 P: 1173

Page 1 of 7

Rhonda Francis Summit County Recorder

02/24/2022 03:35:42 PM Fee \$40.00

By COALITION TITLE AGENCY, INC.

Electronically Recorded

WHEN RECORDED MAIL TO:

SKYLER LLC
C/O: GARY KNUDSON
PO BOX 511
PARK CITY, UT 84060-0511

Knudson-B
Knudson-C
SA-200

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT (the "Agreement") is entered into on this 23 day of ~~FEBRUARY~~ 2022 ("Effective Date") by and between **MARYA, LLC** ("Grantor"), and **SKYLER, LLC, formerly known as Skyler LTD** ("Grantee").

RECITALS

- A. On the date hereof, Grantor owns real property in Summit County generally located at 1314 EMPIRE AVE, Summit County, Utah, which is more particularly described as:

LOT B KNUDSON SUBDIVISION; ACCORDING TO THE OFFICIAL PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 4,133 SQ FT OR 0.09 AC. 2229-1106.

Tax Parcel No.: KNUDSON-B (GRANTOR PROPERTY)

- B. On the date hereof, the Grantee owns real property in Summit County generally located at 1325 EMPIRE AVE, Summit County, Utah, which is more particularly described as:

LOT C KNUDSON SUBDIVISION; ACCORDING TO THE OFFICIAL PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 7,125 SQ FT OR 0.16 AC.

Tax Parcel No.: KNUDSON-C (GRANTEE PROPERTY 1)

- C. On the date hereof, the Grantee owns real property in Summit County, Utah, which is more particularly described as:

ALL OF LOTS 6 AND 7 IN BLOCK 19, SNYDERS ADDITION

TO PARK CITY, UTAH ACCORDING TO THE OFFICIAL
PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS
OFFICE

Tax Parcel No.: SA-200 (GRANTEE PROPERTY 2)

- D. The only purpose of this Access Easement is to allow fire department and emergency services ("Emergency Services") access to Grantee Property 1 and Grantee Property 2 by and through an access easement, described herein, for the benefit of the Grantee Property 1 and Grantee Property 2.
- E. There exists a certain five foot (5') wide unimproved dirt path across a certain portion of the Grantor Property, as depicted on Exhibit A ("Access Easement").
- F. The Grantor Property and Grantee Property are adjoining parcels. Grantee Property 1 (KNUDSON - C) is adjacent to the Access Easement. However, Grantee Property 2 (SA-200) is not adjacent to the Access Easement and Emergency Services may only access Grantee Property 2 by way of Grantee Property 1 and not by way of any other portion of GRANTOR'S PROPERTY.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, the sufficiency and receipt of which are hereby acknowledged, GRANTOR hereby grants a non-exclusive and restricted access easement over the ACCESS EASEMENT for ingress and egress by Emergency Services to access and for the benefit of GRANTEE'S PROPERTY 1 and GRANTEE PROPERTY 2 on the terms and provisions set forth herein.

1. The Recitals above and all Exhibits hereto are hereby incorporated into this Agreement by this reference.
2. The Access Easement is as depicted in Exhibit A which is incorporated herein.
3. Grantee and any successors in interest have a right to construct a concrete / asphalt sidewalk within the full length and width of the Easement Access area. Grantee and any successors are responsible for all costs of construction and maintenance of any such improvements in the Access Easement. Grantee has no rights to otherwise improve upon or make improvements, in any form, to the Access Easement, including but not limited to, grading, retaining, expanding the width, or any other improvement on the Grantor Property, including the ACCESS EASEMENT, without prior written permission from Grantor, except as may be required from time to time by a governmental authority having jurisdiction over the Emergency Services and then only for purposes of providing access for Emergency Services, (provided such governmental authority shall not have the right to increase the width of the Access Easement).

4. Grantor shall have no right to impede or restrict access to or the use of the ACCESS EASEMENT by the Emergency Services providers as contemplated herein, provided, however that Grantor shall have the right to restrict access to the Access Easement in a manner acceptable to Park City Emergency Services providers so that only Emergency Services providers may have access to the Access Easement.

5. The parties acknowledge that Park City currently has plans to build a public access easement on property adjacent to Grantor's Property (the "City Easement"). If and when the City Easement is constructed, and provided that the City Easement is accepted in writing by Park City Municipality (including Emergency Services) as providing equivalent and acceptable Emergency Services access to Grantee Property 1 and Grantee Property 2, this Access Easement shall automatically terminate. Provided, however, that if Grantee Property 1 is able to connect directly to the City Easement, the Access Easement shall be redescribed as the smallest possible area necessary to allow Emergency Services Access to Grantee Property 1 from the City Easement.

6. GRANTEE HAS INSPECTED THE EASEMENT PROPERTY AND ACCEPTS THE EASEMENT PROPERTY IN "AS-IS", "WHERE-IS" CONDITION, WITH ALL FAULTS, AND GRANTEE AGREES THAT GRANTOR HAS NOT MADE, AND DOES NOT MAKE, ANY WARRANTY OR REPRESENTATION WHATSOEVER, EXPRESS OR IMPLIED, AS TO THE PHYSICAL CONDITION OF THE EASEMENT PROPERTY; AND GRANTOR EXPRESSLY DISCLAIMS ALL SUCH WARRANTIES; AND THE PARTIES AGREE THAT ALL RISK ASSOCIATED THEREWITH SHALL BE BORNE BY GRANTEE. NOTWITHSTANDING THE FOREGOING, GRANTOR HEREBY REPRESENTS AND WARRANTS TO GRANTEE THAT GRANTOR IS THE OWNER OF FEE SIMPLE TITLE TO THE EASEMENT PROPERTY AND HAS FULL AUTHORITY TO GRANT THE EASEMENT CREATED HEREIN.

7. This Agreement and the easement created hereunder constitute equitable servitude and covenants running with the land, binding on GRANTOR's PROPERTY and benefitting and appurtenant to GRANTEE PROPERTY 1 AND GRANTEE PROPERTY 2, and shall be binding upon and inure to the benefit of the parties hereto and their respective successors-in-interest.

8. This Agreement is for the sole and exclusive benefit Grantee and its successors-in-interest, for the sole purpose of Emergency Services providers requiring emergency access pursuant hereto, and there shall be no individual rights for use of the Access Easement, including any other third-party beneficiaries, and nothing in this Agreement shall be construed to grant to any other person any right, remedy or claim under or in respect of this Agreement or any provision hereof.

9. This Agreement may only be amended by a writing executed and recorded by Grantor and Grantee, or their respective successors-in-interest.

10. This Agreement shall be governed by and interpreted pursuant to the laws of the State of Utah.

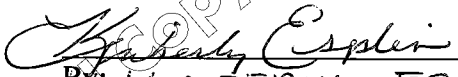
11. Any waiver by a party hereto of any breach of any kind or character whatsoever by another party, whether such waiver be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement on the part of the other party.

12. In the event any action or proceeding is brought by any party against any other party hereto, the prevailing party shall be entitled to recover attorney's fees in such amount as the court may adjudge reasonable.

IN WITNESS WHEREOF, the undersigned has executed this instrument as of the Effective Date.

GRANTOR

MARYA, LLC


By: KIMBERLY ESPLIN
Its Manager

ACKNOWLEDGEMENT

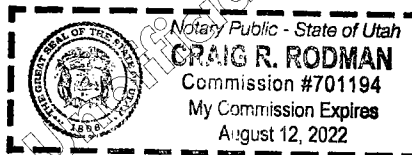
STATE OF UTAH)
) ss.
County of Summit)

STATE OF UTAH)
COUNTY OF Summit)

On this 23 day of FEB., 2022, KIMBERLY ESPLIN (name of document signer) personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the Manager of Marya, LLC, a Utah limited liability company, and that said document was signed by him/her on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he/she acknowledged to me that he/she executed the same.



Notary Public



**GRANTEE
SKYLER, LLC**


By: KIMBERLY ESPLIN
Its Manager

ACKNOWLEDGEMENT

STATE OF Utah)
County of Summit : ss.

On this 23 day of FEB, 2022, KIMBERLY ESPLIN (name of document signer) personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the Manager of Skyler, LLC, a Utah limited liability company, and that said document was signed by him/her on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he/she acknowledged to me that he/she executed the same.


Notary Public

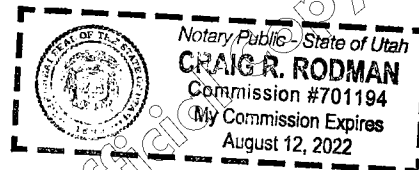


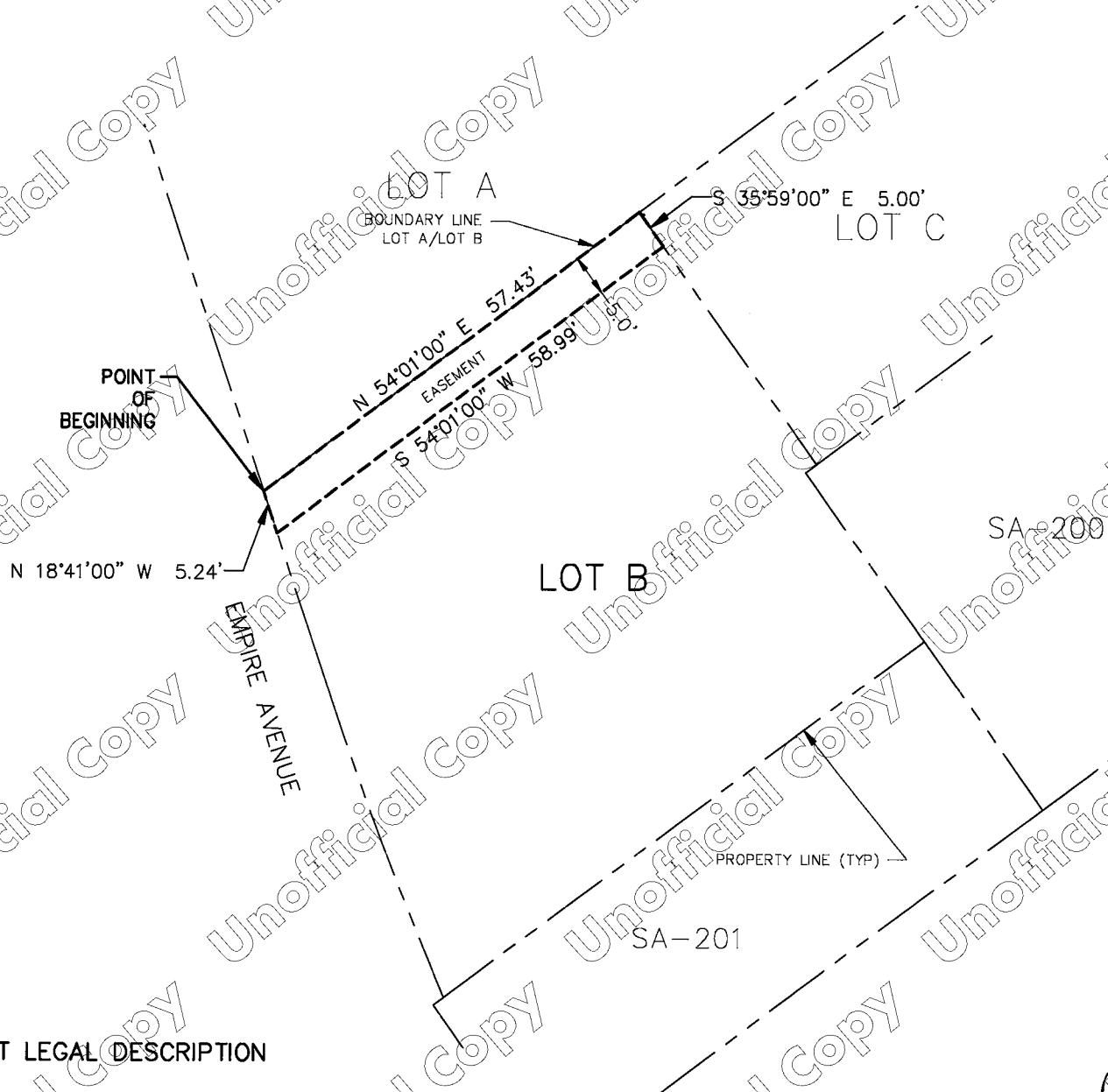
EXHIBIT “A”

(Survey of Access Easement on Grantor’s Property)

KNUDSON SUBDIVISION

LOT B EASEMENT

EXHIBIT "A"



EASEMENT LEGAL DESCRIPTION

A five (5) foot wide Access Easement located in the Northwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said easement also being located within Lot B of the Knudson Subdivision recorded February 27, 2014 as Entry No. 990328 in the office of the Summit County Recorder and being more particularly described as follows:

Beginning at the westernmost Corner of Lot B Knudson Subdivision, said corner being common to the southernmost Corner of Lot A Knudson Subdivision; and running thence coincident with the boundary line common to Lot A and Lot B North 54°01'00" East 57.43 feet to the northernmost Corner of Lot B, said corner being common to the westernmost Corner of Lot C Knudson Subdivision; thence coincident with the boundary line common to Lot B and Lot C South 35°59'00" East 5.00 feet; thence South 54°01'00" West 58.99 feet to the easterly right-of-way of Empire Avenue; thence coincident with said right-of-way of Empire Avenue North 18°41'00" West 5.24 feet to the Point of Beginning.

Date: 12.06.2021
Project No.: 21039
C: \Users\Charlie\Desktop\ALLTERRA\AU JOBS\21039-Knudson Easement\21039.dwg

PROFESSIONAL LAND SURVEYING
AND CONSULTING
ALLTERRA
UTAH, LLC

435-640-4200

463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

WHEREAS, the City Council of Park City deems it desirable to close Norfolk Street: and

WHEREAS, the City owns the street in fee and it is desirable to sell such land;

NOW, THEREFORE, be it resolved by the City Council of Park City, Utah, that:

1. The street hereby described below is closed.

Norfolk Avenue from the front of Block 19,
Lot 6 northwest through 14th Street and
continuing on from the north side of 14th
from Block 21 through Lot 24.

2. The Mayor is hereby authorized to execute such documents that are necessary to accomplish the sale of such land.

3. This resolution becomes effective upon adoption.

ADOPTED THIS 16 DAY OF October, 1980.

Entry No. **202815**

Book 20252 Page 555
REQUEST OF Park City Municipal Corp.
FEE ALAN SPRIGGS, SUMMIT CO. RECORDER
\$ 0.41 By Susan Robinson
RECORDED 3-1-83 at 3:37 M

PARK CITY MUNICIPAL CORPORATION

By: John C. Green, Jr.
John C. Green, Jr., Mayor

Attest:

Michelle Jaree
Deputy City Recorder

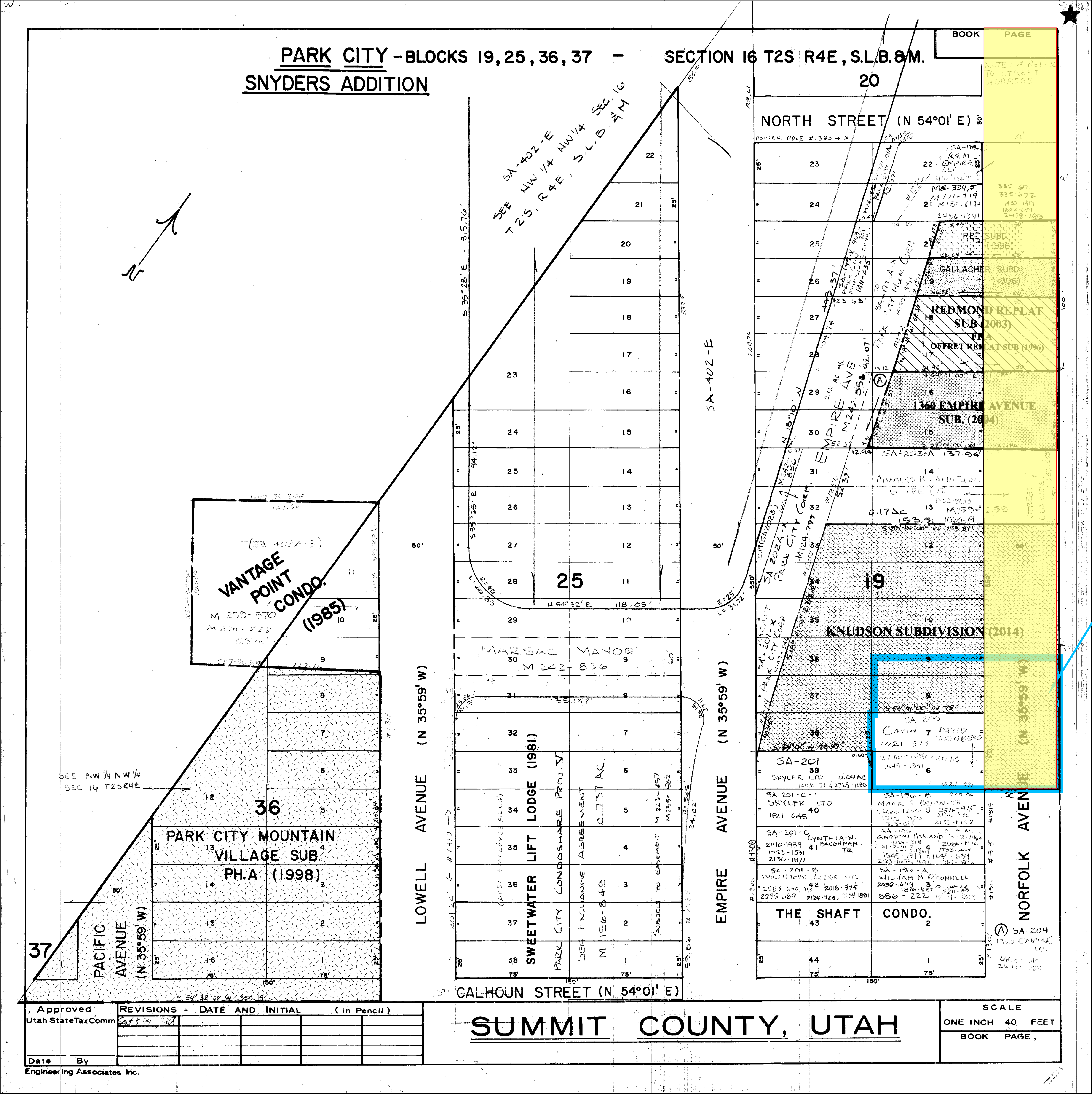
Parcel #1:

Beginning at the Northerly most corner of Lot 22 in Block 19 of Snyder's Addition to Park City, Utah; and running thence South 35°59' East along the Northeasterly line of said Block 19, 425 feet to the Easterly most corner of Lot 6 in said Block 19; thence North 54°01' East 50 feet to the Southwesterly line of Block 24, Snyder's Addition to Park City, Utah; thence North 35°59' West along the Southwesterly line of said Block 24, 425 feet; thence South 54°01' West 50 feet to the point of beginning. Contains 21,250 square feet.

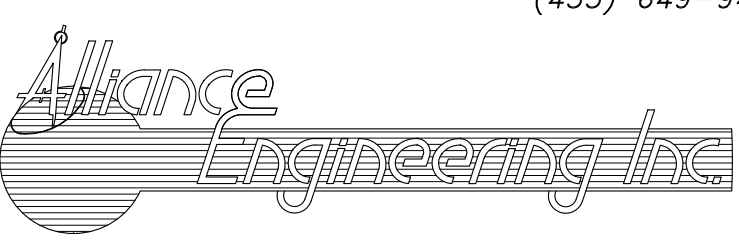
Parcel #2:

Beginning at the most Southerly corner of Lot 26, Block 21, Snyder's Addition to Park City, Utah, and running thence South 54°01' West 50.00 feet to the most Easterly corner of Block 20 of Snyder's Addition to Park City, Utah; thence North 35°59' West 18.70 feet to the Easterly line of proposed Empire Avenue (50 feet wide); thence North 18°41' West along the Easterly line of said Empire Avenue 71.92 feet to a point of curvature being concave to the Southwest, having a central angle of 1°26'20" and a radius of 525.00 feet; thence Northwesterly along the arc of said curve 13.18 feet; thence North 54°01' East 24.85 feet to the most Westerly corner of Lot 23, Block 21 of Snyder's Addition to Park City, Utah; then South 35°59' East 100.00 feet to the point of beginning. Contains 3971.50 square feet.

BOOK 252 PAGE 555



NORTH NORFOLK PLAT AMENDMENT



(435) 649-9467

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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

STAFF:

MARSHALL KING

DATE: 5/11/22

OWNERSHIP MAP

NORTH NORFOLK PLAT AMENDMENT

FOR: GAVIN DAVID STEINBERG

JOB NO.: 7-3-22

FILE: X:\SnydersAddition\dwg\PlatExhibits\2022\North Norfolk-ownership.dwg

SHEET 1 OF 1

RESOLUTION

Resolution No. 11-82

A Resolution Authorizing a Property
Trade on Norfolk Avenue in Park City

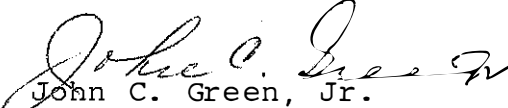
WHEREAS, the City Council of Park City, Utah, did authorize the transfer of city-owned land on Norfolk Avenue, to Richard and Kit Davies, and, property belonging to the Davies to be accepted by the city, and,

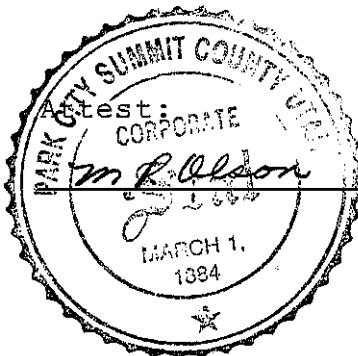
WHEREAS, the transfer will benefit the citizens of Park City, and the future planning of streets within the city.

NOW THEREFORE BE IT RESOLVED by the City Council of Park City, Utah, that the City Attorney is authorized to have executed the deeds to accomplish this transfer of land, which descriptions are attached hereto.

PASSED AND ADOPTED this 22nd day of April, 1982.

PARK CITY MUNICIPAL CORPORATION


John C. Green, Jr.
Mayor



Recorded at Request of _____
at _____ M. Fee Paid \$ _____
by _____ Dep. Book _____ Page _____ Ref.: _____
Mail tax notice to Richard and Kit Davis Address 4601 Barreville Rd
Crystal Lake, IL 60014

QUIT-CLAIM DEED
[CORPORATE FORM]

PARK CITY MUNICIPAL CORPORATION, a corporation
organized and existing under the laws of the State of Utah, with its principal office at _____
_____, of County of _____, State of Utah,
grantor, hereby QUIT CLAIMS to

RICHARD B. DAVIES AND KIT S. DAVIES _____ grantee
of _____ for the sum of
DOLLARS,

the following described tract of land in _____ County,
State of Utah:

Beginning at the Northerly most corner of Lot 5, Block 78, Park City Survey,
and running thence North 66° 22' East, 10 feet, thence South 23° 38' East along
a line 10 feet off set and parallel to the westerly line of Norfolk Avenue as
plotted, 37.23 feet to a point which is 10 feet, more or less, Northwesterly
from an existing retaining wall along the Northwesterly line of existing Norfolk
Avenue, thence South 15° 42' 30" West, more or less, parallel with said retaining
wall 15.77 feet to the Northeasterly line of Lot 4, said Block 78, thence North
23° 38' West along the easterly line of Lots 4 and 5, said Block 78, 49.43 feet
to the point of beginning.

Containing 433.30 square feet.

The officers who sign this deed hereby certify that this deed and the transfer represented
thereby was duly authorized under a resolution duly adopted by the board of directors of the
grantor at a lawful meeting duly held and attended by a quorum.

In witness whereof, the grantor has caused its corporate name and seal to be hereunto affixed
by its duly authorized officers this _____ day of _____, A. D. 19

Attest: _____
Secretary.
[CORPORATE SEAL]

By _____ Company
X *John C. Green*
Mayer President.

STATE OF UTAH, }
County of _____ } ss.

On the _____ day of _____, A. D.
personally appeared before me _____ and
who being by me duly sworn did say, each for himself, that he, the said _____
is the president, and he, the said _____ is the secretary
of _____ Company, and that the within and foregoing
instrument was signed in behalf of said corporation by authority of a resolution of its board of
directors and said _____ and
each duly acknowledged to me that said corporation executed the same and that the seal affixed
is the seal of said corporation.

Notary Public.
My commission expires _____ My residence is _____

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

Recorded at Request of _____
at _____ M. Fee Paid \$ _____
by _____ Dep. Book _____ Page _____ Ref.: _____

Mail tax notice to Park City Mun. Copr. Address P.O. Box 1480, Park City 84060
(EXEMPT)

QUIT-CLAIM DEED

RICHARD B. DAVIES AND KIT S. DAVIES
of _____, County of _____, State of Utah, hereby
QUIT-CLAIM to _____ grantor

PARK CITY MUNICIPAL CORPORATION
of _____ grantee
for the sum of
DOLLARS,

the following described tract of land in _____ County,
State of Utah:

Beginning at the Southeasterly most corner of Lot 3, Block 78, Park City Survey, and running thence South 66° 22' West along the southerly line of Lot 3, 20.96 feet to a point which is 10 feet, more or less, northwesterly from an existing retaining wall along the northwesterly line of existing Norfolk Avenue, thence North 15° 42' 30" East, more or less, parallel with said retaining wall, 33.07 feet, more or less, to the northeasterly line of said Lot 4, said Block 78, thence along said northeasterly line of Lots 4 and 3, South 23° 38' East, 25.57 feet to the point of beginning.

Containing 267.96 square feet.

WITNESS the hand of said grantor, this _____ day of _____, A. D. one thousand nine hundred and _____

Signed in the presence of _____

_____ } _____
_____ } _____
_____ } _____

Don't sign this one.

STATE OF UTAH, } ss.
County of _____
On the _____ day of _____ A. D. one
thousand nine hundred and _____ personally appeared before me

the signer of the foregoing instrument, who duly acknowledge to me that he executed the same.

My commission expires _____ Address: _____ Notary Public.

**AN ORDINANCE APPROVING THE KNUDSON SUBDIVISION PLAT LOCATED AT
1314 & 1350 EMPIRE AVENUE, PARK CITY, UTAH.**

WHEREAS, the owners of the property known as the Knudson Subdivision located at 1314 & 1350 Empire Avenue, have petitioned the City Council for approval of the Knudson Subdivision; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners according to the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on January 29, 2014 to receive input on the proposed subdivision;

WHEREAS, on January 29, 2014 the Planning Commission forwarded a positive recommendation to the City Council; and,

WHEREAS, on February 13, 2014 the City Council held a public hearing on the proposed Knudson Subdivision; and

WHEREAS, it is in the best interest of Park City, Utah to approve the proposed Knudson Subdivision.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Knudson Subdivision, as shown in Exhibit A, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 1314 & 1350 Empire Avenue within the Recreation Commercial (RC) District.
2. On December 31, 2013, the applicants submitted an application for a plat amendment to combine eleven (11) lots and the adjacent abandoned Norfolk Avenue ROW containing a total of 25,883 square feet into three (3) lots of record.
3. The plat amendment is necessary in order for the applicants to move forward with the City's RDA redevelopment efforts and improvements, which include a possible east/west pedestrian connection from Miner's Hospital to PCMR, as well as remove lot lines under the Acorn Inn and compliance with the northerly side and rear yard setbacks for the Acorn Inn.

4. The application was deemed complete on January 7, 2014.
5. As per Land Management Code (LMC) 15-7.1-6(A) "an Owner of the land or his representative shall file with the Planning Department an Application for the approval of a final Subdivision Plat. The application shall include all contiguous holdings of the Owner, unless specifically waived by the Planning Department and Planning Commission, including land in the "same ownership," as defined herein, with an indication of the portion which is proposed to be subdivided, accompanied by an affidavit of ownership, which shall include the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present Owner as recorded in the County Recorder's office.
6. The Planning Director made a determination on January 23, 2014 and the Planning Commission voted to support the determination that Gary Knudson is not required to subdivide the contiguous holdings located at and around 1314 & 1350 Empire Avenue. Rather, the applicant may move forward with the request for a three (3) lot plat amendment at 1314 & 1350 Empire Avenue only.
7. The RC zone requires a minimum lot area of 1,875 square feet.
8. Lots A and B have frontage on and access from Empire Avenue. Lot C has frontage on and access from Norfolk Avenue.
9. The proposed subdivision contains a total of 25,883 square feet of area. Lot A contains 14,625 sq. ft., Lot B contains 4,133 sq. ft., and Lot C contains 7,125 sq. ft.
10. Lot A is intended to be used for a future RDA pedestrian connection between PCMR and Miner's Hospital. The Acorn Inn will remain on Lot B. Lot C is vacant.
11. The proposed plat amendment does not create any new non-complying or nonconforming situations.
12. The plat amendment secures a public snow storage easement across the frontage of Lot A on Empire Avenue.
13. The amendment of eleven (11) lots and the adjacent abandoned Norfolk Avenue ROW would be the second largest plat amendment in the neighborhood. The largest of these plat amendments is the Carl Winters School Subdivision which contains seventy-two (72) lots and the next largest is the Park City High School Mechanical Arts Building which contains seven (7) lots.

Conclusions of Law:

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law regarding subdivisions.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. Approval of the plat amendment, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

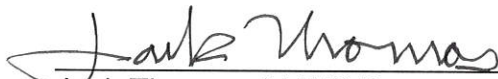
Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the plat amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Modified 13-D sprinklers may be required for new construction by the Chief Building Official at the time of review of the building permit submittal and shall be noted on the final mylar prior to recordation.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 13th day of February, 2014

PARK CITY MUNICIPAL CORPORATION



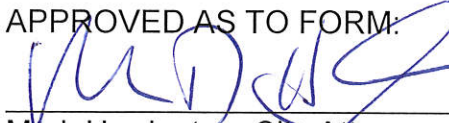
Jack Thomas, MAYOR

ATTEST:



Marci Heil, City Recorder

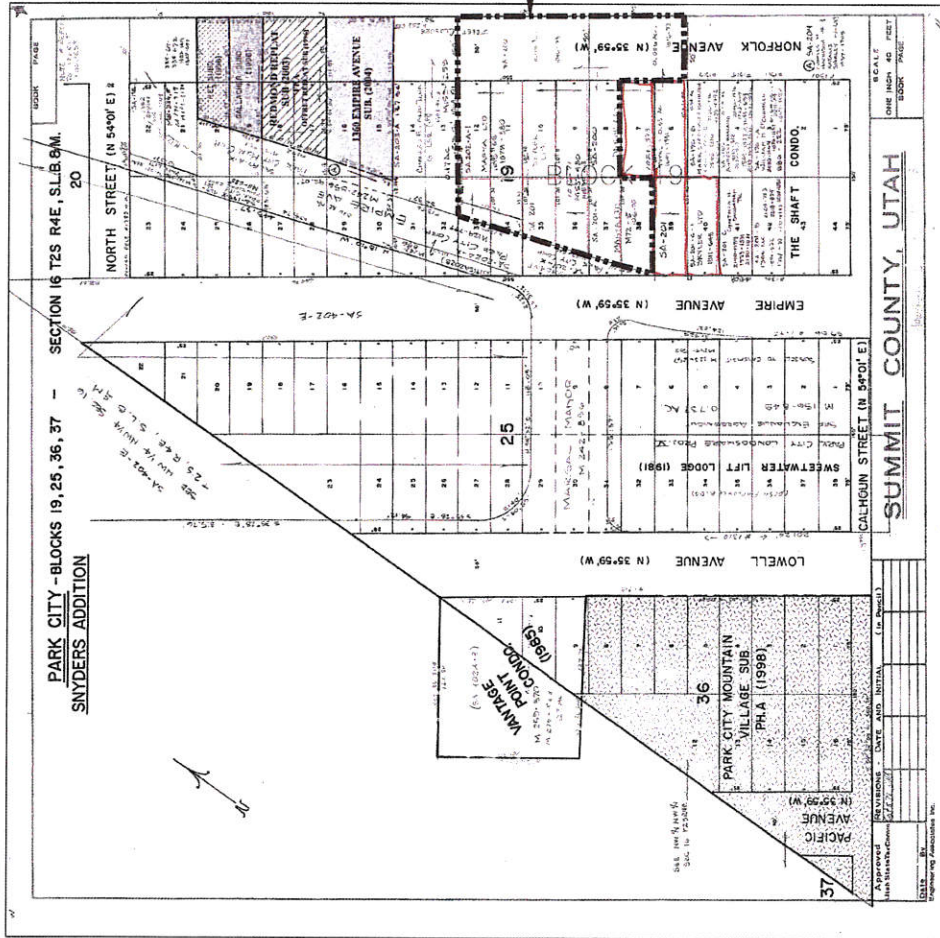
APPROVED AS TO FORM:



Mark Harrington, City Attorney



EXHIBIT B



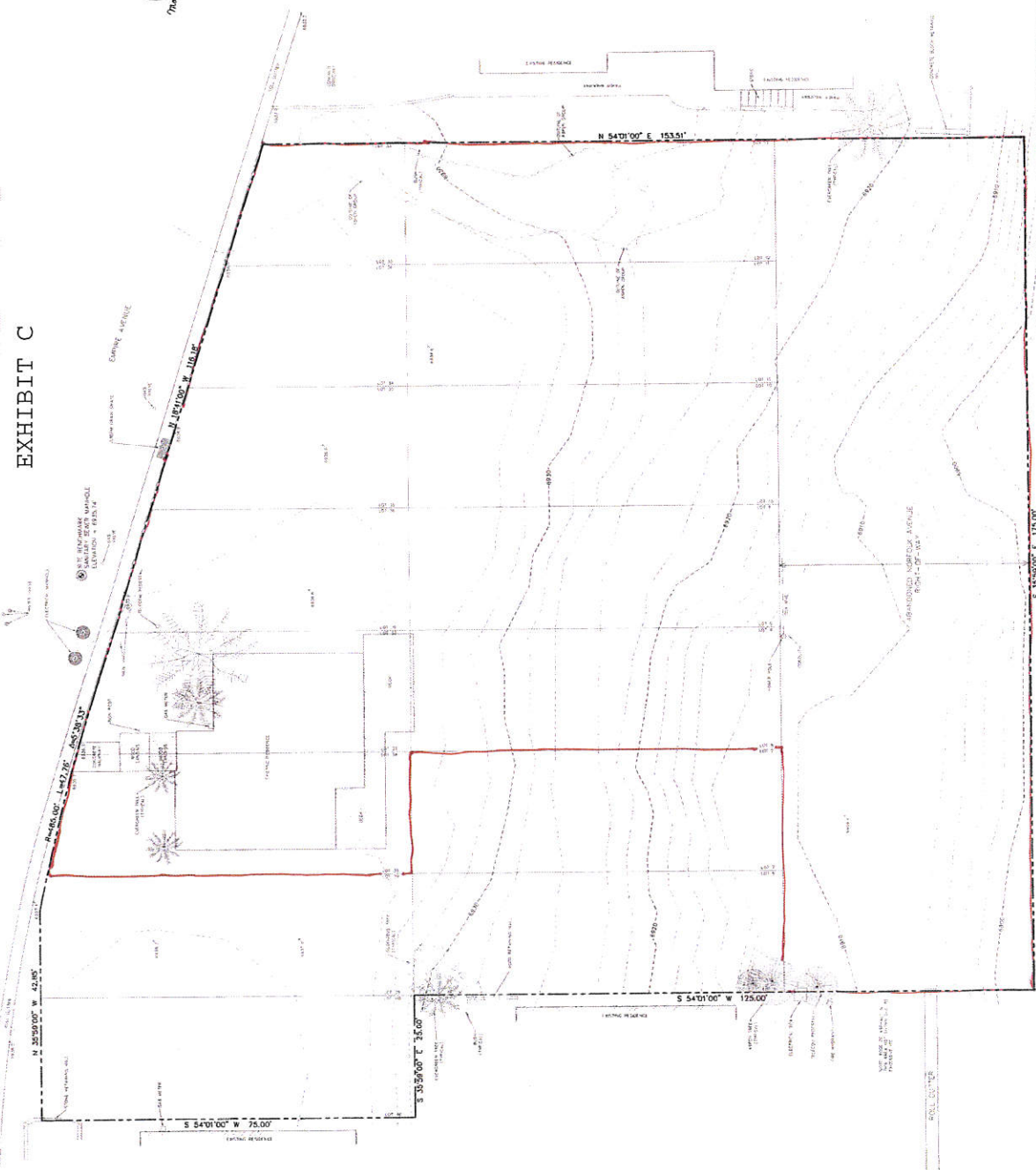
KNUDSON SUBDIVISION

LOCATED IN SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

NOTE:
1. In addition to lots in this subdivision, lots 6 & 7 and lots 38 & 40, are owned by Gary Knudson, under the entity, Snyder - 10.

	STAFF:	DATE: 12/31/13	SHEET 1 OF 1
	STEVE SCHULER SURVEILLING ENGINEER	OWNERSHIP PLAT KNUDSON SUBDIVISION SNYDER'S ADDITION JOB NO.: 6-12-13 FILE: K:\Snyder's Addition\wg\wg12013\081313-snyder.dwg	

EXHIBIT C



SURVEYOR'S CERTIFICATE

I, Mark C. Thompson, a duly sworn and qualified surveyor in the State of Utah, do hereby certify that the foregoing is a true and correct copy of the original field notes and computations of the survey of the above described land, and that the same have been personally examined and approved by me.

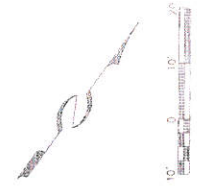
Witness my hand and seal of office at Salt Lake City, Utah, this 14 day of January, 2014.

Mark C. Thompson
Surveyor



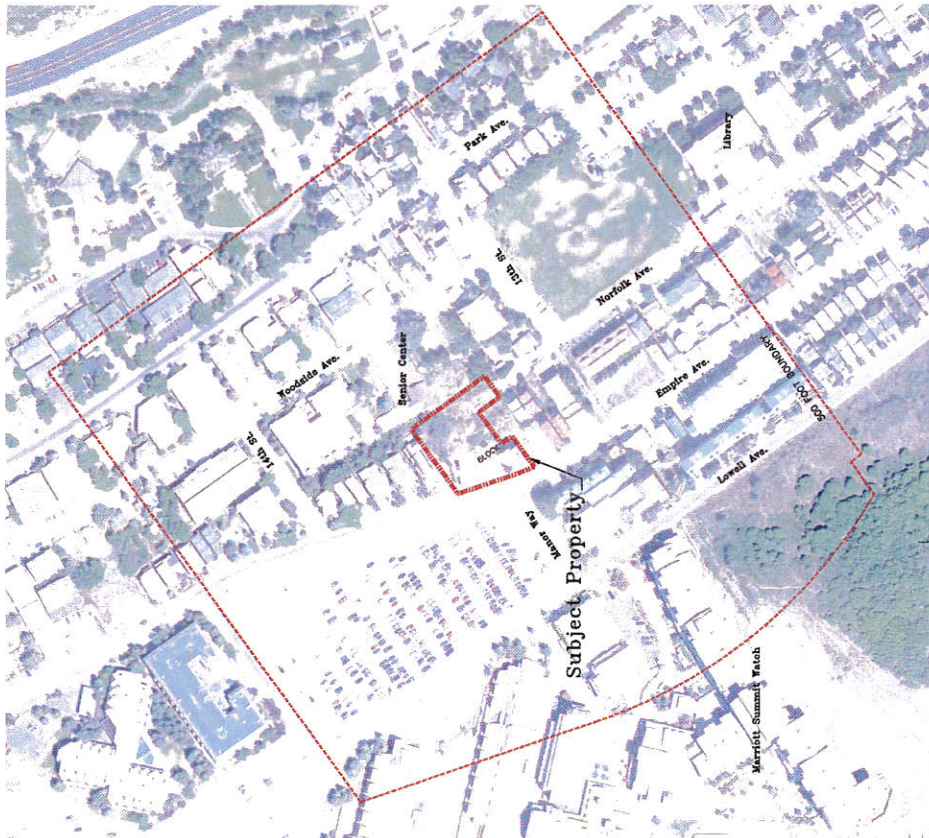
NOTES

1. Site boundaries, Survey, State of Utah.
2. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
3. This topographic map is based on a field survey performed on or about 7/1/2014.
4. Property corners were not set.
5. Some corners of the map are approximately 1/2\"/>



STAFF: MARSHALL KING JEFFREY HARRISON HARRISON POLLEY		EXISTING CONDITIONS & TOPOGRAPHIC MAP BLOCK 19, SNYDERS ADDITION	SHEET 1 OF 1
DATE: 1/24/14		FOR: PARK CITY MUNICIPAL CORPORATION JOB NO.: 6-12-13 FILE: C:\Users\jking\Documents\6-12-13\6-12-13.dwg	

EXHIBIT D

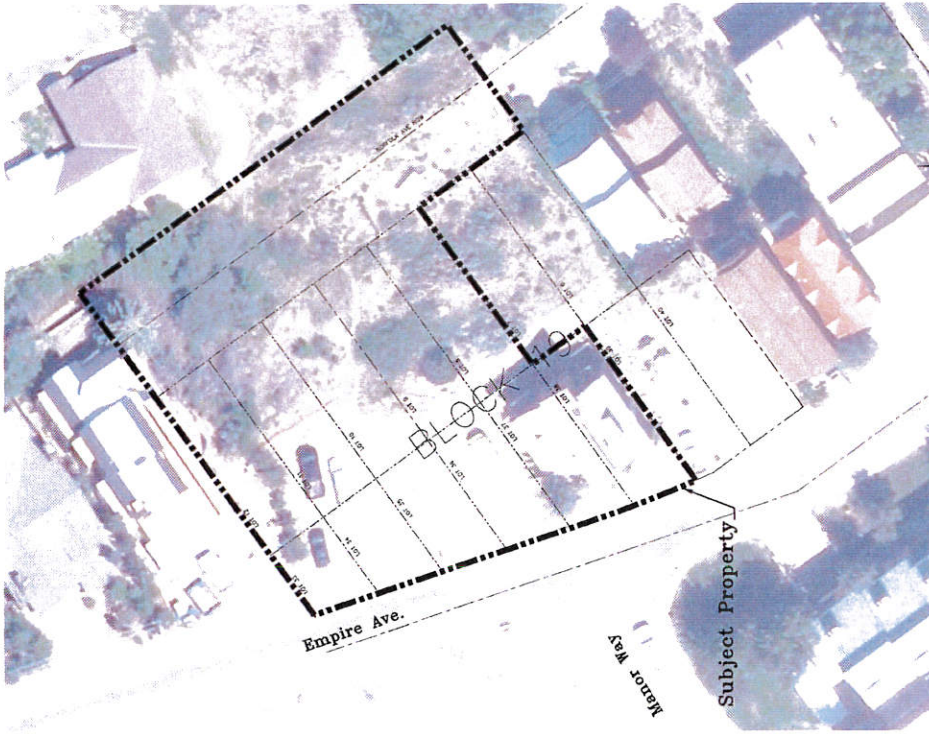


500 FOOT EXHIBIT

KNUDSON SUBDIVISION

LOCATED IN SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

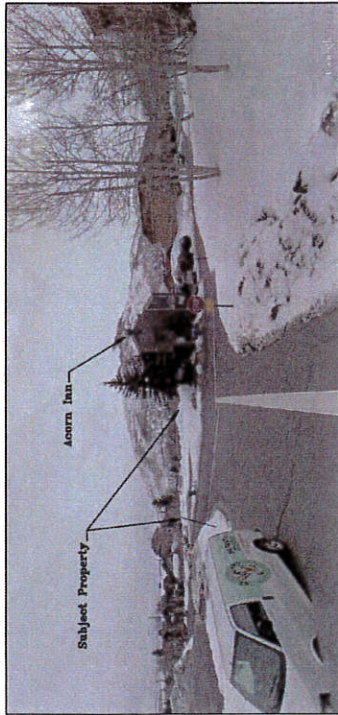
NOTE:
1. In addition to Lots in this subdivision, Lots 6 & 7 and
Lots 30 & 40, are owned by Cory Knudson, under the
entity, Snyder L.L.C.



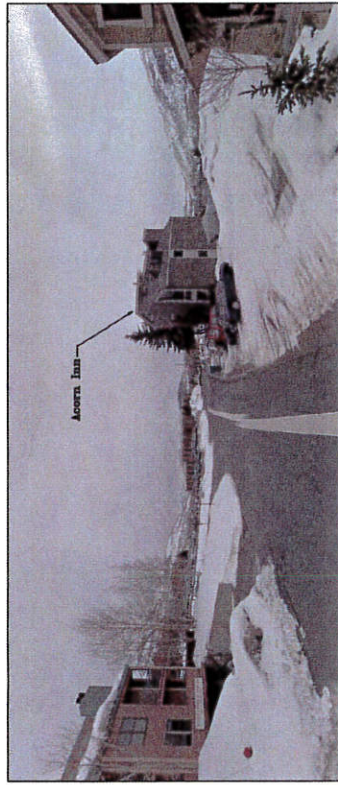
20 SCALE SITE PLAN

	STAFF: CORY KNUDSON MARSHALL WING	DATE: 12/23/13	SHEET 1 OF 1
	ORTHO- PHOTOS KNUDSON SUBDIVISION SNYDER'S ADDITION FOR: KNUC JOB NO.: 6-12-13 FILE: 3\Snyder's Addition\deg\ortho2013\05111-support.dwg		

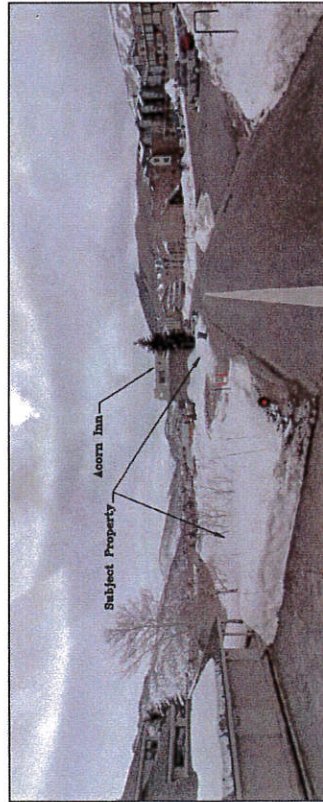
EXHIBIT E



LOOKING EAST FROM MANOR WAY



LOOKING NORTH FROM EMPIRE AVE.



LOOKING SOUTH FROM EMPIRE AVE.

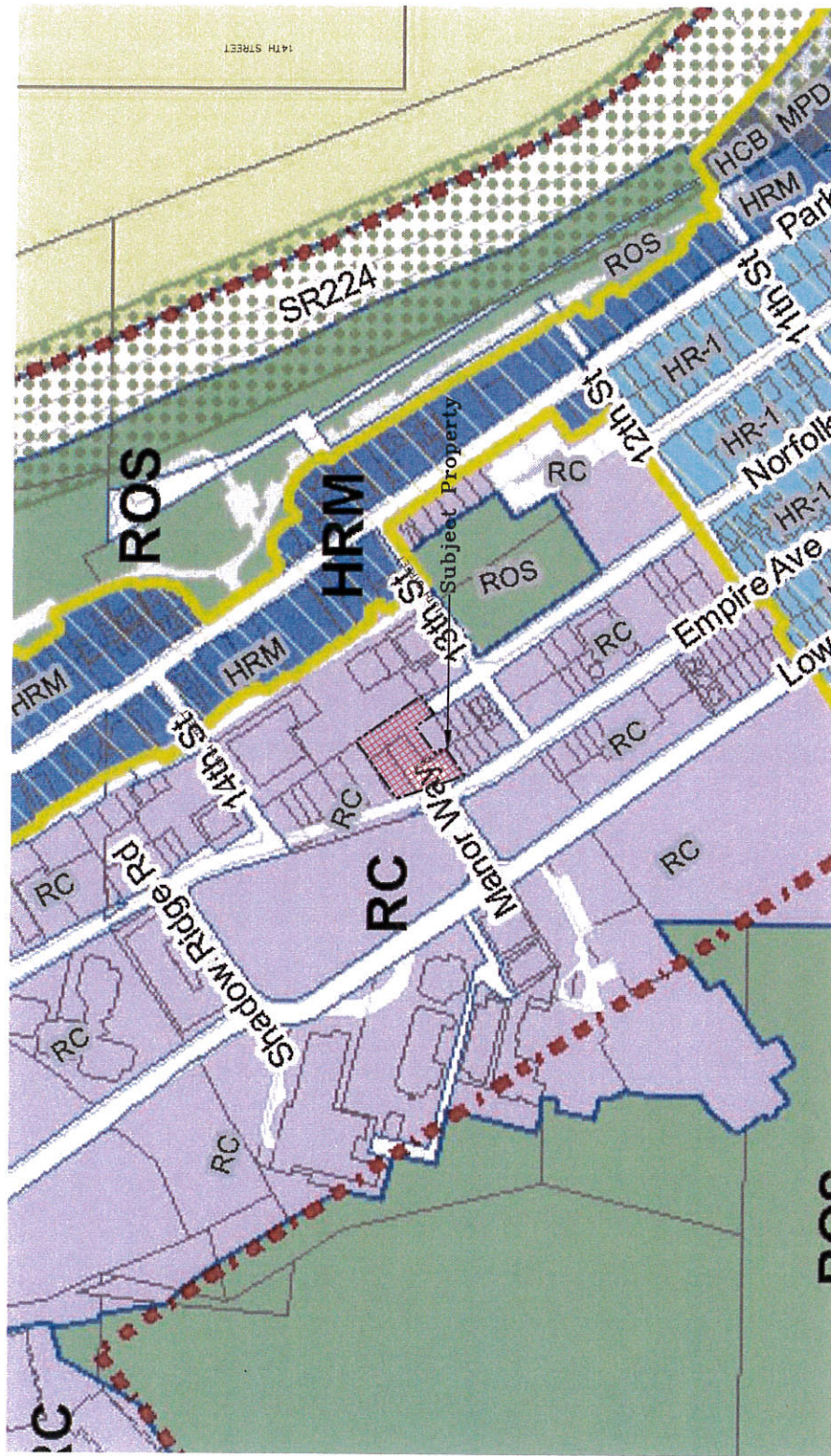


LOOKING WEST FROM NORFOLK AVE.

RECEIVED
DEC 31 2013

		STATE OF NEW YORK DEPARTMENT OF ENVIRONMENTAL CONSERVATION DIVISION OF LAND USE AND PLANNING DIVISION OF PLANNING AND DESIGN	SHEET 1 OF 1
PROJECT NO. 12-13-13 DATE: 12/31/13		PROJECT NAME: SNYDER'S ADDITION	
PROJECT LOCATION: SNYDER'S ADDITION		PROJECT DESCRIPTION: SNYDER'S ADDITION	

EXHIBIT F



KNUDSON SUBDIVISION

LOCATED IN SECTION 16
TOWNSHIP 2 SOUTH, RANGE 1 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



	STAFF: JESSICA BROWN, PLANNING MANAGER	ZONING MAP KNUDSON SUBDIVISION SNYDER'S ADDITION FOR: PCMC JOB NO.: E-12-13 FILE: E:\Projects\7 Address\map\landuse\160213-map.pdf DATE: 12/31/13	SHEET
			1
			of
			1

RED HATCHING IS FOR ILLUSTRATIVE PURPOSES ONLY

EXHIBIT G

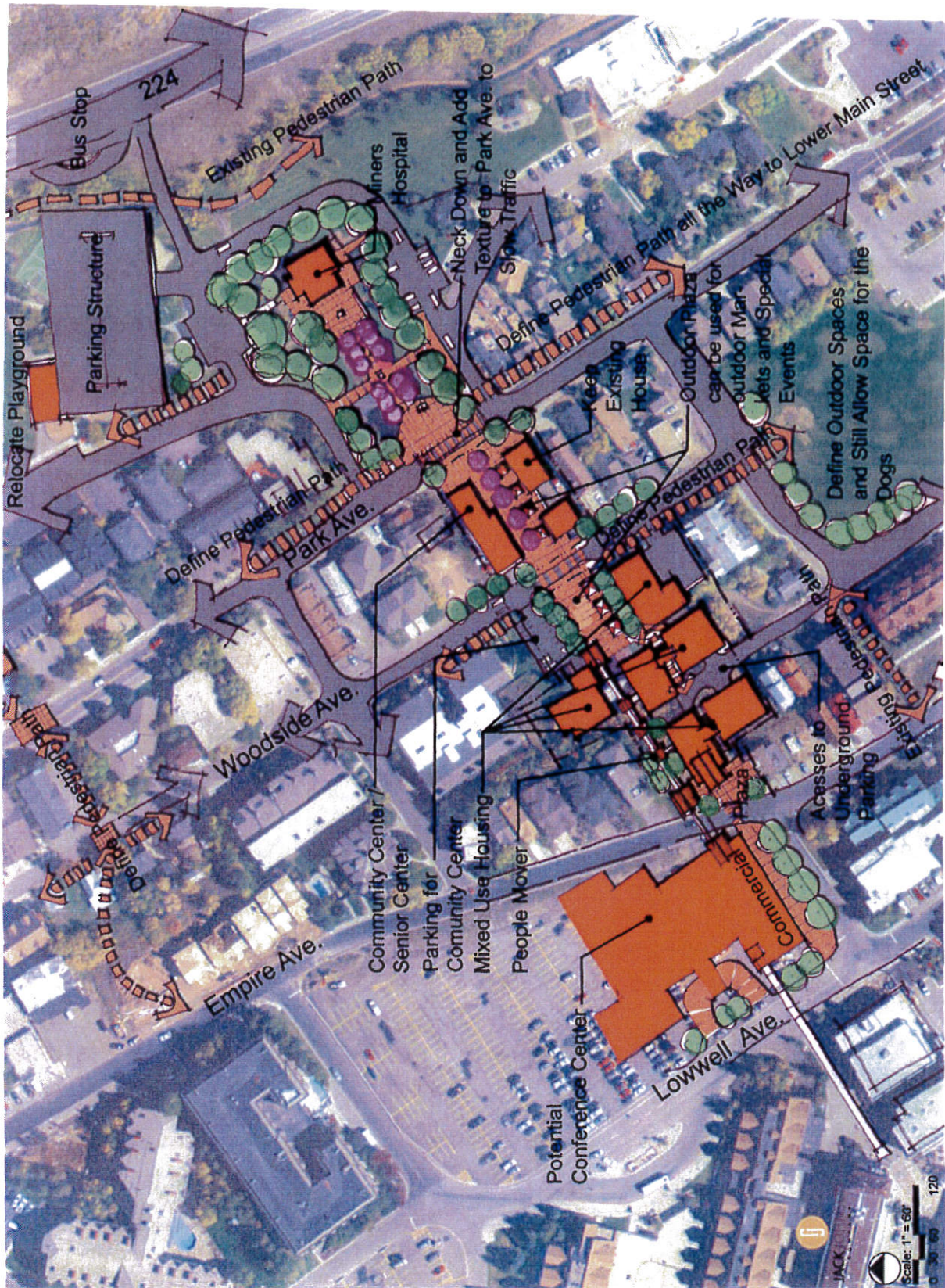


EXHIBIT H



January 23, 2014

Gary Knudson
PO Box 511
Park City, UT 84060

NOTICE OF PLANNING DIRECTOR DETERMINATION

Project Address: 1314 & 1350 Empire Avenue
Project Description: Plat Amendment
Project Number: PL-14-02202
Date of Action: January 23, 2014

ACTION TAKEN BY PLANNING DIRECTOR:

Per Land Management Code (LMC) 15-7.1-6(A) an Owner of the land or his representative shall file with the Planning Department an Application for the approval of a final Subdivision Plat. The application shall include all contiguous holdings of the Owner, unless specifically waived by the Planning Department and Planning Commission, including land in the "same ownership," as defined herein, with an indication of the portion which is proposed to be subdivided, accompanied by an affidavit of ownership, which shall include the dates the respective holdings of land were acquired, together with the book and page of each conveyance to the present Owner as recorded in the County Recorder's office. The affidavit shall advise as to the legal Owner of the Property, the contract Owner of the Property, the date a contract of sale was executed, and, if any corporations are involved, a copy of the resolution legally empowering the Applicant to make the Application.

The Planning Director finds that Gary Knudson is not required to subdivide the contiguous holdings located at and around 1314 & 1350 Empire Avenue. Rather,

1

the applicant may move forward with the request for a three lot plat amendment at 1314 & 1350 Empire Avenue only.

Findings of Fact:

1. The property is located at 1314 & 1350 Empire Avenue within the Recreation Commercial (RC) District.
2. The applicants are requesting to combine eleven (11) lots and the adjacent abandoned Norfolk Avenue ROW containing a total of 25,883 acres into three (3) lots of record. Currently, the property includes Lots 8-12, Lots 33-38, and the abandoned Norfolk Avenue ROW of Block 19 within the Snyder's Addition survey area of Park City.
3. The plat amendment is necessary in order for the applicants to move forward with the City's RDA redevelopment efforts and improvements, which include a possible east/west pedestrian connection from Miner's Hospital to PCMR, as well as remove lot lines under the Acorn Inn and provide access for Lot C to Norfolk Ave.
4. New additions to the Acorn Inn would require adherence to current setbacks as required in the RC District.
5. The property at 1314 Empire Avenue is contiguous with the 2 lots (Lots 39 & 40) directly south along Empire Avenue as well as the 2 lots (Lots 6 & 7) directly south of Lot C.
6. The applicant submitted an application for a plat amendment on December 31, 2013.
7. The Planning Commission will review the application for a three (3) lot subdivision on January 29, 2014.
8. Staff learned that Gary Knudson owned the contiguous property directly south and southeast of 1314 Empire Avenue (Lots 6, 7, 39, & 40) on January 14, 2013.
9. Gary Knudson has directly expressed interest in not subdividing the other 4 lots contiguous to 1314 Empire Avenue (Lots 6, 7, 39, & 40). The property contiguous to 1314 Empire Avenue is not already developed and the owner does not intend to develop this property at this time.
10. There are no existing structures on the 4 contiguous lots (Lots 6, 7, 39, & 40).

Conditions of Approval

1. All standard conditions of approval shall apply.
2. Any modifications to the property contiguous to 1314 Empire Avenue (Lots 6, 7, 39, & 40) will require the applicant to submit a plat amendment application to the Planning Department.

If you have any questions regarding this determination, please don't hesitate to

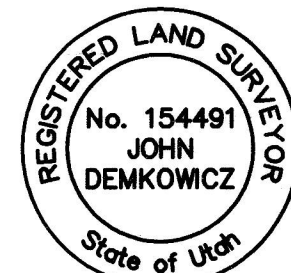
contact the Planning Department at 435-615-5060.

Sincerely,

A handwritten signature in black ink, appearing to read 'Th. Eddington Jr.', with a stylized flourish at the end.

Thomas E. Eddington Jr., AICP, LLA
Planning Director

CC: Christy J. Alexander, AICP
Planner II



SURVEYOR'S CERTIFICATE

I, John Demkowicz, certify that I am a Registered Land Surveyor and that I hold Certificate No. 154491, as prescribed by the laws of the State of Utah, and that by authority of the owner, I have prepared this Record of Survey map of KNUDSON SUBDIVISION and that the same has been monumented on the ground as shown on this plat. I further certify that the information on this plat is accurate.

John Demkowicz
John Demkowicz

2-20-2014
Date

PROPERTY DESCRIPTION

PARCEL 1: PARK CITY REDEVELOPMENT AUTHORITY

A parcel of land located in the northwest quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:

Beginning at the northernmost corner of Lot 12, Block 19, Snyder's Addition to Park City Survey, according to the official plat thereof on file and of record in the office of the recorder, Summit County, Utah; and running thence along the easterly boundary of Block 19 South 35°59'00" East 50.00 feet to the easternmost corner of Lot 11; thence along the south boundary of Lots 11 and 34 South 54°01'00" West 119.08 feet to the easterly edge of Empire Avenue; thence along the easterly edge of Empire Avenue North 18°41'00" West 52.37 feet to the north boundary of Lot 33; thence along the north boundaries of Lots 33 and 12 North 54°01'00" East 103.51 feet to the point of beginning.

PARCEL 2: SKYLER, LTD.

LOT 8, Block 19, Snyder's Addition to Park City, according to the official plat thereof on file and of record in the office of the Recorder.

All of LOTS 9, 10, 35 AND 36, Block 19, Snyder's Addition to Park City, Park City, Utah, according to the official plat thereof on file and of record in the Summit County Recorder's Office, less and excepting any portion lying within Empire Avenue.

Beginning at the north corner of Lot 12, Block 19, Snyder's Addition to Park City, Utah, said point of beginning also being on the west right-of-way line of Norfolk Avenue; thence North 54°01' East 50.00 feet to the east right-of-way line of said Norfolk Avenue; thence South 35°59' East along said east line 100.00 feet; thence South 54°01' West 50.00 feet to said west line; thence North 35°59' West along west line 100.00 feet to the point of beginning.

Beginning at the north corner of Lot 8, Block 19, Snyder's Addition to Park City, Utah, said point of beginning also being on the west right-of-way line of Norfolk Avenue; thence North 54°01' East 50.00 feet to a point on the east right-of-way line of Norfolk Avenue; thence South 35°59' East along said east line 75.0 feet; thence South 54°01' West 50.00 feet to a point on said west line; thence North 35°59' West along west line 75.0 feet to the point of beginning.

PARCEL 3: MARYA, LLC.

Lots 37 AND 38, Block 19, Snyder's Addition to Park City, according to the official plat thereof on file and of record in the Office of the Recorder, less and excepting any portion lying within Empire Avenue.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that MARYA, LLC., a Utah limited liability company, owner of Parcel 3, as described herein, does hereby certify that it has caused this Plat Amendment to be prepared and hereby consents to the recordation of this Plat Amendment.

In witness whereof, the undersigned set their hands 21st day of February, 2014.

MARYA, LLC., a Utah limited liability company

By: *Gary L. Knudson* By: *Helen M. Knudson*
Gary L. Knudson, Manager Helen M. Knudson, Manager

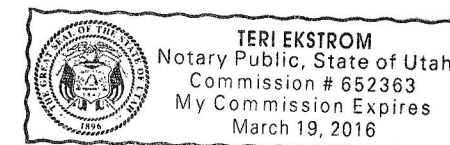
ACKNOWLEDGMENT

State of Utah: ss:
County of Summit:

On this 21st day of February, 2014, Gary L. Knudson and Helen M. Knudson personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Gary L. Knudson and Helen M. Knudson acknowledged to me that they are the Managers of MARYA, LLC., a Utah limited liability company, organized and existing under the laws of the State of Utah for and in behalf of said company for the uses and purposes stated therein and that they signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Teri Ekstrom
A Notary Public commissioned in Utah
Teri Ekstrom
Printed Name

Residing in: Summit Co.
My commission expires: March 19, 2016



OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that Park City Redevelopment Authority, owner of PARCEL 1 as described herein, does hereby certify that it has caused this Plat Amendment to be prepared and hereby consents to the recordation of this Plat Amendment.

IN WITNESS WHEREOF, the undersigned set his hand this 20 day of February, 2014.

REDEVELOPMENT AGENCY OF PARK CITY

By: *Jack Thomas*
Title: Chairman

ACKNOWLEDGMENT

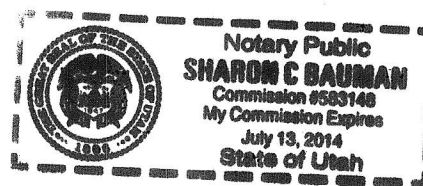
State of Utah: ss:
County of Summit:

On this 20 day of February, 2014, Jack Thomas personally appeared before me, the undersigned Notary Public in and for said state and county.

Having been duly sworn, Jack Thomas acknowledged to me that he is authorized and that he signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Sharon C. Bauman
A Notary Public commissioned in Utah

Sharon C. Bauman
Printed Name
Residing in: Park City, Utah
My commission expires: 07-13-2014



OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that SKYLER, LTD., owner of Parcel 2 as described herein, does hereby certify that it has caused this Plat Amendment to be prepared and hereby consents to the recordation of this Plat Amendment.

In witness whereof, the undersigned set their hands this 21st day of February, 2014.

SKYLER, LTD.

By: *Gary L. Knudson* By: *Helen M. Knudson*
Gary L. Knudson, General Partner Helen M. Knudson, General Partner

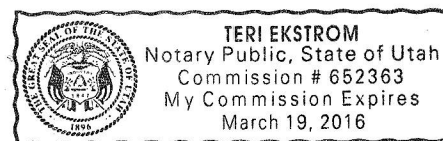
ACKNOWLEDGMENT

State of Utah: ss:
County of Summit:

On this 21st day of February, 2014, Gary L. Knudson and Helen M. Knudson personally appeared before me, the undersigned Notary Public, in and for said state and county. Having been duly sworn, Gary L. Knudson and Helen M. Knudson acknowledged to me that they are the General Partners of SKYLER, LTD., organized and existing under the laws of the State of Utah for and in behalf of said company for the uses and purposes stated therein and that they signed the above Owner's Dedication and Consent to Record freely and voluntarily.

Teri Ekstrom
A Notary Public commissioned in Utah
Teri Ekstrom
Printed Name

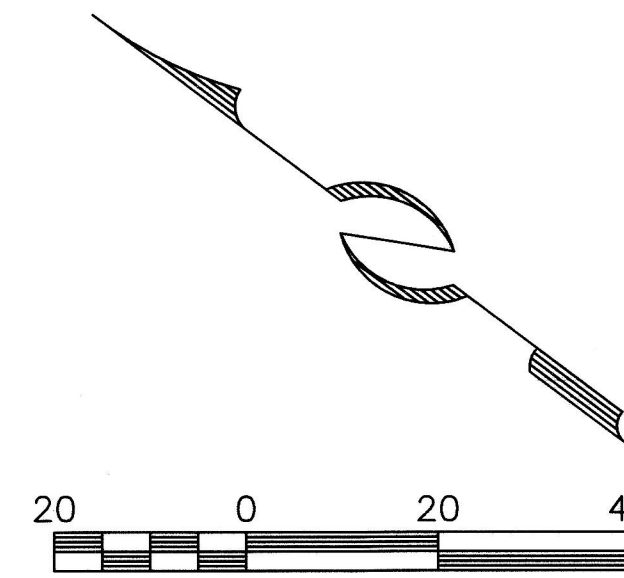
Residing in: Summit Co.
My commission expires: March 19, 2016



A RE-SUBDIVISION OF PLATTED LOTS AND RIGHT-OF-WAY, BLOCK 19, SNYDER'S ADDITION TO PARK CITY SURVEY

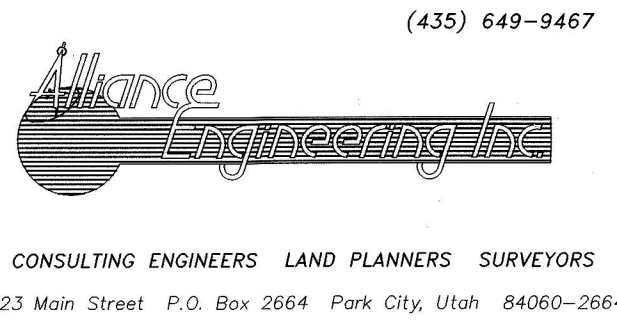
KNUDSON SUBDIVISION

LOCATED IN THE NORTH HALF OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SHEET 1 OF 1

2/20/14 JOB NO.: 6-12-13 FILE: X:\SnydersAddition\dwg\sr\plat2013\061213.dwg



SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS 24th DAY OF Feb., 2014
BY: *B. B. W. R. D.*
B.B.W.R.D.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 24th DAY OF JANUARY, 2014
BY: *Barbara W. R. D.*
CHAIR

ENGINEER'S CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 24th DAY OF February, 2014
BY: *Barbara W. R. D.*
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 25th DAY OF February, 2014
BY: *Pole G. G. M.*
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 13 DAY OF February, 2014
BY: *Majorie Heil*
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 13TH DAY OF FEBRUARY, 2014
BY: *Liza Simpson*
MAYOR

RECORDED

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF COALITION TITLE
DATE 2/27/2014 TIME 8:29 AM
ENTRY NO. 4990328 FEE \$33.00 RECORDER *Ronda Francis Deputy*

NON-EXCLUSIVE ENCROACHMENT PERMIT

THIS AGREEMENT is made by and between PARK CITY MUNICIPAL CORPORATION (City) and Peter Papineau Builders, Inc. (Owner) whose address is 283 Norfolk Avenue, P. O. Box 267, Park City UT 84060, to set forth the terms and conditions under which the City will permit the Owner to build, maintain, and use certain improvements within the City property and right-of-way near Norfolk Avenue and 13th Street, Park City, Utah (hereinafter "platted Norfolk Avenue right of way"). Subject to the following terms and conditions of this agreement, Owner shall have the right to construct and maintain roadway, gutters, walls, and utilities within the parcel known as Norfolk Avenue as shown on Exhibit A.

1. This encroachment agreement, and the non-exclusive right to use the improvements constructed pursuant hereto, shall be appurtenant to the following described property:

Lots 3, 4 & 5, Block 19, Snyders Addition to Park City, and other properties abutting the platted Norfolk Avenue right of way that do not otherwise have frontage on and access from an existing street on the Park City Streets Master Plan.

This agreement is not transferable to other property, but is freely transferrable with the title to this parcel. The license and conditions as stated in the agreement, are binding on the successors in title or interest of Owner.

2. The improvements permitted within the platted Norfolk Avenue right of way shall consist of a roadway, gutters, walls, and utilities of a design approved by the City. The extent of the encroachment is shown on plans approved by the City and prepared by Evergreen Engineering as Job No. 0309.

3. Although it is not currently planned, the City may, at some future date, elect to make improvements to Norfolk Avenue at this location and install the street to the full width of the

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ALAN SPRIGGS, SUMMIT CO RECORDER
2003 MAY 27 16:54 PM FEE \$1.00 BY ENG
REQUEST PARK CITY MUNICIPAL CORP

right-of-way and City property. To the extent that any street improvements require the removal, relocation, replacement, and/or destruction of the improvements constructed within the platted Norfolk Avenue right of way pursuant to this Agreement, the Owner waives any right to compensation for the loss of the improvements and/or use thereof within the platted Norfolk Avenue right of way and/or any change in the grade and elevation of the street. This waiver of compensation, in the event the improvements are removed for street widening purposes, is the consideration given for the granting of this encroachment permit. The City shall bear all reasonable expenses associated with the installation of the street improvements.

4. Prior to installing the street in a manner that will require the removal or relocation of the improvements, the City will give the Owner not less than ninety (90) days notice, in which time the Owner at his expense shall make adjustments on Owner's property to remodel and/or relocate the roadway, gutters, walls, and utilities to accommodate the installation of the street. The City may only give said notice during the period of February 1 through September 1. Notice given at any other time will be treated as if given on February 1. Owner and other properties abutting the platted Norfolk Avenue right of way that do not otherwise have frontage on and access from an existing street on the Park City Streets Master Plan shall have access to his property from the newly installed street.

5. No permanent right, title, or interest of any kind shall vest in the Owner or any other person(s) and/or properties in the platted Norfolk Avenue right of way by virtue of this agreement. The property interest hereby created is a revocable license, and not an easement or other perpetual interest. No interest shall be perfected under the doctrines of adverse possession, prescription, or other similar doctrines of law based on adverse use, as the use hereby permitted is entirely permissive in nature.

BK1537 PG1259

6. The Owner or their successors shall maintain the roadway, gutters, walls, and utilities in a good state of repair at all time, and upon notice from the City, will repair any damaged, weakened, or failed sections. The Owner is responsible for snow removal and storage of removed snow. The Owner agrees to hold the City harmless and indemnify the City for any and all claims which might arise from third parties, who are injured as a result of the Owner's use of the right-of-way for private purposes, or from the failure of the Owner's improvements.

7. This agreement shall be in effect until the license is revoked by the City. Revocation shall be effected by the City recording a notice of revocation with the Summit County Recorder and sending notice to Owner or his successors.

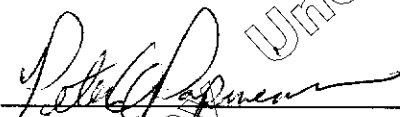
DATED this 22nd day of May, 2003.

PARK CITY MUNICIPAL CORPORATION



Eric W. DeHaan, P.E.
City Engineer

PETER PAPINEAU BUILDERS, INC.



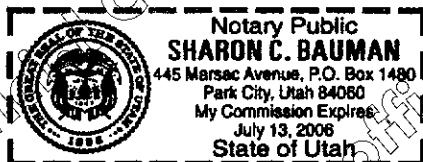
Peter G. Papineau, Owner/President

STATE OF UTAH

COUNTY OF SUMMIT

BK1537 PG1260

On the 22nd day of May, 2003, personally appeared before me Peter G. Papineau, who, being first duly sworn and upon oath, did acknowledge to me that he is the Owner/President of Peter Papineau Builders, Inc., and that said Peter Papineau Builders, Inc., duly entered into the foregoing agreement.



Notary Public

Residing at: Provo, Utah

Commission expires: 7-13-06

BK1537 PG1261



Planning Department

April 3, 2023

Gavin Steinberg
1325 Empire Ave Holdings, LLC
13 Club Road
Riverside, CT 06878

NOTICE OF PLANNING DIRECTOR DETERMINATION

RE: Determination of Setbacks for an Unusual Lot Configuration for Proposed North Norfolk Plat Amendment, Lot D

The proposed North Norfolk Plat Amendment is a resubdivision of a Lot, 1325 Empire Avenue, and a Parcel, SA-200. Three of the Lots would be conventional lots with access only from a proposed shared driveway.

The site is located in the Recreation Commercial (RC) Zoning District. Lot D is unusual as it is a North-South Lot, which is not common in the neighborhood. It connects to the Shared Driveway both on its Southern and Western Sides.

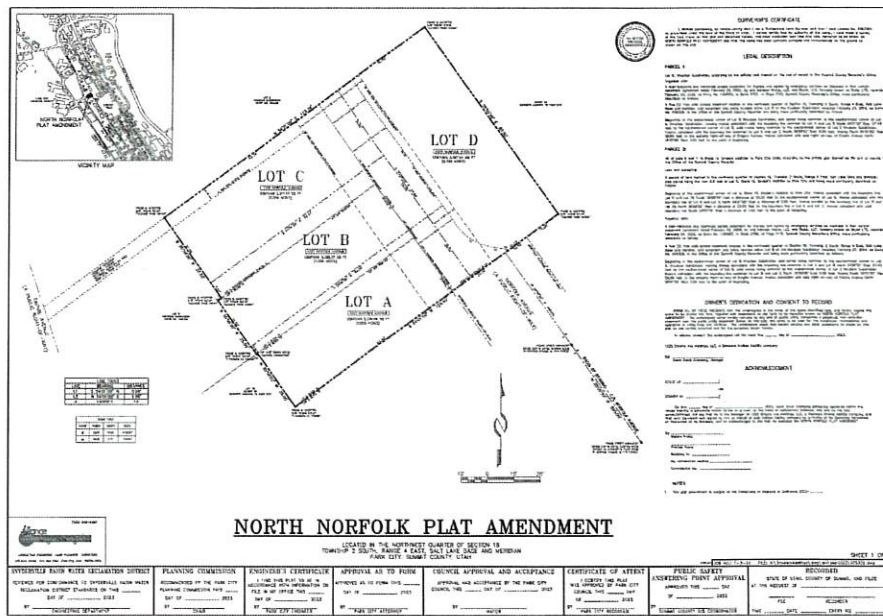
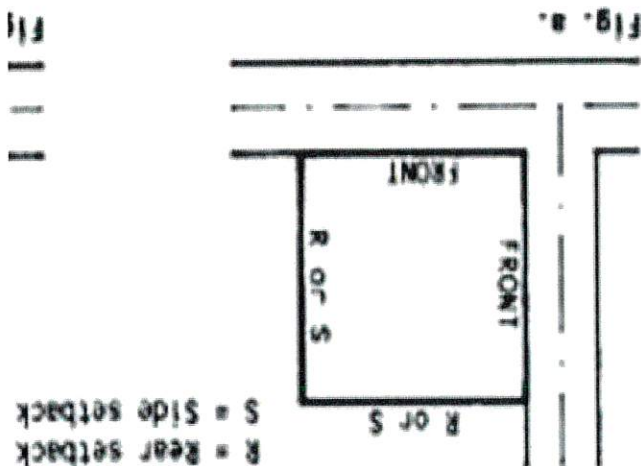


Figure 1: Proposed North Norfolk Plat

Land Management Code (LMC) [§ 15-4-17](#) governs when a lot does not have a clear

Front, Two Side, and a Rear Setback. With proposed access to Lot D from the shared driveway on both the West and South ends of the Lot, it has been determined that Lot D is a corner lot. Lot D is considered a Corner Lot as the private driveway acts as an extension of Norfolk Avenue and with the pedestrian access easement on that driveway, it is considered a street.

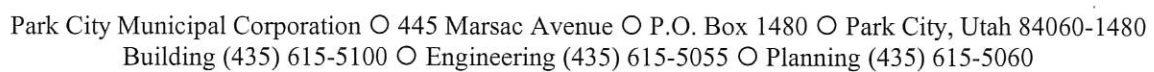


LMC § 15-4-17 states regarding Corner Lots that "Development on Corner Lots shall have two (2) front Setbacks, unless otherwise an exception by this Code. The Rear Yard will be the side of the Property opposite the driveway Access from the Street. If it is not clear which boundary should border the Rear Yard, the Planning Director may specify which is the Rear Yard."

This provision requires that both the Western and Southern ends of Lot D shall both have Front Setbacks. As noted above, the Rear Setback would be the area which is "opposite the driveway Access from the Street" it is up to the Planning Director to determine which side is the Rear.

As the applicant has indicated that primary access will be through the South end of the proposed Structure, it has been determined that the rear is the North end of the Lot.

LMC § 15-2.16-5 establishes what the Setbacks are for Single Family Dwellings and Duplexes in the RC Zone based on Lot Depth. The proposed Lot D has a Lot Depth of 87.5 Feet, meaning its setback requirements are at least 12 Feet in Front and 12 Feet in the Back with a total of 25 Feet (meaning both must be at least 12.5 or one 13 Feet), and 3 Feet for the Side. In this case, the determination is that there are two Front Setbacks, with the Western Setback being 12 Feet and the Southern Setback 13 Feet, one Rear Setback of 12 Feet, and one Side Setback of 3 Feet. The illustration below, provided by the Applicant, shows the Planning Director Determination:



If you have questions or concerns regarding this Determination Letter, please do not hesitate to contact the Park City Planning Department.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gretchen Milliken".

Gretchen Milliken
Planning Director
(435) 615-5008

gretchen.milliken@parkcity.org



Justin Keys
Justin@hlhparkcity.com
Direct: 435.731.9195

September 7, 2023

VIA EMAIL

Park City Municipal Corporation
Park City Planning Department
Attn: Jaron Ehlers
PO Box 1480
Park City, Utah 84060

Re: 1325 Empire Plat Amendment Application

Dear Jaron,

This firm represents 1325 Empire Avenue Holdings, LLC, the owner and developer of that certain real property commonly known as 1325 Empire Avenue and Parcel No SA-200 (collectively “1325 Empire”). Please accept this letter as a response to the most recent comments from the July 12, 2023 Planning Commission Meeting.

This application is the most recent step in seeking to develop the vacant ground located at 1325 Empire. We’re proposing to amend the plat for 1325 Empire to form four lots. This application has been fully vetted by staff and—because the application complies with Park City’s Land Management Code—a proposed positive recommendation was provided by Staff. The application has now been heard by the Planning Commission on four separate occasions, with public input being taken at each hearing.

At the most recent July 12, 2023 hearing, the Planning Commissioners raised the following additional concerns: *(1) Are the proposed lot sizes and orientations consistent with the immediate surrounding area and the zone? (2) Is the access right of way off Upper Norfolk a dead-end road under the LMC? (3) Will the plat amendment lead to drainage, dirt runoff, or flooding issues? (4) Will the grade transition from the City’s right of way into the private shared driveway cause a substantial slope? (5) Are there other areas in Old Town where multiple individual driveways are accessed off a shared driveway?*

We will address each of these questions individually below.

1. *The proposed lot sizes and orientations are consistent with the immediate surrounding area and the zone.*

We have performed an extensive zoning study of the RC zone. As demonstrated below there is a wide range of lot sizes and orientations in the RC zone. Based on our findings, our proposed development is not unusual for the zone and will blend in and harmonize with the surrounding neighborhood.

There are 176 Lots in the RC zone. A single lot is a lot that measures 25' x 75'. Another common lot size is a 1.5 lot, measuring 37.5' x 75'. After reviewing the entire RC zone, we found that the lot sizes within the zone breakout are as follows:

- Only 27% (47 Lots) are single lots or 1.5 lots with an East West orientation.
- 73% (129 Lots) are “nontraditional” lots, i.e., wider than 1.5 or different than East West orientation.
- 15% (26 Lots) are North to South Orientation.

It bears noting, that the home abutting lot D, 1302 13th Street, which is a historic structure owned by the city, has a North to South Orientation.





2. *The shared driveway is not a dead-end road under the plain language of Park City's Land Management Code.*

As Staff correctly noted in its Staff Report, 1325 Empire has frontage on a platted City Right of Way (the "ROW") in the form of Norfolk Avenue. Norfolk Avenue was constructed privately (with the City's blessing) and does not meet the City's Street standards. The ROW is subject to a non-exclusive encroachment agreement to which 1325 as an abutter is a third-party beneficiary.

Norfolk Avenue is a City ROW and is technically a "dead-end road." The proposed shared driveway however is not a dead-end street under LMC § 15-7.3-4(A)(6) because it is not a road. According to the definitions found in LMC § 15-15-1, the "Road Classifications" include "[t]he Streets, highways, Roads, and Rights-of-Way designated on the Streets master plan." As Staff noted in its Staff Report, neither the proposed shared driveway or any other extension of the ROW is contemplated in the Streets master plan.

Similarly, the Definitions section of the LMC includes a separate definition for a "Shared Driveway." A Shared Driveway is "[a] single access vehicular way that is privately owned and maintained and provides access to two (2) or more Structure or off-street Parking Areas, which are located on individual lots." LMC § 15-15-1.

Finally, it bears noting that the definitions section of Park City's Parking Code found in Chapter 9 of Park City Code supports this interpretation. There, the Code defines "Street" as including "[e]very street, alley, roadway, right of way, or on-street parking space under the control and/or maintenance of Park City, whether on public or private property, *including all streets shown as public streets on the Street Master Plan.*" But it goes on to expressly state that "[t]he term streets shall not include *private driveways*, parking lots, or private roadways." Park City Code § 9-1-3(G) (emphasis added).

Put simply, the proposed shared driveway is not a dead-end road, because it is not a road. It is not a road or drive "designated on the Streets Master Plan;" rather, it is a private shared driveway.

3. *The plat amendment will not lead to drainage, dirt runoff, or flooding issues.*

We have retained an engineer who has developed a Storm Water Calculation Plan. The Engineer has determined that the development must be able to detain 511 cubic feet of water runoff, per Park City requirements. The engineer has also developed a plan that will detain 750 cubic feet of water runoff. The Engineer has determined that there is not any abnormal risk of drainage issues, dirt runoff, or flooding. See the enclosed Storm Water Management Plan prepared by Alliance Engineering.

4. *The grade transition from the City's right of way into the private shared driveway will not cause a substantial slope.*

We have examined the slope and grade transition from the City platted ROW to the development site. The transition between the properties is less than 2%. The existing road will continue on without any material increase or decrease in slope. See the enclosed Site Sections and Slope Analysis.

5. *There are multiple other areas in Old Town where multiple individual driveways are accessed from a shared driveway.*

It is the narrow roads, historic structures, and dramatic grades that make Old Town Park City iconic. But what makes for convenient pedestrian access for silver miners does not necessarily transition well to an automobile-based society. Henry Ford may have put a vehicle in every American garage, but he did not provide public street access to the homes of Old Town. It is for this reason that, over the years, Park City has had to be creative in providing its residents vehicular access to their homes.

An example is Upper Norfolk Drive. Upper Norfolk Drive is a tight, winding drive that accesses historic structures and new homes on the edge of Old Town and the ski slopes. Most of the residences are accessed over City rights of way that don't come close to meeting City Street standards. When new development has occurred, it has been enabled through shared driveways that front the rights of way.



This section of Norfolk Avenue is another area where a shared driveway solution is appropriate. As the City Engineer noted, there is a historic structure (1302 Norfolk Avenue) that is encroaching on the Norfolk ROW. For Norfolk Avenue to be continued past 13th Street as a City Street, the City would be required to demolish 1302 or somehow jog around it.

Of course, the simpler solution under the Code is to simply allow the limited remaining development to occur from a shared driveway. A tool that is available under the Code and that has similarly been used in the past. This, of course, is the route the Applicant has elected in this circumstance.

We appreciate your review of our Plat Amendment Application. Please let me know if there is any additional information required to process our application.

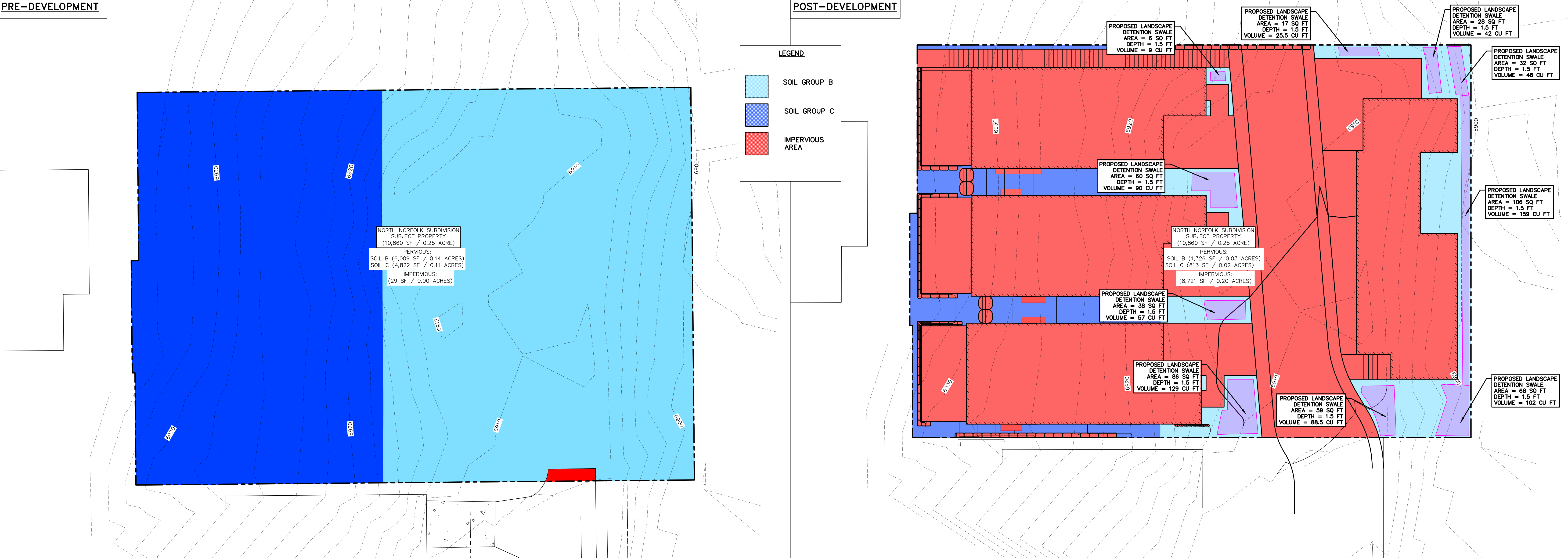
Very Truly Yours,
HOGGAN LEE HUTCHINSON

A handwritten signature in blue ink, appearing to read 'Justin J. Keys', with a stylized, cursive script.

Justin J. Keys

PRE-DEVELOPMENT

POST-DEVELOPMENT



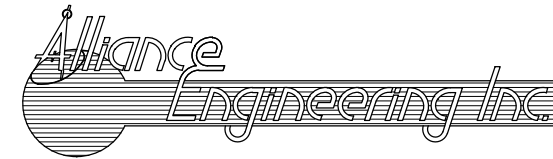
100 YEAR 10 MINUTE STORM

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NOTES:

1. PEAK RUNOFF VOLUME OF 517 CU. FT. FOR THE CALCULATED 100 YEAR 10 MINUTE STORM IS TO BE 100% DETAINED IN DESIGNATED DETENTION SWALE. THE SQUARE FOOTAGE OF THE DETENTION BASIN IS NOTED ON THE ABOVE PLAN. CUMULATIVE DETENTION VOLUME = 750 CU. FT.
2. PROMOTE DRAINAGE AWAY FROM HOUSE AND INTO DESIGNATED DETENTION BASINS.
3. ROOF DRAINS TO DAYLIGHT TO DETENTION BASINS OR CONNECT TO STORM DRAIN SYSTEM.

STORMWATER DETENTION REQUIRED = 517 CU. FT.
STORMWATER DETENTION PROVIDED = 750 CU. FT.



(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
THOMAS VAUGHN

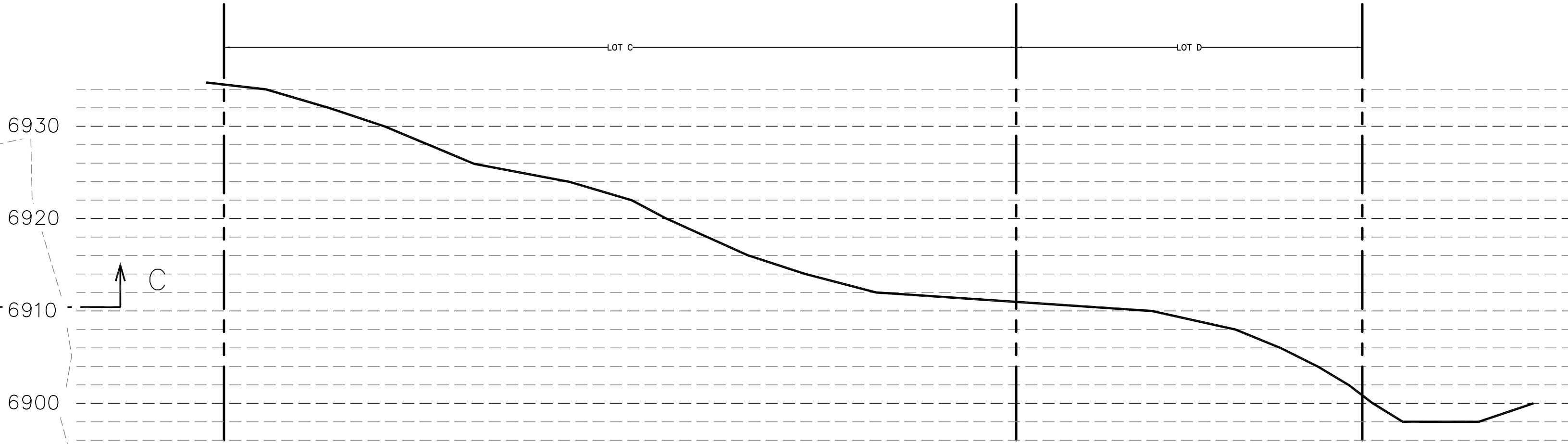
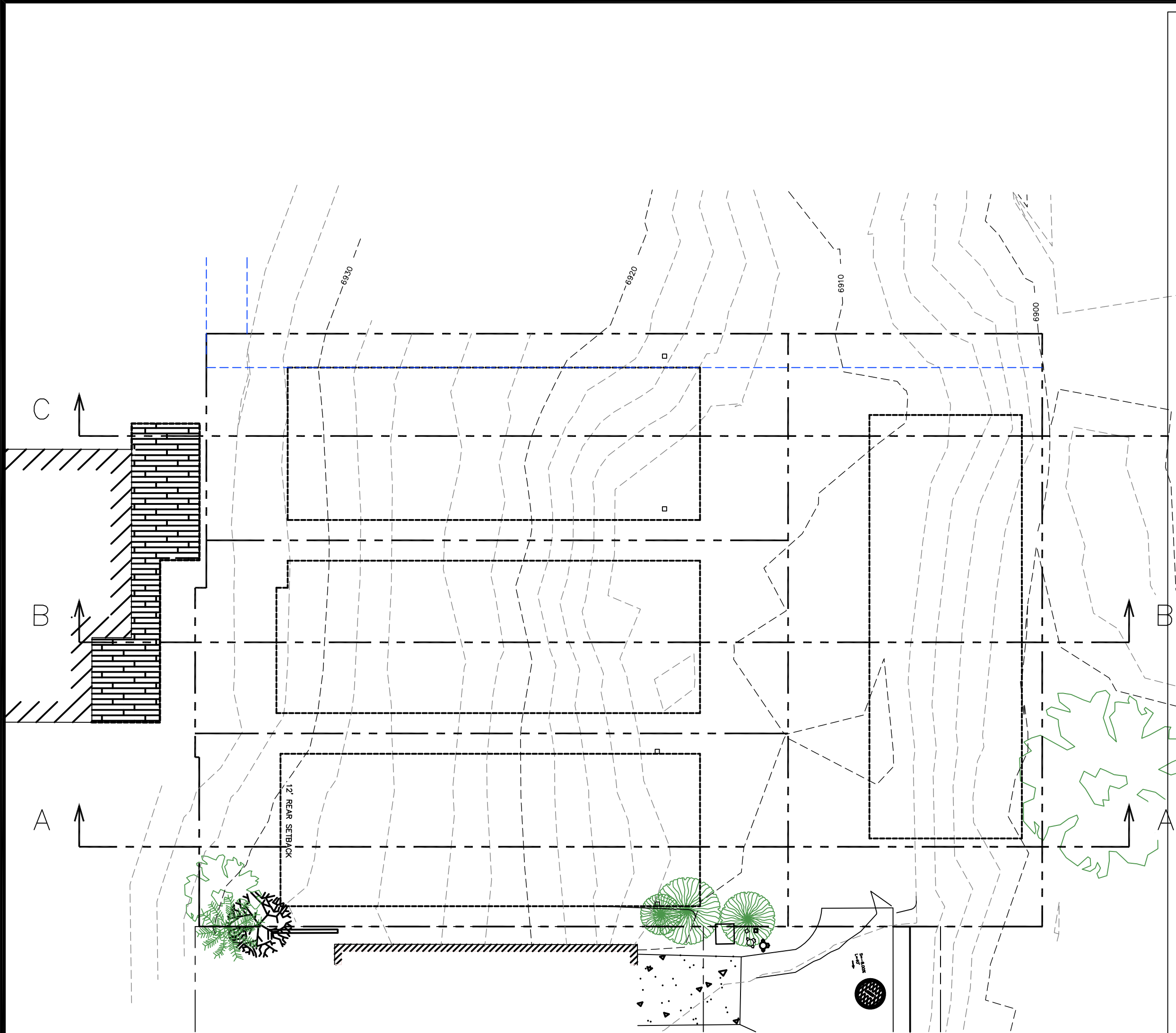
DATE: 7/31/23

STORM WATER MANAGEMENT PLAN
NORTH NORFOLK SUBDIVISION, LOTS A-D
1323, 1324, 1327, & 1331 NORFOLK AVE

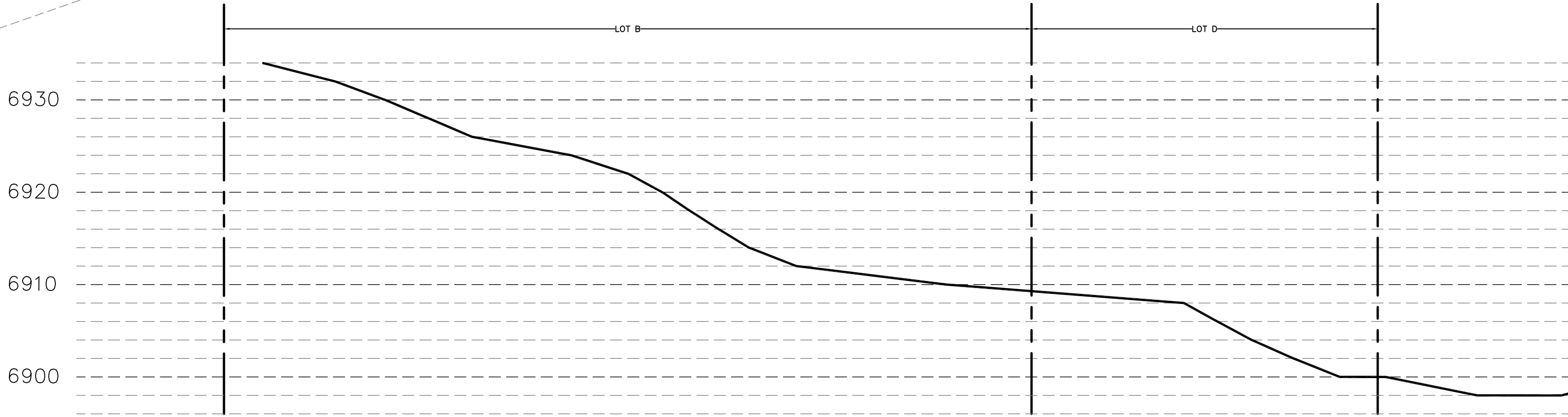
FOR: GAVIN STEINBERG
JOB NO.: 7-3-22
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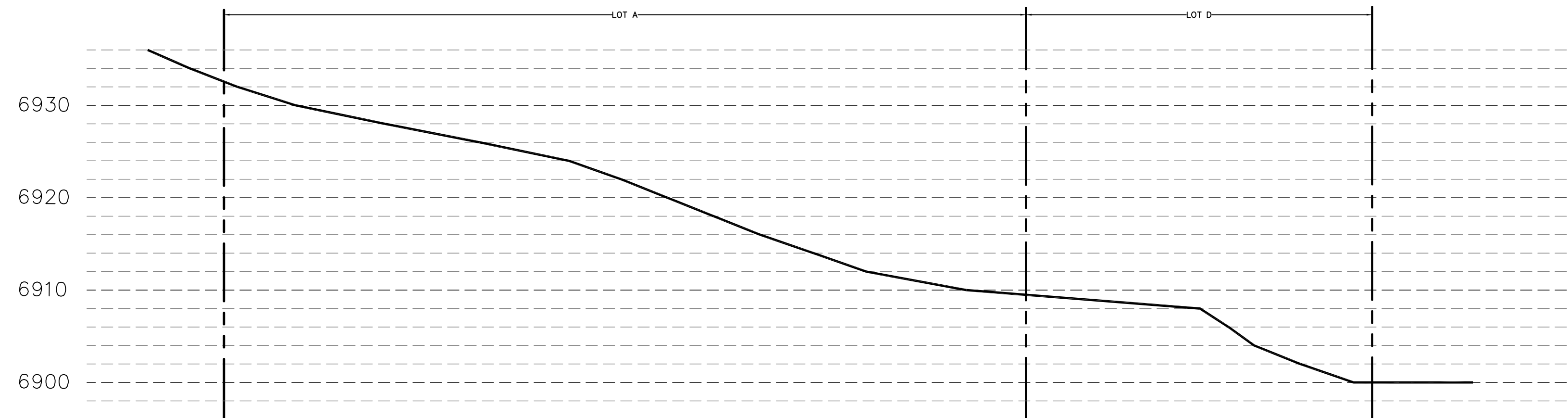
Page 521 of 539



SITE SECTION C-C



SITE SECTION B-B



SITE SECTION A-A

SITE SECTIONS

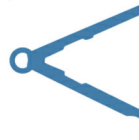
SCALE: 1" = 10'

THE ABOVE DRAWINGS AND OPERATIONS AND THE IDEAL DESIGN, AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF S.T. HARRIS INC. NO PART THEREOF SHALL BE COPIED, REPRODUCED, OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF S.T. HARRIS INC. USUAL CONTACT WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF THESE RESTRICTIONS.

WRITTEN DIMENSIONS ON THESE DRAWINGS SHALL HAVE PRECEDENCE OVER SCALED DIMENSIONS. CONTRACTORS SHALL VERIFY, AND BE RESPONSIBLE FOR ALL DIMENSIONS AND CONDITIONS ON THE JOB AND THIS OFFICE SHALL BE NOTIFIED IMMEDIATELY OF ANY VARIATIONS FROM THE DIMENSIONS AND/OR CONDITIONS SHOWN BY THESE DRAWINGS. ALL SHOP DETAILS MUST BE SUBMITTED TO THIS OFFICE FOR APPROVAL PRIOR TO PROCEEDING WITH FABRICATION.

BY BUILDING THESE PLANS THE CONTRACTOR UNDERSTANDS THAT THERE MAY BE ERRORS CONTAINED IN THIS SET AND WILL HOLD THIS OFFICE LIABLE FOR ANY OVERSIGHTS OR ERRORS AND WILL NOTIFY THIS OFFICE OF ANY ERRORS THAT ARISE DURING CONSTRUCTION.

LIMITATION OF LIABILITY
BY ACCEPTING THESE PLAN DOCUMENTS AND/OR SERVICES OUTLINED IN THESE PLAN DOCUMENTS, THE CLIENT, THEIR CLIENT, SUBCONTRACTORS, VENDORS AND ALL PRESENT AND FUTURE PERSONS OR PARTIES DIRECTLY OR INDIRECTLY AFFECTED BY THE PLAN DOCUMENTS OR SERVICES OUTLINED IN THE PLAN DOCUMENTS AGREE TO A LIMIT OF LIABILITY OF S.T. HARRIS INC. AND ITS EMPLOYEES AND PERSONNEL TO THE AMOUNT OF THE ORIGINAL VERBALLY OR SIGNED AGREED CONTRACT.

**VAN SICKLE**
DESIGN & DRAFTING

4333 Forestdale Road, Suite 205
Park City, UT 84098
(801) 694-9683
bill.draftmaster@gmail.com
www.vansicklearchitecture.com

**KNUDSON
SUBDIVISION
REPLAT**

KNUDSON PARCELS

**PARK CITY, UTAH
84098**

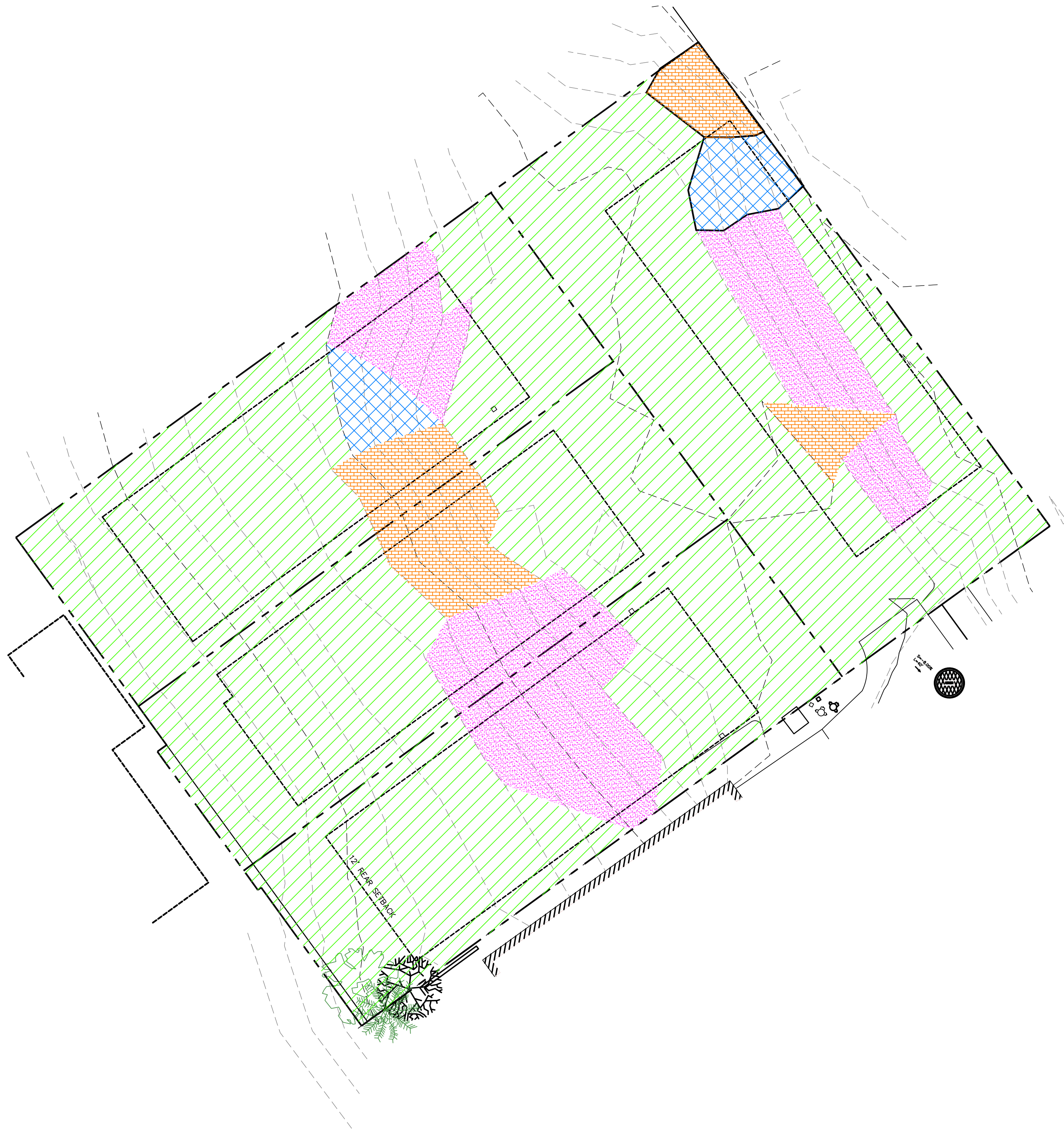
**SITE
SECTIONS**

**DATE OF
PLANS**

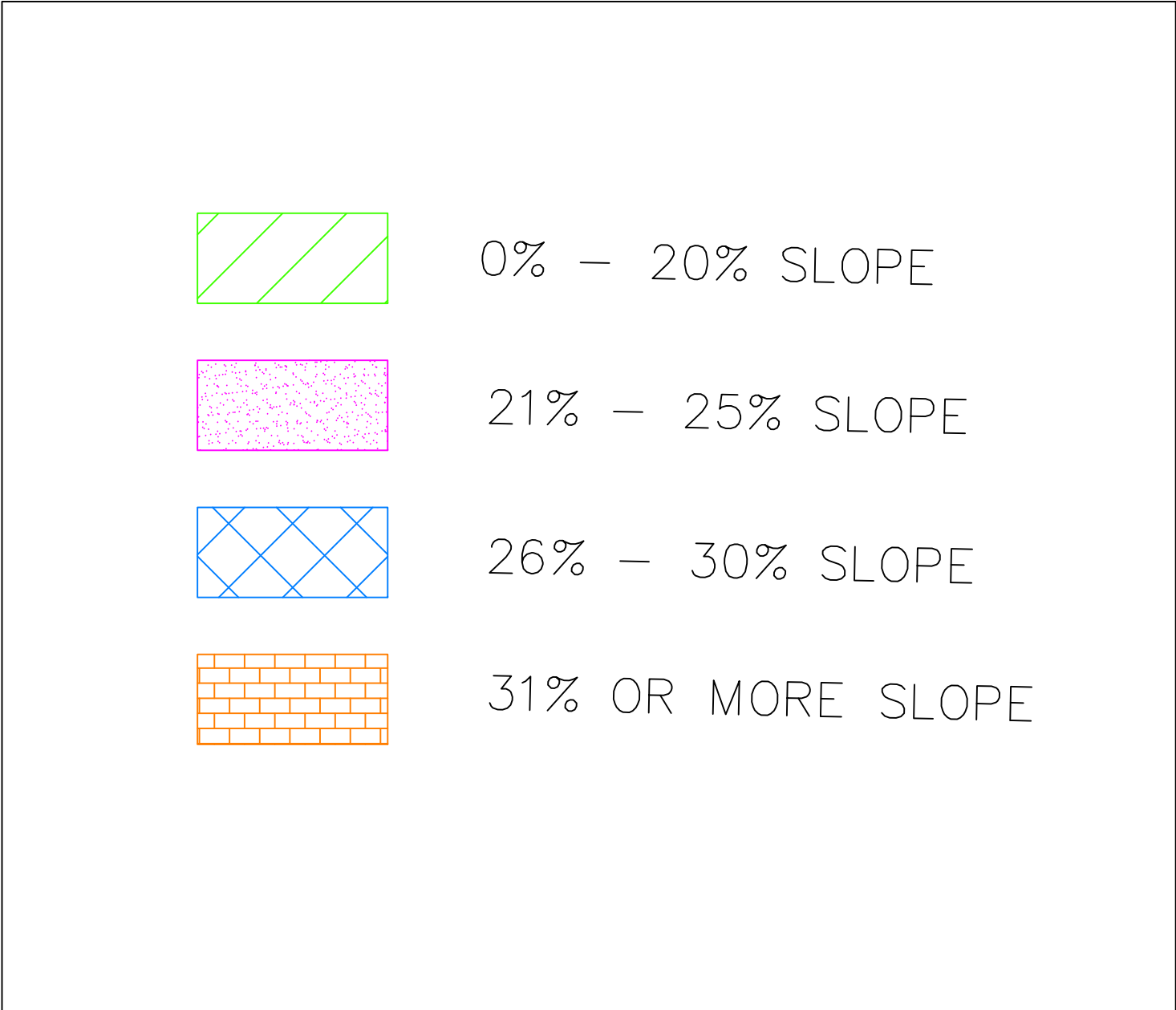
11 AUG 2023

SHEET

A1.08



SLOPE ANALYSIS
SCALE: 1" = 10'



THE ABOVE DRAWINGS AND SPECIFICATIONS AND THE IDEAL DESIGN, AND ARRANGEMENTS REPRESENTED THEREIN ARE AND SHALL REMAIN THE PROPERTY OF S.T. HARRIS INC. NO PART THEREOF SHALL BE COPIED, REPRODUCED, OR USED IN CONNECTION WITH ANY OTHER WORK OR PROJECT OR BY ANY OTHER PERSON FOR ANY PURPOSE OTHER THAN THE SPECIFIC PROJECT FOR WHICH THEY HAVE BEEN PREPARED AND DEVELOPED WITHOUT THE WRITTEN CONSENT OF S.T. HARRIS INC. LEGAL COUNSEL WITH THESE DRAWINGS SHALL CONSTITUTE CONCLUSIVE EVIDENCE OF THESE RESTRICTIONS.

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**KNUDSON
SUBDIVISION
REPLAT**

KNUDSON PARCELS

**PARK CITY, UTAH
84098**

**PUBLIC
STAIRCASE
PLAN**

**DATE OF
PLANS
15 MAR 2023**

**SHEET
A1.08**

WHEN RECORDED MAIL TO:

SKYLER LLC
C/O: GARY KNUDSON
PO BOX 511
PARK CITY, UT 84060-0511

Knudson-B
Knudson-C
SA-200

01184065 B: 2725 P: 1173

Page 1 of 7

Rhonda Francis Summit County Recorder

02/24/2022 03:35:42 PM Fee \$40.00

By COALITION TITLE AGENCY, INC.

Electronically Recorded

EASEMENT AGREEMENT

THIS EASEMENT AGREEMENT (the "Agreement") is entered into on this 23 day of ~~FEBRUARY~~ 2022 ("Effective Date") by and between **MARYA, LLC** ("Grantor"), and **SKYLER, LLC**, formerly known as **Skyler LTD** ("Grantee").

RECITALS

- A. On the date hereof, Grantor owns real property in Summit County generally located at 1314 EMPIRE AVE, Summit County, Utah, which is more particularly described as:

LOT B KNUDSON SUBDIVISION; ACCORDING TO THE OFFICIAL PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 4,133 SQ FT OR 0.09 AC. 2229-1106.

Tax Parcel No.: KNUDSON-B (GRANTOR PROPERTY)

- B. On the date hereof, the Grantee owns real property in Summit County generally located at 1325 EMPIRE AVE, Summit County, Utah, which is more particularly described as:

LOT C KNUDSON SUBDIVISION; ACCORDING TO THE OFFICIAL PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS OFFICE CONT 7,125 SQ FT OR 0.16 AC.

Tax Parcel No.: KNUDSON-C (GRANTEE PROPERTY 1)

- C. On the date hereof, the Grantee owns real property in Summit County, Utah, which is more particularly described as:

ALL OF LOTS 6 AND 7 IN BLOCK 19, SNYDERS ADDITION

TO PARK CITY, UTAH ACCORDING TO THE OFFICIAL
PLAT ON FILE IN THE SUMMIT COUNTY RECORDERS
OFFICE

Tax Parcel No.: SA-200 (GRANTEE PROPERTY 2)

- D. The only purpose of this Access Easement is to allow fire department and emergency services ("Emergency Services") access to Grantee Property 1 and Grantee Property 2 by and through an access easement, described herein, for the benefit of the Grantee Property 1 and Grantee Property 2.
- E. There exists a certain five foot (5') wide unimproved dirt path across a certain portion of the Grantor Property, as depicted on Exhibit A ("Access Easement").
- F. The Grantor Property and Grantee Property are adjoining parcels. Grantee Property 1 (KNUDSON - C) is adjacent to the Access Easement. However, Grantee Property 2 (SA-200) is not adjacent to the Access Easement and Emergency Services may only access Grantee Property 2 by way of Grantee Property 1 and not by way of any other portion of GRANTOR'S PROPERTY.

AGREEMENT

NOW THEREFORE, for good and valuable consideration, the sufficiency and receipt of which are hereby acknowledged, GRANTOR hereby grants a non-exclusive and restricted access easement over the ACCESS EASEMENT for ingress and egress by Emergency Services to access and for the benefit of GRANTEE'S PROPERTY 1 and GRANTEE PROPERTY 2 on the terms and provisions set forth herein.

1. The Recitals above and all Exhibits hereto are hereby incorporated into this Agreement by this reference.
2. The Access Easement is as depicted in Exhibit A which is incorporated herein.
3. Grantee and any successors in interest have a right to construct a concrete / asphalt sidewalk within the full length and width of the Easement Access area. Grantee and any successors are responsible for all costs of construction and maintenance of any such improvements in the Access Easement. Grantee has no rights to otherwise improve upon or make improvements, in any form, to the Access Easement, including but not limited to, grading, retaining, expanding the width, or any other improvement on the Grantor Property, including the ACCESS EASEMENT, without prior written permission from Grantor, except as may be required from time to time by a governmental authority having jurisdiction over the Emergency Services and then only for purposes of providing access for Emergency Services, (provided such governmental authority shall not have the right to increase the width of the Access Easement).

4. Grantor shall have no right to impede or restrict access to or the use of the ACCESS EASEMENT by the Emergency Services providers as contemplated herein, provided, however that Grantor shall have the right to restrict access to the Access Easement in a manner acceptable to Park City Emergency Services providers so that only Emergency Services providers may have access to the Access Easement.

5. The parties acknowledge that Park City currently has plans to build a public access easement on property adjacent to Grantor's Property (the "City Easement"). If and when the City Easement is constructed, and provided that the City Easement is accepted in writing by Park City Municipality (including Emergency Services) as providing equivalent and acceptable Emergency Services access to Grantee Property 1 and Grantee Property 2, this Access Easement shall automatically terminate. Provided, however, that if Grantee Property 1 is able to connect directly to the City Easement, the Access Easement shall be redescribed as the smallest possible area necessary to allow Emergency Services Access to Grantee Property 1 from the City Easement.

6. GRANTEE HAS INSPECTED THE EASEMENT PROPERTY AND ACCEPTS THE EASEMENT PROPERTY IN "AS-IS", "WHERE-IS" CONDITION, WITH ALL FAULTS, AND GRANTEE AGREES THAT GRANTOR HAS NOT MADE, AND DOES NOT MAKE, ANY WARRANTY OR REPRESENTATION WHATSOEVER, EXPRESS OR IMPLIED, AS TO THE PHYSICAL CONDITION OF THE EASEMENT PROPERTY; AND GRANTOR EXPRESSLY DISCLAIMS ALL SUCH WARRANTIES; AND THE PARTIES AGREE THAT ALL RISK ASSOCIATED THEREWITH SHALL BE BORNE BY GRANTEE. NOTWITHSTANDING THE FOREGOING, GRANTOR HEREBY REPRESENTS AND WARRANTS TO GRANTEE THAT GRANTOR IS THE OWNER OF FEE SIMPLE TITLE TO THE EASEMENT PROPERTY AND HAS FULL AUTHORITY TO GRANT THE EASEMENT CREATED HEREIN.

7. This Agreement and the easement created hereunder constitute equitable servitude and covenants running with the land, binding on GRANTOR's PROPERTY and benefitting and appurtenant to GRANTEE PROPERTY 1 AND GRANTEE PROPERTY 2, and shall be binding upon and inure to the benefit of the parties hereto and their respective successors-in-interest.

8. This Agreement is for the sole and exclusive benefit Grantee and its successors-in-interest, for the sole purpose of Emergency Services providers requiring emergency access pursuant hereto, and there shall be no individual rights for use of the Access Easement, including any other third-party beneficiaries, and nothing in this Agreement shall be construed to grant to any other person any right, remedy or claim under or in respect of this Agreement or any provision hereof.

9. This Agreement may only be amended by a writing executed and recorded by Grantor and Grantee, or their respective successors-in-interest.

10. This Agreement shall be governed by and interpreted pursuant to the laws of the State of Utah.

11. Any waiver by a party hereto of any breach of any kind or character whatsoever by another party, whether such waiver be direct or implied, shall not be construed as a continuing waiver of or consent to any subsequent breach of this Agreement on the part of the other party.

12. In the event any action or proceeding is brought by any party against any other party hereto, the prevailing party shall be entitled to recover attorney's fees in such amount as the court may adjudge reasonable.

IN WITNESS WHEREOF, the undersigned has executed this instrument as of the Effective Date.

GRANTOR

MARYA, LLC

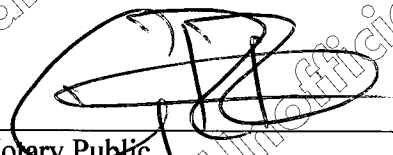

By: KIMBERLY ESPLIN
Its Manager

ACKNOWLEDGEMENT

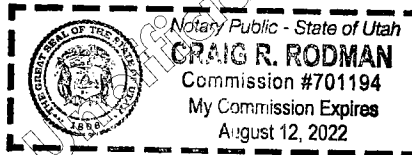
STATE OF UTAH)
County of Summit : ss.

STATE OF UTAH)
COUNTY OF Summit)

On this 23 day of FEB., 2022, KIMBERLY ESPLIN (name of document signer) personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the Manager of Marya, LLC, a Utah limited liability company, and that said document was signed by him/her on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he/she acknowledged to me that he/she executed the same.



Notary Public



**GRANTEE
SKYLER, LLC**


By: KIMBERLY ESPLIN
Its Manager

ACKNOWLEDGEMENT

STATE OF Utah)
County of Summit : ss.

On this 23 day of FEB, 2022, KIMBERLY ESPLIN (name of document signer) personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he/she is the Manager of Skyler, LLC, a Utah limited liability company, and that said document was signed by him/her on behalf of said limited liability company by authority of its Operating Agreement or Resolution of its Members, and he/she acknowledged to me that he/she executed the same.


Notary Public

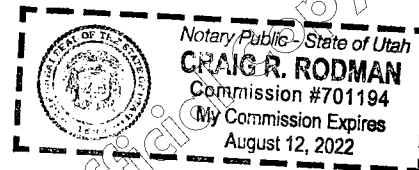
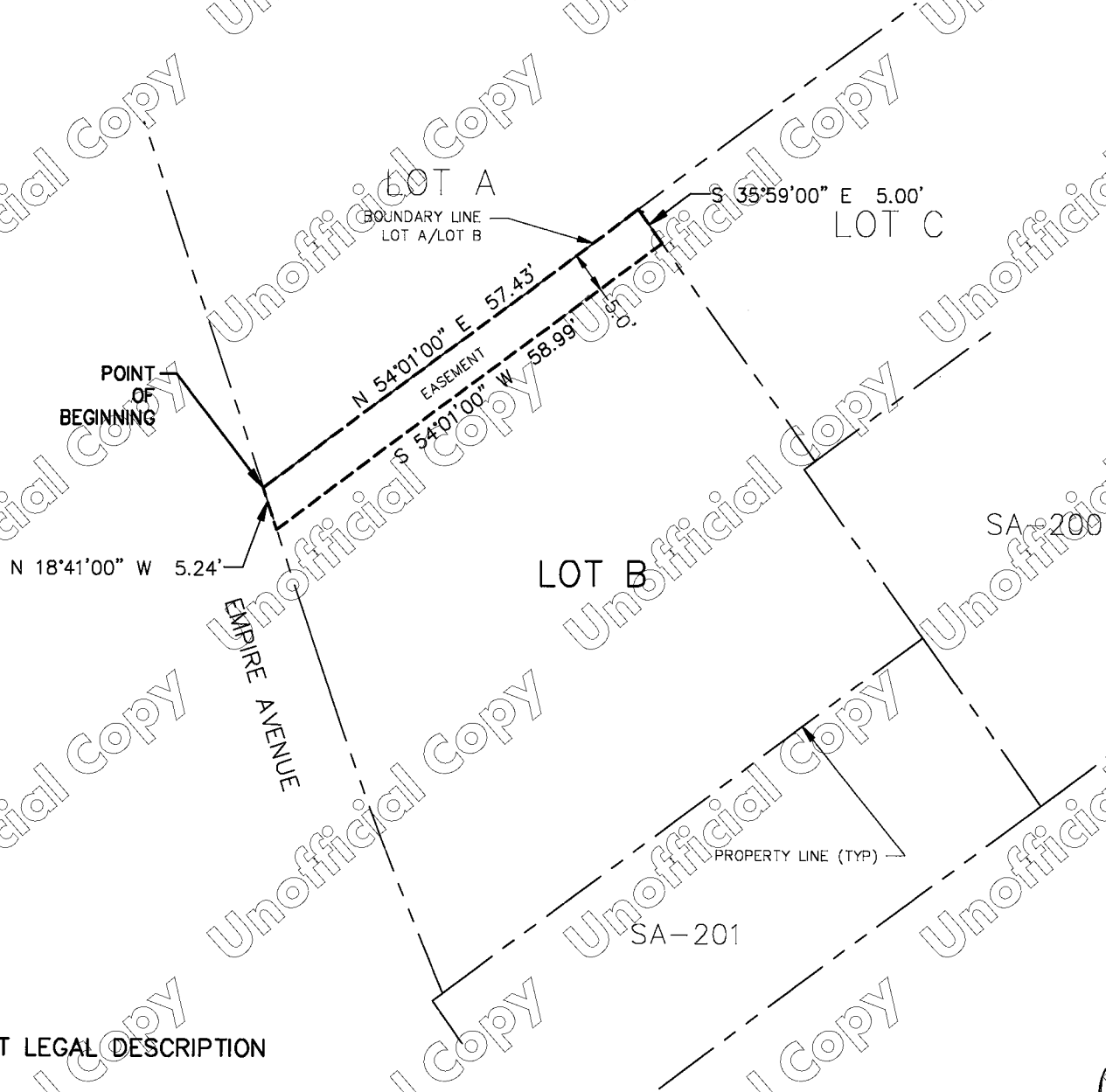


EXHIBIT “A”

(Survey of Access Easement on Grantor’s Property)

KNUDSON SUBDIVISION **LOT B EASEMENT** **EXHIBIT "A"**



EASEMENT LEGAL DESCRIPTION

A five (5) foot wide Access Easement located in the Northwest Quarter of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said easement also being located within Lot B of the Knudson Subdivision recorded February 27, 2014 as Entry No. 990328 in the office of the Summit County Recorder and being more particularly described as follows:

Beginning at the westernmost Corner of Lot B Knudson Subdivision, said corner being common to the southernmost Corner of Lot A Knudson Subdivision; and running thence coincident with the boundary line common to Lot A and Lot B North 54°01'00" East 57.43 feet to the northernmost Corner of Lot B, said corner being common to the westernmost Corner of Lot C Knudson Subdivision; thence coincident with the boundary line common to Lot B and Lot C South 35°59'00" East 5.00 feet; thence South 54°01'00" West 58.99 feet to the easterly right-of-way of Empire Avenue; thence coincident with said right-of-way of Empire Avenue North 18°41'00" West 5.24 feet to the Point of Beginning.

SCALE: 1" = 20'

PROFESSIONAL LAND SURVEYING
AND CONSULTING

ALLTERRA
UTAH, LLC

Page 7 of 7 Summit County

435-640-4200

463 SCENIC HEIGHTS ROAD, FRANCIS, UTAH 84036

Date: 12-06-2021
Project No.: 21039
C: \Users\Charlie\Desktop\ALLTERRA\AU JOBS\21039-Knudson Easement\21039.dwg

ESTIMATE

Lane Jacobson Construction*Lane Jacobson, President*

1600 E. Center Creek Drive
 Heber City, Utah 84032
 Phone: (435) 671-5915
letsbuildnow@yahoo.com

DATE 4/28/2023

QTY	DESCRIPTION	UNIT PRICE	LINE TOTAL
	EXCAVATION/GRADE/BACKFILL ALL MATERIALS AND LABOR		\$25,000.00
	CONCRETE FOOTINGS/COLUMNS LABOR AND MATERIALS		\$13,000.00
	GLUE-LAM BEAMS FOR STAIR STRINGERS MATERIALS AND LABOR		\$15,000.00
	STEEL VARIOUS KNIFE PLATES TO ATTACH STRINGERS		
	STEEL TREADS PER DESIGN SPEC'S		
	ALL MISC. STEEL FOR CONNECTIONS ETC		
	ALL LABOR		\$13,500.00
	STEEL GUARD/GRAB HANDRAIL MATERIALS AND LABOR		\$6,000.00
BASED ON PC DESIGN SPEC'S		TOTAL ESTIMATE	\$72,500.00

CDR W.M. "Oak" O'Connell, USN (Ret)
1307 Norfolk Ave
Park City, Ut 84060

20 Feb 2023

Dear Jaron

We, the lower Norfolk Ave residents (1307/1315/1319) have communicated with Corey Legge our concerns with the road access to our houses on lower Norfolk Ave. in the past. I think Mark Brian (1319 Norfolk Ave) captures the limited road access / concerns perfect in his emails to Corey.

Lower Norfolk Ave is essentially a one-way street dynamic.

There can be challenges with getting in and out of my driveway on Lower Norfolk Ave especially during the winter season. This can be dependent on cars being parked next to the retaining wall on Lower Norfolk Ave., and the side of the road.

Note: Currently the Lower Norfolk Ave residents (1307/1315/1319) and the city pay for the commercial plow service for lower Norfolk Ave.

The solution is widening of the road to allow for snowplow and "safe" navigation to and from Lower Norfolk Ave, which would be a benefit to the Lower Norfolk Ave. residents and Park City. Respectfully request this is given top priority / consideration with Project PL-22-05357.

Very respectfully

Oak O'Connell
26 yr. Veteran USMC / USN





CDR W.M. O'Connell, USN (Ret)
1307 Norfolk Ave
Park City, Ut 84060

10 May 2023

Dear Park City Planning

Provided for "On-record" review / standing. I am unable to attend meeting due to working the night shift. I along with the lower Norfolk Ave residents (1307/1315/1319) have communicated with Park City planning e.g., Corey Legge, our concerns with the road access to our houses on lower Norfolk Ave. in the past. I think Mark Brian (1319 Norfolk Ave) captures the limited road access / concerns perfect in his emails to Corey.

Lower Norfolk Ave is currently a one-way street.

This winter season we had many challenges with getting in and out of the driveways on Lower Norfolk Ave. Currently the Lower Norfolk Ave residents (1307/1315/1319), Gavin Steinburg and "Park City" pay for the commercial plow service for lower Norfolk Ave. Lower Norfolk Ave residents were overwhelmed this winter even with the commercial plow service. Respectfully request that Park City take over the snowplow service for Lower Norfolk Ave.

I view with genuine concern any solution for lower Norfolk Ave that would not make access to lower Norfolk Ave ... "Safe and reliable". Widening lower Norfolk Ave and a two-way access via Lower Norfolk Ave and lower Woodside Ave would be the simple, easy, and smart solution. This would allow Park City to snowplow lower Norfolk Ave and provide "safe" navigation for the residents. Request this is given top priority / consideration with Project PL-22-05357.

Very respectfully

W.M. O'Connell
26 yr. Veteran USMC / USN



Jaron Ehlers

From: planning <planning@parkcity.org>
Sent: Friday, September 22, 2023 8:56 AM
To: Alexandra Ananth; Jaron Ehlers
Subject: FW: [External] Lower Norfolk Development/Building Permit

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

From: Mark Brian <mark.s.brian@comcast.net>
Sent: Thursday, September 21, 2023 8:42 PM
To: planning <planning@parkcity.org>
Cc: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; carolynn@sorensenvance.com; Becca Gerber <becca.gerber@parkcity.org>; Stormie Dawn <Stormie.Dawn@parkcity.org>; Matt Dias <matt.dias@parkcity.org>; Michelle Downard <mdownard@parkcity.org>; Oak O'Connell <usnaoak@aol.com>; Andrew Haaland <andrew.haaland@ngc.com>
Subject: [External] Lower Norfolk Development/Building Permit

[CAUTION] This is an external email.

I see the agenda for the next planning commission meeting includes the plan for the development at the end of lower Norfolk which is next to my house (1319 Norfolk Avenue).

I strongly request not approving the plan as is currently exists.

There are many reasons that I have presented to both the Planning Commission and the City Council. Please consider the following:

1. There is no fair way to appropriate road maintenance costs in place. I have personally managed the snow removal from the street for the past 20 years. When the non encroachment agreement was signed 20 years ago by the builder, Peter Papineau, it applied to only two homes on the street. Since then the resident of the blue house (1302 Norfolk) on the corner of 13th and Norfolk started parking up to 3 cars on the street and the inhabitant refused to participate in cost sharing for snow removal. The "agreement" states that ALL property owners abutting the road are required to share in the cost of maintaining the street. But Park City Municipality (apparently) is not encumbered to pay anything. I've been able to coordinate with the city and they have participate for the past couple years.

This issue needs to be resolved before the building permit is approved. Where I could easily coordinate between two willing homeowners, with the building of 5 additional proposed residences, I (or preferably the city) would have to coordinate contracting for maintenance services then collect from 9 home owners. Some of which who will be most likely unwilling to participate, based on my 20 years of experience. I think that places an undo and unfair burden on to me, or whomever takes the responsibility for coordinating the roads maintenance going into the future. As a municipality, Park City has the authority to require taxes and then provide for the public good. It is unreasonable to place that sort of responsibility on a single individual. I'm exhausted with trying to convince the property owners to pay their fair share. With the additional residences, I am overwhelmed with the prospect of having to chase them all down to participate. I hereby as the city to take responsibly to maintain their property! The road and the right of way belongs to the City. Please do the right thing and take over maintaining the street.

Furthermore, The original “encroachment agreement” is arcane and overcome by events. It was never properly implemented due to “all properties abutting the roadway” were not properly encumbered with the requirement to maintain the street.. What worked 20 years ago for two homes when it was signed, no longer works. The city now is the largest land owner on the street with over 50% of the property abutting the street. Where the agreement states that ALL property owners are obligated to maintain the road, only 2 or 3 properties on the road are “encumbered” to maintain the street. This needs to be looked into by the city to see exactly whose titles are obligated with this requirement. That is an egregious and unfairly implemented requirement. The Shaft condominiums driveway flows onto the street, the city’s renter now parks his vehicles on the side of the street, and now a developer wants to build 5 residences at the end of the street. Since there is no agreement in place to obligate the city and the developer to share in costs, as well as no cost sharing agreement between all property owners abutting the street, it would be premature to approve the building permit until that cost sharing agreement can be agreed upon.

The “fair” way to manage the cost of maintaining the street, is for the city to collect taxes from the property owners and maintain the street. Per Andy Haaland, owner of 1315 Norfolk Avenue, the street meets city code requirements, the width, gutters, etc, and the same at the rest of Norfolk Avenue. Thus, we strongly disagree with the city that the street can not be plowed by the city. The city owns a front end loader that clears the Senior Citizens Center and well as behind the city library.

2. The road is about 10’ wide at the entrance to where 13th and Norfolk intersect with the way parking is currently. That makes the road a one way street, and again, where this worked for two homes using the road, it makes the street very dangerous and unsafe for 9 home owners. The traffic will now be increase probably 5 fold, with the homes proposed as probable vacation properties with lots of renters and home cleaners, delivery trucks, etc, which makes it very dangerous for probable accidents and plugging of the roadway. This is a tremendous danger to myself and the other residents of lower Norfolk. It is the City Councils responsibility to ensure the citizens of Park City are safe. The overcrowding of the street causes serious safety concerns should we need fire trucks ambulances and other emergency responders to our dead end street.

3. At the last planning commission meeting there was a debate as to whether the road is a road or a driveway. The current homeowners on the street strongly believe that the road is in fact, a road. It is not a driveway! The road is defined as such in the original “permit” signed by Peter Papineau in 2003. The developer is trying to redefine the road as a driveway to avoid upgrading the road to proper safety standards. Our safety should not be outweighed by his motive to build and sell homes and then have no long term interest in the safety of the residents of the street.

4. The original “encroachment agreement” is arcane and overcome by events. Furthermore it was never properly implemented. What worked 20 years ago when it was signed no longer works. The city now is the largest land owner on the street with over 50% of the property abutting the street. When the agreement states that ALL property owners are obligated to maintain the road, only 2 or 3 properties on the road are “encumbered” to maintain the street, per what I’ve been told. That is an egregious and unfair requirement. Additionally, the Shaft condominiums driveway flow onto the street, and for many years the city’s renter of 1302 Norfolk now parks his vehicles on the side of the street, and now the developer wants to build 5 residences at the end of the street. Since there is no agreement in place to obligate the city and the developer to share in costs, as well as no cost sharing agreement between all property owners abutting the street, it would be premature to approve the building permit until that cost sharing agreement can be agreed upon.

5. A Traffic Safety study needs to be performed before any building permit is approved. I hereby formally request the city perform a Traffic Safety study on Lower Norfolk below 13th street. That study, is done fairly will reveal the issues I’m presenting in this letter. It has been an item of concern that the requirement for a firetruck turn around suddenly went away when, it previously existed.

6. Furthermore, the plan as being presented, moves the road in front of my house (1319 Norfolk) significantly closer to my home. I dislike that as it will pinch me in a crowd my ability to park in front of my home. I do not want the road to be moved any closer to my home.

7. The sidewalk, as proposed would be on my side of the street. That is unreasonable as it should be placed on the other side of the street where it could then be joined to the sidewalk on 13th, which I helped pay for back in 2003. That's makes for a much better, safer and more coherent design way and will be safer for pedestrian traffic which will be significantly great due to the new construction proposed. The Traffic Safety study should confirm this.

8. I have discussed these issues with legal counsel and will pursue legal action should you decide to not take actions to respond to my requests. I have presented at the last several planning commission meetings and the last city council meeting, as well as attempted coordination with the city advocate, but feel highly frustrated due to non response. I have no idea what the city is thinking. I have put forth significant effort to voice my concerns. Until the issues enumerated above are addressed, the building permit for the end of Norfolk Avenue should not be approved.

Sincerely,

Mark Brian
1319 Norfolk Avenue
Park City, Utah 84060

Jaron Ehlers

From: planning <planning@parkcity.org>
Sent: Friday, September 22, 2023 8:56 AM
To: Alexandra Ananth; Jaron Ehlers
Subject: FW: [External] Lower Norfolk Development/Building Permit

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

From: Mark Brian <mark.s.brian@comcast.net>
Sent: Thursday, September 21, 2023 8:42 PM
To: planning <planning@parkcity.org>
Cc: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; carolynn@sorensenvance.com; Becca Gerber <becca.gerber@parkcity.org>; Stormie Dawn <Stormie.Dawn@parkcity.org>; Matt Dias <matt.dias@parkcity.org>; Michelle Downard <mdownard@parkcity.org>; Oak O'Connell <usnaoak@aol.com>; Andrew Haaland <andrew.haaland@ngc.com>
Subject: [External] Lower Norfolk Development/Building Permit

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There are many reasons that I have presented to both the Planning Commission and the City Council. Please consider the following:

1. There is no fair way to appropriate road maintenance costs in place. I have personally managed the snow removal from the street for the past 20 years. When the non encroachment agreement was signed 20 years ago by the builder, Peter Papineau, it applied to only two homes on the street. Since then the resident of the blue house (1302 Norfolk) on the corner of 13th and Norfolk started parking up to 3 cars on the street and the inhabitant refused to participate in cost sharing for snow removal. The "agreement" states that ALL property owners abutting the road are required to share in the cost of maintaining the street. But Park City Municipality (apparently) is not encumbered to pay anything. I've been able to coordinate with the city and they have participate for the past couple years.

This issue needs to be resolved before the building permit is approved. Where I could easily coordinate between two willing homeowners, with the building of 5 additional proposed residences, I (or preferably the city) would have to coordinate contracting for maintenance services then collect from 9 home owners. Some of which who will be most likely unwilling to participate, based on my 20 years of experience. I think that places an undo and unfair burden on to me, or whomever takes the responsibility for coordinating the roads maintenance going into the future. As a municipality, Park City has the authority to require taxes and then provide for the public good. It is unreasonable to place that sort of responsibility on a single individual. I'm exhausted with trying to convince the property owners to pay their fair share. With the additional residences, I am overwhelmed with the prospect of having to chase them all down to participate. I hereby as the city to take responsibly to maintain their property! The road and the right of way belongs to the City. Please do the right thing and take over maintaining the street.

Furthermore, The original “encroachment agreement” is arcane and overcome by events. It was never properly implemented due to “all properties abutting the roadway” were not properly encumbered with the requirement to maintain the street.. What worked 20 years ago for two homes when it was signed, no longer works. The city now is the largest land owner on the street with over 50% of the property abutting the street. Where the agreement states that ALL property owners are obligated to maintain the road, only 2 or 3 properties on the road are “encumbered” to maintain the street. This needs to be looked into by the city to see exactly whose titles are obligated with this requirement. That is an egregious and unfairly implemented requirement. The Shaft condominiums driveway flows onto the street, the city’s renter now parks his vehicles on the side of the street, and now a developer wants to build 5 residences at the end of the street. Since there is no agreement in place to obligate the city and the developer to share in costs, as well as no cost sharing agreement between all property owners abutting the street, it would be premature to approve the building permit until that cost sharing agreement can be agreed upon.

The “fair” way to manage the cost of maintaining the street, is for the city to collect taxes from the property owners and maintain the street. Per Andy Haaland, owner of 1315 Norfolk Avenue, the street meets city code requirements, the width, gutters, etc, and the same at the rest of Norfolk Avenue. Thus, we strongly disagree with the city that the street can not be plowed by the city. The city owns a front end loader that clears the Senior Citizens Center and well as behind the city library.

2. The road is about 10’ wide at the entrance to where 13th and Norfolk intersect with the way parking is currently. That makes the road a one way street, and again, where this worked for two homes using the road, it makes the street very dangerous and unsafe for 9 home owners. The traffic will now be increase probably 5 fold, with the homes proposed as probable vacation properties with lots of renters and home cleaners, delivery trucks, etc, which makes it very dangerous for probable accidents and plugging of the roadway. This is a tremendous danger to myself and the other residents of lower Norfolk. It is the City Councils responsibility to ensure the citizens of Park City are safe. The overcrowding of the street causes serious safety concerns should we need fire trucks ambulances and other emergency responders to our dead end street.

3. At the last planning commission meeting there was a debate as to whether the road is a road or a driveway. The current homeowners on the street strongly believe that the road is in fact, a road. It is not a driveway! The road is defined as such in the original “permit” signed by Peter Papineau in 2003. The developer is trying to redefine the road as a driveway to avoid upgrading the road to proper safety standards. Our safety should not be outweighed by his motive to build and sell homes and then have no long term interest in the safety of the residents of the street.

4. The original “encroachment agreement” is arcane and overcome by events. Furthermore it was never properly implemented. What worked 20 years ago when it was signed no longer works. The city now is the largest land owner on the street with over 50% of the property abutting the street. When the agreement states that ALL property owners are obligated to maintain the road, only 2 or 3 properties on the road are “encumbered” to maintain the street, per what I’ve been told. That is an egregious and unfair requirement. Additionally, the Shaft condominiums driveway flow onto the street, and for many years the city’s renter of 1302 Norfolk now parks his vehicles on the side of the street, and now the developer wants to build 5 residences at the end of the street. Since there is no agreement in place to obligate the city and the developer to share in costs, as well as no cost sharing agreement between all property owners abutting the street, it would be premature to approve the building permit until that cost sharing agreement can be agreed upon.

5. A Traffic Safety study needs to be performed before any building permit is approved. I hereby formally request the city perform a Traffic Safety study on Lower Norfolk below 13th street. That study, is done fairly will reveal the issues I’m presenting in this letter. It has been an item of concern that the requirement for a firetruck turn around suddenly went away when, it previously existed.

6. Furthermore, the plan as being presented, moves the road in front of my house (1319 Norfolk) significantly closer to my home. I dislike that as it will pinch me in a crowd my ability to park in front of my home. I do not want the road to be moved any closer to my home.

7. The sidewalk, as proposed would be on my side of the street. That is unreasonable as it should be placed on the other side of the street where it could then be joined to the sidewalk on 13th, which I helped pay for back in 2003. That's makes for a much better, safer and more coherent design way and will be safer for pedestrian traffic which will be significantly great due to the new construction proposed. The Traffic Safety study should confirm this.

8. I have discussed these issues with legal counsel and will pursue legal action should you decide to not take actions to respond to my requests. I have presented at the last several planning commission meetings and the last city council meeting, as well as attempted coordination with the city advocate, but feel highly frustrated due to non response. I have no idea what the city is thinking. I have put forth significant effort to voice my concerns. Until the issues enumerated above are addressed, the building permit for the end of Norfolk Avenue should not be approved.

Sincerely,

Mark Brian
1319 Norfolk Avenue
Park City, Utah 84060