



**PARK CITY COUNCIL MEETING
SUMMIT COUNTY, UTAH
July 6, 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. [Click here](#) for more information.

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

4:45 p.m. - CityTour 2023 Debrief
[CityTour 2023 Presentation](#)

5:15 p.m. - Break

REGULAR MEETING - 5:30 p.m.

I. ROLL CALL

II. APPOINTMENTS

1. Appoint Rick Shand and Reappoint Christin Van Dine to the Planning Commission for Four-Year Terms Effective Upon Swearing in thru July 2027
[Planning Commission Appointments Staff Report](#)

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments

Staff Communications Reports

1. Future of Empire Creek Water Flows Public Outreach Summary
[Future Empire Creek Water Flows Staff Report](#)
2. 2023 Spring Runoff Season Update
[2023 Spring Runoff Staff Report](#)
[Exhibit A: Seasonal Snowpack River Gage Conditions](#)
[Exhibit B: 2023 Spring Runoff Outreach](#)
3. 2022 Pavement Workmanship Warranty
[2022 Pavement Workmanship Warranty Staff Report](#)
[Exhibit A: 2022 Pavement Map](#)

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

V. CONSIDERATION OF MINUTES

1. Consideration to Approve the City Council Meeting Minutes from June 1 and 12, 2023
[June 1, 2023 Minutes](#)
[June 12, 2023 Minutes](#)

VI. OLD BUSINESS

1. Consideration of Deer Valley Development Company Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area MPD and Subdivision Application
(A) Public Hearing (B) Possible Action
[Vacation Staff Report](#)
[Exhibit A: Deer Valley's Vacation Petition](#)
[Exhibit B: DV MPD Amendments Summary](#)
[Exhibit C: Snow Park Village Transportation Analysis April 2023](#)
[Exhibit D: WCG Review of Applicant's Transportation Analysis](#)
[Exhibit E: Public Input Received](#)

VII. NEW BUSINESS

1. Consideration to Approve the Acquisition of 40 Artworks for the EmPOWERment Project Not to Exceed \$45,000 Funded by the Public Art Capital Improvements Projects Fund, in a Form Approved by the City Attorney
(A) Public Input (B) Action
[EmPOWERment Project Staff Report](#)
[Exhibit A: Recommended Artwork for EmPOWERment Project](#)
2. Consideration to Approve Ordinance 2023-34, an Ordinance Approving the Founders Place Condominiums - Phase II Plat, Located at 3267 West Deer Hollow Road, Park City, Utah
(A) Public Hearing (B) Action
[Founders Place Phase II Staff Report](#)
[Exhibit A: Founders Place Phase II Condominium Plat Draft Ordinance](#)
[Exhibit B: 1995 Settlement Agreement](#)
[Exhibit C: First Amended Wasatch County Density Determination](#)
[Exhibit D: Party Wall Agreement](#)
[Exhibit E: Founders Place CUP Final Action Letter](#)
[Exhibit F: Storm Water Runoff Protection Plan](#)
[Exhibit G: Founders Place Housing Mitigation Plan](#)

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.**

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: WORK SESSION

Subject:

4:45 p.m. - CityTour 2023 Debrief

Suggested Action:**Attachments:**

[CityTour 2023 Presentation](#)

CITYTOUR 2023

FT. COLLINS & ESTES PARK

May 17 – 21, 2023



by Myles Rademan

Tanzi Propst

Paige Galvin

























The logo features a stylized, metallic, wavy line that curves upwards from the left, forms a small peak, and then curves downwards to the right. It has a three-dimensional appearance.

City of
Fort Collins

City Hall













About BHS

From the Board

As we conclude another successful year, the progress towards the completion of Phase I of the 20-year behavioral health initiative has been remarkable. We allocated another \$2.8 million dollars of grants through the Impact Fund that were distributed throughout the entire county. The reported data dashboard on our website allows our collaborative efforts are making a difference. The Board of County Commissioners remain committed to the needs of the community. At the current Policy Council Chair and Board liaison, I am proud to work alongside our tremendous county staff, our dedicated municipal partners, and our outstanding community behavioral health agencies. Every week drive by the Behavioral Health Campus and see the significant progress of the construction of the Acute Care facility. We look forward to more great work in 2023 and during the opening of the Acute Care facility at the Larimer County Behavioral Health Services at Longview Campus.

From the Director

With the countdown to under one year until the much-anticipated new Acute Care facility at the Longview Campus opens its doors, BHS is bustling with activity. In 2022, we successfully granted over \$2.8 million to 43 major organizations through our Impact Fund Grant Program. We experienced a critical call to action as youth mental health that has captured the attention of our community leaders and was the highest funded targeted project within our grant program, with over 40% of our grant funds going towards the expansion of child and youth services. Our focus on increasing awareness and providing affordable and appropriate behavioral health care, for all ages, remains our priority. The year 2023 brings new possibilities and opportunities for improved health to all.

Highlights

Initiative that designates a portion of the Impact Fund to address the needs of the community through the Behavioral Health Campus, and the



Judy Shadlock-McNally
Board of County Commissioners



Laurie Stoen, Director
Behavioral Health Services

Behavioral Health Campus

Longview, a name inspired by the local landscape and proximity to Long View Open Space and Long View Trails, also serves as a metaphor for the journey to mental health and recovery. The 40-acre campus will house a variety of behavioral health services in the future. The first building located on the campus, Acute Care, will address a critical gap in available crisis services within the county in our community. This project timeline has been accelerated and, pending secured funding, is anticipated to open in 2025.



Acute Care Opening Winter 2023

Acute Care will provide care to individuals experiencing a behavioral health crisis. The facility will be provided by SummitStone Health Partners in partnership with LCHS. Health Partners will provide a phased approach to the opening of Acute Care with the following services:

Services

- Behavioral Health Urgent Care: Available 24/7
- Case Coordination
- Substance Use Treatment with Medications
- Withdrawal Management
- Crisis Stabilization Unit (CSU)
- Onsite Pharmacy and Lab

Future Services

- Short-Term Intensive Residential Treatment (SIRT)
Short-term residential program for clients focused on recovery
- Outpatient Treatment Program (OTOP)
- Behavioral Health Institute / Center of Excellence for Training and Professional Development
- Expansion of Existing Services



Employment

For life about employment opportunities visit: www.summitstonehealth.com

Construction Contacts

Ann Cooper, Director, Project Development
970.731.1247 / ann.cooper@summitstonehealth.com
Kevin Hoff, Project Manager
214.424.4444 / kevin.hoff@summitstonehealth.com
General Contractor: SummitStone Health Partners





Larimer County
Department of Natural Resources
Open Spaces, Parks, and Priority Areas

- Open Space (OS) or Group Park (GP) managed by Larimer County
- Other Open Space: National Area (NA) or State Park (SP)
- Conservation Easement (CE)
- National Forest (NF)
- National Park (NP)
- Partnership Conservation Priority Area
- Open Land Conservation Priority Area
- River Conservation Priority Area

Scale: 0 5 10 Miles

Larimer County
Department of Natural Resources
Open Spaces, Parks, and Priority Areas

- Open Space (OS) or County Park (CP) managed by Larimer County
■ Color Open Space, Natural Area (NA) or State Park (SP)
■ Conservation Reserve (CR)
■ National Forest (NF)
■ National Park (NP)











































































TAKE-AWAYS

A summary of the debriefing comments from participants

GOVERNANCE

- Women in leadership positions: is it more collaborative?
- Photos of elected officials in city buildings
- State of Colorado is a better partner with local governments
- Structural & political differences in government between Utah and Colorado makes state collaboration difficult
- Variety of methods to reach out to the community, but friction remains
- **Not every initiative works even through all their collaboration: Density code change – passed and then appealed & overturned**
- Partnership with the university to sponsor casual ‘talkbacks’
- Civic conversations: train & pay facilitators: Let’s Talk: use student facilitators
- “you can’t make friends when you need them”
- “Yes In My Backyard” campaign opposite of NIMBY
- Levels of public engagement is phenomenal – yard signs up with QR codes with the info community. This will pay huge dividends in the future.

Hope doesn’t happen!

INFRASTRUCTURE

- Collaboration with the business community and non-profits – lots of respect
- Private businesses buying land for housing projects
- Tax increment financing was innovative
- Emphasis on bike lanes and streets for community
- Trail connections, dedicated commuter trails/lanes & much better signage/maintenance
- Bus Rapid Transit: works, but very expensive & controversial
- BRT & bike share app easy to use
- School transportation plan was aligned with the active transportation plans
- Pedestrianized streets
- Lots of accessibility and ADA ramps
- Community spaces rather than tourist spaces, much younger population, more trolleys
- Pedestrian gathering space – small area plans
- Colorado has its own coordinated trail app
- Cleanliness of cities: coordinate & decorate trash cans
- Public art is seen as a key infrastructure

- Open space buffers between communities and large amounts of preserved open space
- Long range 25 yr open space & trails plan
- Arts District: design for locals
- Better maintenance of parking structures & trails
- Visual cues for pedestrian areas
- Mental health facilities: collaborative funding partnerships
- Community coalesced around the \$1 billion upgrade of I-25

COMMUNITY ACTIVATION

- Impressive downtown Ft. Collins including both physical infrastructure and events to bring locals together
- Town Square: for locals and tourists: design & activation is key
- Alley art & murals
- Arts and culture is woven throughout the community
- Historic Fort Collins walking tours
- QR Codes for events
- Round-up: voluntary round-up of bills at stores go to non-profits

ASSORTED IDEAS & COMMENTS

- Concept of a 'wicked problems'
- Open space tax
- Childcare & affordable housing funding by TRT tax
- Must connect to broadband in new developments; connect the urban & rural communities; aids social equity
- Waste reduction: zero waste by 2030
- Timed entry into National Park: maybe applicable for ski areas
- Wildfire planning— looking at each home: Estes Park had to evacuate whole town: prepare to stay prepare to go
- Landfill and successful diversion program
- Senior living center is a step in the right direction
- Behavior and mental health building – huge community resource
- Digital transportation code for America – getting students to help with coding for non-profits
- Need a CityTour of PC & county areas
- Active civic participation – expand let's talk to Park City to invite citizens to sit down and talk – high school or college students to be moderators
- City support of Leadership alumni events to strengthen leadership base

BIGGEST TAKE-AWAY

- **CityTour provided participants with the opportunity to form and strengthen the bonds of our own Park City community**



**THANK YOU TO
ALL THIS
YEAR'S
CITYTOUR
PARTICIPANTS
....BOTH
YOUNG & A BIT
OLDER**

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Information

Agenda Section: WORK SESSION

Subject:

5:15 p.m. - Break

Suggested Action:

Attachments:

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: APPOINTMENTS

Subject:

Appoint Rick Shand and Reappoint Christin Van Dine to the Planning Commission for Four-Year Terms Effective Upon Swearing in thru July 2027

Suggested Action:

Attachments:

[Planning Commission Appointments Staff Report](#)

City Council Staff Report

Subject: Planning Commission Appointments
Author: Michelle Downard
Department: Executive
Date: July 6, 2023
Type of Item: Appointments—Advice and Consent

Recommendation

Consider the reappointment of Christin Van Dine and appointment of Rick Shand to the Planning Commission for four-year terms effective upon swearing in through July 2027.

Background

The Planning Commission reviews for consistency with the General Plan and Land Management Code and takes final action on many important land use applications, including Conditional Use Permits and Master Planned Developments. The Planning Commission also reviews and forwards a recommendation for City Council consideration for subdivision and condominium plats, Land Management Code amendments, annexations, zoning, and General Plan updates.

The Planning Commission consists of seven members who serve four-year staggered terms that expire on the second Wednesday in July. Members continue to serve until a successor is appointed. Members must be residents of Park City and reside within Park City for at least 90 days before being appointed. The current Planning Commissioners are listed below:

Planning Commissioners	Term Expiration
John Kenworthy	Jul-23
Christin Van Dine	Jul-23
Sarah Hall	Jul-24
William (Bill) Johnson	Jul-24
Laura Suesser, Chair	Jul-25
Henry Sigg	Jul-26
John Frontero	Jul-26

[PCMC 15-12-1](#) establishes that Planning Commission members are appointed by the Mayor with the advice and consent of the City Council. The code also states that alternate members may be appointed. [PCMC 15-12-4](#) requires appointments to the Planning Commission to be made on a basis to fairly represent the interests of all residents of the community. On September 1, 2022, Council adopted [Ordinance No. 2022-30](#), amending Planning Commissioner qualifications as follows:

Members of the Planning Commission shall be residents of Park City and have resided within the City for at least ninety (90) days prior to being appointed. *There should be a priority for at least one Planning Commissioner to*

be a land use professional, including but not limited to experience in construction, planning, architecture, or real estate development.

Analysis

Two serving Planning Commissioners, John Kenworthy, and Christin Van Dine, have terms ending in July 2023. John Kenworthy did not apply for reappointment. Christin Van Dine did.

The two vacancies were advertised through the Park City Website, Park City Newsletter, Park Record Newspaper, and social media.

Fortunately, interest was strong, and thirteen eligible applications were received. They include Christin Van Dine, Elyse Kats, Esteban Nunez, Frank Karoly, Jacob Dewey, Mark McClure, Matthew Nagie, Michael Collins, Michael Fisher, Michael Wong, Molly Louthan, Rick Shand, and Vicki Zgodny.

The Mayor and Council reviewed applications and conducted interviews on Monday, [June 12, 2023](#). After thorough consideration, the Mayor recommends the reappointment of Christin Van Dine and the appointment of Rich Shand to the Planning Commission for four-year terms effective upon swearing in through July 2027. Council should discuss and consider voting to approve the Mayor's recommended appointment.

Department Review

The Planning, Legal, and Executive Departments have reviewed this report.

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Utilities

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

Future of Empire Creek Water Flows Public Outreach Summary

Suggested Action:

Attachments:

[Future Empire Creek Water Flows Staff Report](#)



City Council Staff Communications Report

Subject: Future Empire Creek Water Flows
Author: Clint McAfee
Department: Public Utilities
Date: July 6, 2023

Summary

To comply with regulatory permits issued by the Utah Division of Water Quality, water currently being discharged into Empire Creek, also known locally as Poison Creek, from Judge Tunnel will be permanently diverted to the new 3Kings Water Treatment Plant later this year.

Park City's Empire Creek is not a naturally occurring year-round waterway despite today's conditions and what we've grown accustomed. For decades, most of the water in Empire Creek today was piped directly from the source (Judge Mine Tunnel) directly into Park City's drinking water system. However, in 2013, after working with Utah's environmental regulators, Park City began temporarily discharging the Judge Tunnel water directly into Empire Creek until it could be treated at the 3Kings Water Treatment Plant in 2023.

As a result, this created a year-round "wet creek," not the naturally occurring seasonal or ephemeral waterway that did not "run wet" year-round. Empire Creek's natural state was to occasionally dry up at certain times during the year depending on various environmental factors (rain, snowpack, drought, etc.).

Regardless, many residents living near Empire Creek are fond of the 2013 infusion of water and have sought and questioned why Park City can't find cost-effective alternatives to meeting the requirements of Utah's regulatory permit.

Water draining from Judge Tunnel and into Empire Creek contains metal concentrations that exceed stream water standards and drinking water standards. Without treatment, Judge Tunnel water cannot legally or safely be used for drinking water or stream water without violating the Clean Water Act and the Safe Drinking Water Act. The decision to comply with drinking water and stream water regulatory requirements by piping Judge Tunnel water to 3Kings Water Treatment Plant was made in 2014 by City Council, and reconfirmed in 2018 by a different City Council.

Over time, various [Alternatives](#) for pumping clean water back up to Empire Canyon for discharge to the creek were considered due to community input. However, each viable alternative was deemed extremely expensive, required significant ongoing energy use and water, and as a result, was not pursued by City Council.

For additional context:

- At the July 31, 2014, City Council meeting, Council authorized the City to enter into a Stipulated Compliance Order for treatment of the Judge and Spiro Tunnels between Park City Municipal Corporation and the Utah Division of Water Quality.
- Links to the meeting documents are here: ([Link to July 31, 2014 SCO staff report, see page 131](#)) ([Link to minutes for July 31, 2014 Council Meeting, see page 5](#)).
- The 2014 staff report includes the following language: *“It is important to highlight that the diversion of Judge Tunnel water has resulted in an increased flow of water in the drainage channel which will continue until infrastructure to convey and treat Judge Tunnel is complete. At the completion of this construction, and the corresponding deadline per the SCO, water will no longer be discharged into Empire Canyon from Judge Tunnel and the drainage channel will return to its historic condition as an ephemeral drainage channel. In 2013, as part of a plan to convey Judge Tunnel water to a future treatment facility near the existing SWTP or QJWTP, Council approved the construction of a pipeline running from Judge Tunnel to the existing SWTP site.”*
- After water draining from Judge Tunnel is diverted, the amount of water in Empire Creek will be similar to conditions before 2013 when most of the water in Empire Creek today was diverted directly from Judge Tunnel into Park City’s drinking water system.
- Similar to before 2013, Empire Creek will return to a seasonal, or ephemeral waterway, and may dry up at certain times during the year depending on a variety of environmental factors (rain, snowpack, drought, etc.).

Silver Maple Claims Wetlands

Concurrent with the diversion of water from Judge Tunnel to 3Kings, Park City will implement the [Silver Maple Claims Wetlands Mitigation Plan](#) by adding water to the wetlands near Prospector Park. Water will be diverted from the Pace Homer Ditch, and discharged into the Wetlands as shown on the [map at this link](#).

Education and Awareness

City Council received an overview of the long history and updates on this complicated history at the [September 23, 2021](#), and [November 10, 2022](#), City Council meetings.

In addition, to help inform the public of the permits that require the Judge Tunnel no longer discharge into Empire Creek beginning in 2021, Community Engagement and Public Utilities created informational materials and held meetings outlined below. The focus was to inform the public of the history, regulations, schedule, decision-making timeline, key documents, and FAQs.

- September 20, 2021, Prospector neighborhood meeting
- September 23, 2021, Council work session [presentation](#)
- June 4, 2022, Meeting with Mayor Worel at Prospector Park
- [Future of Empire Creek Flyer](#)
- [Engage website](#)

- November 5, 2022, Prospector/Upper Main neighborhood meeting
- November 10, 2022, Council work session [presentation](#)
- December 14, 2022, Prospector neighborhood meeting at Sally Elliott's house
- April 18, 2023, Public Information Meeting, In-person/Virtual [presentation](#)
- May 25, 2023, [Spanish Flyers](#) were distributed to creek-adjacent Spanish-speaking neighbors
- Future meeting – August 19, 2023, Meeting with Mayor Worel at Old Town Park

No additional public outreach is planned before complying with PCMC's regulatory permit. Despite the additional outreach, education, and meeting the parameters of the Clean Water Act, Public Utilities anticipates continued advocacy for alternatives to permit compliance.

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

2023 Spring Runoff Season Update

Suggested Action:

Attachments:

[2023 Spring Runoff Staff Report](#)

[Exhibit A: Seasonal Snowpack River Gage Conditions](#)

[Exhibit B: 2023 Spring Runoff Outreach](#)

City Council Staff Communication

Subject: 2023 Spring Runoff Recap
Authors: Troy Dayley, Linda Jager, Mike McComb
Departments: Public Works, Community Engagement, and Emergency Management
Date: July 6, 2023

Summary

The following is an information report regarding the collaborative work completed to support possible flooding during the 2023 spring runoff season and the City's preparations.

Background

The 2022-23 winter produced a significant amount of snowpack that increased the spring runoff intensity, with increased flows observed from mid-April to early June. With this year's snowpack reaching 173% of the 1991-2020 average, we wanted to share flood preparation efforts undertaken throughout City departments.

A recap of snowpack and stream gage conditions for the past 30 days is included in **Exhibit A**.

Public Works Summary of 2023 Spring Runoff

- Completed multiple daily checks at 28 locations, beginning in early April;
- Over 500 hours of work toward flood control preparation;
- Responded to 792 inquiries to assist private/public property owners with possible flooding concerns;
- Produced over 11,000 sandbags; and,
- Worked with Volunteer groups.

Direct costs are anticipated to exceed \$75,000.

Additionally, the increased flows this season helped identify areas that will benefit from vegetation, decorative rock removal, and updating infrastructure. This work will be prioritized and completed in the upcoming months.

Regional Collaboration

Park City Municipal participated in a multi-agency coordination and communication effort from March to mid-June. Collaborative works included representatives from:

- Coalville City
- NOAA/National Weather Service Salt Lake City Field Office
- Oakley City, Public Works
- Park City Fire District
- Park City Streets and Stormwater, Public Works, Emergency Management

- Pipeline Operators
- Private Sector Businesses
- Rocky Mountain Power
- State Fire Marshal's Office
- State of Utah/Forestry, Fire & State Lands
- Summit County Administration, Sheriff's Office, Health Department, Public Works, Engineering, Public Lands, Emergency Management
- Utah Geological Survey
- Utah State Division of Emergency Management
- Water & Wastewater Providers

Spring Runoff Outreach and Communications

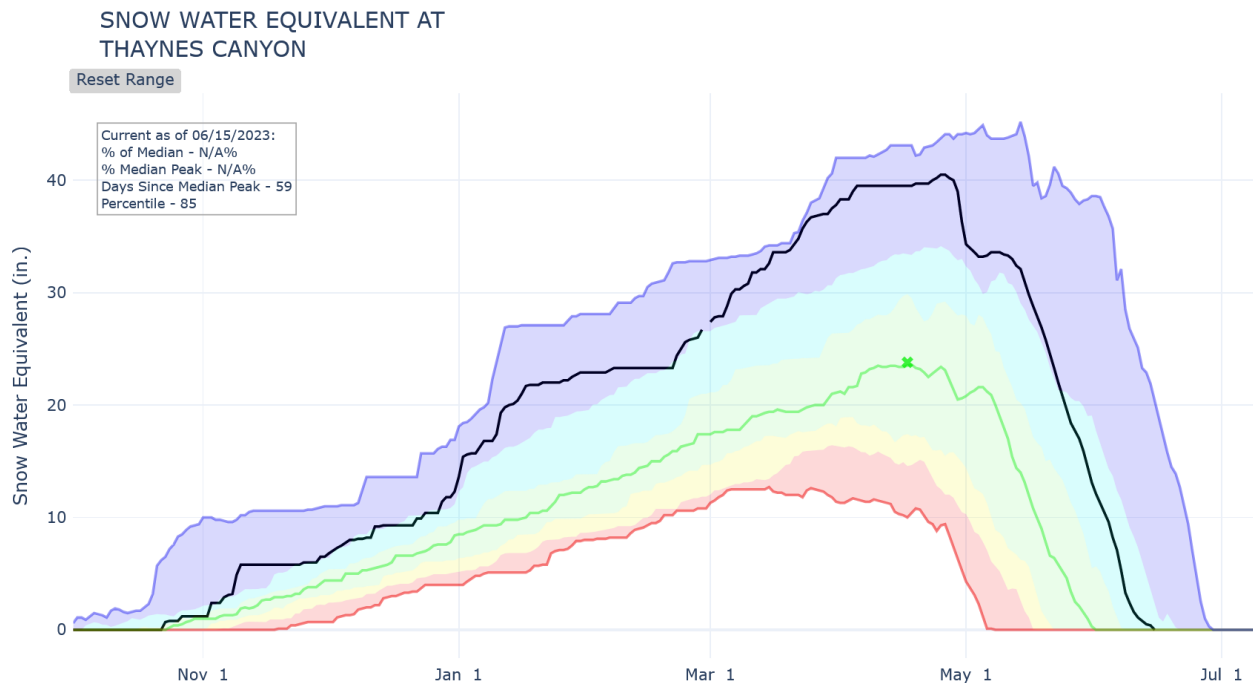
The City's Community Engagement team created a comprehensive communications plan to ensure residents and businesses were aware of impacts and resources during a potential flooding event. The team utilized print, radio, social media, and web platforms to provide timely information in English and Spanish. Messaging was also coordinated with Summit County. Outreach included details on the City's sandbag program, including pick-up locations and opportunities to volunteer for sandbagging events, spring runoff preparation tips, sump pumps, sandbag recycling, and more. Exhibit B contains a recap of community engagement and outreach.

Exhibits

- A - Seasonal Snowpack and Stream Gage Information
- B - Spring Runoff Outreach Campaign Recap

Seasonal Snowpack, 30-Day River Gage Conditions & Drought Outlook

2022/3 Seasonal Snow-Water Equivalent



McLeod Creek Near Park City, UT - 10133600

May 16, 2023 - June 15, 2023

Gage height, ft ⓘ

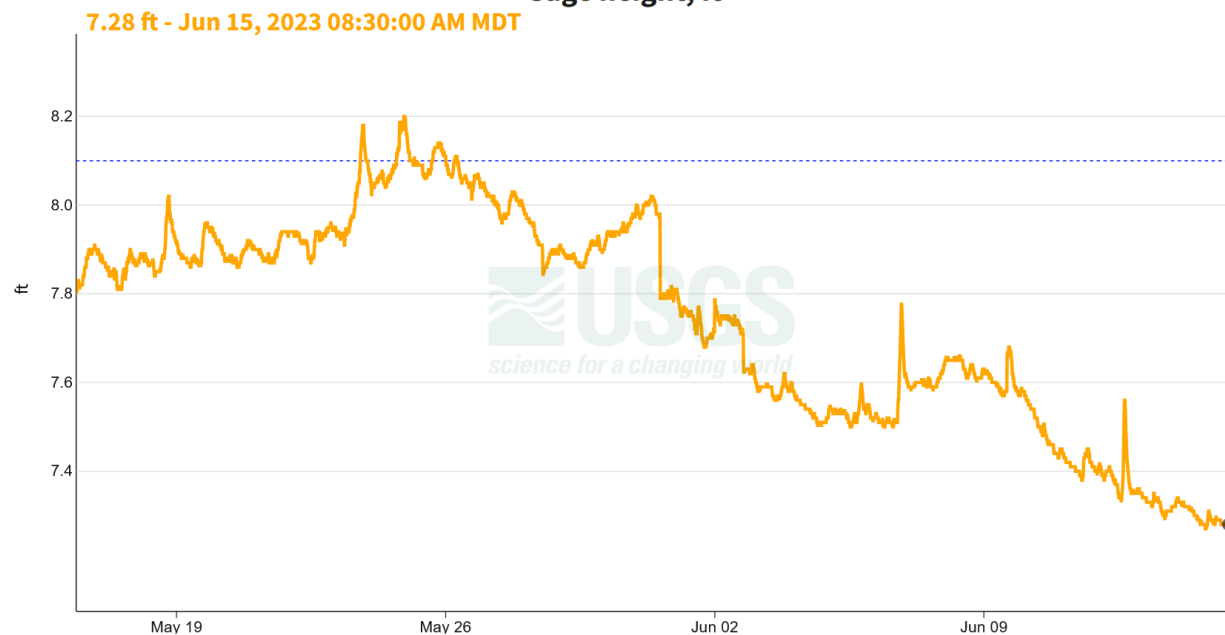
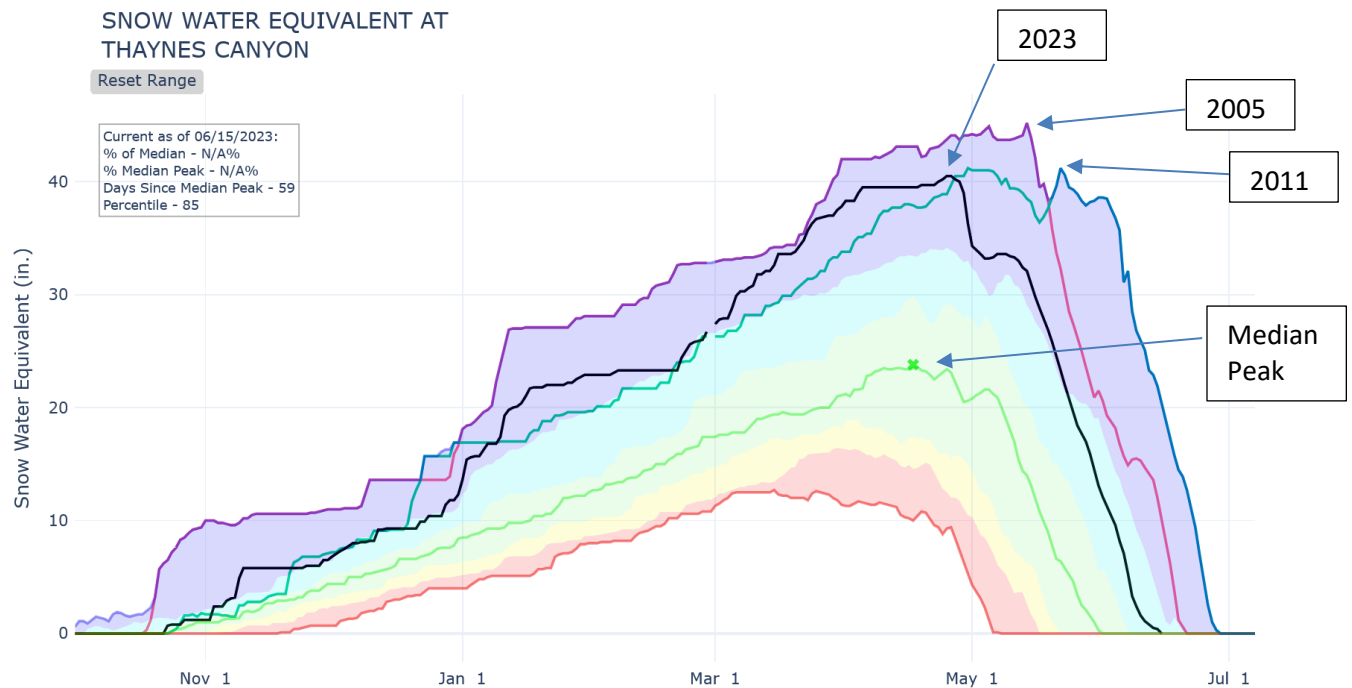


Exhibit A

Seasonal Snowpack, 30-Day River Gage Conditions & Drought Outlook

2022/3 Winter Comparison to Previous Record Years (1990-2020)



Current Long-Term Utah Drought Outlook & Conditions (NOAA)

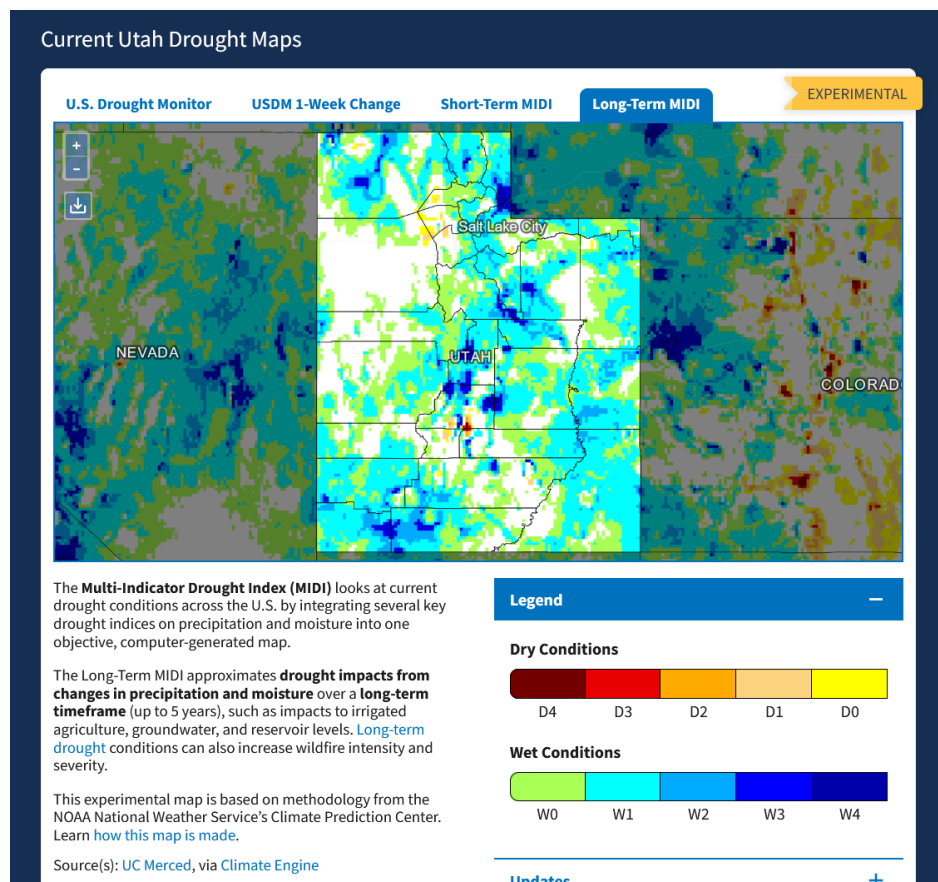


Exhibit A

Spring Runoff Outreach Campaign

Website: [Spring Runoff Information](#)

Media Coverage:



KPCW: [Park City prepares for spring runoff, potential flooding](#)

Park Record:



[Park City readies thousands of sandbags, pre-positions heavy machinery as spring runoff begins](#)



[Park City waterways remain in banks, but runoff peak weeks away](#)

Social Media Report

April 3 – June 13

- 48,500 total post impressions
- 20,600 total video views
- Three educational videos: Flood Preparation, Sump Pump Tips, Storm Drainage Maintenance

 City Governme... Sat 4/22/2023 11:22 am...	 City Governme... Fri 5/5/2023 1:20 pm MDT	 parkcitygovt Mon 4/3/2023 4:38 pm ...
A huge thanks to our Park City friends and neighbors from The Church of Jesus Christ of...	Nearly 50 Park City Municipal staff members volunteered today to fill sandbags at the...	It's never too early to start preparing for spring runoff, especially after the winter...
		
Total Engagements 543	Total Engagements 325	Total Engagements 269

 parkcitygovt Tue 5/2/2023 4:31 pm M...	 parkcitygovt Mon 5/22/2023 2:24 pm ...
A sump pump can be a helpful tool during spring runoff season. Park City Municipal'...	Emergency Program Manager Mike McComb shares how Park City Municipal's Public Work...
 less fixed basis, is a	 Mike McComb Emergency Program Manager We're here at McLeod
Total Engagements 115	Total Engagements 170

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Public Works Administration

Item Type: Information

Agenda Section: COMMUNICATIONS AND DISCLOSURES FROM
COUNCIL AND STAFF

Subject:

2022 Pavement Workmanship Warranty

Suggested Action:

Attachments:

[2022 Pavement Workmanship Warranty Staff Report](#)

[Exhibit A: 2022 Pavement Map](#)

City Council Staff Communication

Subject: 2022 Pavement Workmanship Warranty
Authors: Troy Dayley, Public Works Director
Department: Public Works
Date: July 27, 2023

Summary

The following is an informational report regarding the 2022 Pavement Management Program. Work completed during this project requires contractor warranty work.

Background

Each spring, Public Works conducts a comprehensive street inspection of all City maintained roads. During this year's assessment, we noticed potential problems with some of the newly paved streets from last summer's paving program and how they are performing.

Within the one-year quality and workmanship warranty period, we engaged Kilgore Contracting, our contractor, and determined we have justification to request additional repairs to portions of some of the streets paved last year. At the time, the work was completed to our satisfaction and concurred by our third-party expert who tests and ensures quality controls are met and pavement quality meets requirements. There were no problems identified last year with the asphalt mix or installation process.

However, given the condition of some of the streets, Public Works is working with Kilgore Contracting to ensure quality repairs are completed and proper notifications are distributed to adjacent property owners explaining why crews are back working on the newly paved streets. All work completed will be at the expense of Kilgore Contracting, and we continue to have confidence in their services and responsiveness to our requests.

During the upcoming months, and in coordination of this summer's pavement program, Kilgore Contracting will return to remedy problematic areas.

Depending on the street segment identified, we have implemented a four-tier approach:

- Do nothing, as some pavements are performing as expected;
- Remove the failing section of the road and replace with new asphalt;
- Application of Type II Slurry Seal over the road, creating a new wear surface; and
- A combination of removal, replacement, and Type II Slurry Seal applications.

We are confident these treatments are the best course of action to ensure the City receives the quality of pavement intended. Furthermore, we remain impressed that Kilgore Contracting is taking responsibility for making necessary repairs.

Streets that will be reviewed for repair include;

Street Name	Section/Location
Meadows Drive	SR224 to Crestline Drive
Bonanza Drive	Deer Valley Dr to Kearns
Empire Ave	Manor way to Sliver King Dr.
Norfolk Ave	8 th Street to 13 th Street
13 th Street	Park Ave to Norfolk
Marsac Parking	South Park lot and entrance
Sun Ridge Drive	Solamere Dr to Hidden Oaks
Oakwood Court	Sun Ridge Drive to end CDS
Richardson Flat RD	SR-248 to HWY 40 overpass

Exhibits

Exhibit A: [2022 Pavement Map](#)

PARK CITY
1884

LEGEND

- TYPE II SLURRY SEAL (Green line)
- ROTO-MILL & PAVEMENT (Red line)
- CRACK SEAL (Yellow line)
- SEAL COAT BIKE PATHS (Blue line)

Map labels include: SAINT MARY'S CATHOLIC CHURCH, MCPOLIN FARM BARN, ASPEN SPRINGS, THAYNES CANYON, RIDGEVIEW, PARK MEADOWS, TREASURE MOUNTAIN MIDDLE SCHOOL, PARK CITY HIGH SCHOOL, PROSPECTOR SQUARE, THE AERIE, HISTORIC OLD TOWN, SNOW PARK, SOLAMERE, THE OAKS, ROUND VALLEY, QUINN'S TRAILS, and SILVER LAKE.

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Executive

Item Type: Staff Report

Agenda Section: CONSIDERATION OF MINUTES

Subject:

Consideration to Approve the City Council Meeting Minutes from June 1 and 12, 2023

Suggested Action:

Attachments:

[June 1, 2023 Minutes](#)

[June 12, 2023 Minutes](#)



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

June 1, 2023

The Council of Park City, Summit County, Utah, met in open meeting on June 1, 2023, at 3:15 p.m. in the City Council Chambers.

CLOSED SESSION

The closed session was cancelled.

WORK SESSION

Deer Valley Development Company Petition for the City to Vacate Portions of Right-Of -Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area MPD and Subdivision Application. No Action Will Be Taken:

Mayor Worel noted Council Members Dickey and Rubell were excused from the meeting. Deer Valley (DV) President Todd Bennett introduced the goal of creating a base area that would reflect what was expected of a destination resort such as DV. He indicated that to accomplish this, DV would need a right-of-way vacation across DV-owned land and a transfer of 2.5 acres of the roadway from Park City Municipal. He furthered that the three plans to be presented tonight would aim to improve transportation and circulation, increase housing, and preserve public space.

Bennett identified a modern transit mobility hub that would increase transit options for electric buses and provide efficient traffic flow to and from the resort during peak periods; the development of a housing plan to help address the ongoing housing crisis in Park City; and an improved Snow Park base area public park, fully connected bike and walking trail, and other family-friendly amenities and gathering areas.

Jake Romney, Alterra Mountain Company Director of Development, reviewed the Deer Valley Master Planned Development (MPD) and stated the special exception permit was issued in 1978, and there had been 12 amendments to date. The total number of MPD unit equivalents was 2,110 Units of Entitlements (UOE), and the remaining Snow Park Unit Equivalents were 209.75 UOE. Romney furthered that the Planning Commission reviewed traffic mitigation and recommended the City Council review the request for a right-of-way (ROW) vacation in January 2023. As such, DV proposed improvements to the area, including but not limited to the overall site plan and new roadway configurations, as part of the conditional use permit (CUP) submittal. He felt the ROW

1 vacation was critical to the success of this plan and would include new drop-offs and
2 multiple arrival points, a world-class transit hub, and significantly elevated facilities for
3 all modes of transportation.
4

5 Romney displayed the previous plans. These plans allowed for 2000+ parking stalls and
6 condominium development or real-estate sales, but they were not ideal for many
7 reasons: longer walking distance; no tram/shuttle; no transit hub; did not remove
8 vehicular and pedestrian conflicts; did not align with Park City transportation goals; no
9 après ski experience; and no gondola from Snow Park to Silver Lake. Romney
10 presented the proposed plan, which would improve safety by removing pedestrian and
11 vehicular conflicts at the drop-off area, create a transit hub for six buses in a covered
12 garage with lockers, restrooms, a waiting area, and driver facilities, create a multi-use
13 path that would be safer and a better experience around the loop and across the new
14 plaza; align with Park City transportation goals; align with the Lower DV Neighborhood
15 General Plan; include roadway improvements for bikes, pedestrians, and buses, create
16 a world-class resort experience; après ski experience during the wintertime and après
17 bike in the summertime; a gondola from Snow Park to Silver Lake; and utility upgrades
18 along Deer Valley Drive West.
19

20 Mayor Worel asked what the intent of the original MPD was. Bennett responded that
21 there were no parameters in the likely event the property might be developed two to
22 three decades later than presumed. Previous plans solely focused on creating HOAs
23 and wealth from entitlements. Council Member Doilney inquired as to when the most
24 recent amendment occurred, to which Romney estimated it was in 2012. Council
25 Member Doilney inquired as to the history and scope of the amendments and how many
26 entitlements remained to be developed. Romney stated that initially, there were 2,110
27 entitlements, most of which had been used to develop HOAs. The remaining 209.75
28 UOE's were in the lower parking lots of DV and represented the last of the developable
29 land.
30

31 Romney introduced the traffic simulation for Deer Valley West. The simulator was set for
32 morning traffic on a peak ski day with a fully parked lot at 2,262 stalls. Council Member
33 Toly inquired about a school bus drop-off lane. Romney responded it would be up to the
34 City if school buses would drop within the transportation hub or drop off at the cited
35 location on DV Drive, and noted either location would work within this simulation.
36 Romney added that DV had been listening to the community and addressing where they
37 might be negatively impacted. He stated that In The Trees would have an additional
38 lane to merge into traffic as they entered and exited their property. Additionally, plans
39 also addressed another concern surrounding Doe Pass. At the juncture of the Y on
40 Solamere and Queen Esther, there would be a turn lane in the proposed plan to get up
41 to speed and into traffic. Council Member Doilney asked if the simulation considered
42 paid, reserved, or ICON parking. Romney stated that it simulated the year 2040 and
43 was set to register 2,262 stalls, the different uses around the property (hotel and
44 residential), day skiers, and projected background growth.

1 Council Member Toly inquired about the workforce's need regarding projected growth
2 and if it was factored into the simulation and parking plans. Romney stated that both
3 were included in the design. Council Member Doilney noticed that the road was
4 significantly broader in the simulation and asked where the land to widen it would come
5 from. Romney identified that for most of the widening, there was enough land in the
6 ROW already owned by the City. Areas without land in the ROW would use DV property
7 to widen; however, in certain sections, the path would only gain two feet versus four feet
8 when it neighbored private property. Additionally, Doe Pass widening would occur on the
9 DV side of the property and would not infringe on the adjacent community.

10
11 Mayor Worel asked if the drop-off location would have three lanes of traffic. Romney
12 responded it would be three lanes, with DV employees helping to mitigate traffic flow.
13 Council Member Gerber asked if there would be a lane for parents to drop off their
14 children. Romney said that parent drop-offs were integrated into the current plan. Mayor
15 Worel asked if the City controlled whether property owners could build a road on their
16 property. Romney indicated DV would like to maintain ownership of the Doe Pass land
17 but would provide an access easement and ROW to the City so the public and City
18 could use it. However, DV would be responsible for maintaining the land. John
19 Robertson, City Engineer, said the road must be dedicated as an easement and meet
20 all City standards. Regarding maintenance, Doe Pass would need a level of service and
21 maintenance that would be challenging for the City to maintain. A dedication, rather than
22 an easement, would mean the City would be responsible for everything; however, if it
23 was an easement, DV would own the land and assume the responsibility of maintaining
24 it. Romney noted that DV was indifferent regarding land ownership of Doe Pass and
25 would support whatever decision was best for the collaboration.

26
27 Romney illustrated a one-acre park that would be built for the community to enjoy but
28 also would be maintained by DV. Mayor Worel noted that the next closest park was City
29 Park. Council Member Doilney asked if there were other resorts DV used as inspiration
30 when creating the proposed development plan. Romney stated that easy access and
31 proximity to amenities were crucial for a world-class experience. In addition, operating,
32 transit, and après experiences were all hallmarks of resorts providing the best guest
33 experience possible. Bennett added that there needed to be a sense of place and
34 vibrancy to maintain a world-class experience. Connecting the ski area to the village
35 would allow restaurants and retail shops to have a vibrant year-round business, instead
36 of seasonal. Bennett cited an example of another development created for year-round
37 guest experiences.

38
39 Council Member Toly asked how DV's proposed restaurant and retail shops would
40 complement versus compete with those on Main Street. Bennett responded that it would
41 be an opportunity to create a mountain-adjacent, après experience complementary to
42 Main Street businesses and shops.

1 Council Member Gerber asked how the prospective development would meet the needs
2 of residents for years to come. Romney stated previous plans were created with a focus
3 on real estate. The proposed plan would allow DV to maintain ownership and rent
4 spaces, creating flexibility in the village atmosphere. Council Member Gerber asked for
5 clarification from staff regarding the previous questions concerning the City vacating
6 portions of the ROW as it applied to the whole, particularly if questioning needed to be
7 more specific toward the ROW. City Attorney Margaret Plane stated the Council's
8 authority was on the ROW question; the conversation covered the project's scope in
9 that they are inextricably intertwined. There were no concerns with the broader
10 questioning.

11
12 Council Member Doilney asked DV to address the "Protect the Loop" group's concerns.
13 Bennett believed the proposed plan was an improvement. DV was incentivized to
14 provide the best possible plan because it would be a part of the community for a long
15 time. DV's idea of great was operable and open for debate and discussion with Council.
16 Romney stated the ROW vacation would allow all features and amenities discussed to
17 occur. He identified that the two most impacted communities, Trails End and Powder
18 Run, issued letters of support for the project. They had access to their properties,
19 favored the proposal, and viewed the amenities as a positive living experience.

20
21 Council Member Doilney stated all the proposed plans to Council illustrated 2,250
22 parking spaces; however, present-day parking could accommodate 1,300 cars and
23 1,700 cars on peak days. He inquired how DV would account for the 550-car difference
24 in parking illustrated in the proposed plans. Bennett stated that using 10% of street days
25 for parking, DV could park 1,700 cars. Council Member Doilney inquired if DV discussed
26 paid or reserved parking to help curb the traffic flow of the extra 500 built parking
27 spaces. Bennett stated that the carrying capacity of the road from the Y to the traffic
28 circle in fifteen minutes would remain the same. DV had a peak load problem. For much
29 of the day, there was no traffic issue entering or exiting the end of the DV canyon. The
30 proposed plan would spread out peak load times. Regarding the number of parking
31 spaces, at the 90% percentile, or peak day, hotel and residential locations would
32 account for 150 units, 100 hotels, and 50 residential; by code, DV was required to build
33 parking for those spaces, and they did not affect peak load time traffic. DV requested
34 more parking, but they were open to discussing a plan where the parking,
35 transportation, housing, and public spaces would meet the goals of DV, the City, and the
36 community. Council Member Doilney furthered that the DV proposed plan, at best,
37 would mitigate or improve traffic impacts at some level. Romney stated that the plan
38 would mitigate impacts within the boundaries of their MPD.

39
40 Council Member Toly asked how many employees currently parked at the resort.
41 Bennett stated around 10% of employees parked on-site, equaling 300-400 employees
42 during peak season. Most employees did not park onsite, which would continue with the
43 proposed plan.
44

1 Mayor Worel asked whether studies had indicated if the two proposed traffic lights
2 would impact the roundabout and Y intersection. Romney said that with the addition of a
3 traffic light, there would be a metered element of control regarding the flow of traffic.
4 Mayor Worel inquired if there would be emergency access with the proposed plan.
5 Romney stated that DV received an approval letter from the Fire Marshall agreeing and
6 acknowledging that they favored the shared management lane and the emergency
7 access across the plaza.

8
9 Council Member Toly asked if the proposed parking plan would be 100% paid and
10 reserved parking. Bennett stated that it would be paid to park; however, DV was still
11 determining the plans for reserved parking. Reservations helped when there was a
12 significant peak load issue, but DV found that bi-parking with a shuttle and a variable
13 message sign (VMS) board at the Y had been helpful in mitigating traffic, as opposed to
14 reservations. Council Member Toly asked if the Traffic Monitoring Management System
15 (TMMS) would factor in the additional 500 parked cars based on the 2,250 parking
16 spaces available. Romney stated they were considering full parking and would not
17 consider TMMS; however, DV was open to continued discussions on this topic.

18
19 Council Member Toly asked if other HOAs had come to DV with concerns. Romney
20 illustrated that most concerns surrounded property access and the loop as they
21 experienced it today. In The Trees inquired about access, and Lakeside brought up the
22 road's proximity to their property. Council Member Toly inquired if DV would be
23 interested in a shuttle or microtransit to the DV neighborhoods that did not currently
24 have bus systems. Bennett stated systems were already in place for their DV HOA and
25 rental management programs. DV was open to exploring the idea further. Council
26 Member Toly asked how many additional vehicle trips per day, based on the simulation,
27 would occur. Romney stated that during the morning peak time there were
28 approximately 100 additional trips, and in the evening, just over 200 additional trips.

29
30 Council Member Toly asked if the state code regarding material injury concerning the
31 proposed ROW vacation was foreseen as an issue. Romney indicated he would like
32 legal representation to address that question entirely, but DV felt their plan would uphold
33 the state code concerning the ROW vacation.

34
35 Mayor Worel asked if DV could bring more information regarding the state code and the
36 ROW vacation to the next meeting on June 15th, to which Romney agreed. Mayor Worel
37 asked if the fully developed proposed plan would use the remaining 209.75 UOE's.
38 Romney stated the proposed plan would only partially exhaust the remaining UOE's; 60-
39 70 UOE's would remain and could be used in Lot Five to develop 60 residences or
40 townhomes if DV chose to do so. However, the traffic studies had been created as if the
41 209.75 UOE's had already been exhausted.

42
43 Council Member Doilney asked for follow-up information on when the 12 MPD
44 amendments happened and what the details included. Mayor Worel reminded the public

that the topic would be on the June 15th agenda and open for public comment at that time.

REGULAR MEETING

I. ROLL CALL

Attendee Name	Status
Mayor Nann Worel Council Member Max Doilney Council Member Becca Gerber Council Member Tana Toly Matt Dias, City Manager Margaret Plane, City Attorney Michelle Kellogg, City Recorder	Present
Council Member Ryan Dickey Council Member Jeremy Rubell	Excused

II. APPOINTMENTS

1. Appointment of Greg Hembrock and Reappointment of Seth Beal to Serve on the Library Board for Three-Year Terms Beginning July 2023:

Adriane Juarez, Library Director, stated Beal would be serving a second term and Hembrock was filling an open seat. Bill Humbert, Library Board Chair, noted Hembrock would make a great addition to the board. Hembrock indicated he appreciated the opportunity to be part of the library.

Council Member Doilney moved to appoint Greg Hembrock and reappoint Seth Beal to the Library Board for three-year terms beginning July, 2023. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Toly congratulated Park City High School's Class of 2023. She announced other upcoming events in town. Council Member Doilney indicated he attended the Pride flag-raising event this morning. He stated the City represented everyone and he was proud to be a part. Council Member Gerber congratulated the Class of 2023. Mayor Worel announced upcoming City events.

Staff Communications Reports

1. Emerging Disruptors Update:

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.

Wendy Carrigan, 84109, represented UServe Utah. They were tasked with starting rural programs for people over 55 years old, who earned under \$79,000. The seniors would be paid a stipend for volunteering in classrooms or with other seniors.

Lisa Shine, 84060, Kimball Art Center (KAC) Board Chair, thanked the Council for their support of Arts Fest. She wanted to stress the need for a permanent home for KAC. By having that space, they could promote the arts in the City. She urged Council to approve a space for them.

Sosie Sheffert, 84060, stated she was 13 and was a top figure skater in the country. She advocated for an outdoor ice sheet at the ice arena. She stated the arena was booked with many sports and activities. She thought by investing in the outdoor ice sheet, the City could accommodate the demand for time on ice.

Sophia Gloskowski indicated she was an ice dancer and she liked the coaching team at Park City. She thought the additional ice rink would benefit the community and bring in more revenue. She asked for support for the ice rink as part of the recreation bond.

Gloria Kearney eComment: "As a long time owner (1983) of Deer Valley's second community, Aspen Wood, I continue to be interested in all things Park City. Having watched yesterday's Council meeting with the Deer Valley representatives, I am left with several comments and questions pertaining to transportation. I will refer to those "events" which particularly impact Aspen Wood and leave the other communities to their own battles. 1. While it's unfortunate that a traffic light seems to be proposed for the Y intersection (just before Deer Valley Plaza), I do believe that in view of everything it may make traffic run more smoothly, especially if (and if I read the drawing correctly) vehicles turning right from Deer Valley Drive North may have a clear lane to turn right toward the rotary. End of ski day traffic on Deer Valley Drive South (The DV reps keep referring to it as Deer Valley Drive West-don't know where that came from.) has for several years now been a nightmare. I do, however, seriously doubt that will improve with this new development and will undoubtedly be worse. The thought that skiers will apres longer, therefore spreading departures over a longer period, is questionable. 2. And this is an important one, and one your Council will have control over: I gather that Deer Valley Drive South where it abuts the Aspen Wood property is 10' wide, where 12' is the minimum requirement for a three-lane road-one shared bus/bike lane and two travel

lanes going in opposite directions. How is this extra footage acquired? We have a lovely sidewalk, used in both directions-towards DV and into town, a great amenity for our community. I would certainly be opposed to anything altering the dimensions of that, or Aspen Wood property. You have a long and stressful situation ahead of you as you make these important decisions for Park City. But, having listened to your thoughtful inquiries of the DV representatives, I trust you to arrive at the most feasible solution. Too bad the 1978 permit allowing use of this property didn't have a long-ago expiration date!"

Mayor Worel closed the public input.

V. CONSIDERATION OF MINUTES

Consideration to Approve the City Council Meeting Minutes from May 11, 2023:

Council Member Gerber moved to approve the City Council meeting minutes from May 11, 2023. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

VI. CONSENT AGENDA

1. Request to Authorize the City Manager to Execute a Contract with Jacobs Engineering Group Inc. for a Water Quality Consultant for 3Kings Water Treatment Plant, Not to Exceed \$145,340.00, in a Form Approved by the City Attorney:

2. Request to Approve the 2023 Pavement Management Bids and Authorize the City Manager to Enter into Agreements in a Form Approved by the City Attorney's Office with: Morgan Pavement Maintenance for Type II Slurry Seals, Sealcoat of Trails, and Crack Sealing in the Amount of \$247,066.49; and Morgan Asphalt, Inc. for Rotomilling, Pavement Overlays, and Utility Adjustments in the Amount of \$1,174,764.88:

Council Member Toly moved to approve the Consent Agenda. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

VII. NEW BUSINESS

1. Consideration to Approve Ordinance 2023-27, an Ordinance Amending Title 11-15, Park City Landscaping and Maintenance of Soil Cover, of the Municipal Code of Park City:

Ryan Blair, Environmental Regulatory Program Manager, presented this item and reviewed the proposed amendments. One requirement was to have six inches of clean cover within the contaminated soil boundaries. There were clarifications and cleanup language as well. Mayor Worel asked if gravel or bark could be used for six inches of cover, to which Blair affirmed.

Council Member Gerber asked if there were instructions on how to manage soils that was not in code verbiage. Blair stated something existed, but he would try to make that clearer. Council Member Doilney stated Sections 11-15-9 and 11-15-11 were repealed but the title remained. Margaret Plane, City Attorney, explained that was left to track the history.

Mayor Worel opened the public hearing.

John Greenfield stated he didn't understand the parts of the code amendment where the year was changed. In that section there were certain things that needed to happen and now it was all deleted. Blair explained a timeline was set when those provisions were set up, and now the time had passed. He thought it was best to give a timeline such as 12 months for compliance instead of a set date.

Mayor Worel closed the public hearing.

Council Member Gerber moved to approve Ordinance 2023-27, an ordinance amending Title 11-15, Park City Landscaping and Maintenance of Soil Cover, of the Municipal Code of Park City. Council Member Doilney seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

2. Consideration to Authorize the City Manager to Execute the Following: a Construction Agreement with Granite Construction Company in a Form Approved by the City Attorney, Not to Exceed \$1,743,177 to Construct Corridor Improvements; a Design Professional Services Agreement with HDR Engineers, Inc., in a Form Approved by the City Attorney, Not to Exceed \$350,000 to Provide Public Involvement Support and Construction Management Services:

Gabe Shields, Transportation Engineer, presented this item and stated the goal was to create an eastbound lane that was like the current westbound lane. This project was regionally significant. The design would create a bus lane and other short-term improvements from Cooke Drive to Richardson Flat Road. He reviewed the contracts for this project thus far. There would be soft shoulder improvements from Cooke Drive to

Wyatt Earp, and pavement improvements and striping from Wyatt Earp to Richardson Flat Road. There would be night work for restriping and one-lane travel for the rest of the project. Robert Stewart, UDOT, praised the Park City staff for moving quickly on the project and asserted they were great to work with.

Council Member Gerber asked what the average road width was, to which Shields stated 12 feet, but this configuration would reduce the lanes to 11 feet. Council Member Gerber asked if the shoulder would extend to the trees. Shields stated the ditch was wide and the state right-of-way line ran down the middle of the ditch. All the improvements would be within that right-of-way. There were plans to improve the landscaping along the corridor. Council Member Gerber asked if the center lane would be narrowed. Shields responded that the median between Cooke and Wyatt Earp would remain the same. The section between Wyatt Earp and Richard Flat would shrink. Council Member Gerber confirmed the shoulder would be used only by buses and vehicle turn outs.

Council Member Toly asked if the berms would be increased to help with the noise. Shields stated landscaping could be added but he didn't know how much it would help with noise. Council Member Toly hoped noise could be addressed. She asked if school buses could use the bus lane. Stewart stated the lane was limited to transit buses for now, but an agreement could be reached to include school buses. Shields added that signage would be placed on the shoulders clarifying which vehicles could use the lanes.

Mayor Worel opened the item for public input.

John Greenfield indicated school buses used the bus lanes. He also asserted it would be great to have the eastbound bus lane during peak travel times.

Mayor Worel closed the public input.

Council Member Gerber moved to authorize the City Manager to execute the following: a construction agreement with Granite Construction Company in a form approved by the City Attorney, not to exceed \$1,743,177 to construct corridor improvements; a design professional services agreement with HDR Engineers, Inc., in a form approved by the City Attorney, not to exceed \$350,000 to provide public involvement support and construction management services. Council Member Toly seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

3. Consideration to Set the Date of June 22, 2023, for a Public Hearing on Ordinance 2023-31, an Ordinance Establishing Compensation for the Elected and Statutory Officers for FY 2024:

Kirsten Darrington, Budget Department, presented this item and indicated having a public hearing regarding Council compensation was part of the budget process. She indicated the compensation ordinance was consistent with previous conversations and would include a 5.5% cost of living adjustment.

Mayor Worel opened the public hearing. No comments were given.

Council Member Toly moved to set the date of June 22, 2023, for a public hearing on Ordinance 2023-31, an ordinance establishing compensation for the elected and statutory officers for FY 2024. Council Member Gerber seconded the motion.

RESULT: APPROVED

AYES: Council Members Doilney, Gerber, and Toly

EXCUSED: Council Members Dickey and Rubell

VIII. OLD BUSINESS

1. Childcare Discussion:

Kristen Shultz, Community Foundation Early Childcare Alliance, Joel Zarrow, Community Foundation President, and Tony Tyler, PC Tots Vice President, were present for this item.

Mayor Worel opened the public input.

Kasey Ring 84032 thanked the Council for having a conversation on this important topic. Before the pandemic, 50% of families lived in a daycare desert. Two things holding the City back were the daycare hours not aligning with workday hours and affordability. They needed the support of the government and business leaders. She hoped Council would tackle this problem with affordable daycare.

John Greenfield reviewed the daycare ran out of federal funding, so it sought local funding. He wanted to figure out a way to make funding sustainable and not just a one-time allocation.

Brooke Ahlberg 84036, agreed with Ring and asked for the Council's consideration in addressing affordable childcare.

Helen Nadel 84060, felt the issue was profound, and the solution came from several entities which resulted in the proposal. She didn't have children in daycare, but she supported government money going to childcare.

Mayor Worel closed the public input.

1 Council Member Doilney stated childcare was not a new issue, but now the request was
2 for local government to address the crisis. He thought the plan was well thought out and
3 he indicated it was the City's responsibility to step up in a big way. He and Council
4 Member Gerber had asked for a sustainable funding source for childcare, and he
5 thought a property tax increase was the way forward. He requested a significant budget
6 allocation for childcare.

7
8 Council Member Toly asked for funds in the budget for childcare. She suggested
9 removing the bollards project from the FY24 budget, which would save \$400,000, and
10 then adding another \$400,000-\$600,000 to fund the childcare act. If that was not
11 possible, the Council could look at other things to cut from the budget. She requested
12 that staff put together a presentation which would include a program geared around the
13 Division of Workforce Services (DWS) startup bonus, the differences in area median
14 income (AMI) and who would receive subsidies. She wanted to see how the subsidies
15 could be broken out. She also asked to see data on tuition based on 7%, and up to 12%
16 of family income. She asked for a stakeholder group comprised of people from different
17 parts of the community that could give recommendations to the City and County
18 Councils.

19
20 Council Member Gerber indicated there was a philosophical conflict for several Council
21 members on childcare subsidies and helping families through scholarships. There was
22 support for scholarships for residents or for residents and workforce. Many favored the
23 DWS funding, but she knew that was difficult to navigate. She noted there was a \$3,000
24 start up bonus that could possibly be given as an economic development grant. She
25 heard there was a lot of need for childcare. She also had discussions about \$200
26 scholarships. Regarding City staff, she supported a \$200 scholarship that employees
27 could use for any childcare in Summit County. She stated there was consensus from the
28 Council for childcare and they wanted a broader discussion in the community. She
29 supported having a childcare taskforce. She asked for a comprehensive conversation
30 on family health. She also asked for a code review regarding barriers to childcare. She
31 requested \$1 million in the budget for childcare.

32
33 Mayor Worel thought the solutions group did a great job, but the governmental agencies
34 were not included in the discussion. She expressed concern that there was not a
35 sustainable plan. She stated there was no plan to increase capacity and she hoped that
36 issue could be addressed moving forward. She also requested conversations with in-
37 home providers to see if they could increase capacity. She asked staff to come back
38 with recommendations on funding an \$800,000-\$1 million allocation for childcare.
39 Council Member Gerber thought a lot of thought was put into the recommendation. The
40 City needed to start with something. It might not be perfect, but it would help. She
41 agreed the County's support was needed.

42
43 Council Member Doilney supported the City Manager looking for ways to find funding.
44 He also asked that staff be assigned to focus on childcare. Matt Dias indicated the

Budget team was working on this and he was happy to hear it was an organizational priority. They would look for a bridge for funding childcare and options could be presented at the June 15th meeting. He would also work on a scholarship program and present on what that would look like.

2. Discuss FY2023-24 City Manager's Recommended Budget:

Jed Briggs, Budget Manager, Ken Fisher, Recreation Manager, and Erik Daenitz, Economic Development Manager, presented this item. Briggs stated he was looking for direction regarding a recreation bond.

Mayor Worel opened the public hearing.

Jack Skille 84098, stated he was a retired professional hockey player and was involved with the ice arena. He thought the Park City staff did a great job growing the hockey game. Now it was time to adapt to the population and give them what they needed. He was a trainer at the MARC as well, and indicated space was tight there too. He thought the outdoor ice sheet could be used in the winter and the concrete could be used for pickleball or floor hockey in the summer. He hoped the City would adapt to the demand.

George Chiles, 84098, was a college hockey player, and wanted to speak in favor of the recreation bond. He had been in many hockey programs at the ice arena. There was a big need for conditioned, reliable ice. The facility was inadequate. The recreational hockey players needed to play in this community. An additional ice sheet could be used beginning in October.

Emma Gerrard, 84060, Recreation Advisory Board (RAB) and Park City Snowboard Board Association Member, supported the recreation bond. She hoped for more trail and Nordic infrastructure improvements at Quinn's Junction. She also supported an outdoor ice sheet.

Greg Litzke, Pickleball Club, indicated the City needed more outdoor and indoor pickleball courts. He attended numerous RAB meetings and went through the process and asked for Council to continue through the process.

Holland Lincoln, 84060, RAB Member, supported the recreation GO bond. She related her parents became active when they moved to Park City and recreation was part of the community values. She thought the line items of the bond were inclusive.

Julian Koffman stated the community voiced their support for the Recreation Master Plan and the recreation strategic objectives. He thought Fisher and Shaw did a great job getting the community to where it was today. He supported the GO bond to pay for the Quinn's and MARC projects.

1 Meg Steele 84060, RAB Member, supported the GO bond on the November ballot. She
2 asserted ice sheets were an issue in 2015 and they were still an issue. She reviewed
3 the need for pickleball and the growth of that sport.

4
5 Ed Parigian 84060, agreed the City should fund the City Park building and aquatics, and
6 he supported a bond for the MARC expansion, pickleball complex, and an outdoor ice
7 sheet.

8
9 Angela Moschetta 84060 supported a version of the GO bond for recreation. She knew
10 housing and childcare were crises in the City. Recreation was not a crisis, but she
11 thought youth sports were important. She didn't understand why the private market was
12 not offering recreation in the City. She favored the bond so the community could decide
13 on this issue.

14
15 Jody Whitesides, RAB Member, stated he grew up in the City and participated in sports
16 regularly. RAB discussed the need for all these sports and he hoped the City would put
17 the GO bond on the ballot.

18
19 John Greenfield stated the community identity had many sides, and he supported the
20 athletes. He thought current and future athletes would benefit from the facilities and he
21 hoped all three facilities would be on the GO bond.

22
23 Nikki Nelmark, RAB Member, stated the City was a proving ground for the Olympics.
24 She supported the \$30 million recreation bond. She reviewed the needs of each facility
25 and thought the City should be sensitive to the capacity of neighboring facilities.

26
27 Mayor Worel closed the public hearing.

28
29 Council Member Doilney stated the entire RAB board gave public input in support of the
30 bond. He hoped all boards could have such committed members. Council Member Toly
31 favored Option A (bonding for three facilities) and stated there was only a \$8 difference
32 per month in a property tax increase. Mayor Worel asked that this item be discussed
33 further at the June 15th meeting.

34
35 **3. Sundance Film Festival 2023 Debrief:**

36 Jenny Diersen, Special Events Manager, and Joana Vicente, Sundance Institute CEO,
37 with Laurice Marier, Robert Dick, and Morgan Everitt, were present for this item. Diersen
38 noted the police service costs were updated and totaled \$322,875. She stated
39 Sundance Film Festival was an important international event in town. She reviewed how
40 Sundance and Park City staff worked together to bring a safe in-person event. The
41 Streets and Public Works teams had a big snow year. They also helped with the
42 overload of trash. She gave an example of their dedicated work. She also praised the
43 great Transit team, including microtransit. She noted the emergency calls were down,
44 and there were reduced response times to the calls. There was door-to-door outreach to

businesses and residents. Diersen stated more time was needed to improve one-way circulation plans to prioritize residents and Transit.

Vicente stated she was grateful for the partnership between Sundance and Park City and thought the festival was very successful. Marier highlighted the diversity and inclusion elements of the program. They had almost 16,000 submissions for all categories in the festival. There were 45 first-time directors. Forty-nine percent of the directors of feature films were people of color, 56% of the directors were women, and 27% of the directors were LGBTQ+ individuals. She reviewed the social media growth. Regarding sustainability and accessibility, the festival distributed reusable water bottles, had paperless ticketing, required subtitles in all submissions, etc.

Dick stated there were 18 venues on Main Street and Sundance had six official partners. Everett reviewed the preliminary numbers of the festival's economic impact. He stated this was the first hybrid festival with some online viewings and in-person viewings. This resulted in a larger online experience. An independent firm performed the economic impact and surveys were taken and analyzed. The total viewers were more than 423,000. There were 138,000 tickets and passes sold for in-person and 285,000 tickets sold for online films. He noted there were 86,824 unique in-person attendees. The total economic impact was \$118,302,000, which resulted in \$12.8 million in state and local tax revenue. The festival supported 1,608 jobs and generated \$62.5 million in local wages. The Sundance Film Festival was an economic engine as well as a cultural beacon in the City.

Mayor Worel indicated she was glad to see the festival back in Park City. Council Member Gerber thanked Sundance for scaling back to have a quality festival. Council Member Doilney stated it was stressful to pull out at the last minute in 2022, and he was glad 2023 was successful. Mayor Worel asked to get a copy of the economic impact report.

Mayor Worel opened the public input.

Betsy Wallace 84060 echoed the comments that the partnership with the City was crucial to the festival's success and she thought this year's event was great.

Ed Parigian 84060 stated Sundance was a great asset to the town. He thanked Wallace for her work with Sundance.

Mayor Worel closed the public input.

IX. ADJOURNMENT

With no further business, the meeting was adjourned.

1
2

Michelle Kellogg, City Recorder



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

June 12, 2023

The Council of Park City, Summit County, Utah, met in open meeting on June 12, 2023, at 2:30 p.m. in the City Council Chambers.

WORK SESSION

Planning Commission Interviews:

Mayor Worel and the Council interviewed the following candidates for two open Planning Commission seats: Christin Van Dine, Elyse Kats, Esteban Nunez, Frank Karoly, Matthew Nagie, Michael Fisher, Molly Louthan, Vicki Zgodny, Rick Shand, Jacob Dewey, Mark McClure, Michael Wong, and Michael Collins.

SPECIAL MEETING

I. ROLL CALL

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

II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

Council Questions and Comments:

Council Member Gerber thanked the Planning staff for their work on the childcare regulations. She asked if there could be some best practices that could be implemented to support childcare facilities and remove barriers to childcare. Council supported staff looking at code to add best practices. Council Member Gerber also noted staff was

looking at childcare internally and she asked to be a liaison. Matt Dias, City Manager, stated that would be helpful. He thought it would be a challenge to scope out the project and he welcomed one or two Council members volunteering as liaisons. The Council agreed to have Council Member Gerber be the liaison.

Staff Communications Report:

1. Child Care Land Use Regulations:

III. 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. No comments were given. Mayor Worel closed the public input portion of the meeting.

IV. CONSENT AGENDA

1. Request to Approve a Film Permit at the McPolin Barn in a Form Approved by the City Attorney:

Council Member Gerber moved to approve the Consent Agenda. Council Member Rubell seconded the motion.

RESULT: APPROVED

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

V. OLD BUSINESS

1. Consideration to Approve Ordinance No. 2023-17, An Ordinance Amending Land Management Code Section 15-6-8 Unit Equivalents and Section 15-15-1 Definitions Regarding Support Commercial and Residential and Resort Accessory Uses for Master Planned Developments Uses for the Recreation Open Space, General Commercial, and Light Industrial Zoning Districts:

Rebecca Ward, Interim Planning Director, reviewed this discussion would address some of Council's questions from the last discussion on this item held on April 29th. She indicated any development that had 10,000 of commercial use or 20,000 of residential use would go through the Master Planned Development (MPD) process. In that case, the density and uses were based on the underlying zoning, but the MPD code built in flexibility for those developments to achieve the best site planning, circulation, and protection of sensitive lands.

Ward stated within the MPD code, there were additional uses that could be approved with a project. One use was Support Commercial, which was intended for users already

1 on a site. This was put in the code in the 1980s with limitations on total square footage
2 allowed for support commercial, signage, and marketing to direct those already onsite.
3 The code was amended in the early 2000s and the limitations were removed. The
4 Planning Commission recommended putting some of the limitations back into the code.
5 She noted when the code was amended in the 2000s, additional accessory uses/bonus
6 densities were allowed, including Residential Accessory Uses for multi-unit dwellings
7 and Resort Accessory Uses. These uses currently had no limitations and the Planning
8 Commission recommended that limitations be established.

9
10 Ward referred to the recommended limitations for Support Commercial, and indicated
11 they would limit signage to interior spaces, limit marketing to existing primary uses
12 onsite, remove meeting space allowances, limit to a hotel, capture affordable housing
13 obligations for employees generated, and prohibit conventional chain businesses. She
14 noted a question raised by Council on April 29th was why the support commercial was
15 limited to hotels and not to both hotels and nightly rental condominiums. She stated a
16 hotel contained sleeping rooms for occupancies of guests on a nightly basis. An
17 ownership could be on a condominium or a timeshare that was specific to a hotel. A
18 dwelling use was a unit with a kitchen and living unit. The Planning Commission tried to
19 distinguish a transient use to provide those services to guests for the community. One
20 issue was multi-unit dwellings were adding support commercial uses in addition to
21 residential accessory uses. Challenges were that some support uses were approved
22 with restrictive conditions, usually on a plat, and over the years those uses, such as a
23 restaurant, would not be allowed to survive over time because they couldn't open to the
24 public because of the restrictions.

25
26 Ward listed the uses under Residential Accessory Uses and noted they allowed for
27 density bonuses. The Planning Commission recommended limiting these to functional
28 spaces to serve the functioning of the building. They also recommended adding
29 childcare facilities. They also recommended that enclosed bike storage be exempt from
30 density as well. She listed Resort Accessory Uses, and indicated the Planning
31 Commission recommended evaluating the requests on a site-by-site basis and
32 establishing a maximum square footage, capturing affordable housing obligations and
33 parking and traffic impacts, removing uses required for business operations, including
34 information, lost and found, storage facilities, ski school, and ticket sales, and replacing
35 the term Daycare Facilities with Childcare Facilities.

36
37 Council Member Gerber stated that during the previous discussion, it was noted the City
38 allowed more accessory uses than other cities, and she asked if the amendments
39 brought the City in line with other resort communities. Ward stated the amendments
40 were still more permissive than other resort cities. Council Member Gerber asked if
41 there was a taskforce used to analyze the amendments or if there was outreach with the
42 hotels. Ward indicated staff was working with a few hotels that were changing a use, but
43 there wasn't a taskforce with developers.

1 Council Member Toly asked about parking at the childcare facilities. Ward stated for
2 larger developments, parking was evaluated as part of the development. Through the
3 MPD or the CUP, the reduced parking was a factor the Planning Commission could
4 consider. Council Member Toly asked if a turnaround would have to be part of the
5 master plan, to which Ward indicated it would have to be looked at by the Planning
6 Commission.

7
8 Council Member Doilney asked if the developments that used the old code would be
9 nonconforming uses going forward. He asked what the problem was that was being
10 fixed. Ward stated historically, there were limitations on what could be built. Then those
11 limitations were removed, and the Planning staff received applications for much larger
12 projects. Existing developments would adhere to plat restrictions and development
13 agreements and as they evolved, they would have to come to the Planning
14 Commission. These amendments were for projects moving forward. Council Member
15 Doilney stated some uses had changed already, and he asked if staff had seen negative
16 impacts. He also asked if the City was solving a problem that had been seen, to which
17 Ward affirmed. She noted there were some projects approved with an underlying
18 density and then they used it to increase for uses that were intended on site but that
19 could change over time. For uses that had changed over time, they were required to go
20 back to the Planning Commission for review and approval to change the use. Council
21 Member Doilney asked if the gray area had been eliminated. He indicated the current
22 applications and the Planning Commission weighed in, but he wasn't sure this was
23 completely thought out before a decision was made.

24
25 Council Member Rubell asked if the City was covered under the pending ordinance rule,
26 to which Ward stated it was in effect until September. Council Member Dickey referred
27 to residential accessory uses that were removed, and asked what the status of those
28 would be. Ward stated everything was still allowed, it would just be calculated
29 differently. He asked how this would affect the parking calculation. Ward stated the
30 Planning Commission recommended parking and traffic would be taken into
31 consideration with the project as a whole. The Planning Commission could choose to
32 reduce parking, but the employees generated would be included in the affordable
33 housing obligations and in the parking and traffic analysis.

34
35 Council Member Toly referred to the ski lockers, and asked if the Planning Commission
36 looked at lockers for guests versus lockers for the public. Ward stated lockers were still
37 allowed but would count for density.

38
39 Mayor Worel opened the public hearing.

40
41 Peter Tomaj asked Council to continue this item to give staff additional time for the study
42 of these code amendments. He stated the changes were massive and they were solving
43 for a problem that didn't exist. The accessory use was being converted to a public use
44 and he hoped analysis would be given to see how it would fit. He thought the

1 characterization of a density bonus was a mischaracterization. There were residential
2 units, but there were other spaces that were intended to minimize trip generation. When
3 there were definitive height limits and setbacks and a set density, he didn't want
4 hallways and stairwells to count for density. He felt the amendments as drafted were
5 dramatic and he thought there would be unintended consequences. He suggested
6 forming a taskforce to work through the issues.

7
8 John Sale, Park City Mountain Planning Director, indicated they would appreciate
9 Council continuing the item so they could analyze the amendments.

10
11 Mayor Worel closed the public hearing.

12
13 Mayor Worel stated it might be prudent to continue the item. Council Member Rubell
14 asked when this item was first presented, to which Ward stated the first public hearing
15 was in March. Council Member Rubell asked if people were contacted about the
16 amendments and they didn't like them, or if staff hadn't heard from the people the
17 amendments would impact. Council Member Gerber stated the City had a good history
18 of working with businesses on issues like this and she thought it would be worthwhile to
19 communicate with hotels and resorts on the proposed amendments.

20
21 The Council members supported continuing the item. Council Member Rubell stated he
22 would not support continuation if people knew about this and just didn't like it. Ward
23 explained the outreach efforts, including mailing postcards with the explanation of the
24 amendments. She indicated there were no stakeholder meetings. Council Member Toly
25 suggested presenting this information to the Lodging Association.

26
27 Mayor Worel summarized staff should form a taskforce. Council Member Rubell
28 requested that staff be aware of the pending ordinance and not let it expire. He wanted
29 the item to return to Council before that time. Ward asked if Council would like this to
30 come back on August 22. Council Member Doilney asserted the Planning Commission
31 did their job. He wanted a few stakeholders to weigh in before this item returned to
32 Council.

33
34 Council Member Doilney moved to continue Ordinance No. 2023-17, an ordinance
35 amending Land Management Code Section 15-6-8 Unit Equivalents and Section 15-15-
36 1 Definitions regarding support commercial and residential and resort accessory uses
37 for Master Planned Developments, uses for the Recreation Open Space, General
38 Commercial, and Light Industrial Zoning Districts to August 22, 2023. Council Member
39 Dickey seconded the motion.

40 **RESULT: CONTINUED TO AUGUST 22, 2023**

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

Council Member Gerber moved to close the meeting to discuss personnel and advice of counsel at 7:45 p.m. Council Member Dickey seconded the motion.

RESULT: APPROVED

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

VI. CLOSED SESSION

Council Member Toly moved to adjourn from Closed Meeting at 8:15 p.m. Council Member Doilney seconded the motion.

RESULT: APPROVED

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

VII. ADJOURNMENT

With no further business, the meeting was adjourned.

Michelle Kellogg, City Recorder

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: July 6, 2023

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

Recommendation

Review and consider the request from Deer Valley Development Company, Inc. (DVDC), the Applicant, to vacate portions of public Right-of-Way (ROW) (Exhibit A) to expand DVDC's development parcel at the Snow Park Village base area for a new arrival location that reroutes traffic from Deer Valley Drive West to Doe Pass Road and Deer Valley Drive East.

The Snow Park Village base area development uses DVDC's entitled density listed in the [Deer Valley Master Planned Development \(DV MPD\)](#), including 209.75 Residential Unit Equivalents ((RUE) each RUE equals 2,000 SF), 21,890 square feet of Commercial and Support Space, and a phased plan to fulfill the Land Management Code (LMC) Off-Street Parking requirement for a total of 2,262 parking stalls. In total, the project proposes approximately 460,000 square feet, not including a four-level parking structure, and desires 2.62-acres of PCMC ROW.

The public is invited to provide input during the July 6, 2023, City Council public hearing. Additionally, public input may be submitted to planning@parkcity.org and will be forwarded to the City Council and City Recorder to be included in the public record. Public input should be focused on Good Cause¹ and material injury² for the requested Vacation of public ROW.

¹ Good Cause is defined in the Park City Land Management Code § 15-15-1 *Definitions* as Providing 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.

² "Materially injured" generally means direct or indirect injury to property or a property right as a result of the proposal. The injury must be significant enough to raise the level of interfering with the injured party's use of his/her property or property right. The injury must be demonstrated by evidence on the record, or the City's reasonable inference therefrom, and shall not merely be conjecture nor public clamor.

Description

Applicant:	Deer Valley Development Company, Inc. (DVDC)
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 ³

AVO	Average Vehicle Occupancy
CUP	Conditional Use Permit
DVDC	Deer Valley Development Company, Inc.
DVR	Deer Valley Resort
LMC	Land Management Code
LOS	Level of Service
MPD	Master Planned Development
PCFD	Park City Fire District
PCMC	Park City Municipal Corporation
RD	Residential Development
ROW	Right-of-Way
SML	Shared Mobility Lane
TA	Transportation Analysis
WCG	Wall Consulting Group

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

Background

Recent Project History

On March 15, 2022, the City Council and Planning Commission conducted a joint meeting to review DVDC's Vacation Petition ([Staff Report](#), [Minutes](#)). On March 16, 2023, the City Council held a listening session on DVDC's Vacation Petition and the meeting was well attended with community member participation both in person and online ([Staff Report](#), [Minutes](#), [Audio](#)).

On June 1, 2023, the City Council held a work session with DVDC to hear an overview of the application, entitled versus planned development, alternatives, traffic simulations, specifics of the Vacation Petition, and DVDC's evaluation of Good Cause and no material injury ([Staff Report](#), [Audio](#)).

On June 15, 2023, the City Council held another work session with DVDC to hear their case for Good Cause and no material injury, a summary of the history of amendments to the [DV MPD](#) (Exhibit B), and a presentation on the Applicant's Transportation Analysis (TA) (Exhibit C) and the City's independent Traffic Engineer, Wall Consulting

³ LMC [§ 15-7-7](#), Park City [Resolution 8-98](#), and Utah Code [§ 10-9a-609.5](#).

Group (WCG) (Exhibit D) ([Staff Report](#), [Audio](#)).

Applicant's Proposed Development

In addition to DVDC's request to vacate public ROW, DVDC submitted applications to [modify the DV MPD](#) (to 1) include definitions from the LMC; 2) to include Density calculations for the remaining entitled Density; and 3) to clarify the Affordable Housing obligation for Snow Park), and for a [Conditional Use Permit](#) (CUP) for Phase 1 of a three-phased village development. The Planning Commission takes final action on MPDs and CUPs⁴.

Approval Process

Only the City Council has authority to vacate public ROW, provided the City Council finds (1) Good Cause for the proposed vacation and (2) neither the public nor any person will be materially injured by the vacation.⁵

If the Council grants DVDC's Vacation Petition, the Planning Commission will resume its review of the MPD and CUP applications. If the Council denies DVDC's Vacation Petition, the Applicant must eliminate the use of public ROW from the proposed development or appeal to District Court.

Applicant's Proposed ROW Vacation Petition

Below is DVDC's conceptual site plan showing the areas of ROW vacation requested by DVDC in color, which expands the Applicant's development parcel:

⁴ LMC [§ 15-1-8\(G\)](#).

⁵ LMC [§15-7-7](#), Park City [Resolution 8-98](#), and Utah Code [§ 10-9a-609.5](#).



Figure 1. DVDC's ROW Vacation Exhibit, showing four areas of proposed public ROW Vacation in color. The area of public ROW requested to be vacated totals 114,337 square feet, or 2.62 acres.

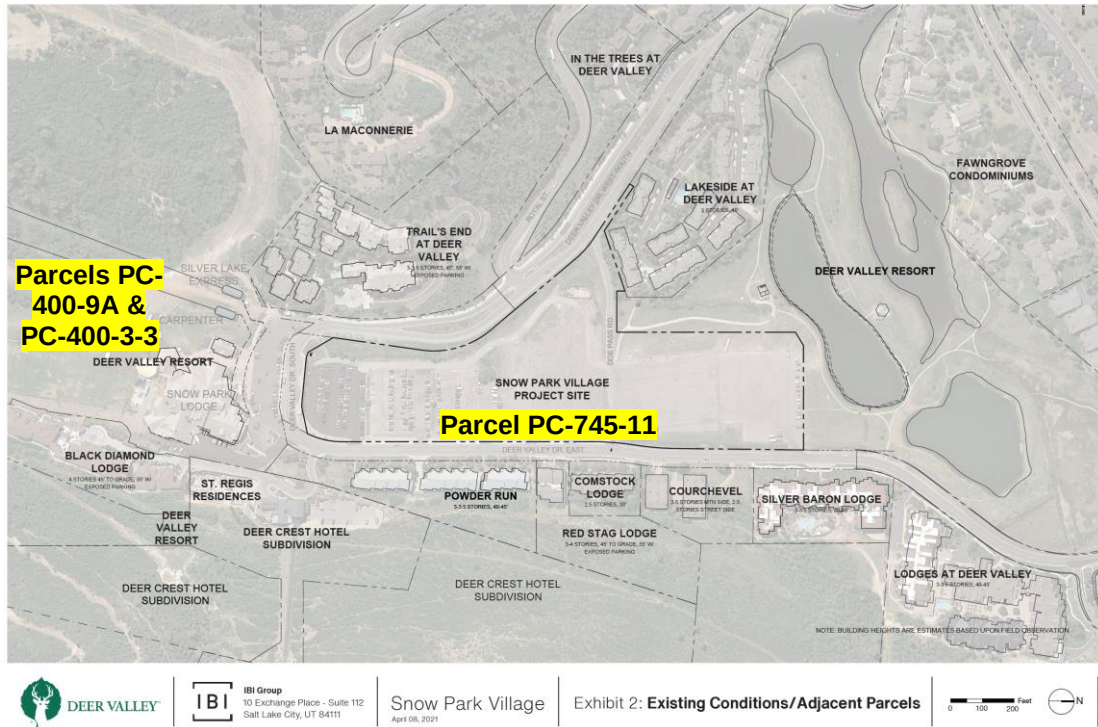


Figure 2. Existing DVDC Parcels, which include the parking lot parcel and the Snow Park Lodge Parcel, are currently separated by public Deer Valley Drive South ROW.

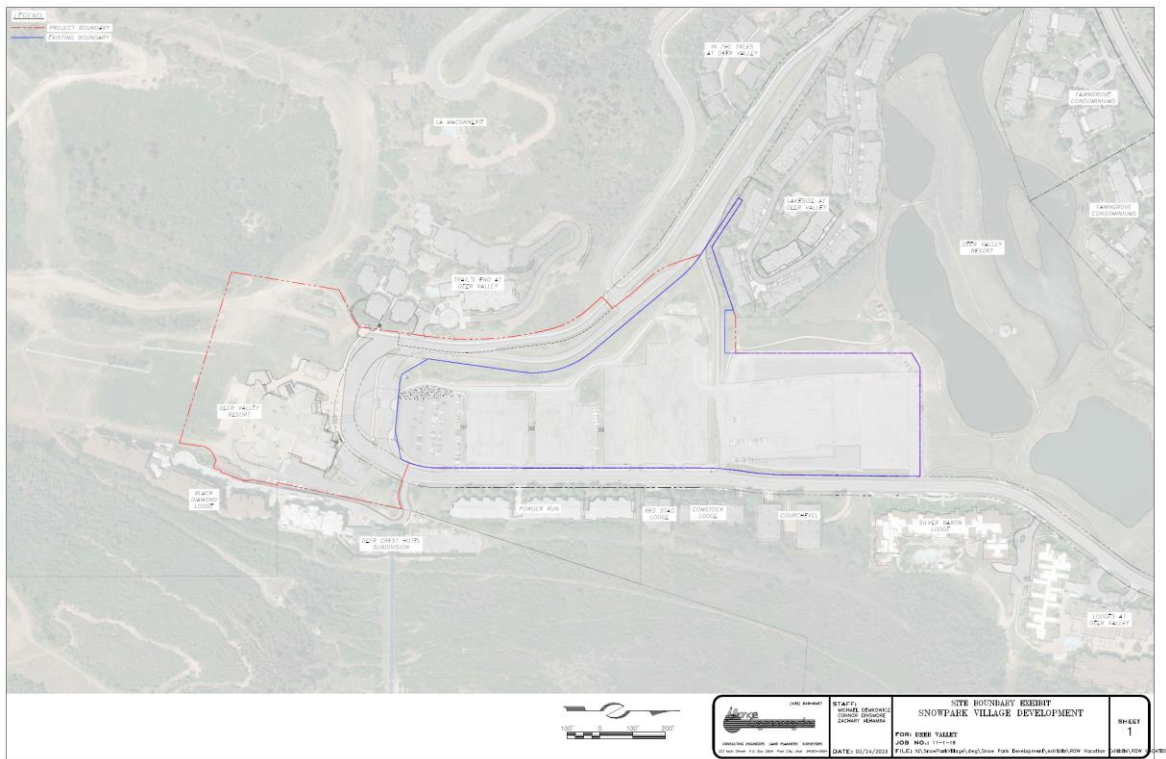


Figure 3. Proposed property boundary expansion of the Snow Park Village parcel with public ROW vacation and the Snow Park Lodge parcel.

Analysis

No new information has been submitted by the Applicant for the July 6, 2023, public hearing. Please see the June 15, 2023, [Staff Report](#) for Analysis.

To vacate public ROW, the standards from Utah Code [§ 10-9a-609.5](#) requires the City Council to find (1) Good Cause for the proposed vacation and (2) neither the public nor any person will be materially injured by the vacation.

LMC [§ 15-15-1](#), *Definitions*, defines Good Cause as “providing 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.”

Park City [Resolution 8-98](#) offers general guidance when a vacation of ROW is requested. The Resolution states the policy guidelines “shall only be advisory for the Planning Commission and City Council to utilize when exercising their legislative discretion in evaluating the merits of a vacation petition.” The City’s Resolution criteria do not change the State standards.

Public Input

Public input received since the June 15, 2023, meeting is attached as Exhibit E.

Department Review

The Executive, Engineering, Legal, and Planning Departments reviewed this staff report.

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
- Exhibit E: Public Input

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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.

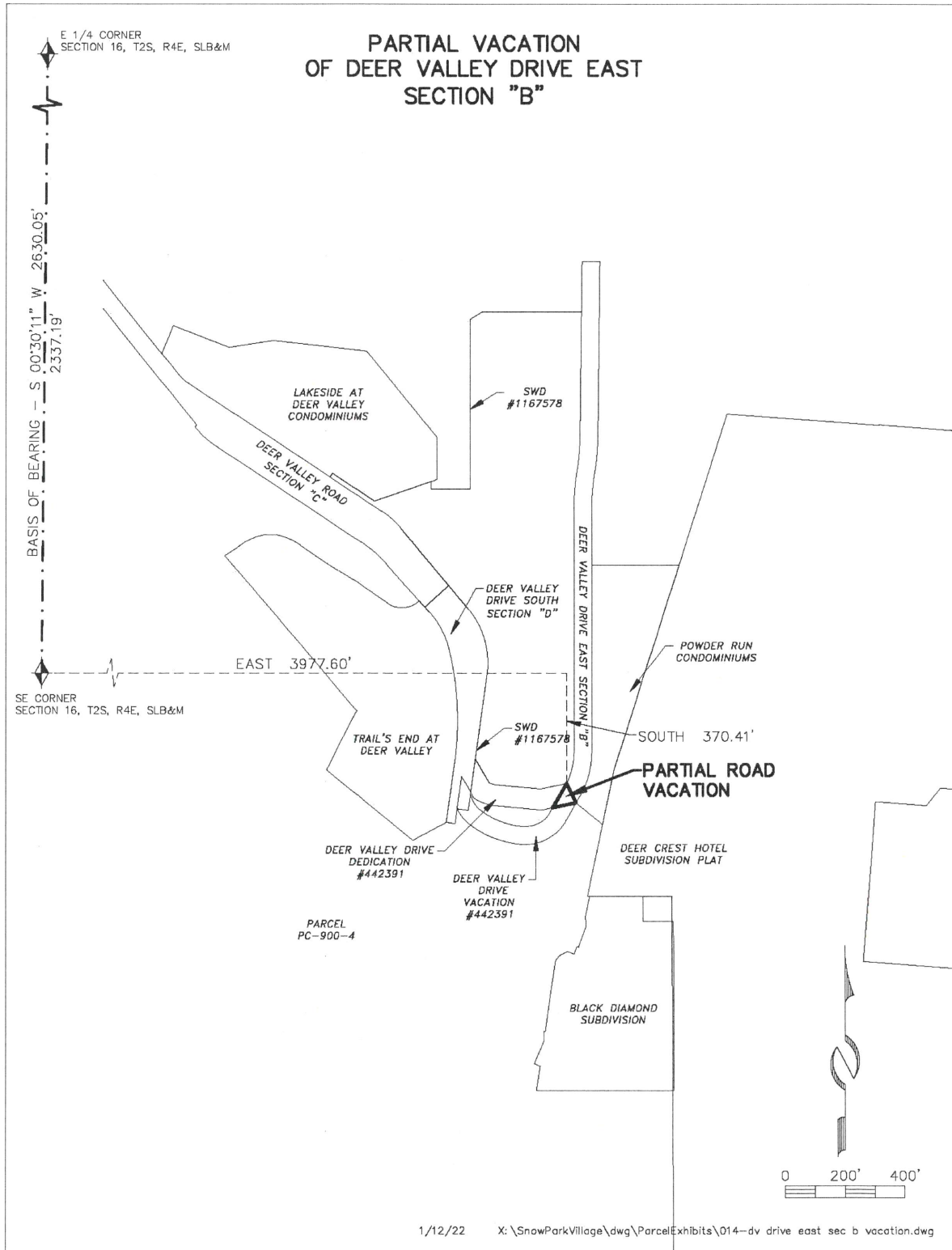
Very truly yours,



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.

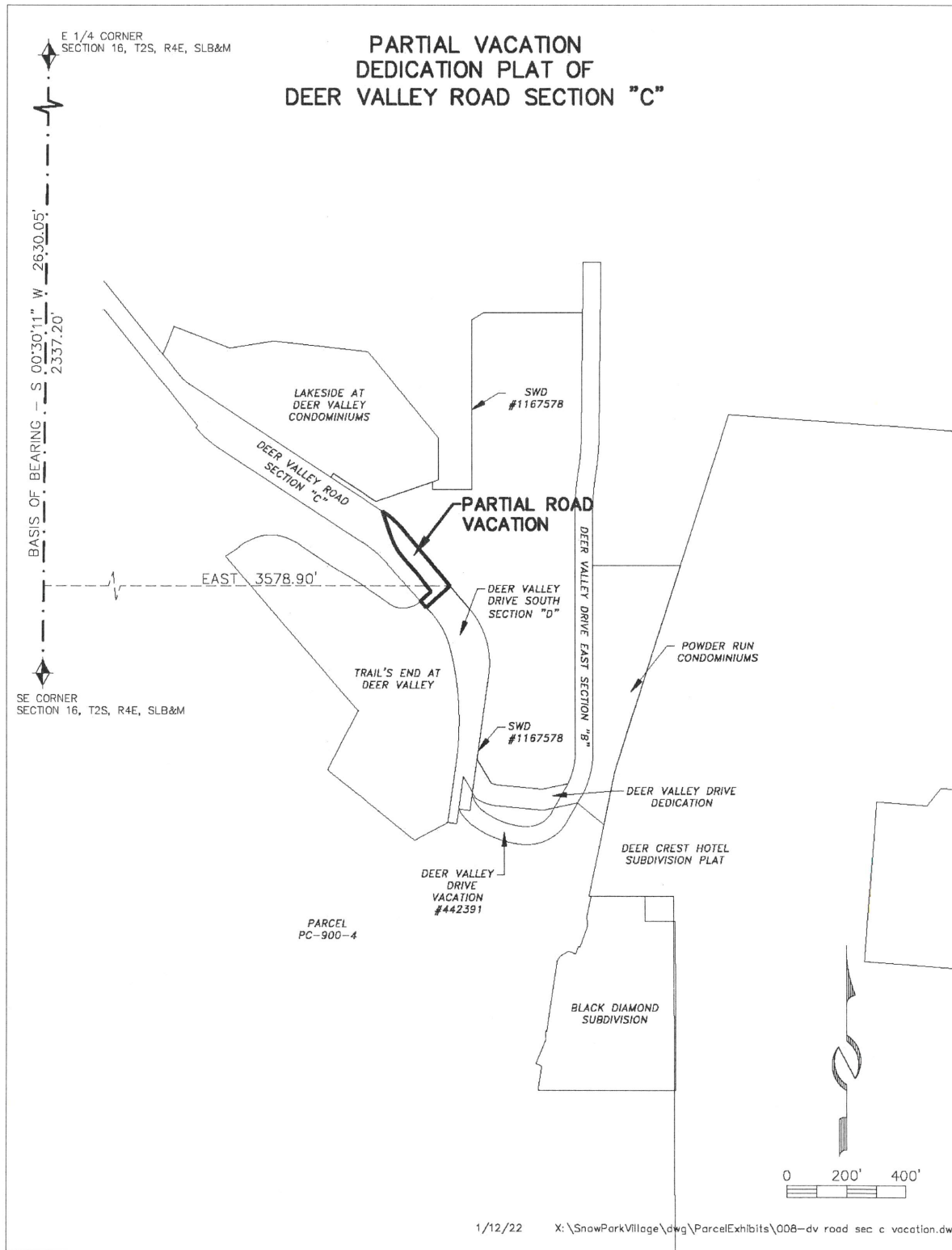
The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.064 acres.

Matt Dias

January 31, 2022

Page 6



SNOW PARK VILLAGE

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

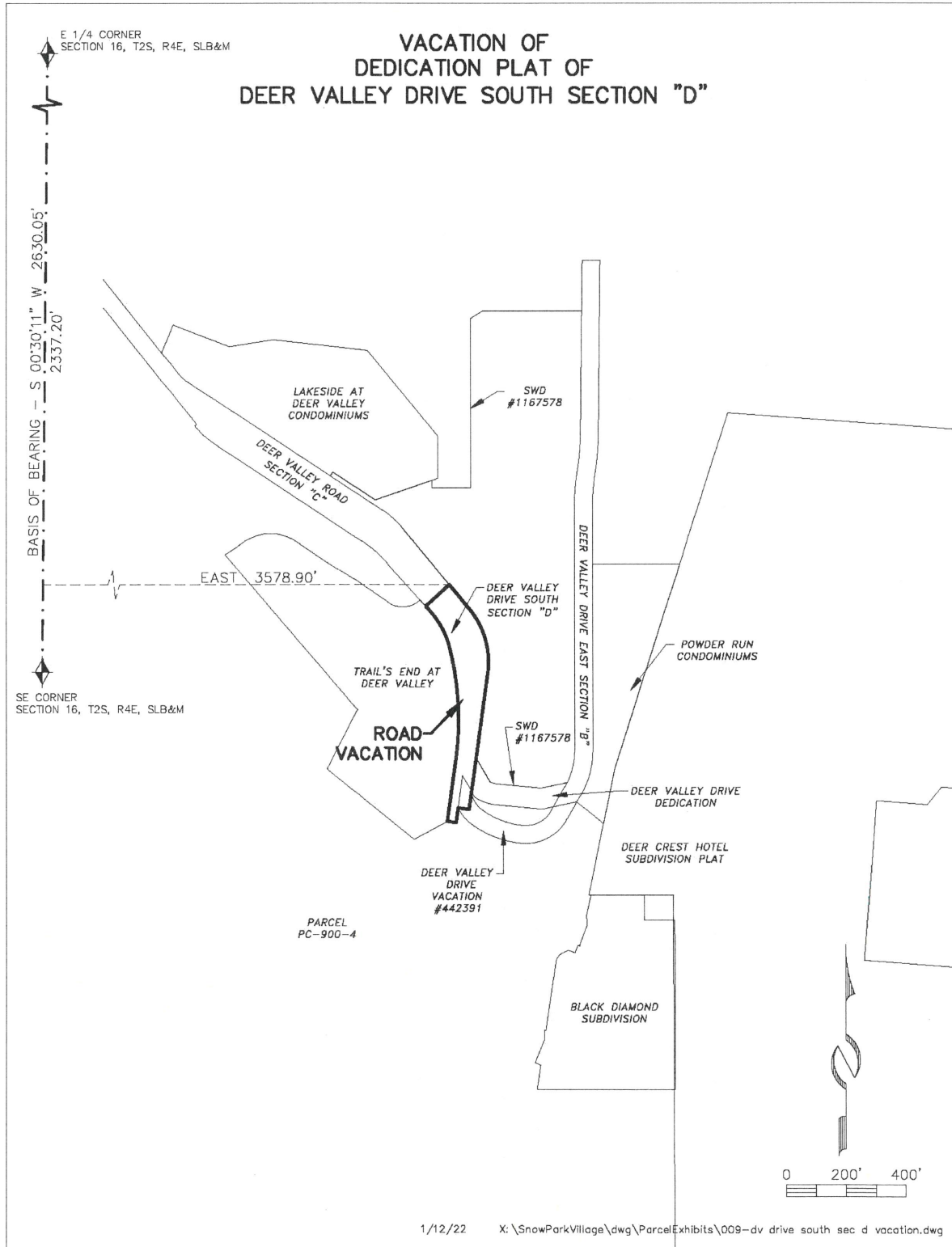
January 18, 2022

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.

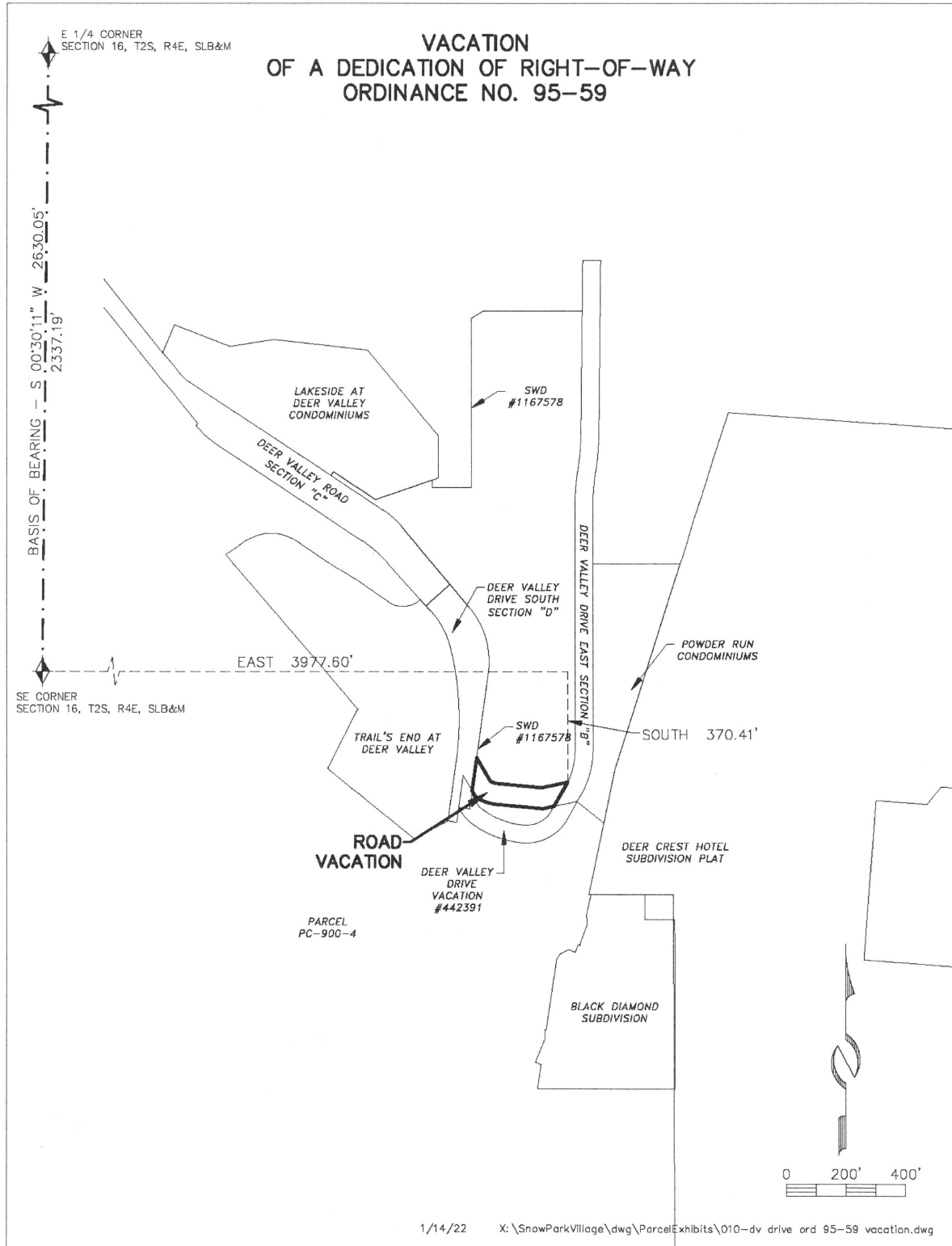


SNOW PARK VILLAGE

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**.

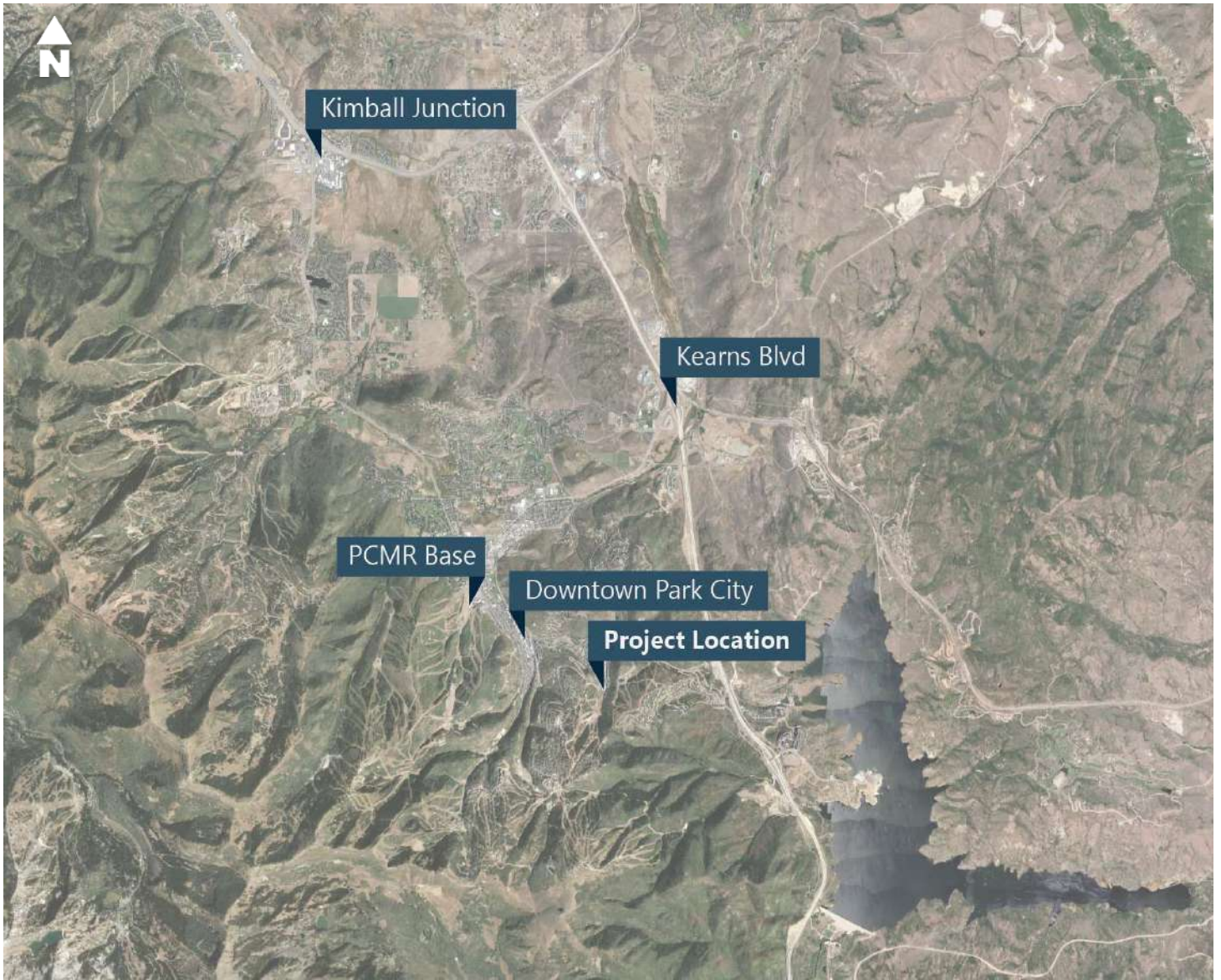


Figure 1
Project Location



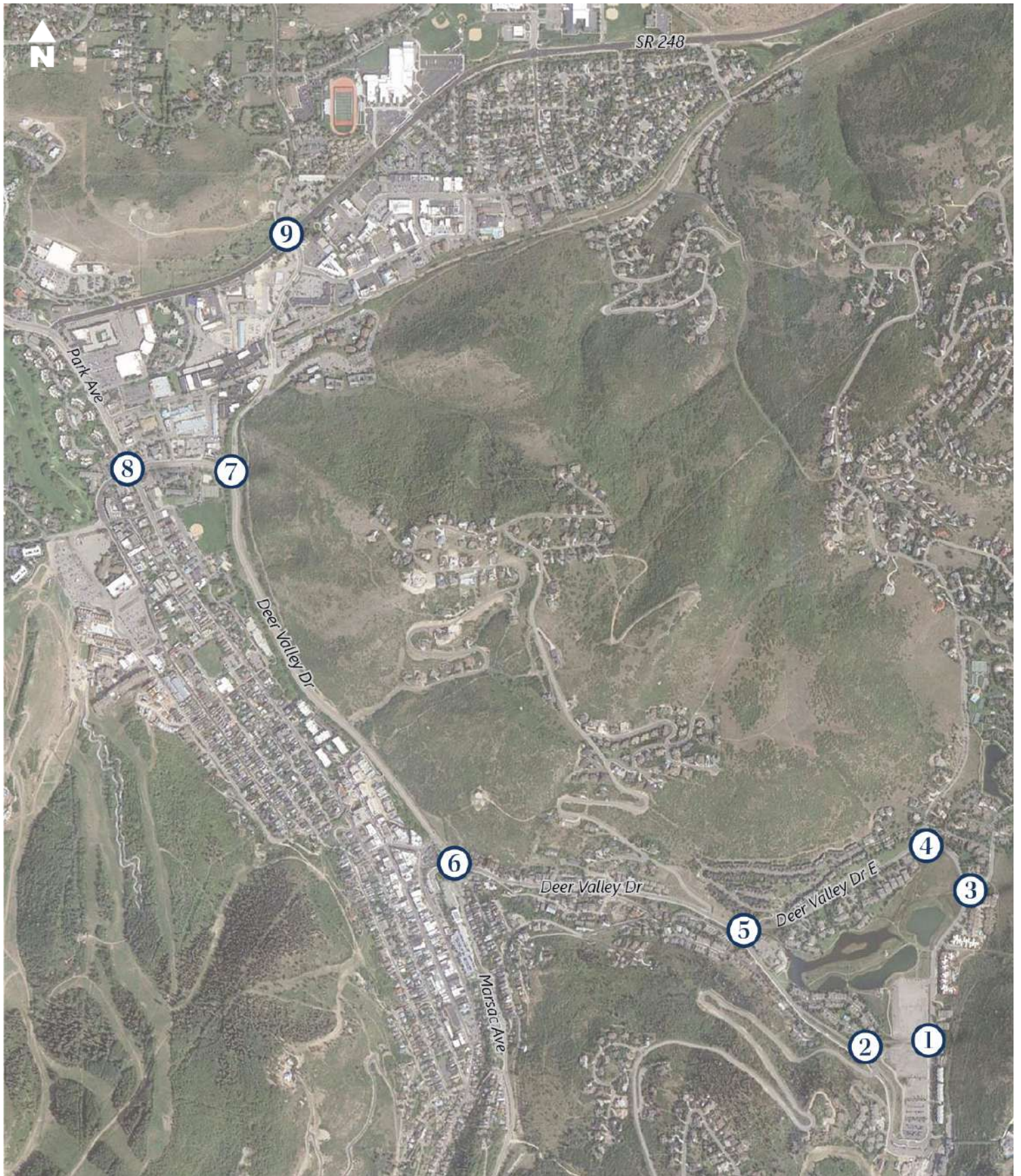


Figure 2
Study Intersections





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.

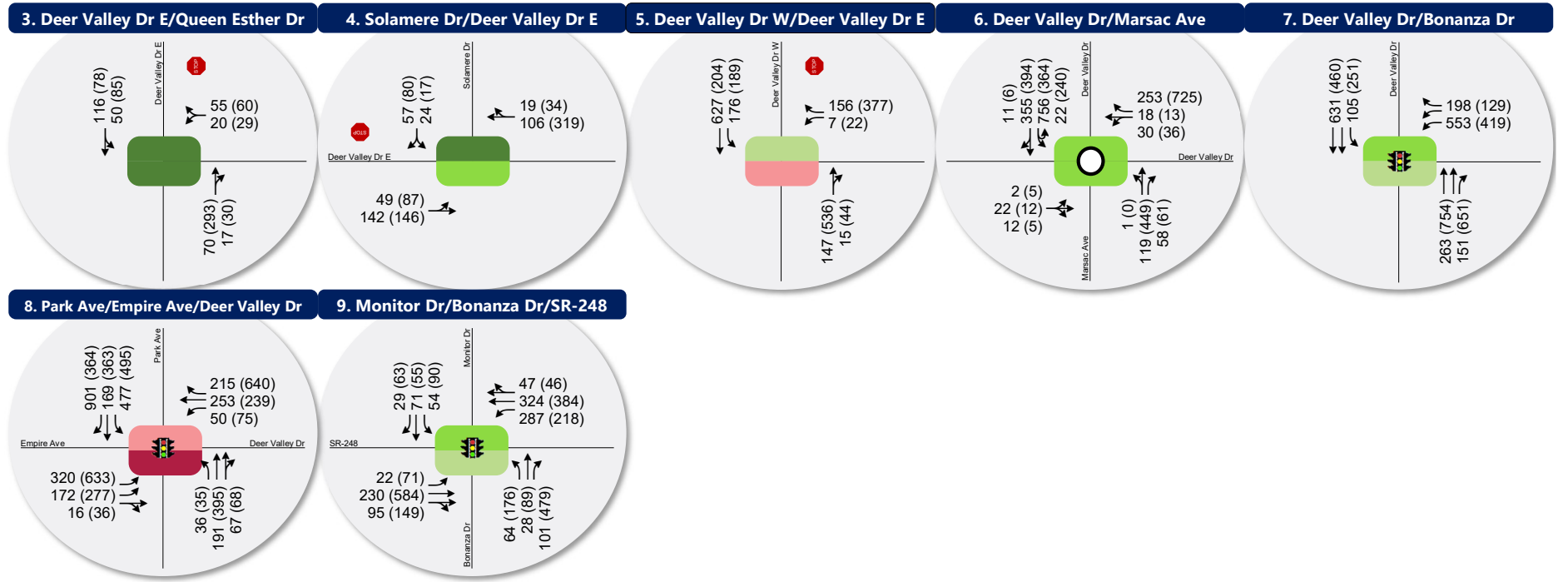
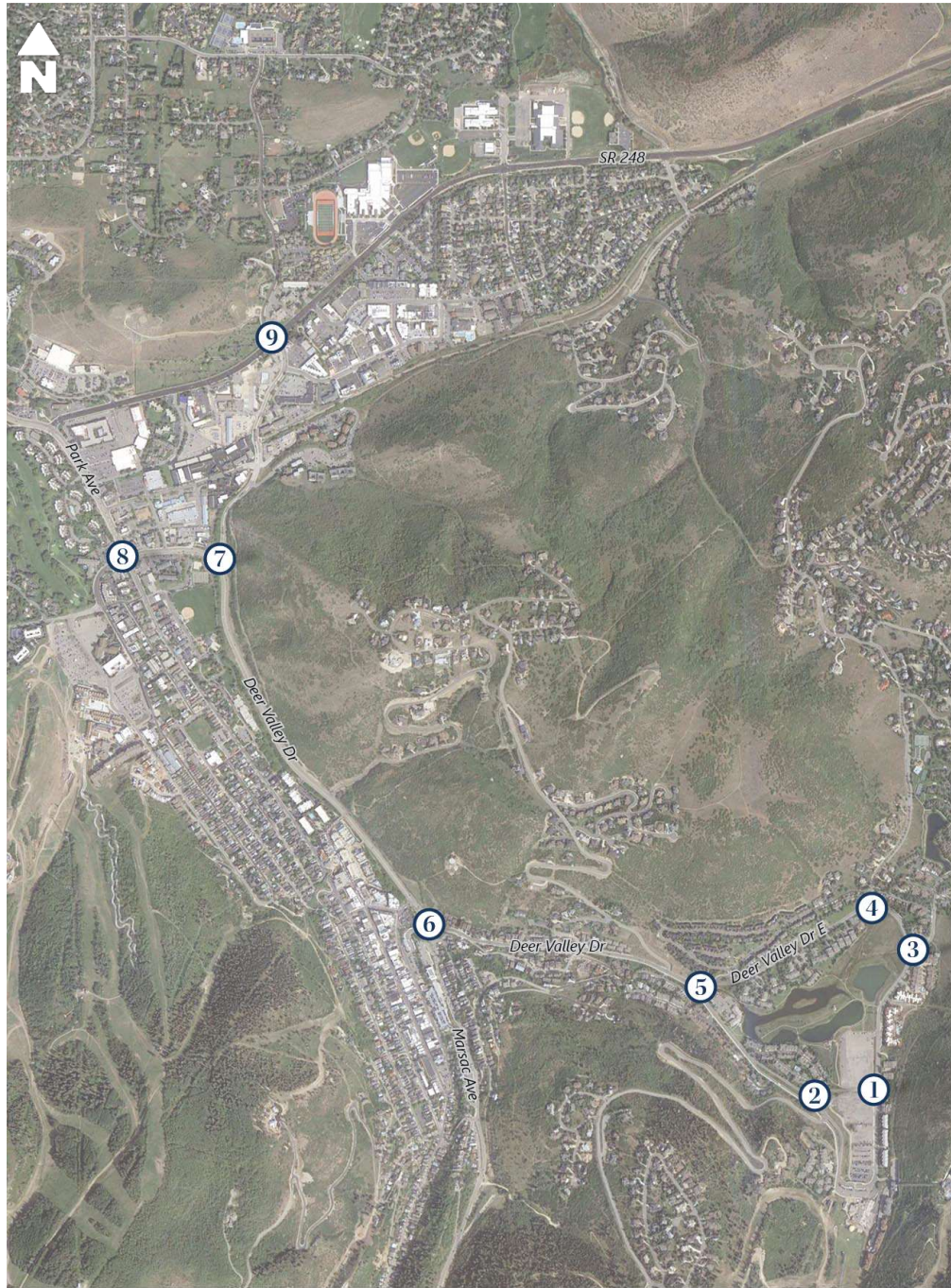
To address comments from City Staff and community members, turning movement counts were collected at study intersections 3 and 4 to better understand how project-generated traffic might affect local intersections not included in the original study scope. The turning movement counts were collected on 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 Sign
 Signalized
 Roundabout

Lane Configuration:

 AM (PM) Traffic Volume per lane

Intersection Level of Service (LOS):

AM/PM
 A
 B
 C
 D
 E
 F

Figure 3
Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions



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.

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 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

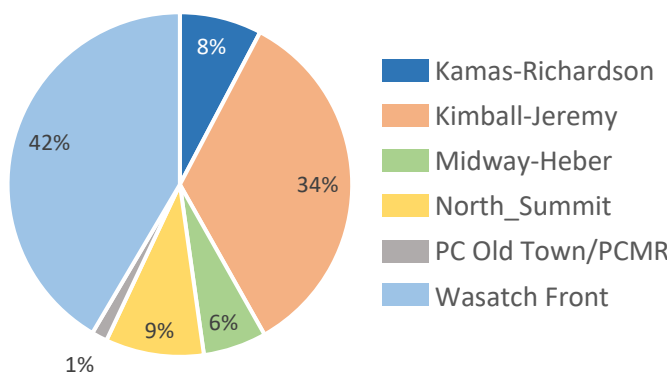
The concept master plan for Snow Park Village shows reconfiguration and signalization of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for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

3.5 Origin-Destination Data

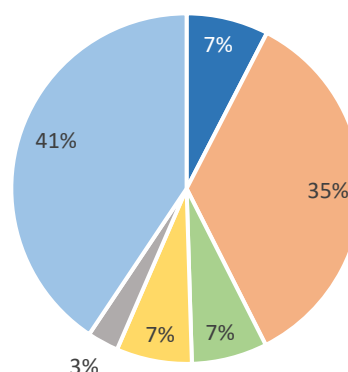
To understand the distribution of origins from which travelers access Deer Valley, Fehr & Peers employed origin-destination data provided by StreetLight Data. StreetLight Data collects samples of trips using anonymized mobile phone data (location-based services, or LBS) and aggregates it to provide estimates 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.

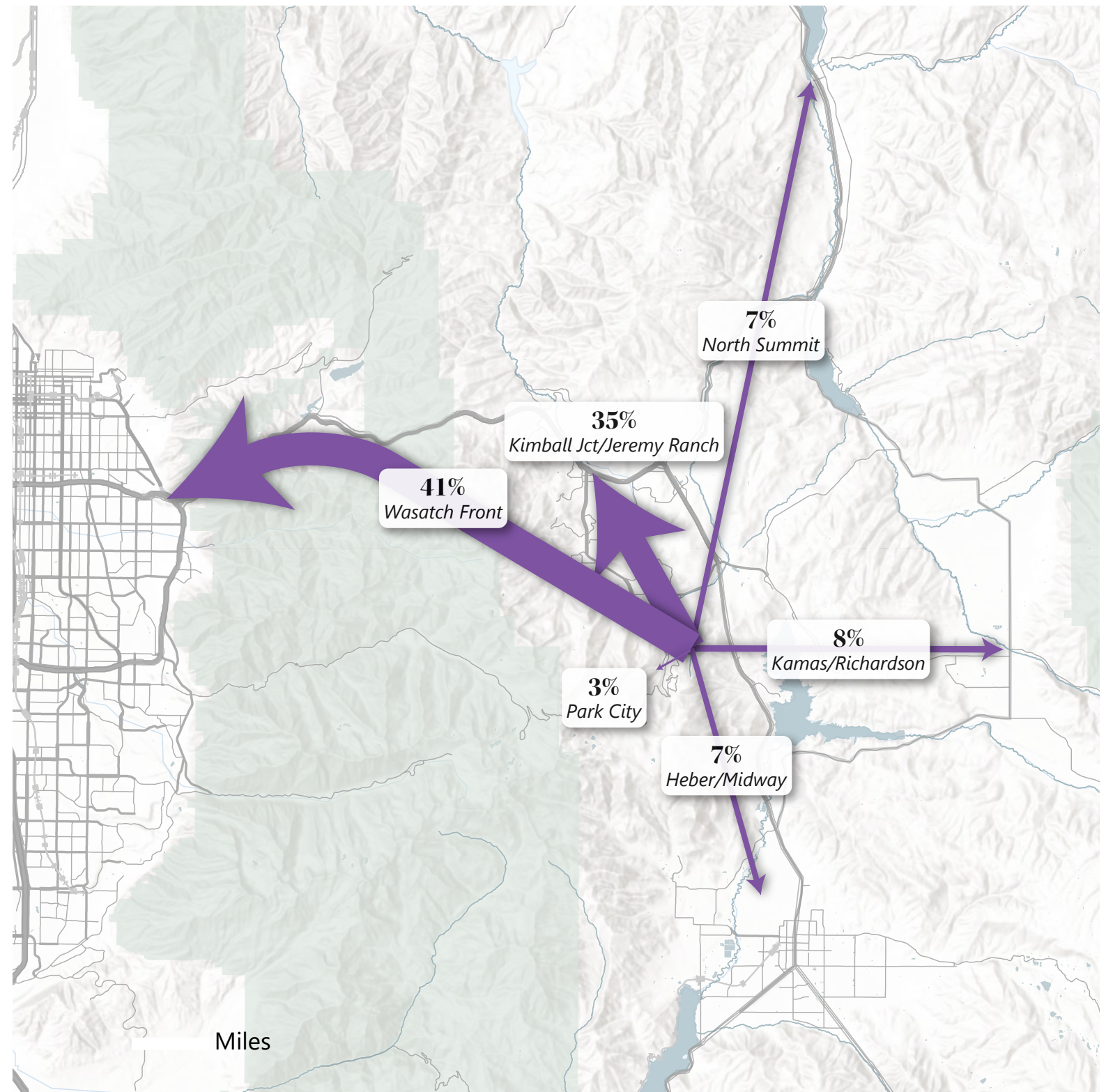
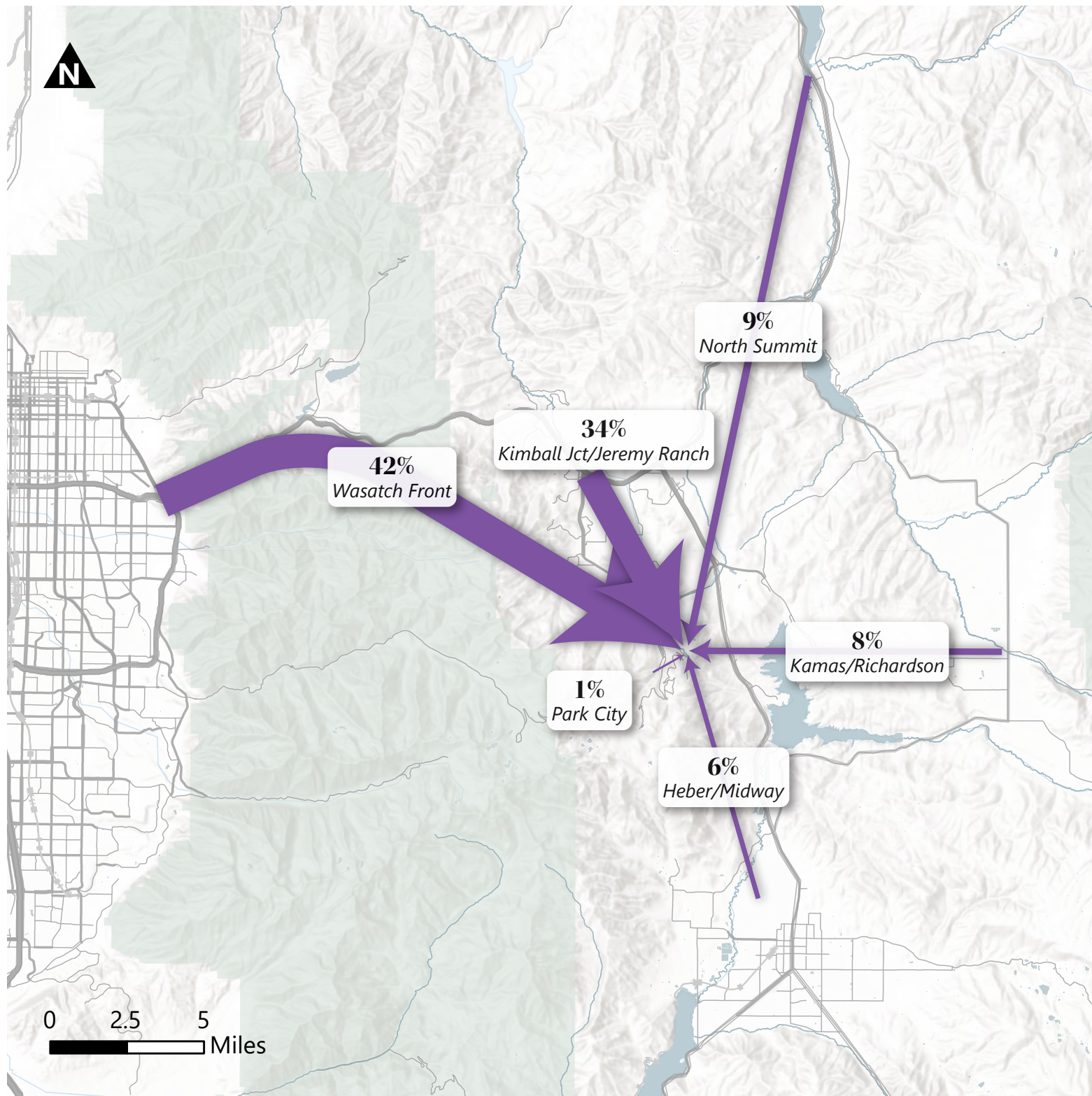


Figure 4
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends





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 (*dwellings, 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

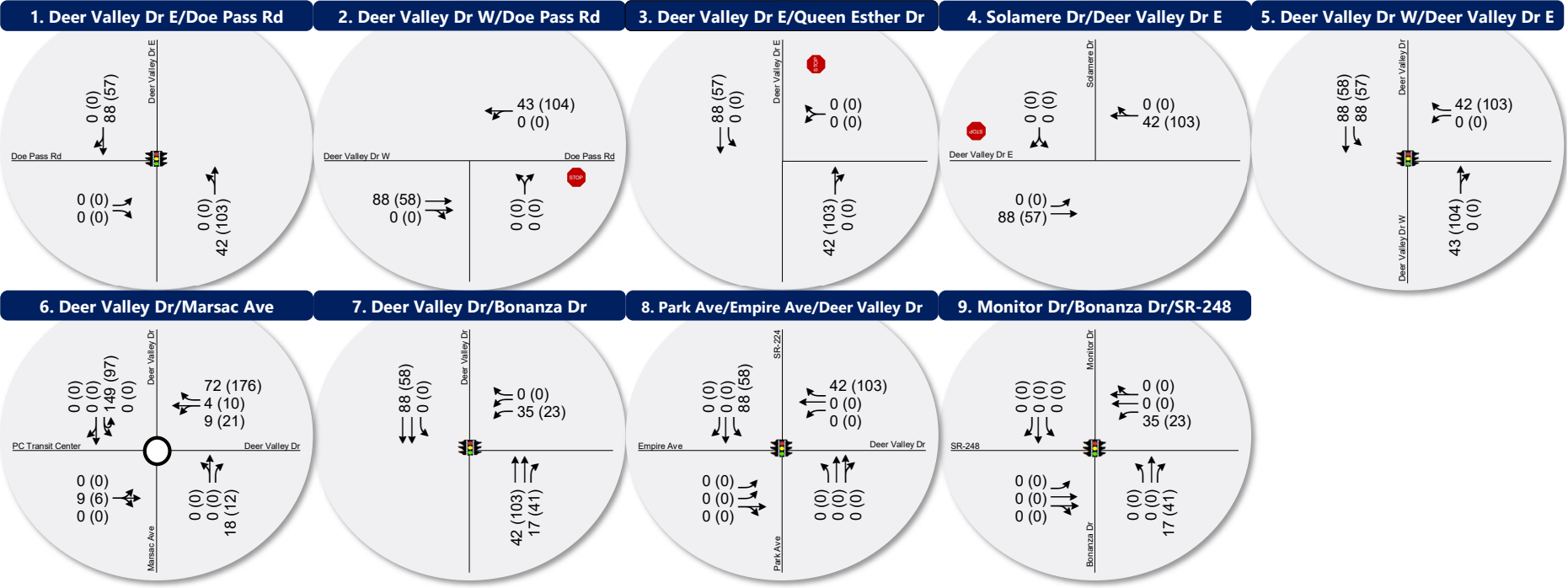
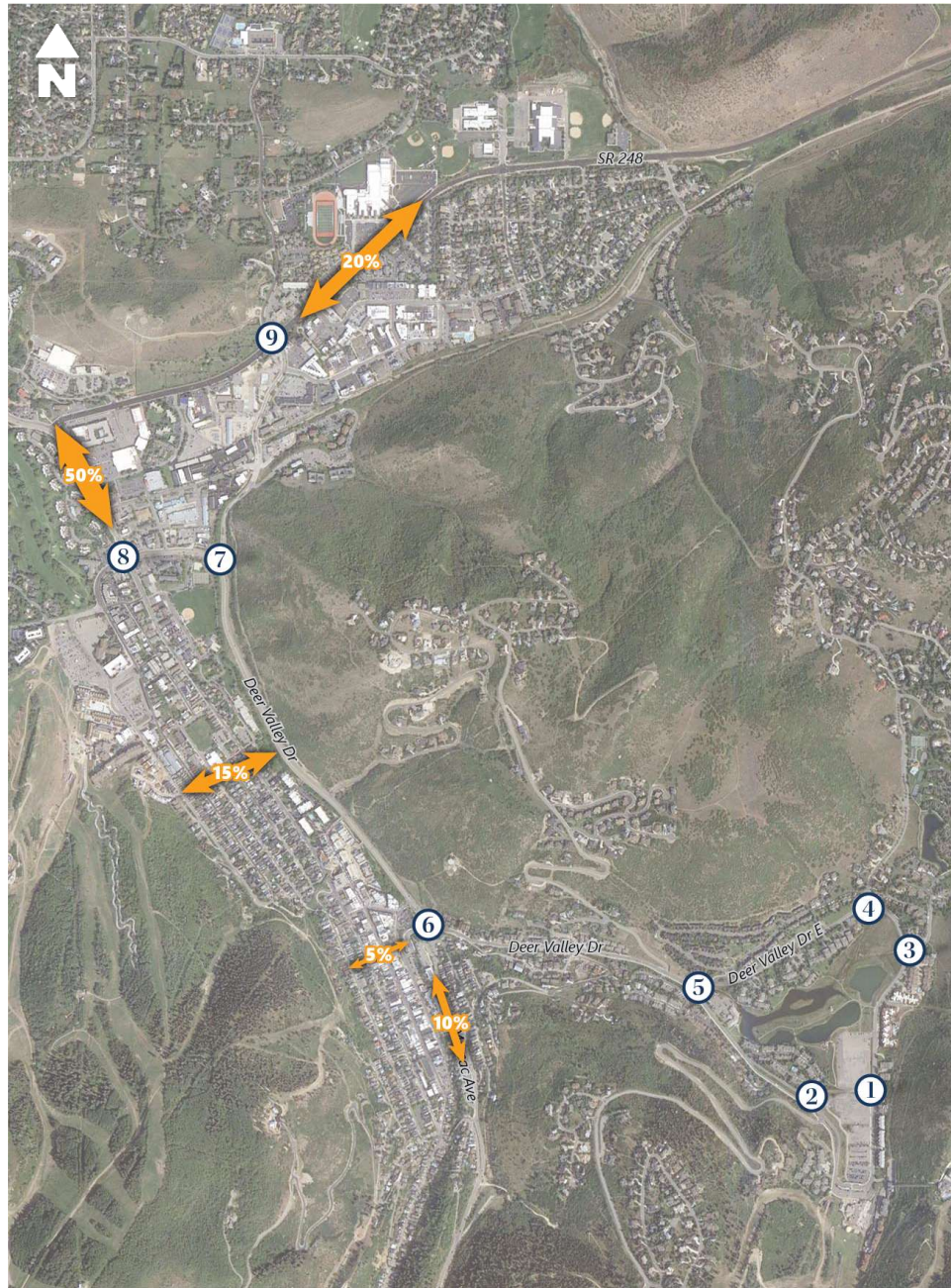
Project traffic was assigned to the roadway network based on the proximity to major streets and freeways, population densities, and local and regional attractions. Existing travel patterns revealed in the Streetlight data, Continuous Count Station (CCS) data collection from UDOT, and observed during 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**.



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 6
Saturday AM & PM Peak Hour Trip Generation and Distribution

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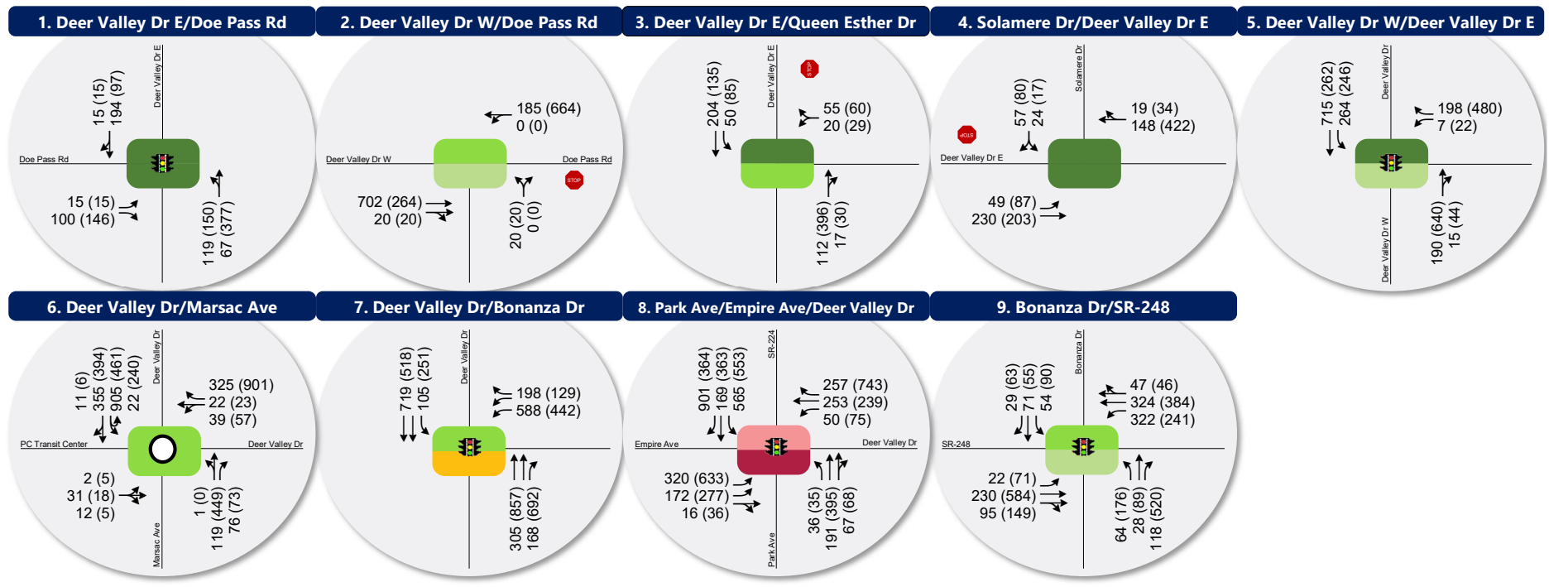


5. Existing 2020 plus Project Conditions

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

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 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

Figure 7

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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.

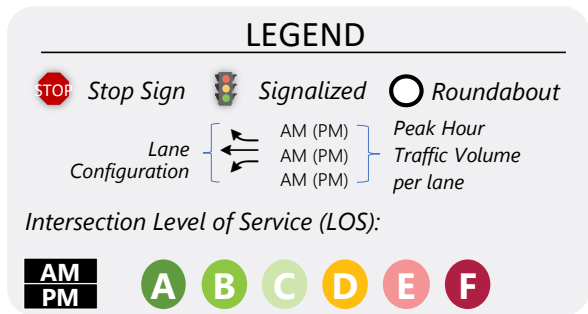
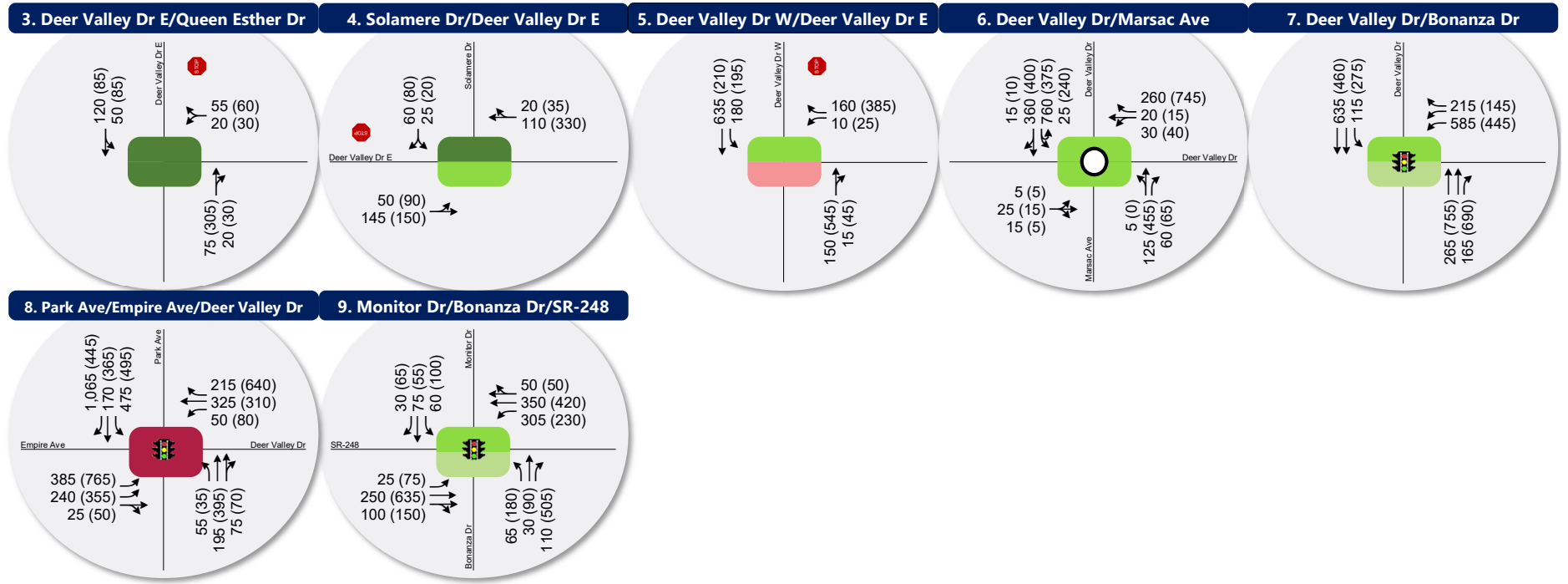
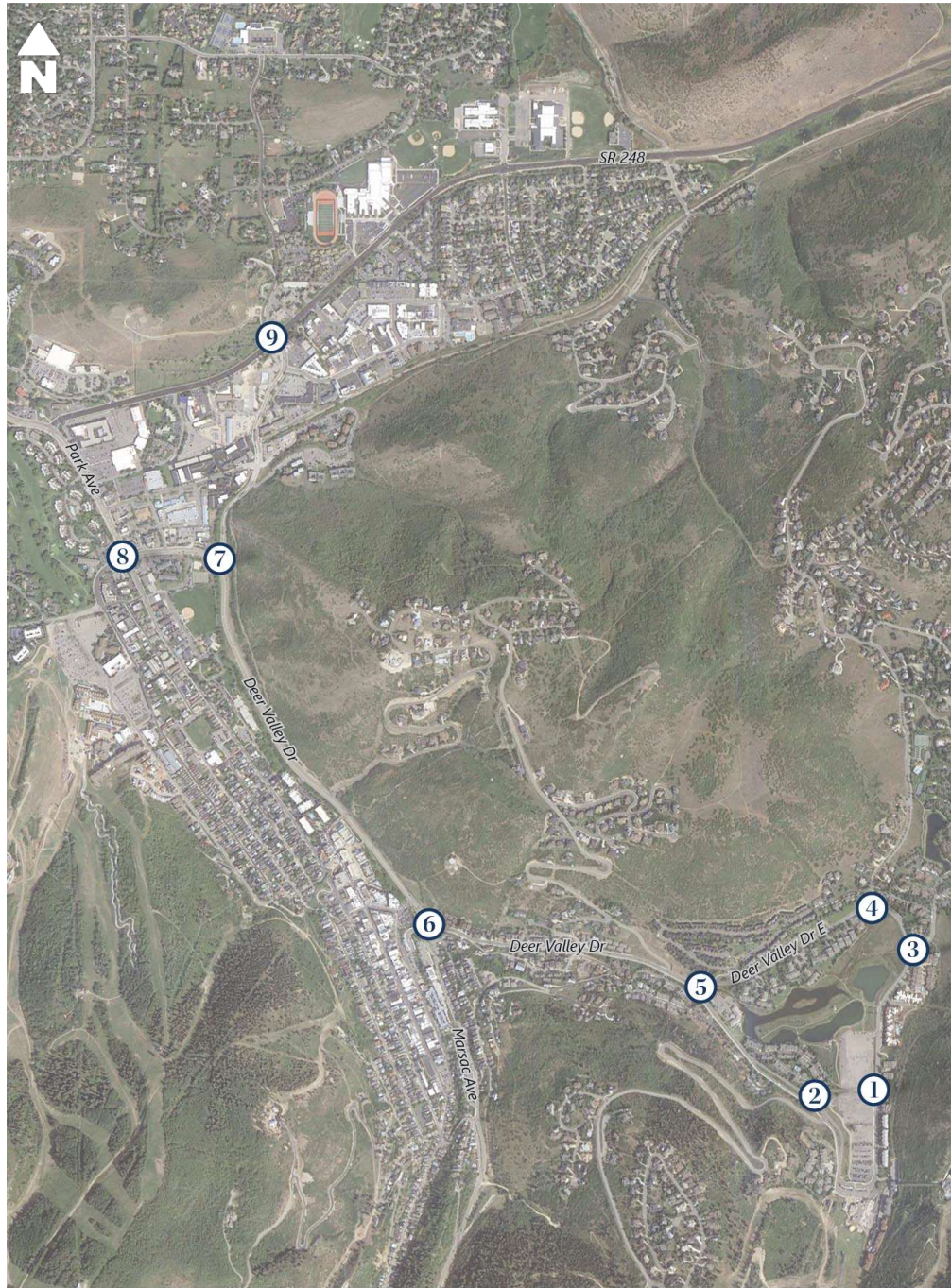


- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

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

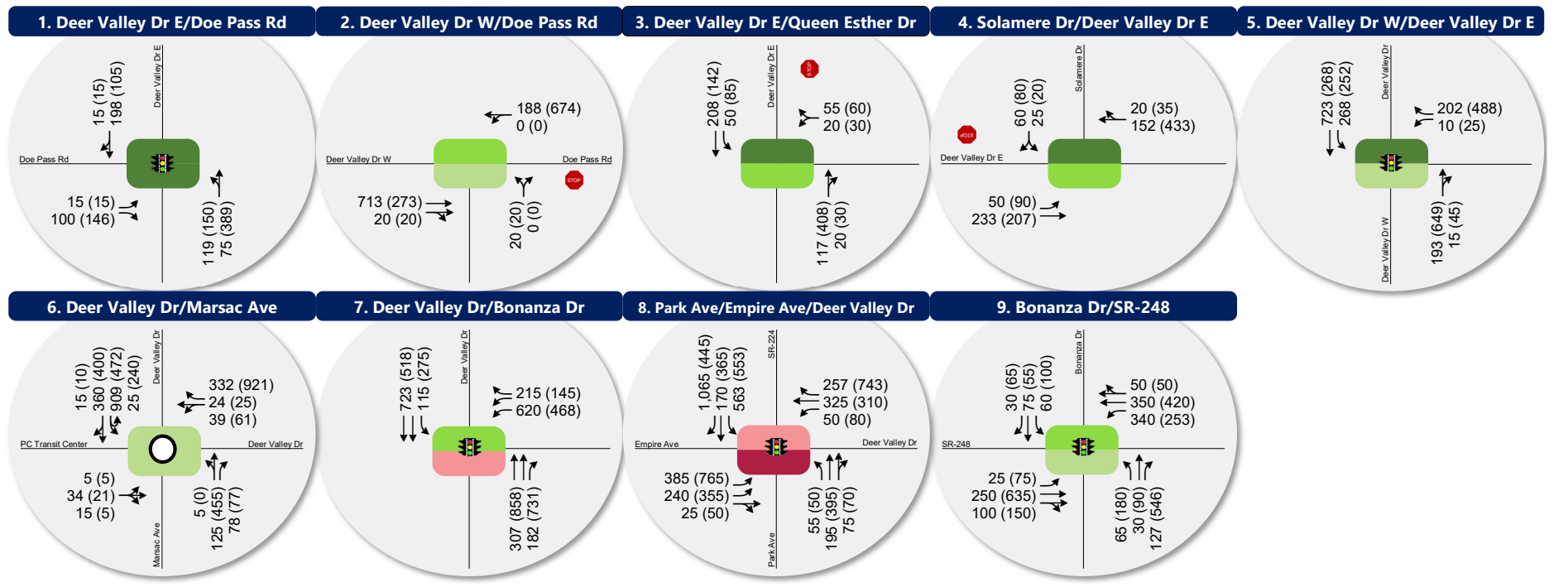
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	10	B	-	-
		PM		NB Left	18	C	-	-
3	Queen 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.

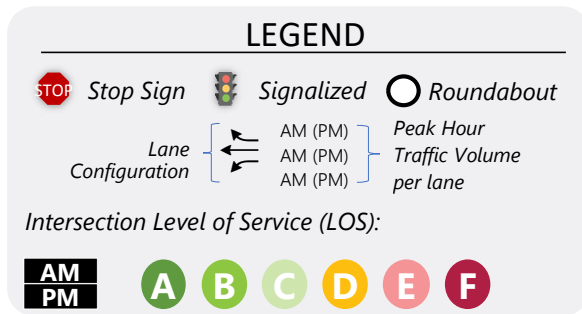
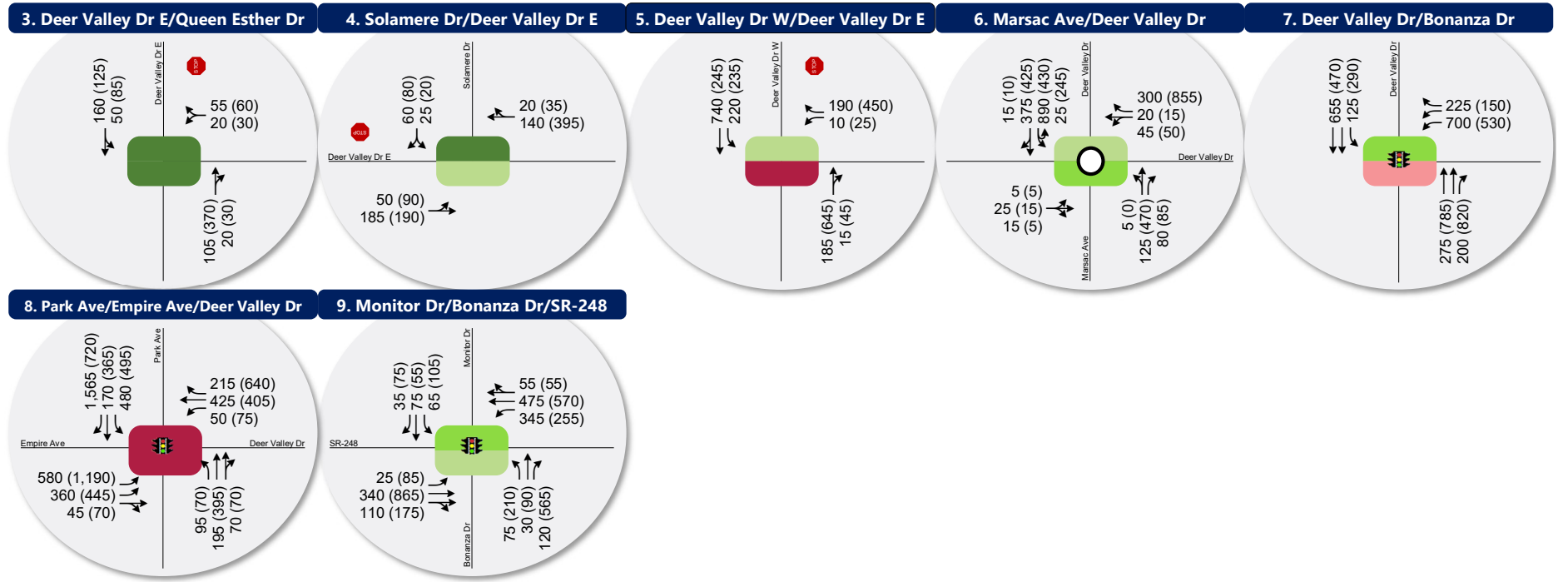
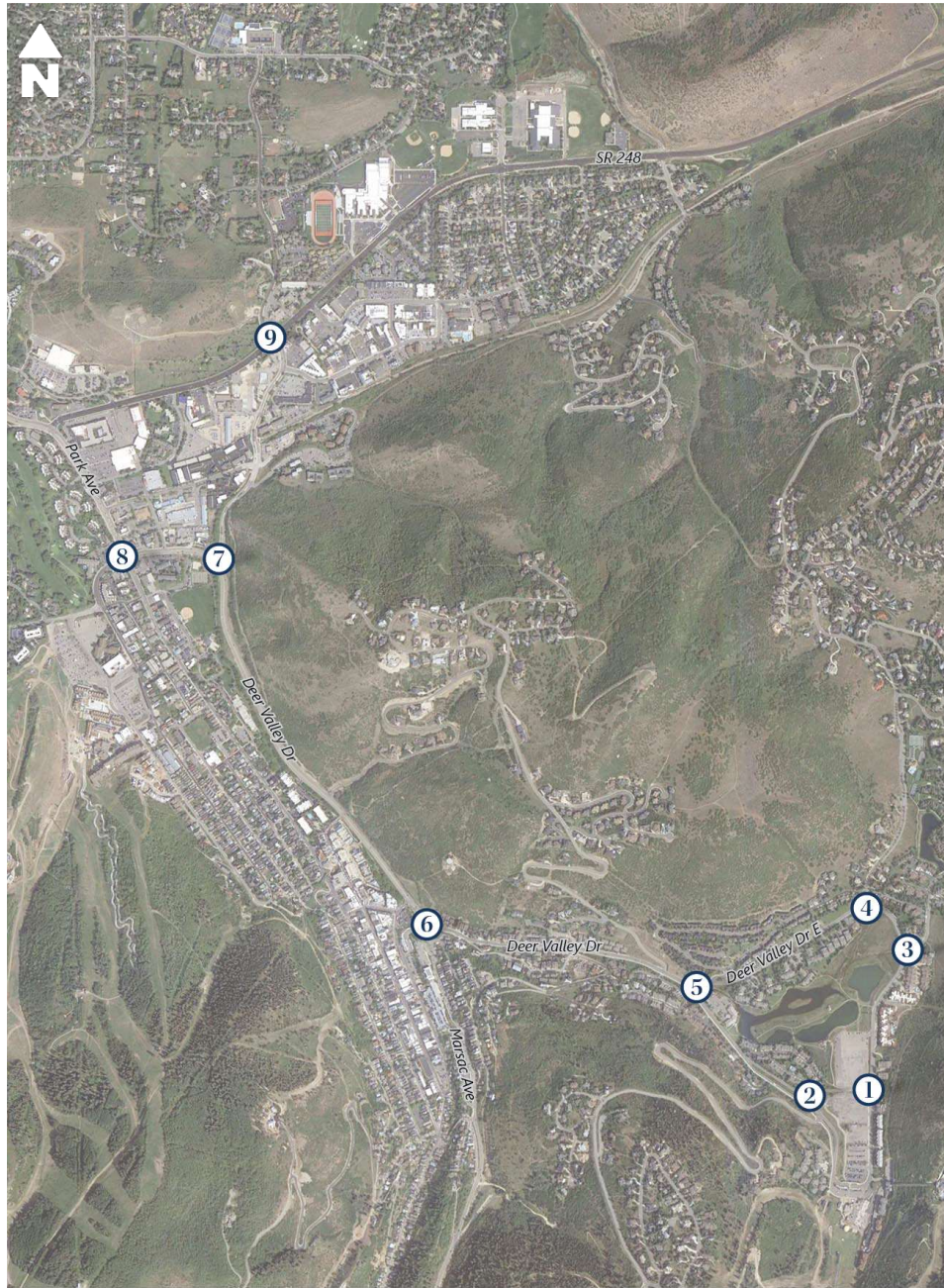


Figure 11
Future 2040 Background Saturday AM & PM Peak hour Traffic Conditions





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

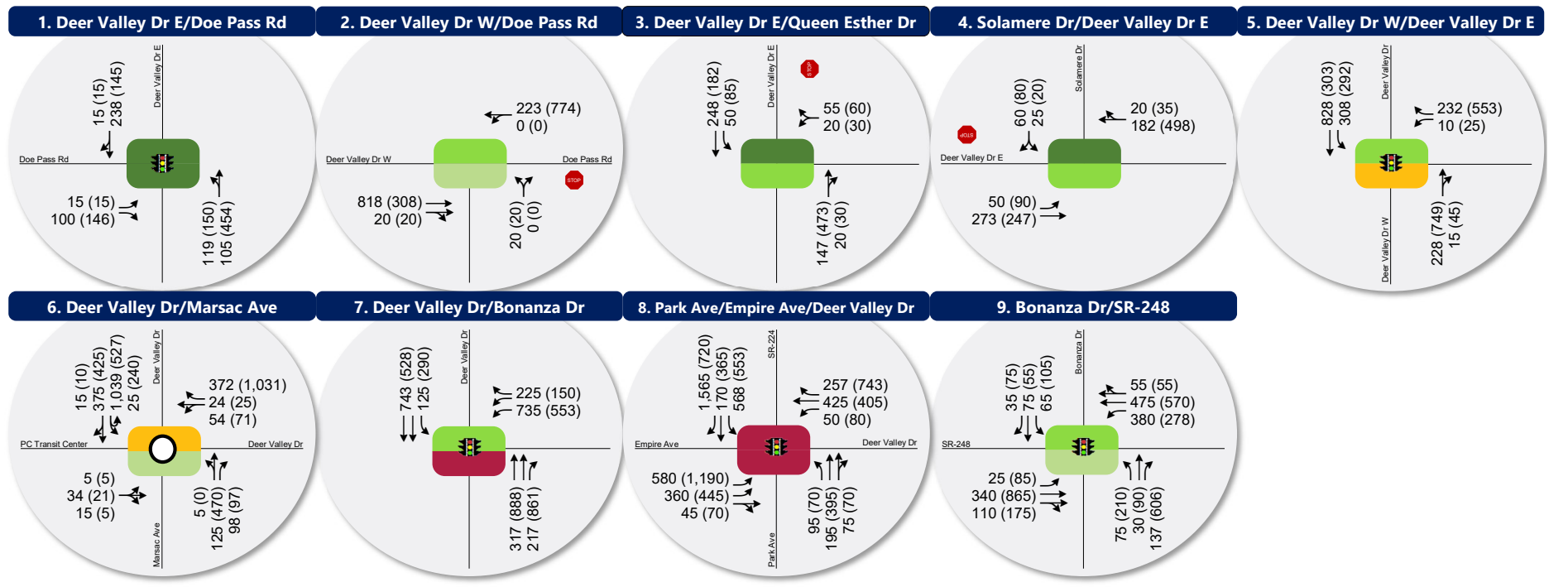
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	5	A
		PM		-	-	-	8	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	13	B	-	-
		PM		NB Left	20	C	-	-
3	Queen 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):

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

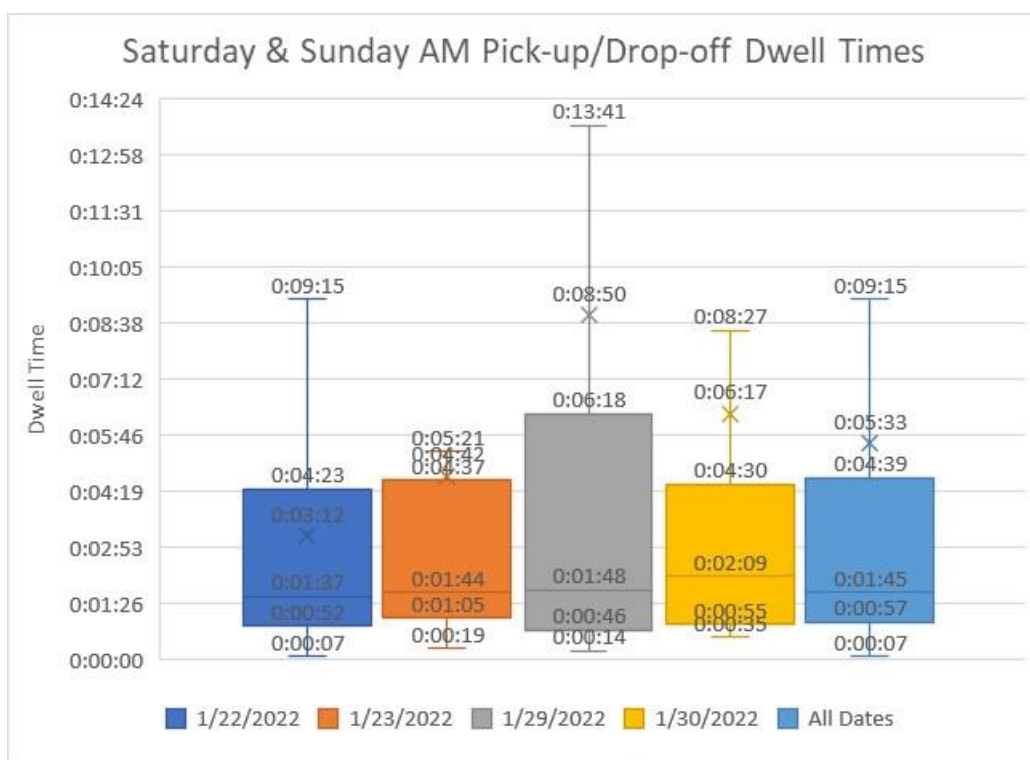


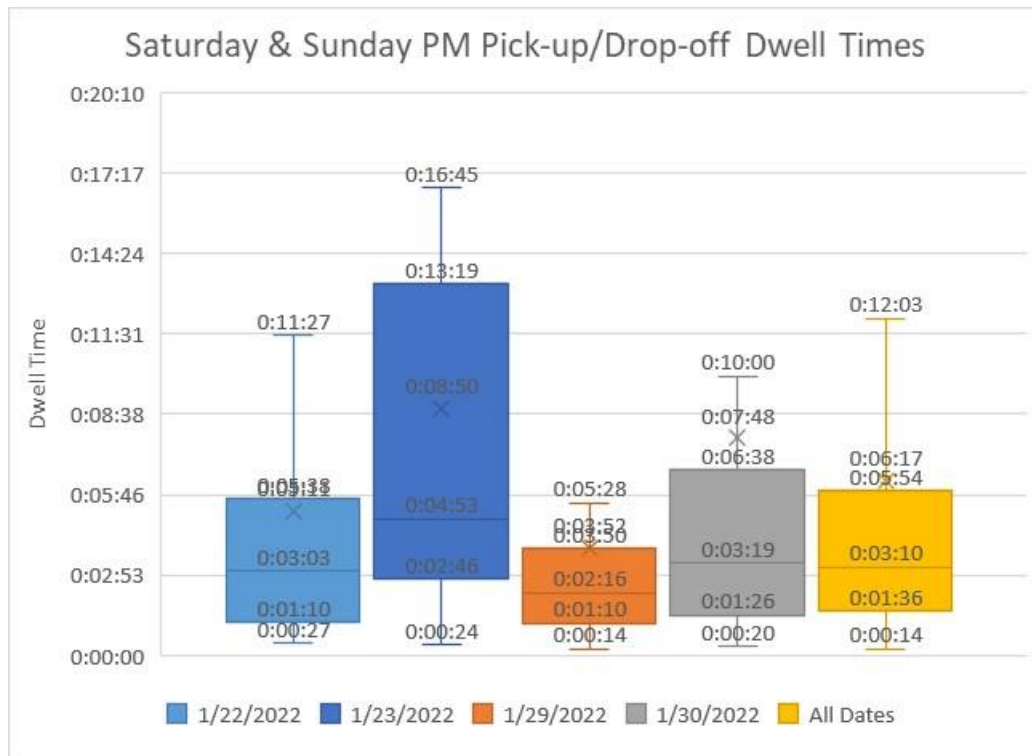
11.1.1.3 Pick-up/Drop-off

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.

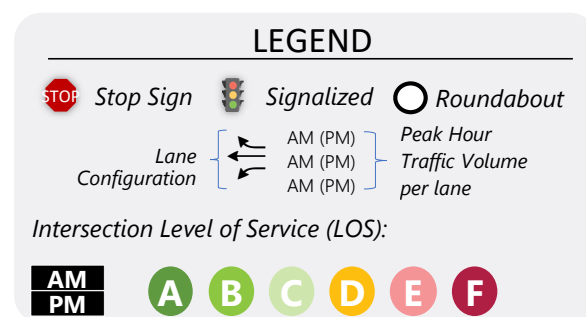
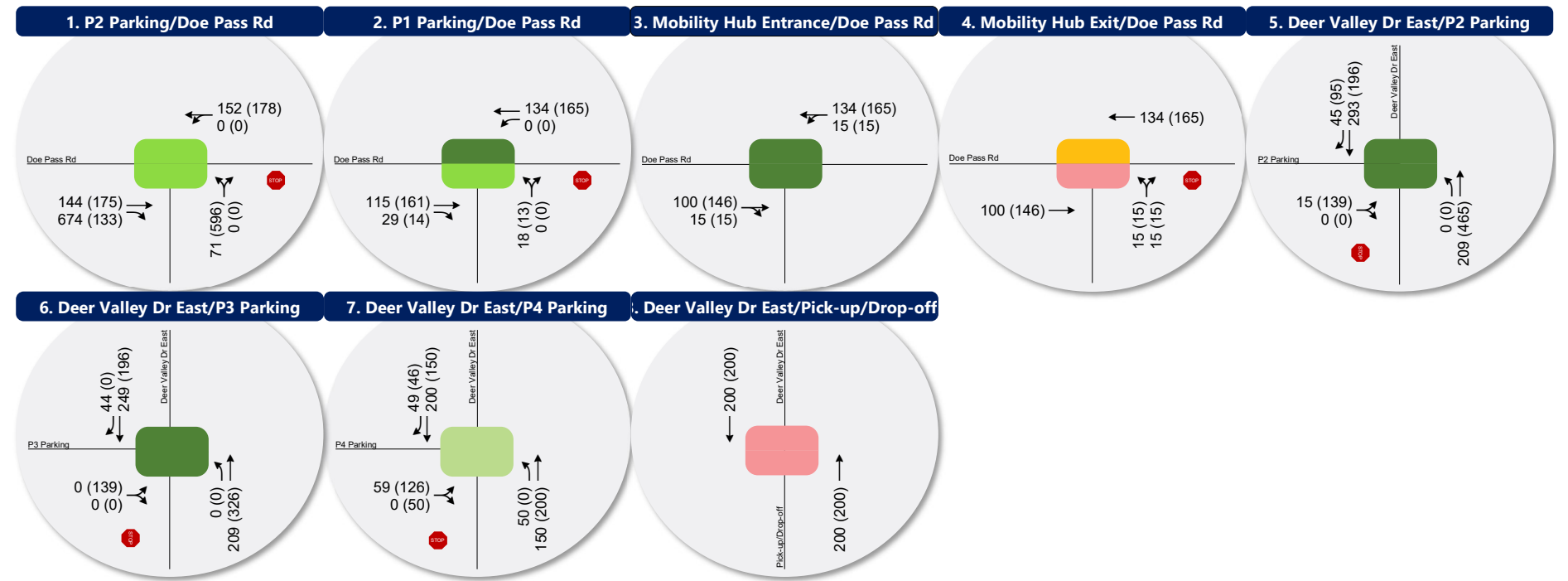
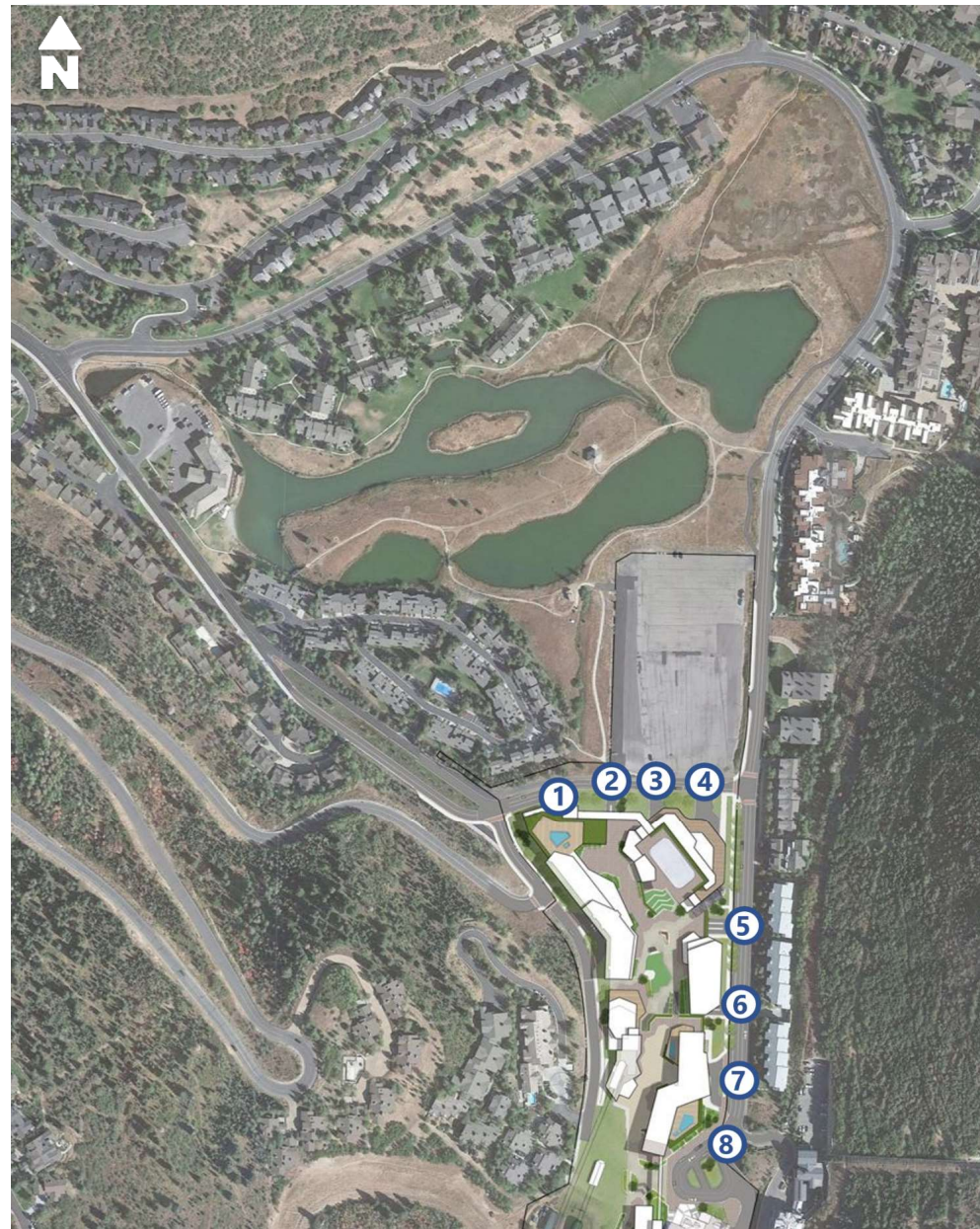


Figure 13
2040 Site Circulation Analysis Intersection LOS Results





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	50
			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

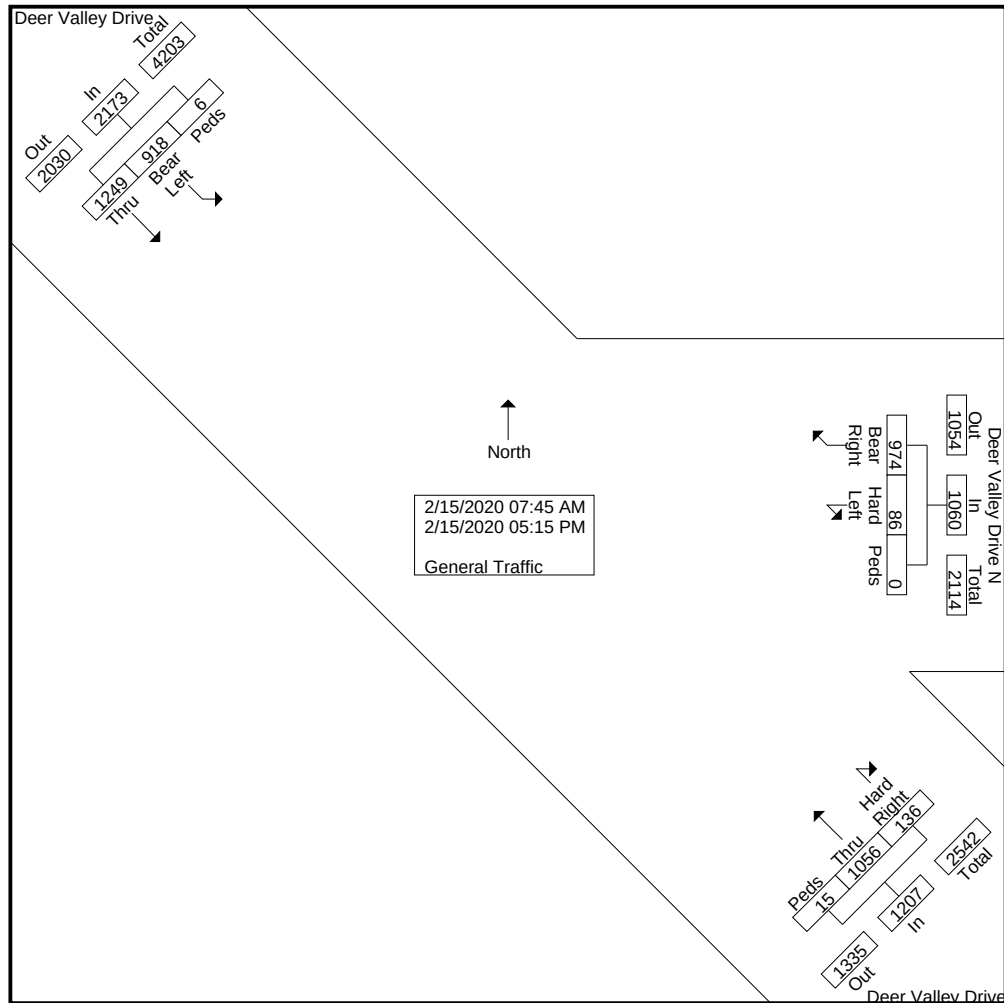
Start Time	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				Int. Total
	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	
07:45 AM	71	123	0	194	19	4	0	23	2	18	0	20	237
Total	71	123	0	194	19	4	0	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

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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 : 2



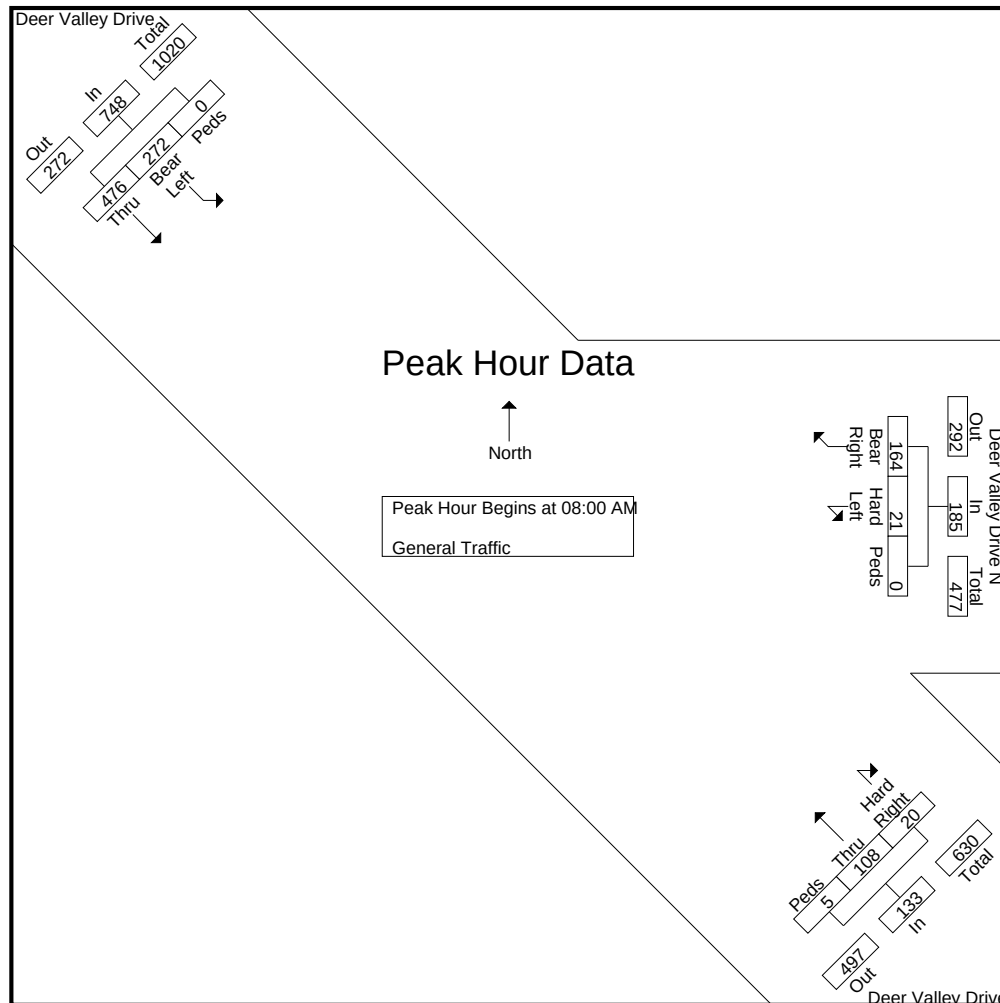
L2 Data Collection

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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 - 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



L2 Data Collection

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Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

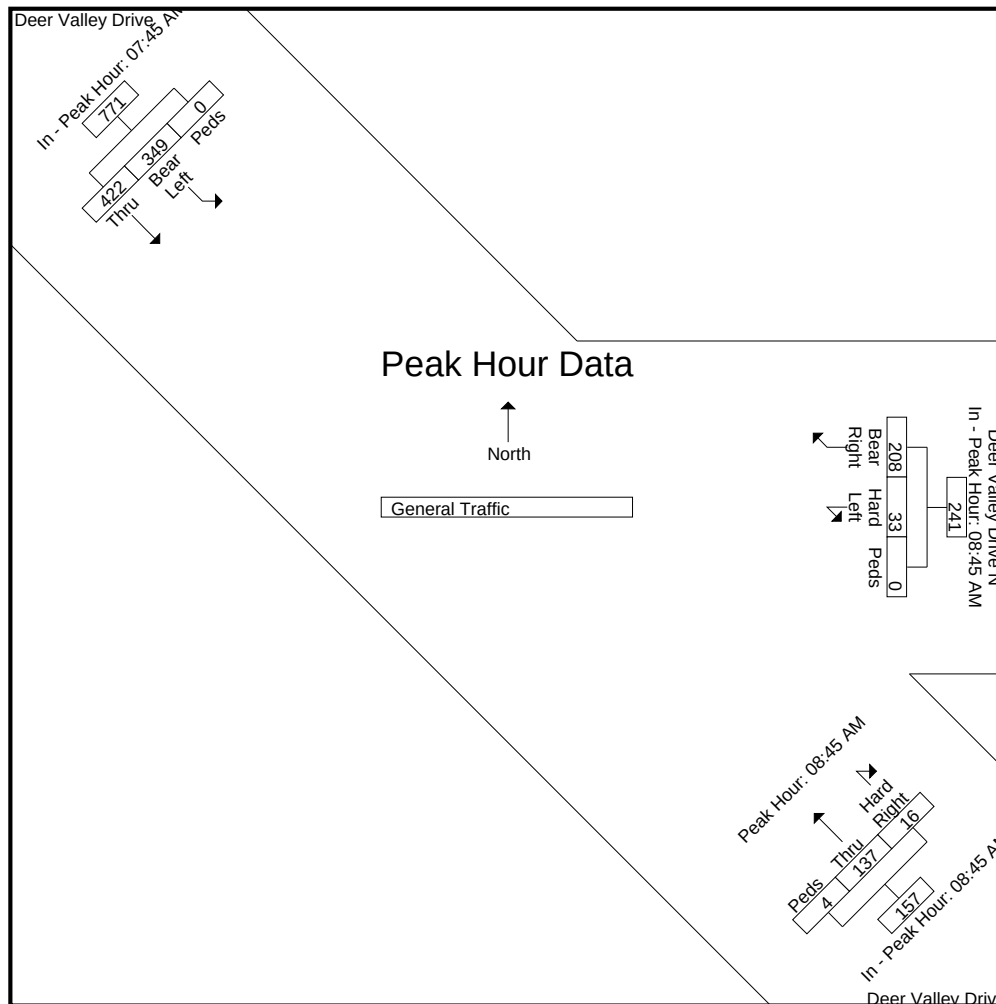
File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
Start Date : 2/15/2020
Page No : 4

	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	



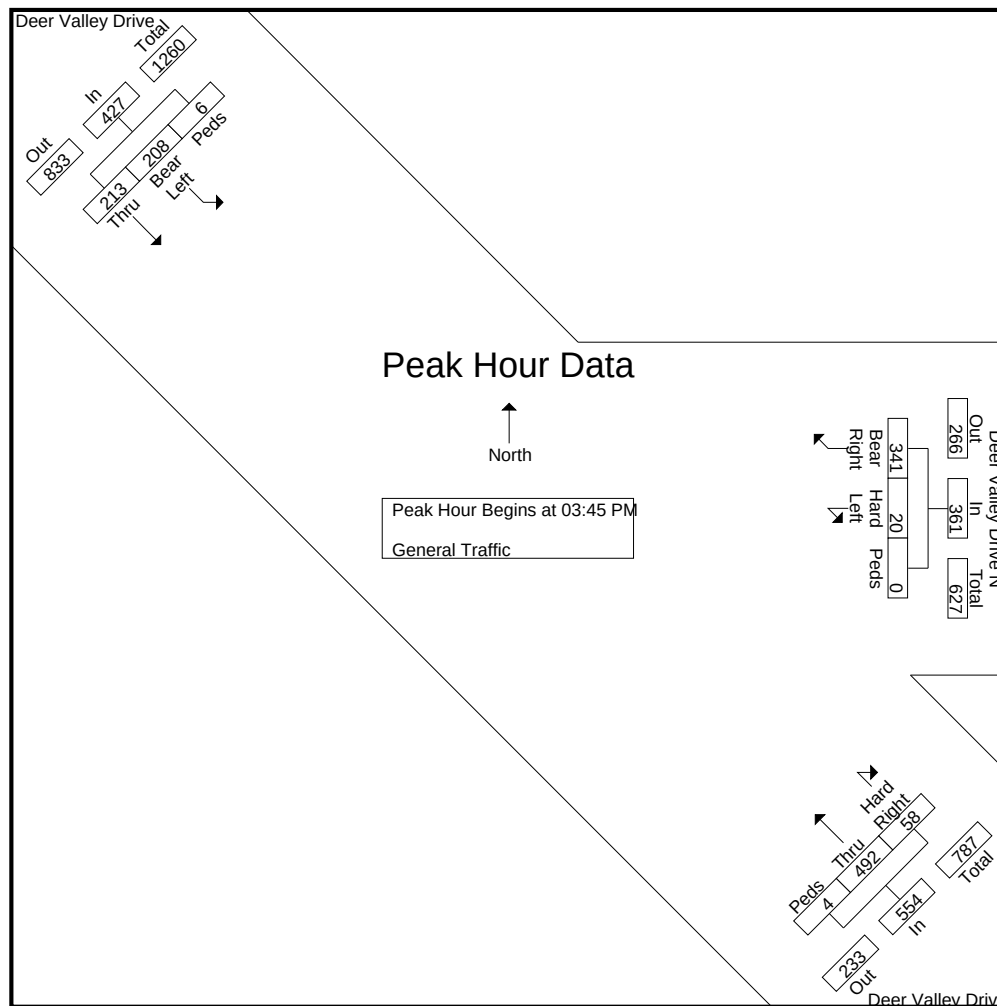
L2 Data Collection

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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 : 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



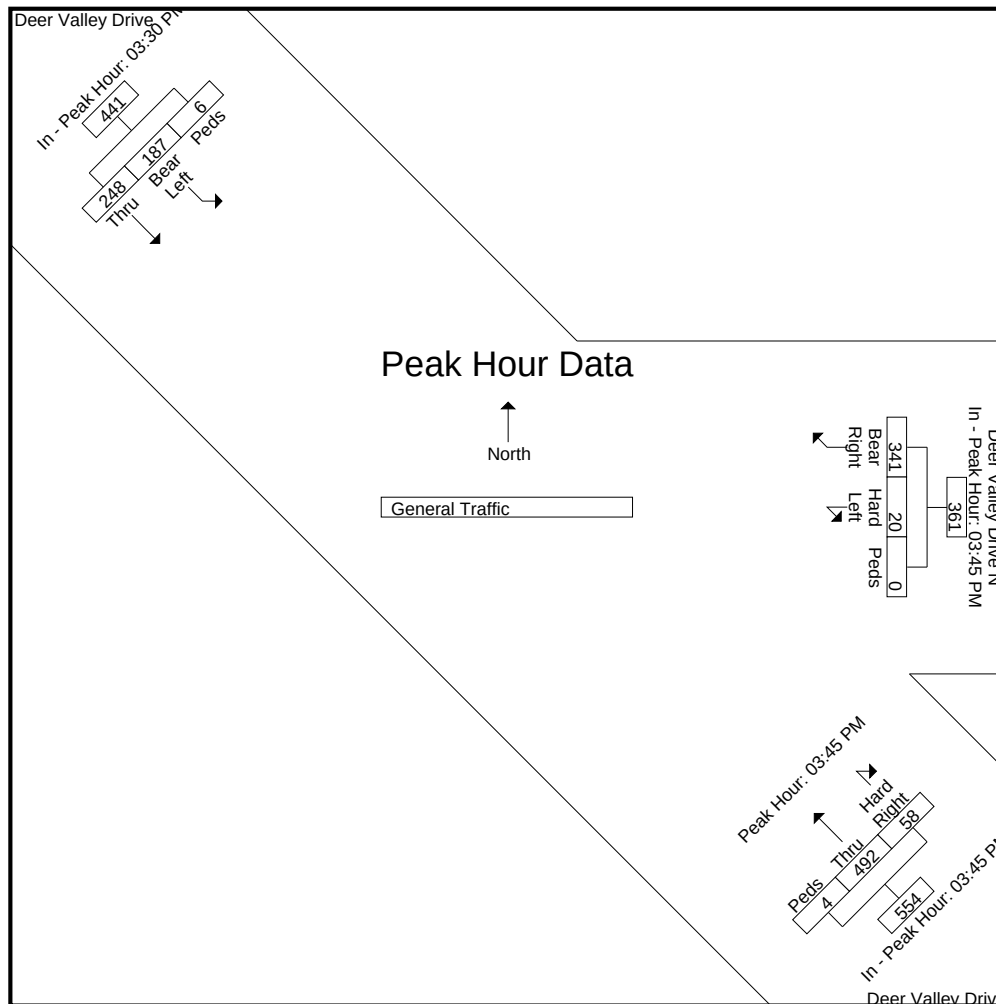
L2 Data Collection

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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	



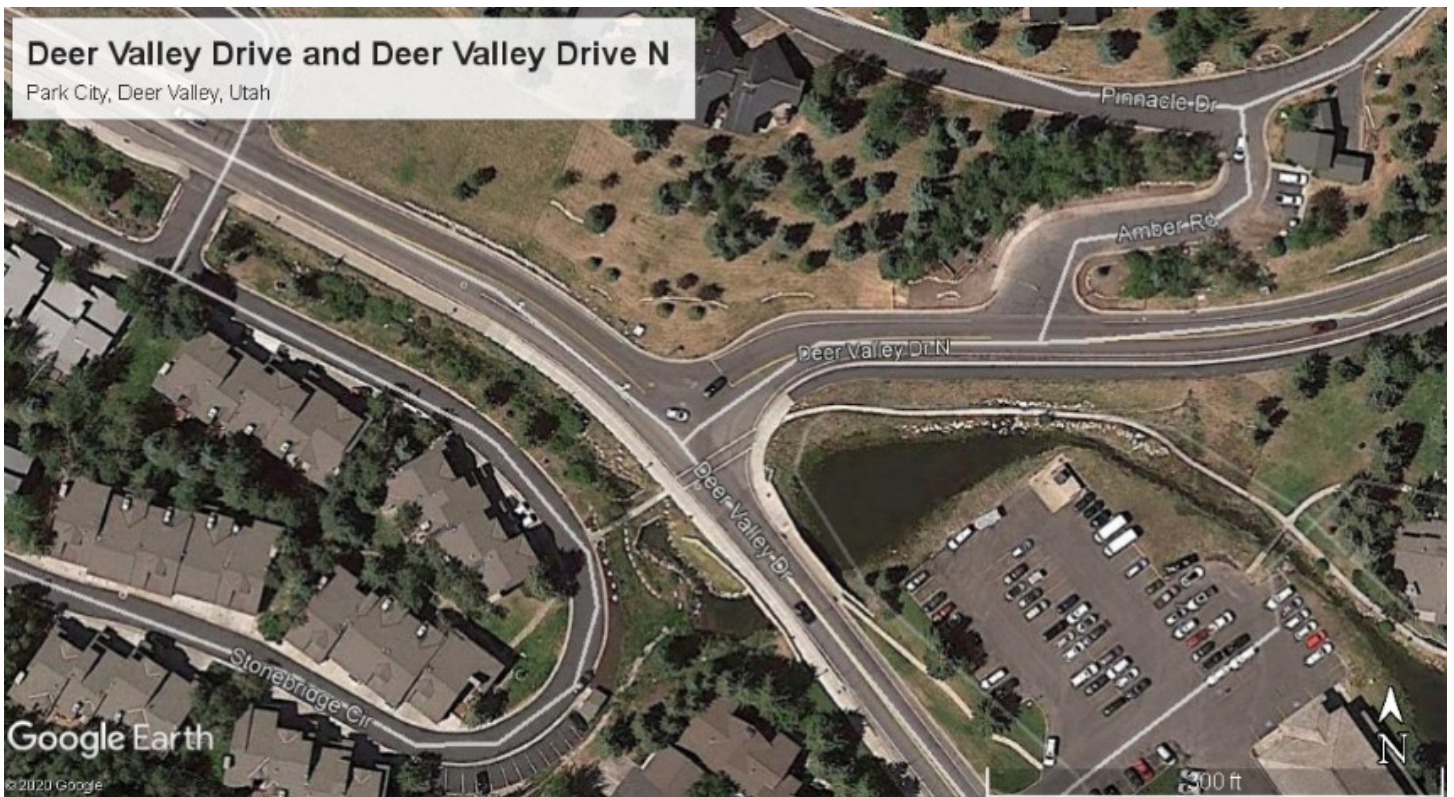
L2 Data Collection

L2DataCollection.com
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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

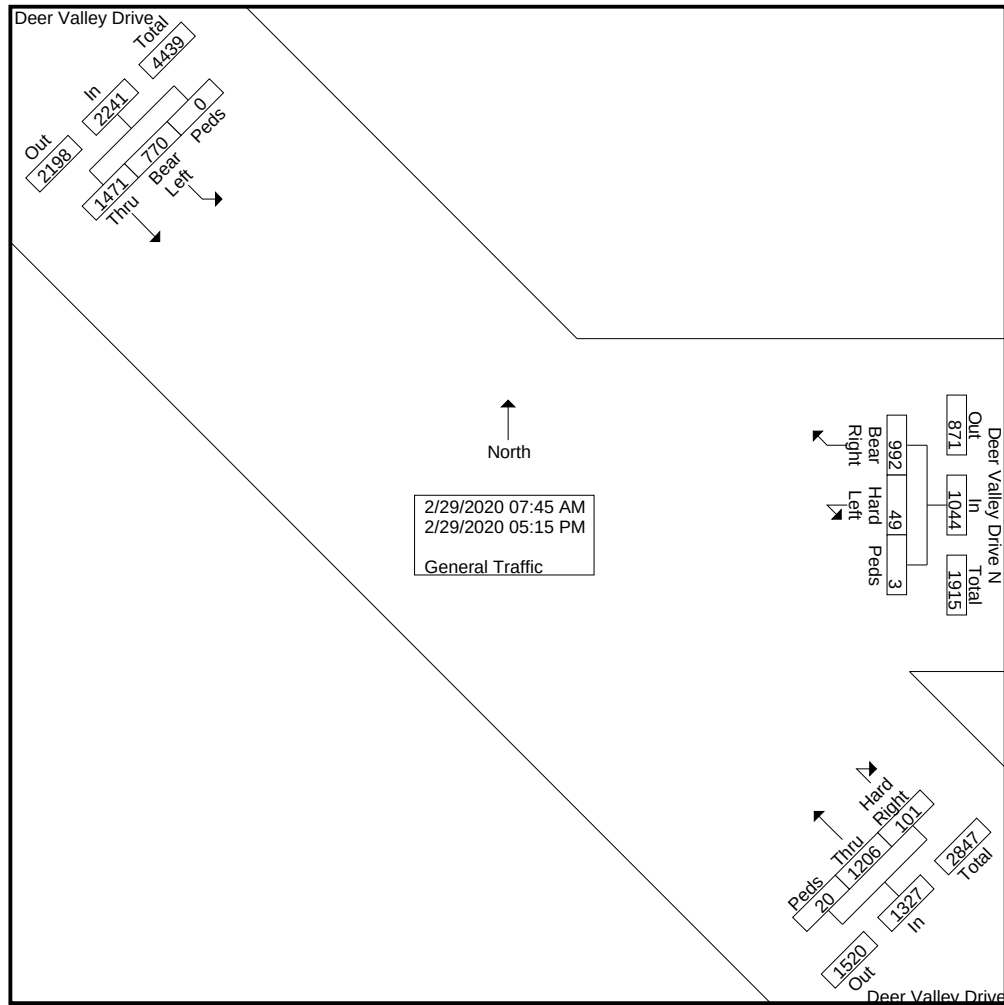
Start Time	Deer Valley Drive From Northwest				Deer Valley Drive N From East				Deer Valley Drive From Southeast				Int. Total
	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	
07:45 AM	53	73	0	126	21	1	0	22	2	21	0	23	171
Total	53	73	0	126	21	1	0	22	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	

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 : 2



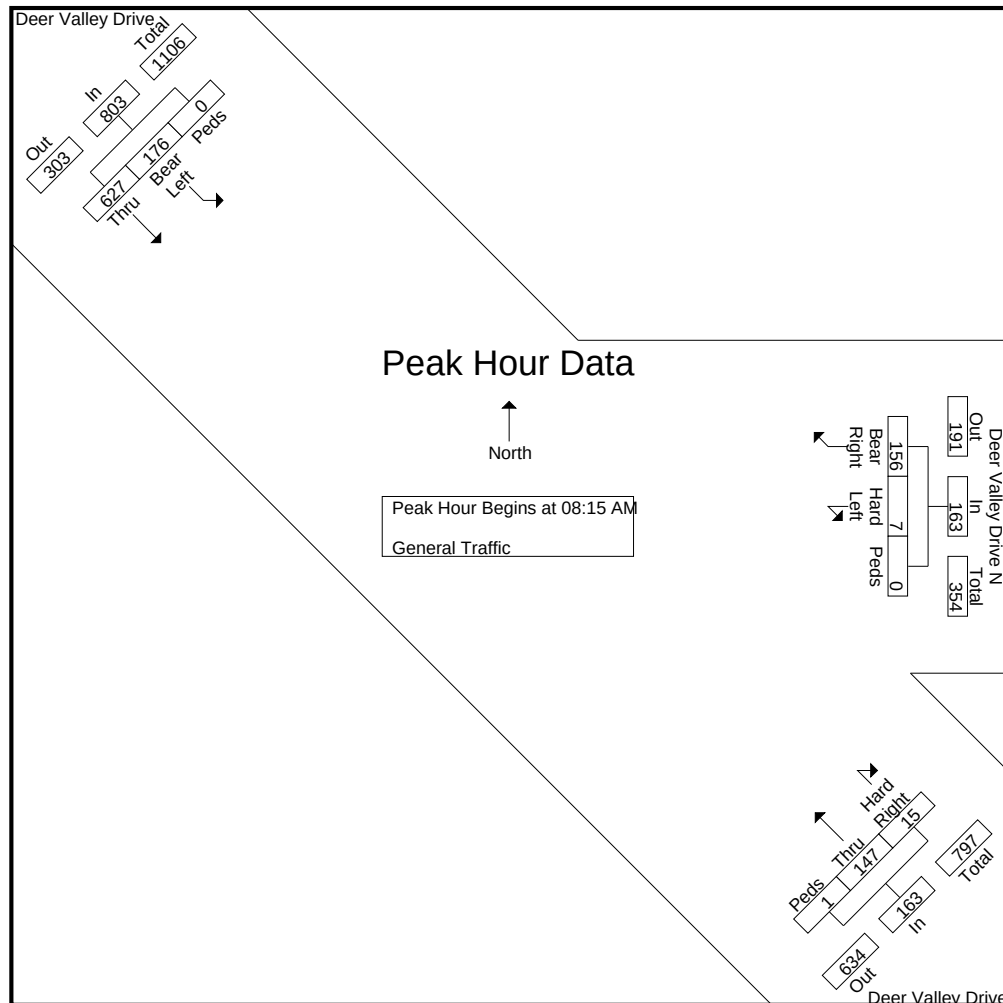
L2 Data Collection

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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



L2 Data Collection

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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

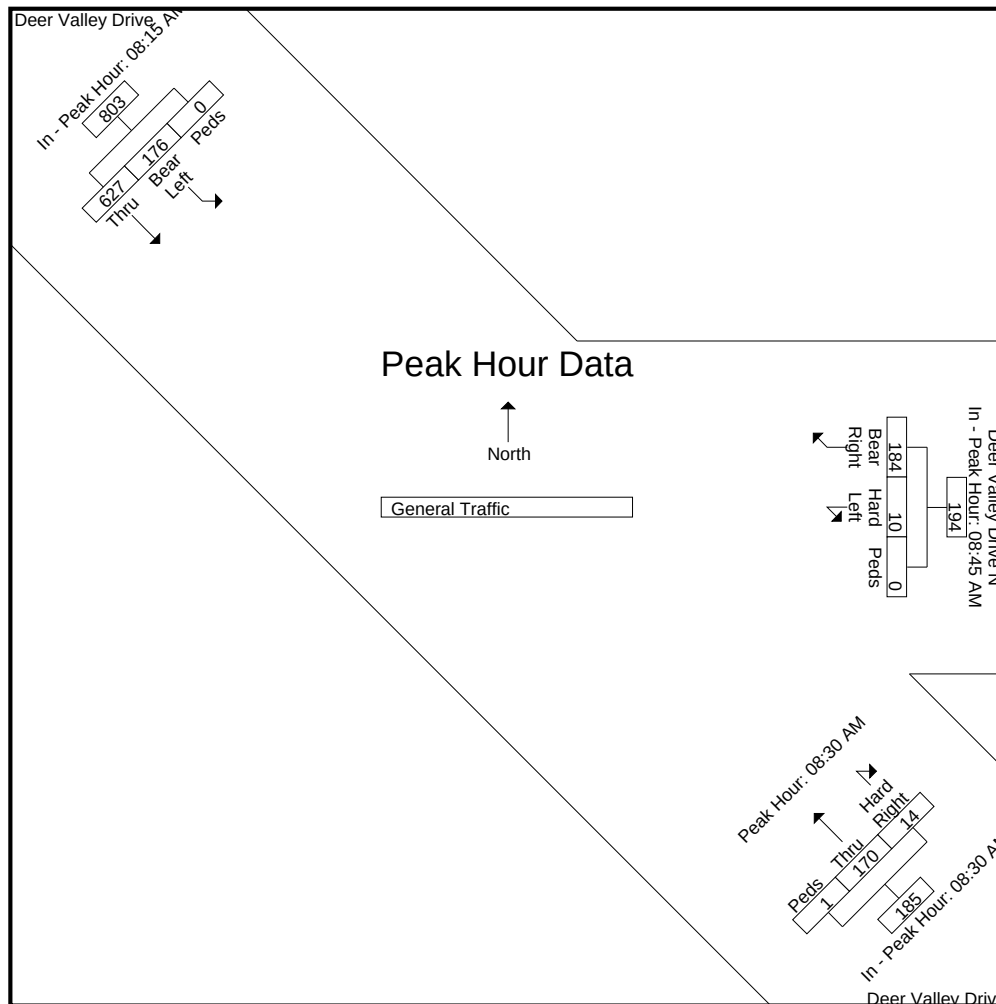
File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 4

	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



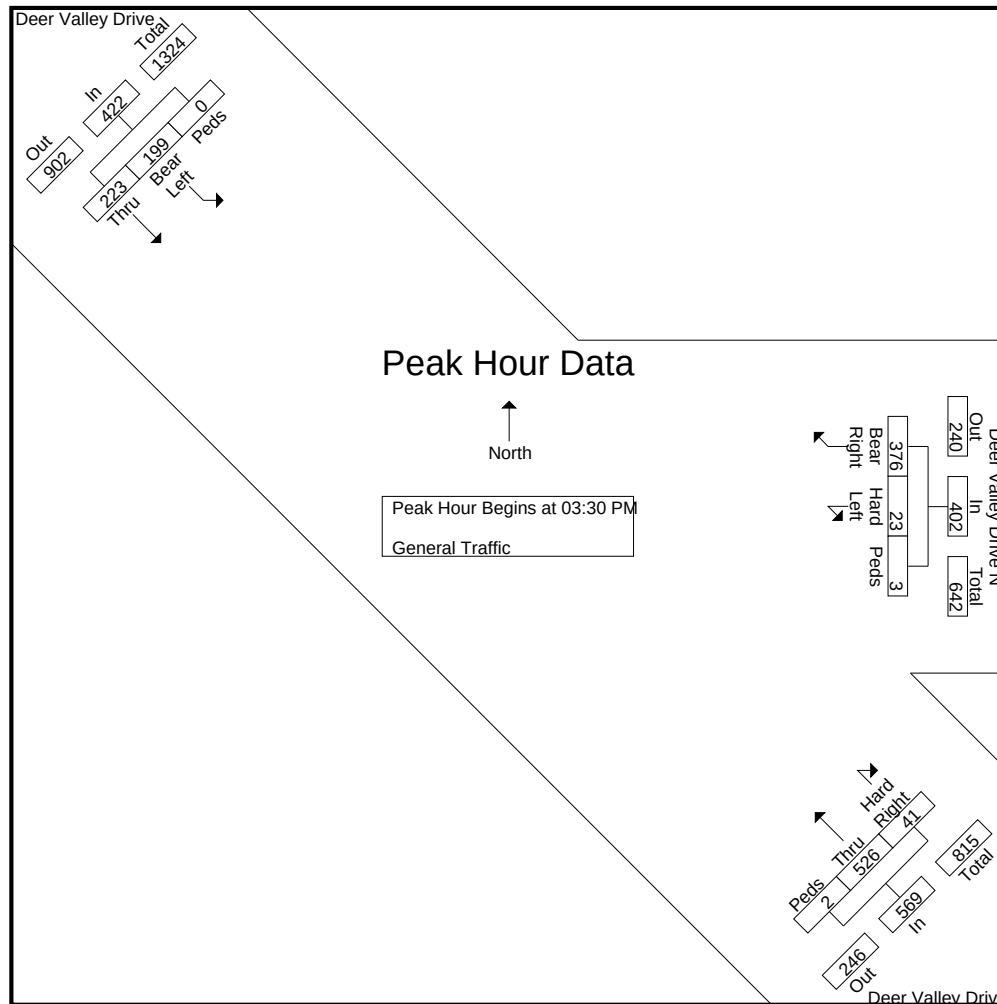
L2 Data Collection

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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 : 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

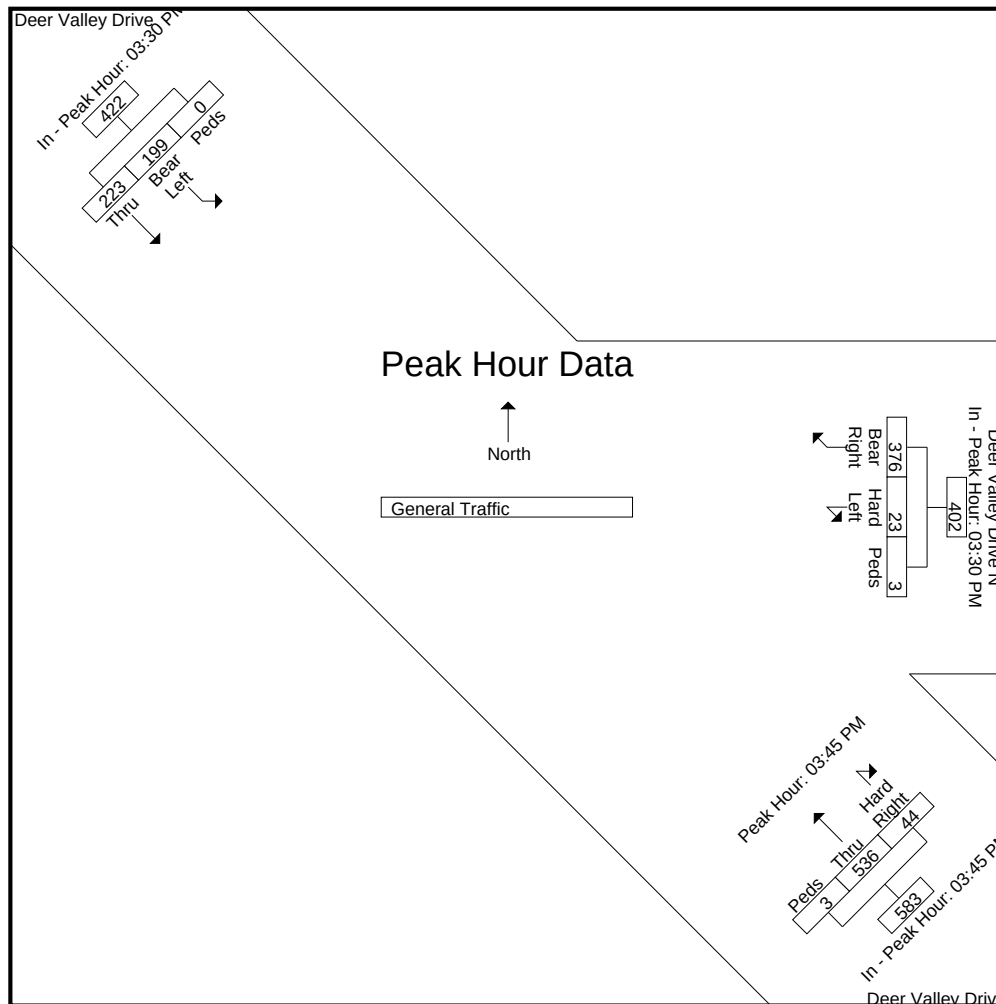
File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 6

	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



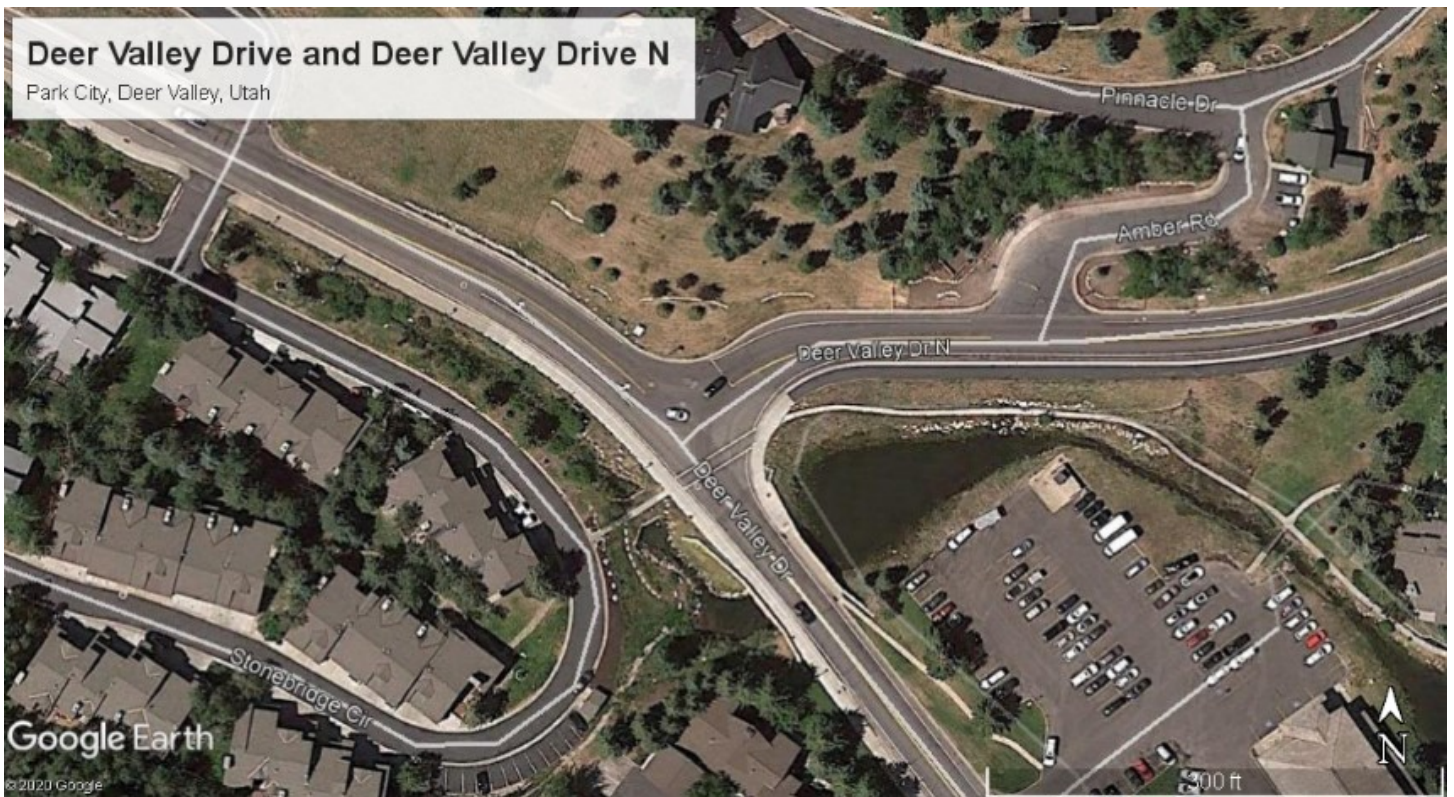
L2 Data Collection

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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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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 : 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

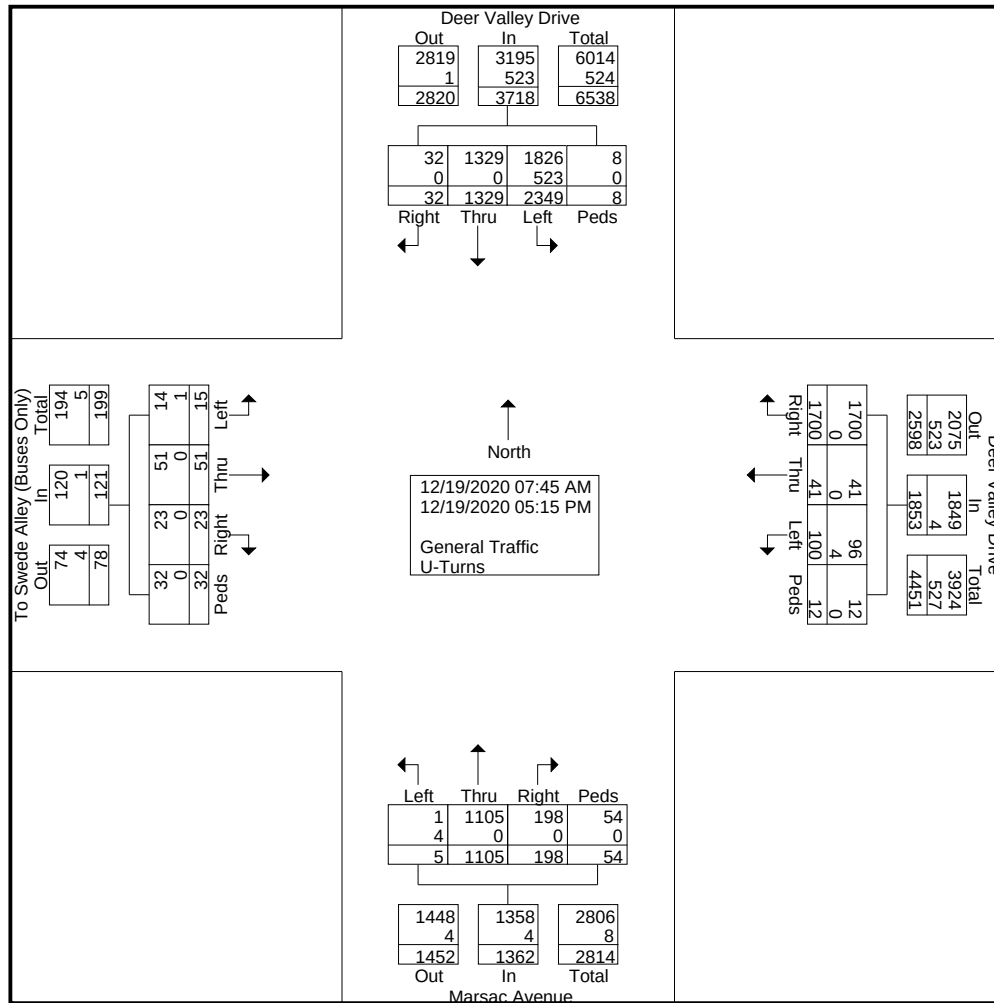
03:30 PM	5	97	155	0	257	155	2	7	0	164	18	97	0	5	120	4	0	3	0	7	548
03:45 PM	2	90	162	0	254	157	4	9	0	170	17	116	0	7	140	2	4	1	4	11	575
Total	7	187	317	0	511	312	6	16	0	334	35	213	0	12	260	6	4	4	4	18	1123
04:00 PM	1	101	141	0	243	177	1	12	0	190	9	106	1	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	5	228	180	3	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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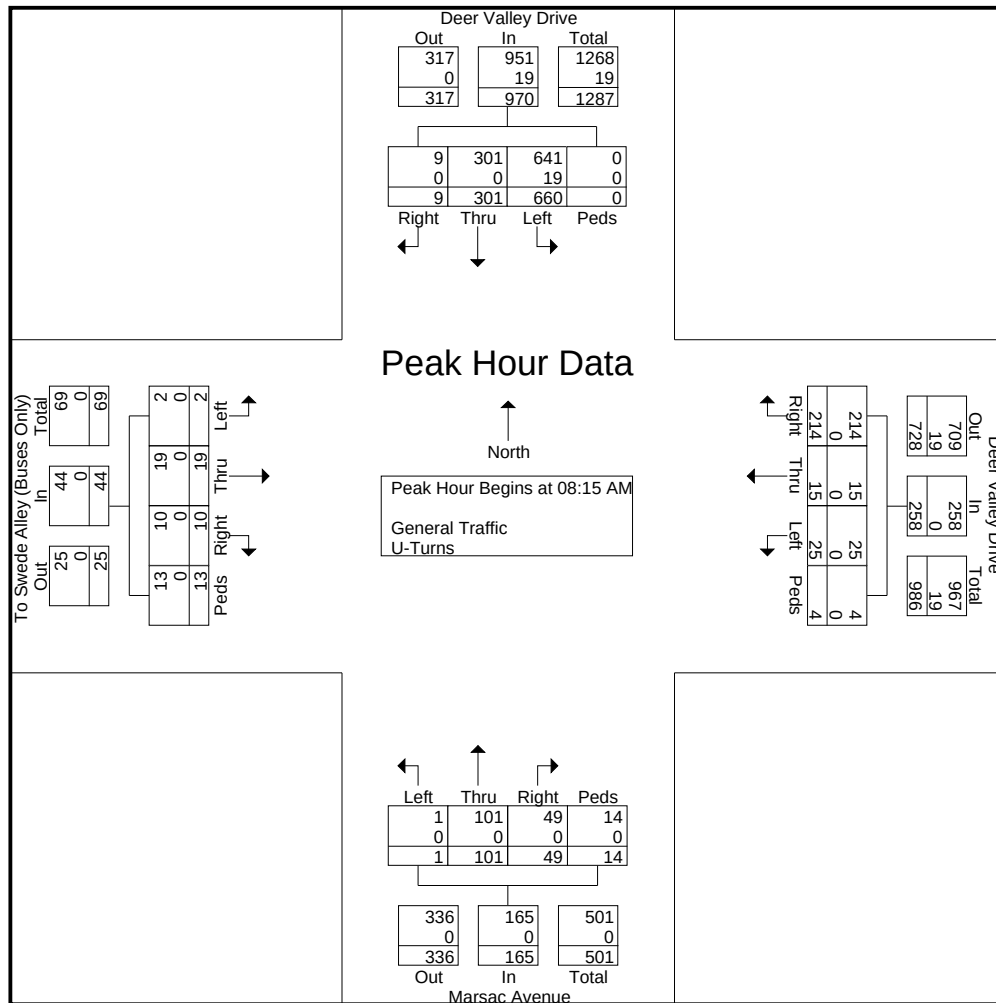
Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

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



L2 Data Collection

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Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

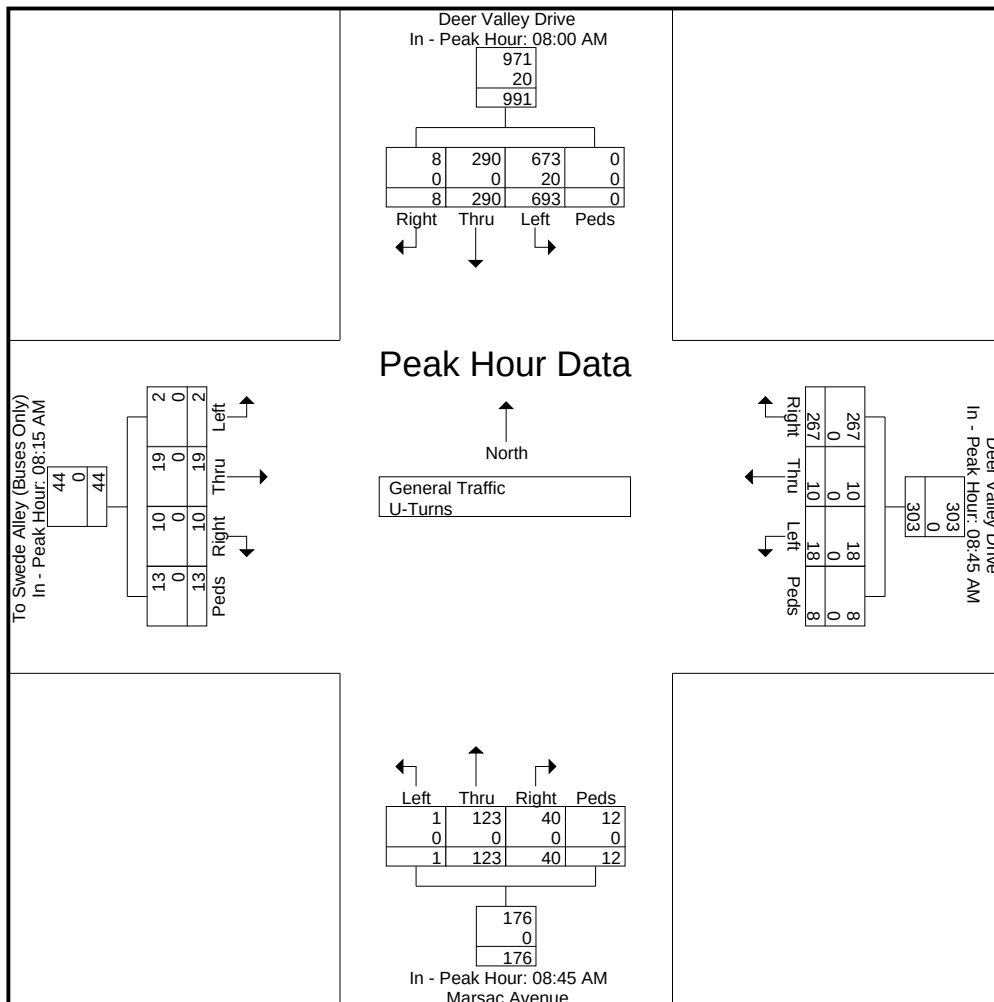
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	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

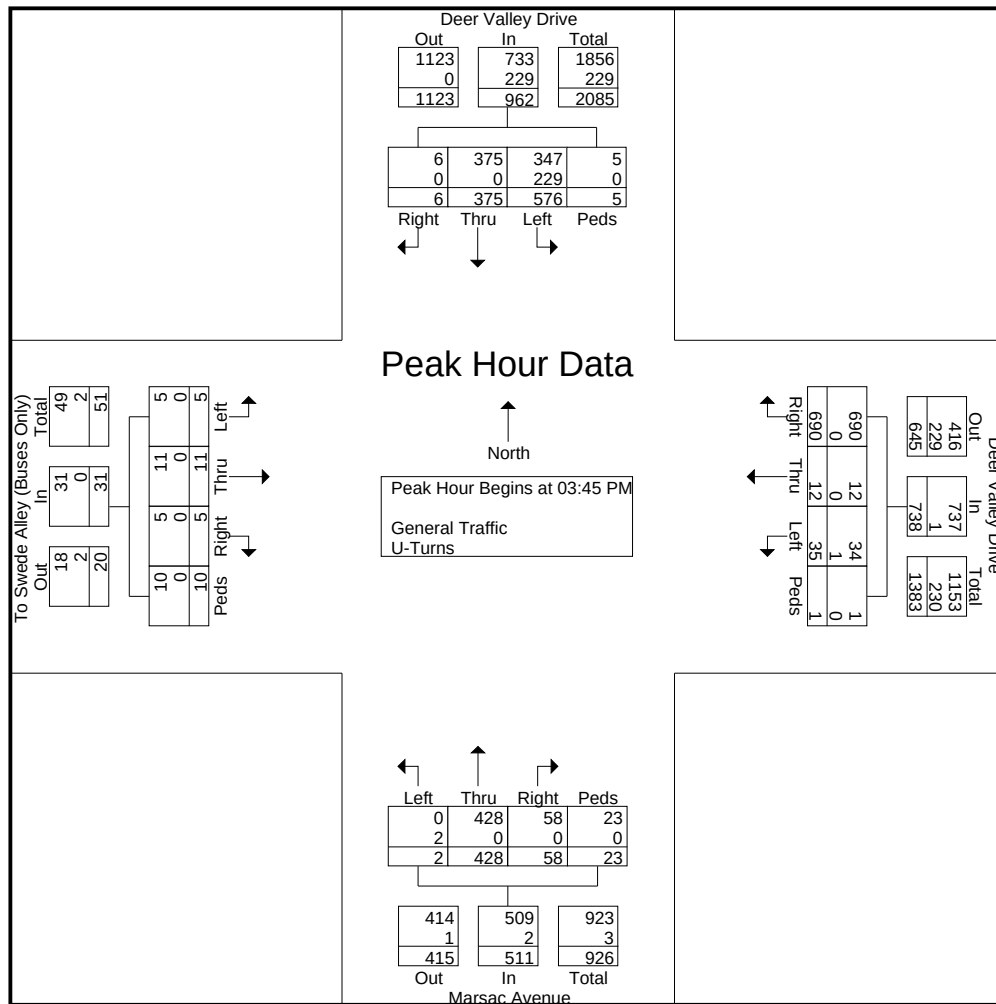
Page No : 5

	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

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

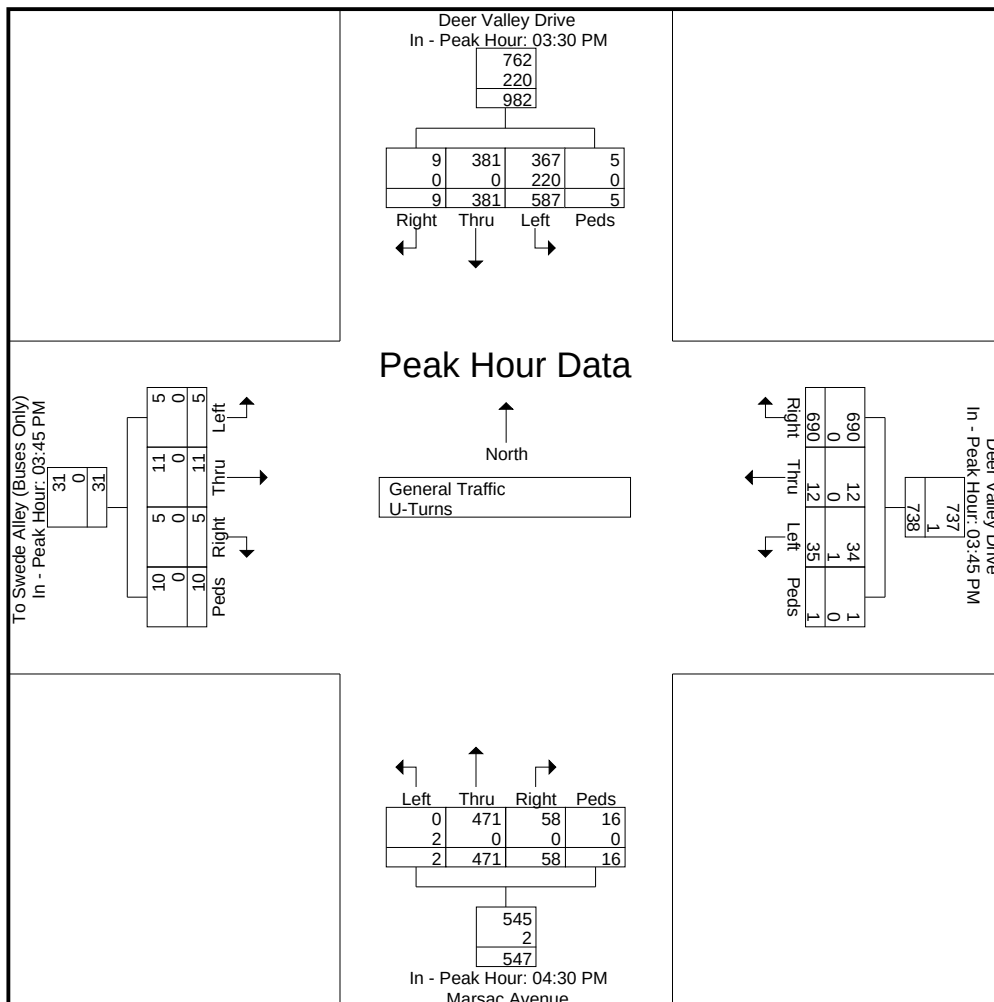
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	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

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 : 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

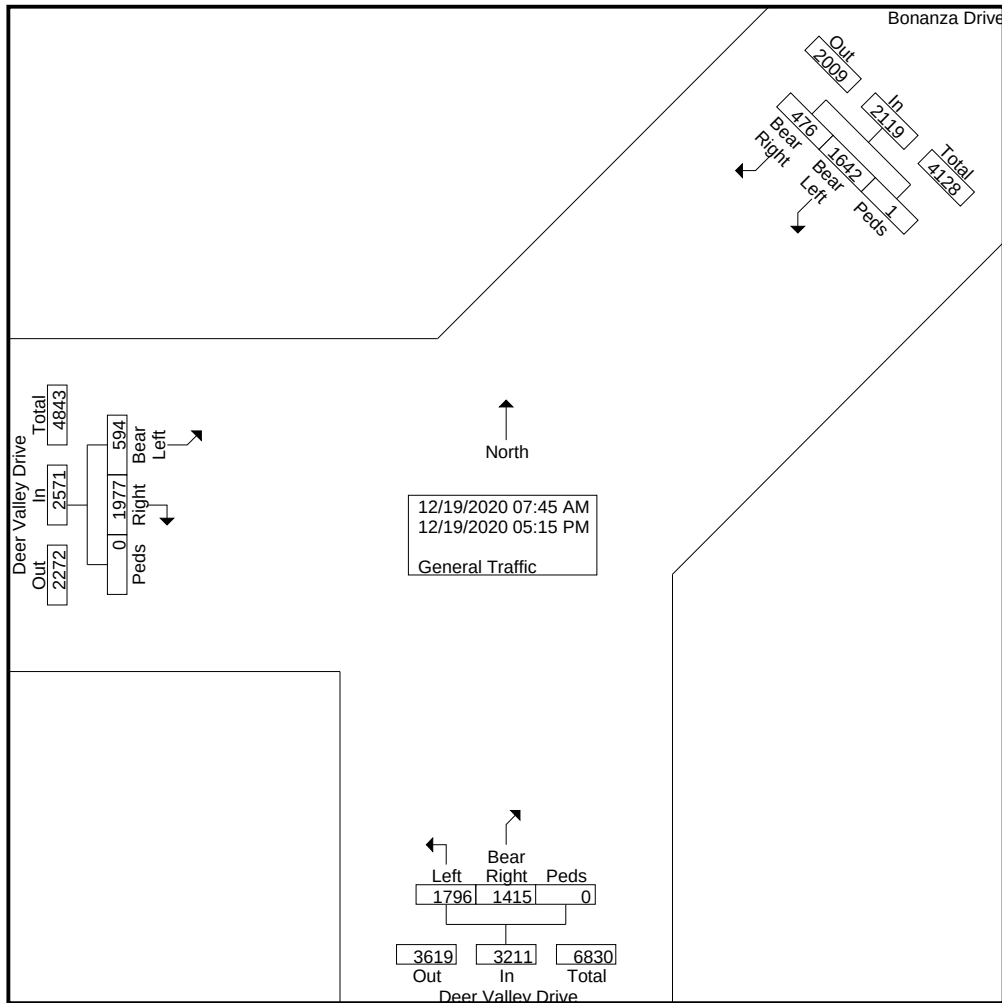
03:30 PM	23	90	0	113	146	174	0	320	120	58	0	178	611
03:45 PM	41	110	1	152	147	184	0	331	110	67	0	177	660
Total	64	200	1	265	293	358	0	651	230	125	0	355	1271
04:00 PM	25	92	0	117	155	175	0	330	119	59	0	178	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	176	182	0	358	99	50	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

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 : 2



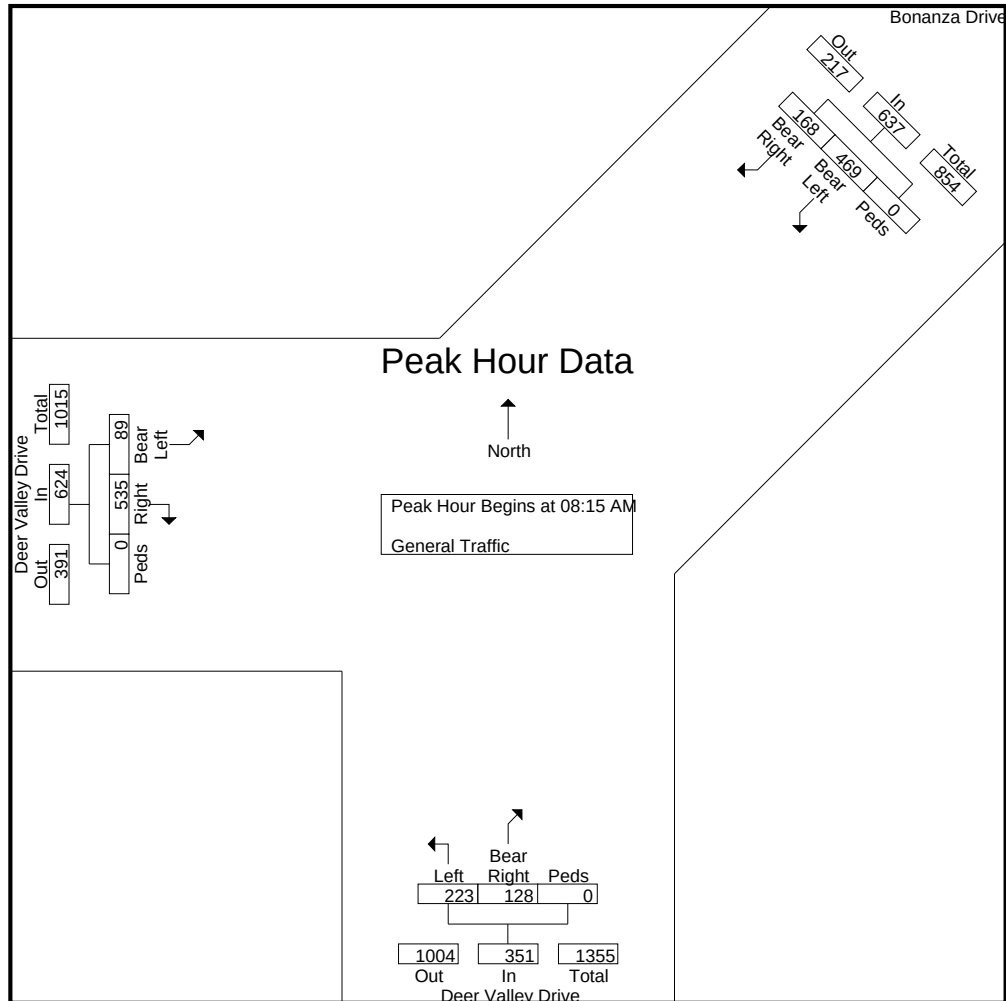
L2 Data Collection

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



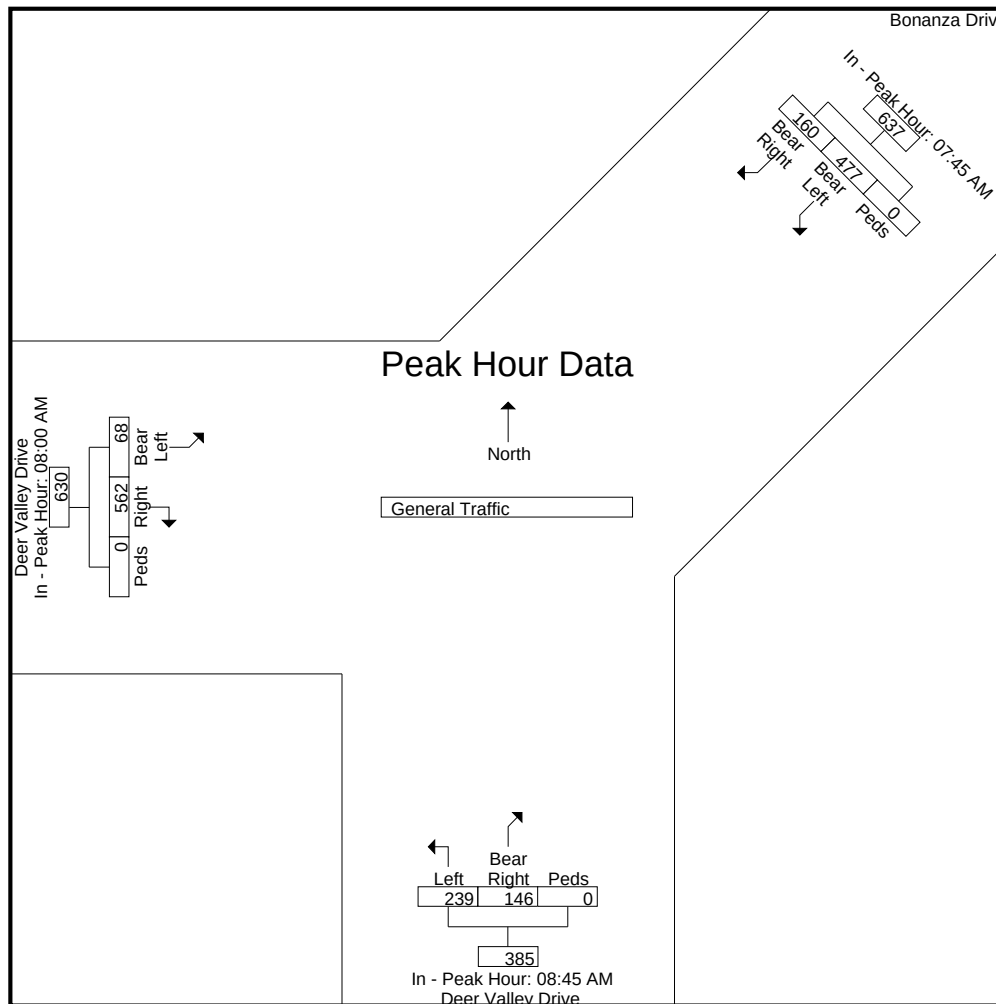
L2 Data Collection

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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	



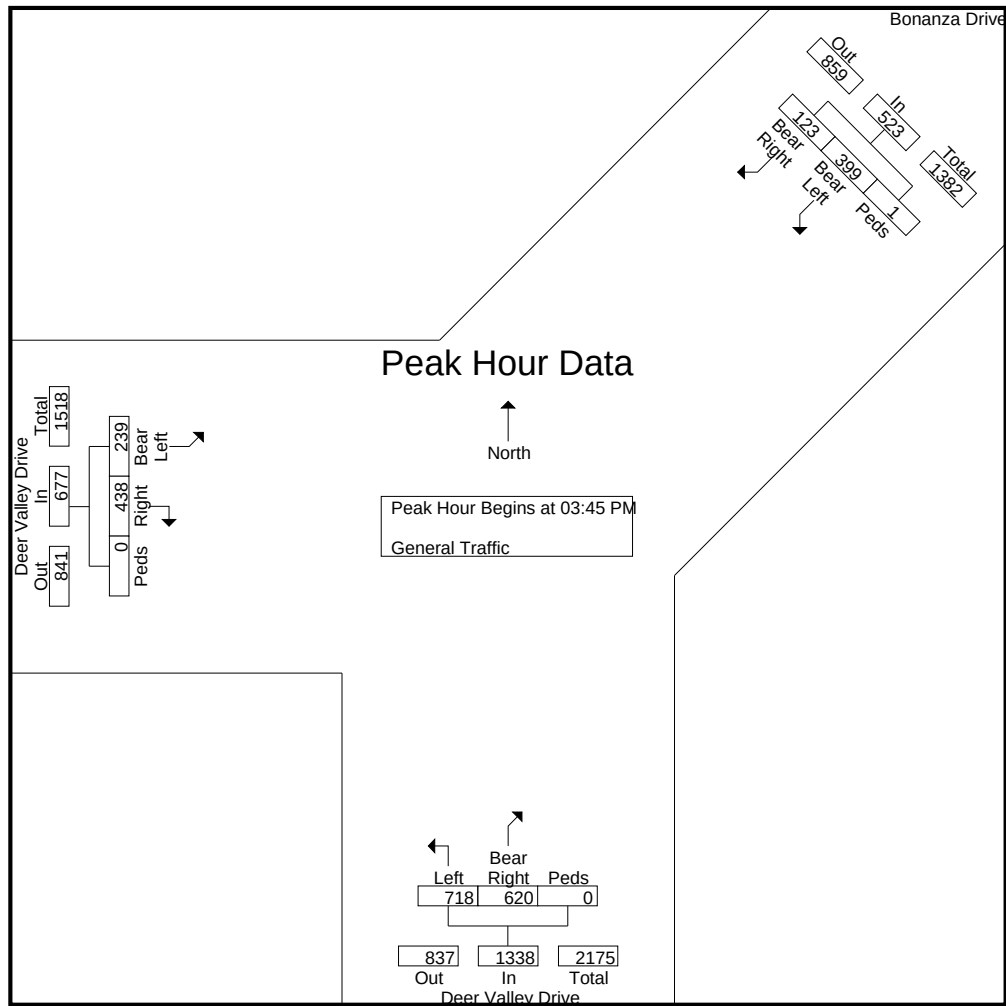
L2 Data Collection

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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



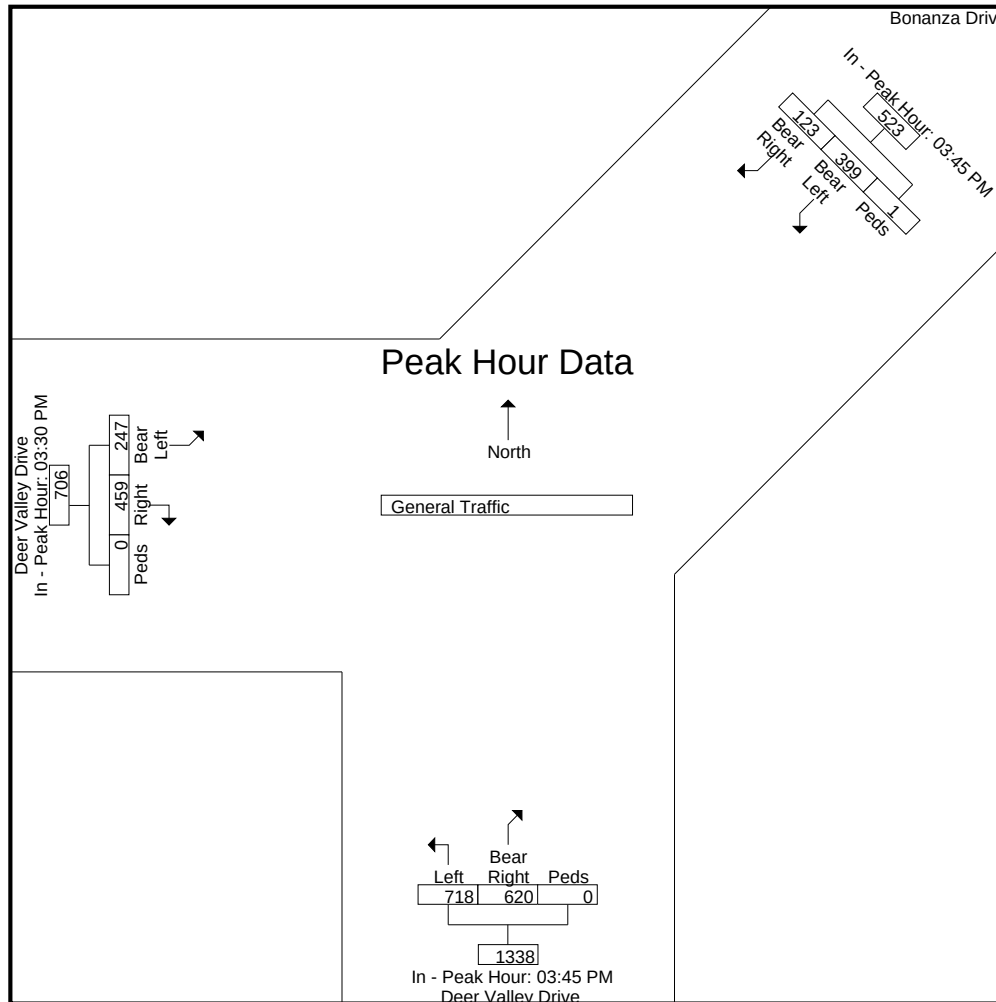
L2 Data Collection

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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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 : 7

Image 1



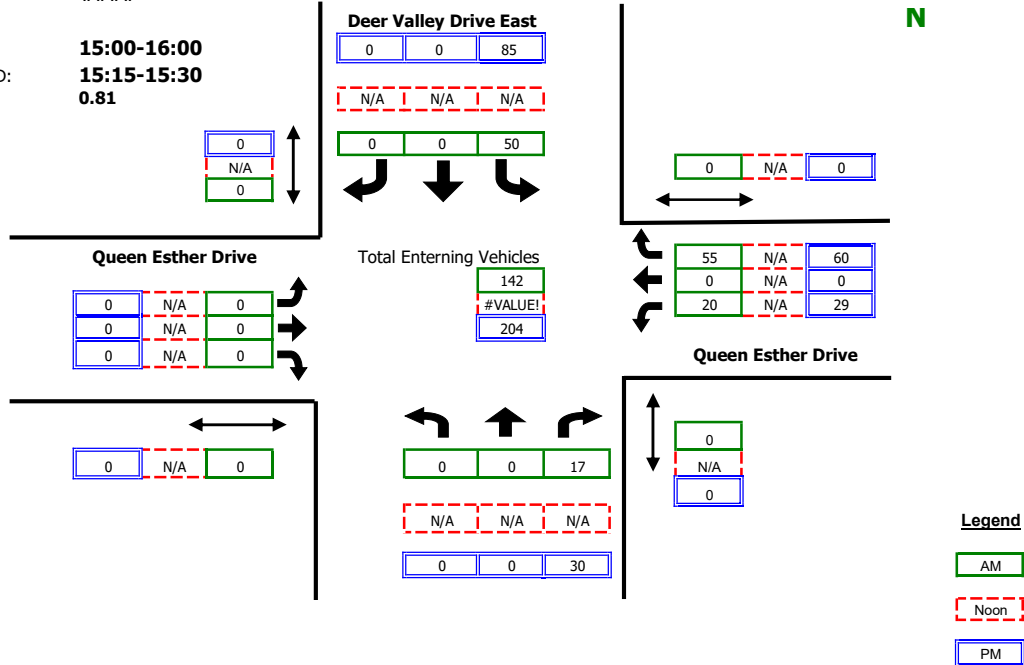
Intersection Turning Movement Summary

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
15:45-14:00	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	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

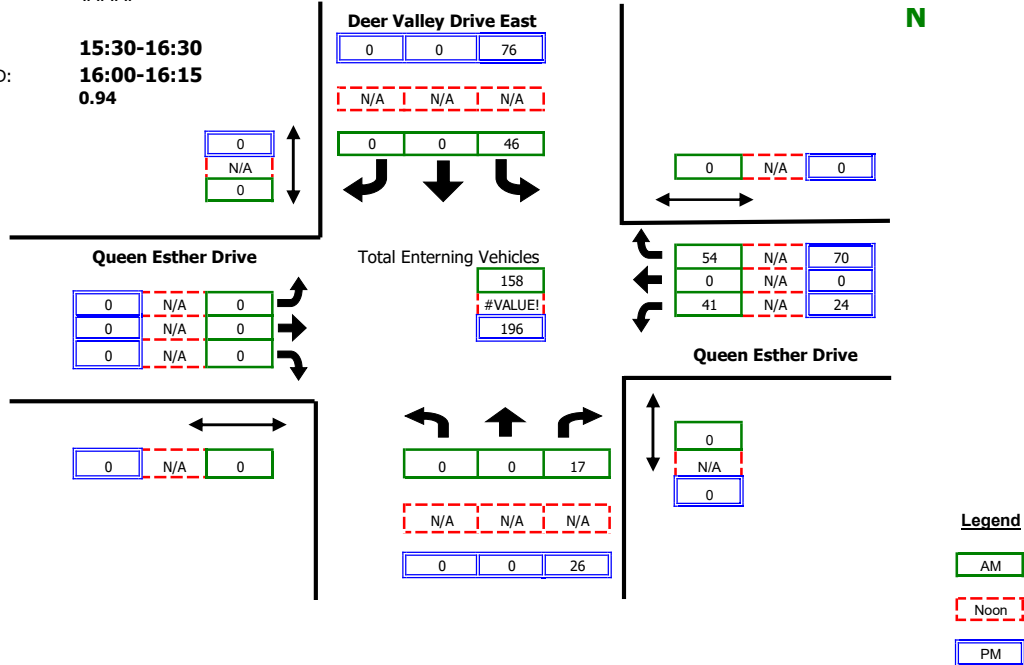
Intersection Turning Movement Summary

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

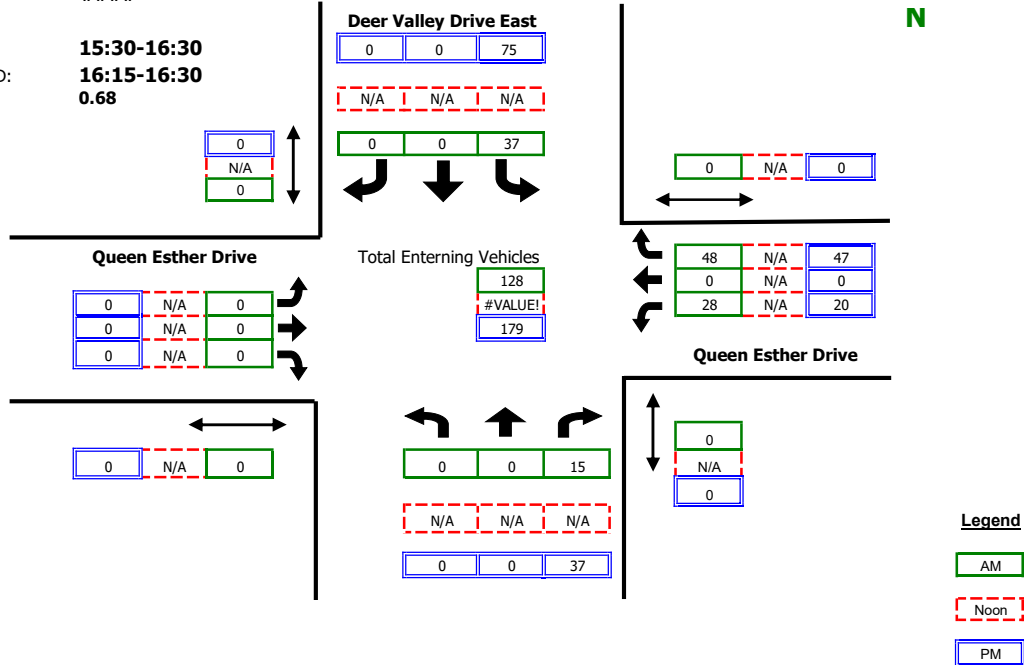
Intersection Turning Movement Summary

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
15:45-14:00	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	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
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

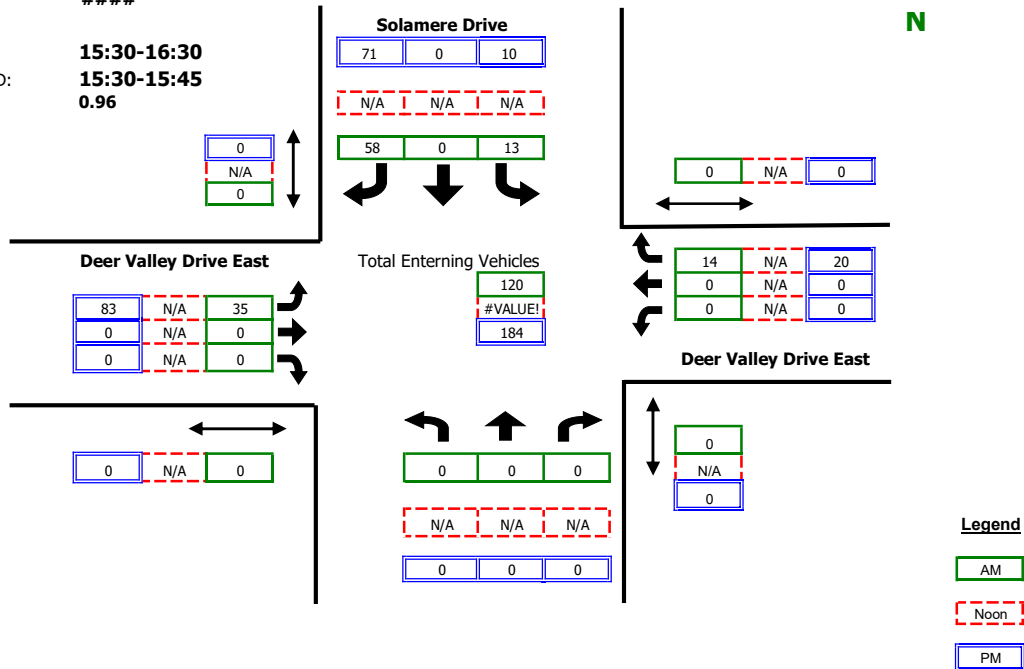
Intersection Turning Movement Summary

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

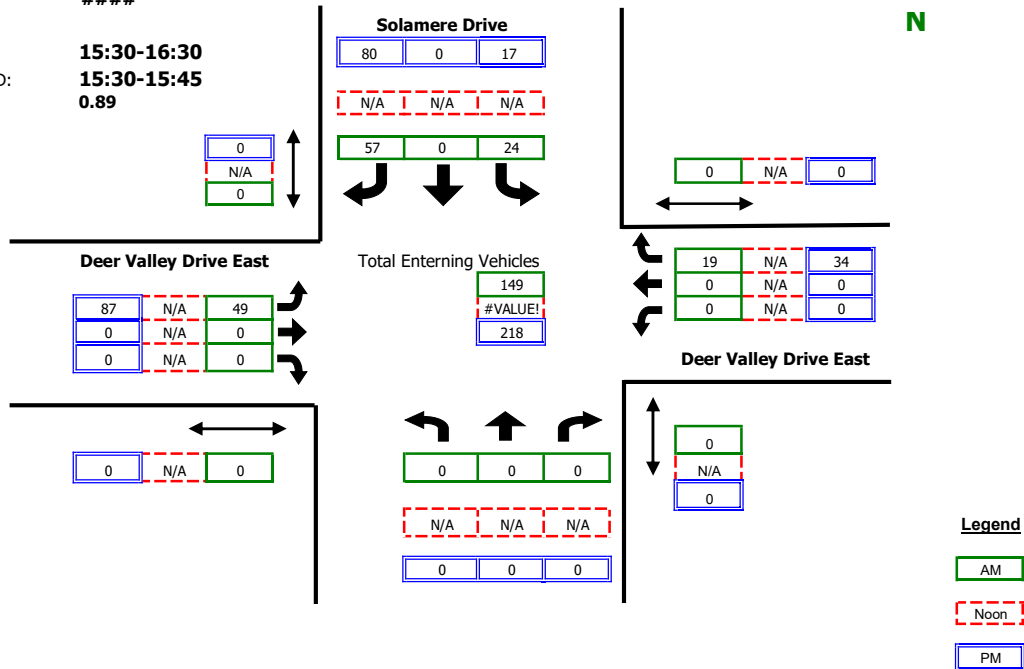
Intersection Turning Movement Summary

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

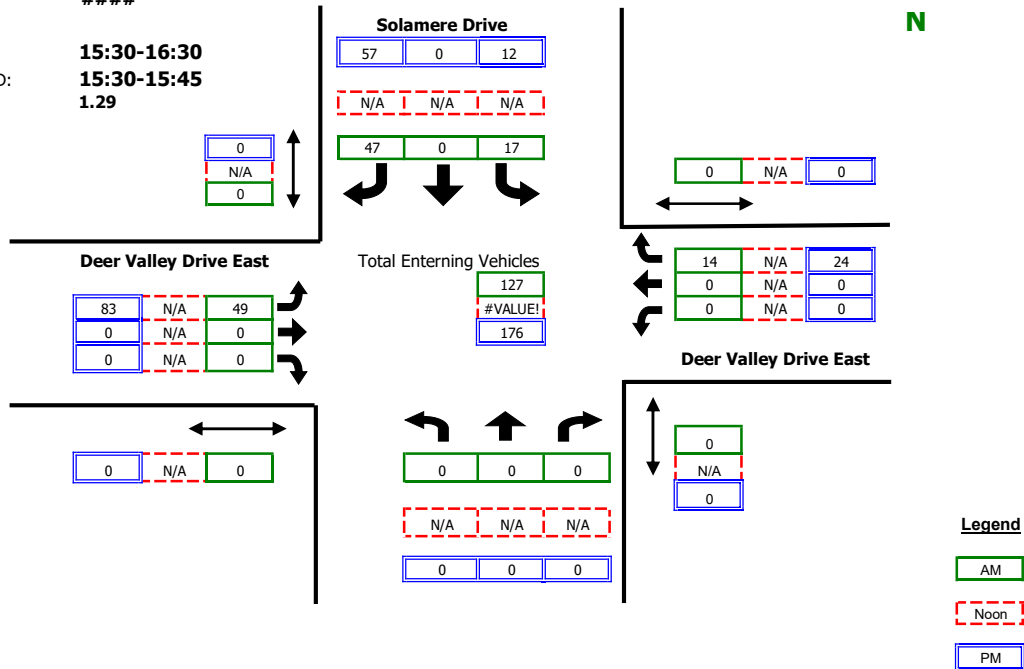
Intersection Turning Movement Summary

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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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 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	2	0	1	2	86	20	47	116	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	Average Queue (ft)			Average	Maximum Queue (ft)			Exceeds Storage?
				Std. Dev.	Minimum	Maximum		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										
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	4	6	0	18	NO
	Right Turn										
	Second Right										
WB	U Turn										
	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										
	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
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
SB	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
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	8	1	5	10	52	9	38	66	NO
	Through										
	Right Turn	100	33	3	29	39	326	48	240	405	MAX
	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 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
SB	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
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	1	27	6	20	38	NO
	Through										
	Right Turn	500	6	0	5	7	78	4	72	86	NO
	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 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	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.

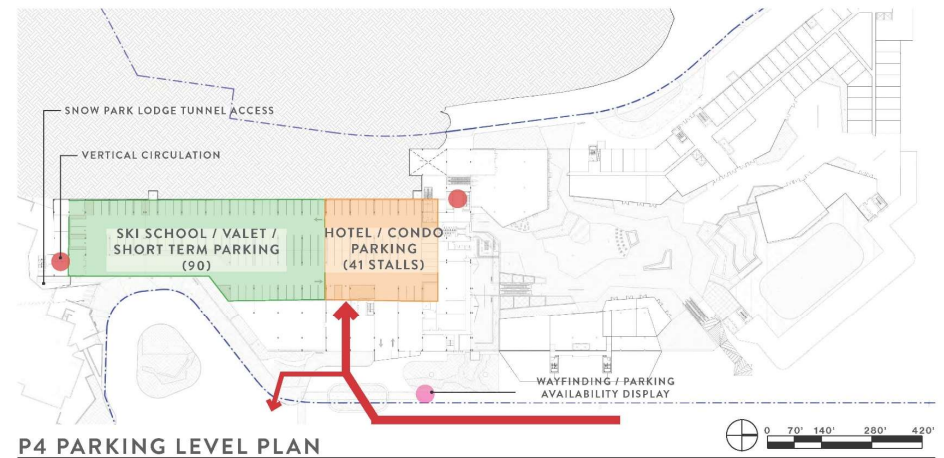
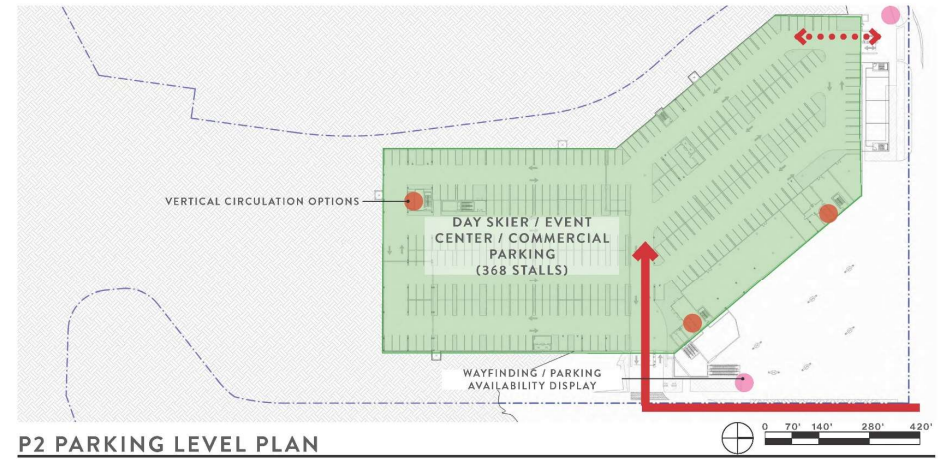
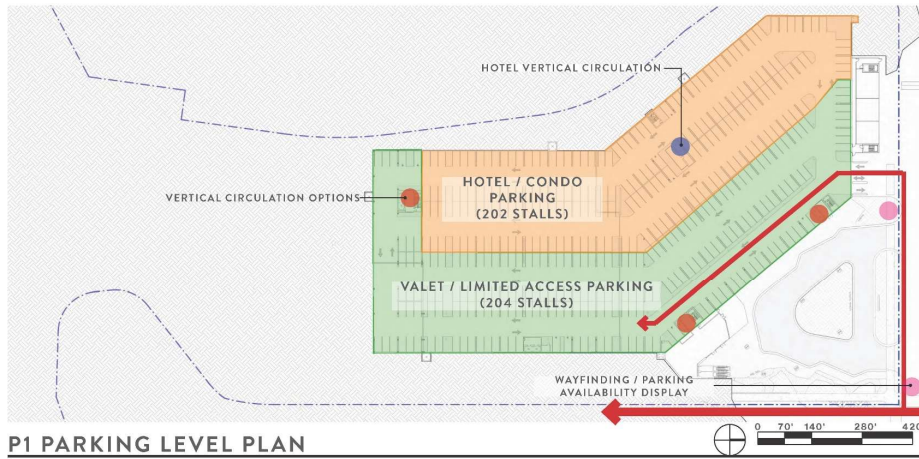
P2 Parking – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing 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.

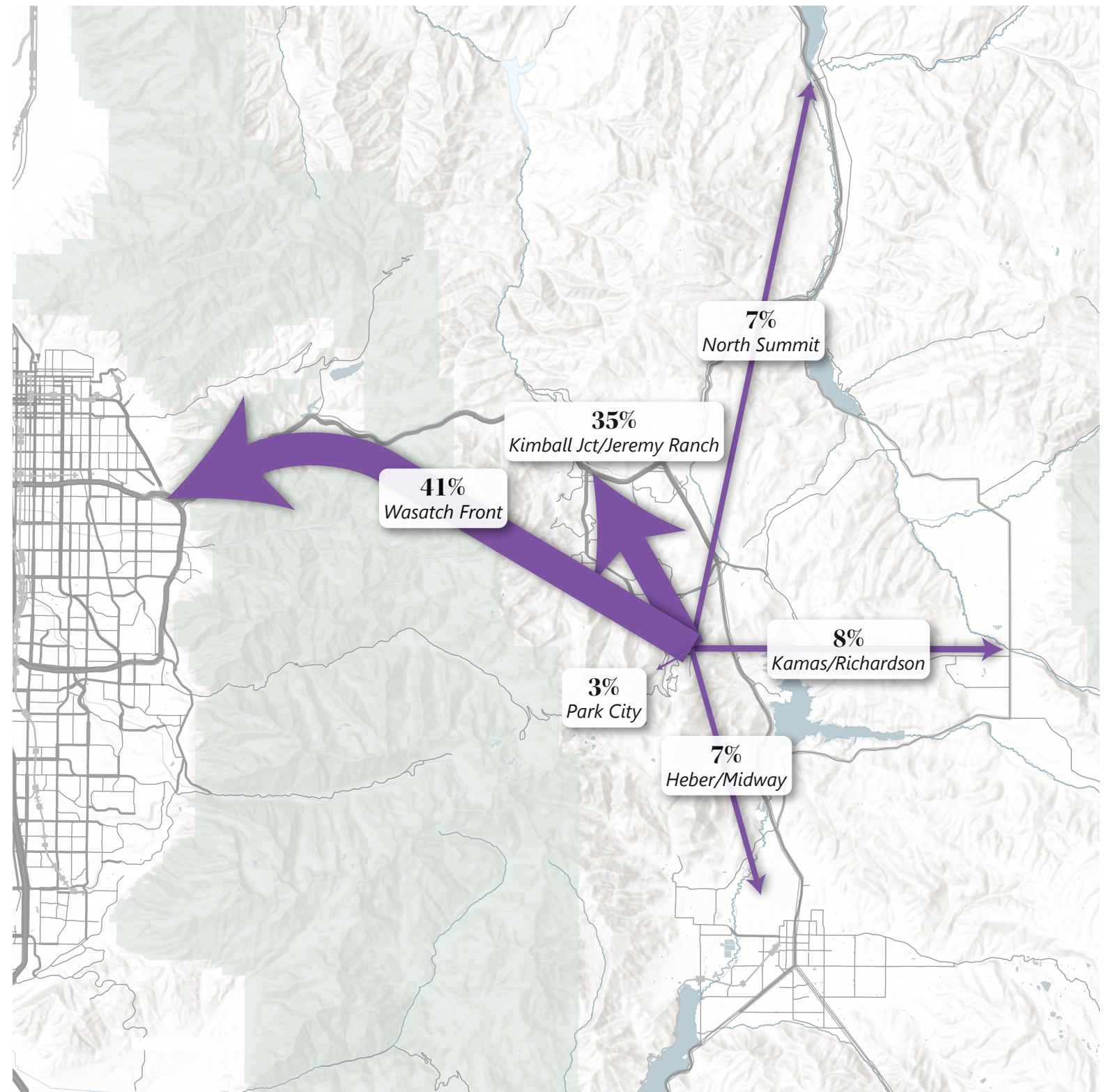
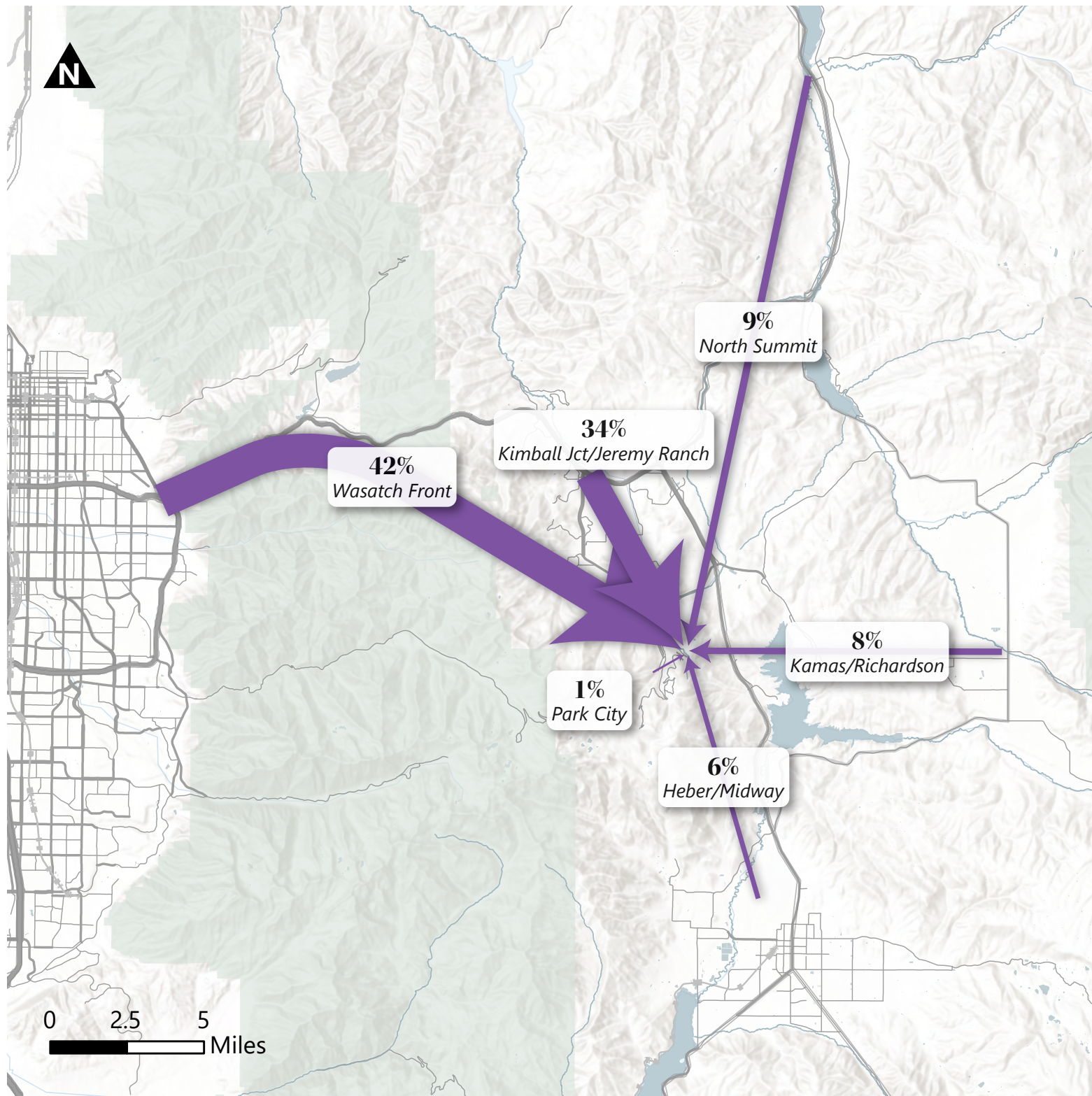


Figure 2
Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends

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

Source: Deer Valley

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

Table 4: Policy-Based TDM Strategies

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

Source: Deer Valley

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

Table 5: Parking TDM Strategies

Parking Strategies	Status	Target User Groups	Description
<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

Period	Traffic Volume Assumptions						Increase in Total Vehicles	% Increase in Total Traffic
	Nov 2022 Study			Mar 2023 Update (Full Parking Supply)				
	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

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Monday, June 26, 2023 2:53 PM
To: Michelle Kellogg
Cc: Alexandra Ananth
Subject: Fwd: Utah Symphony | Utah Opera support for Deer Valley Resort
Attachments: Park City Council_USUO support of Deer Valley Resort's proposed Snow Park Redevelopment.pdf

Please include Mr. Brosvik's letter in the public record
thanks!

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Steven Brosvik <SBrosvik@usuo.org>
Sent: Friday, June 23, 2023 5:46 PM
To: Max Doilney <max.doilney@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Tana Toly <tana.toly@parkcity.org>
Subject: [External] Utah Symphony | Utah Opera support for Deer Valley Resort

[CAUTION] This is an external email.

Good afternoon Mayor Worel and Members of the Park City Council,

I am writing to you to voice my support for the renovation plans for Snow Park at Deer Valley Resort. Utah Symphony | Utah Opera has been partnering with them since the 1980's for our concert performances in Park City. Twenty years ago, that activity became our Deer Valley Music Festival. The Resort has been an integral part of how we connect with audiences in Park City for decades and I am happy to send you my support for their continued work and their look toward the future. I am attaching a letter to voice that support and I hope that you receive it in the spirit of a partner in your process and as a partner to the people of Park City. Our 2023 Festival kicks off next week at St. Mary's Catholic Church and at Snow Park Amphitheater and I hope that you are able to attend some of the performances to see the Festival in action.

Have a great weekend and I hope we have a chance to meet over the next few weeks while our focus is turned to Park City through early August.

Respectfully,
Steve

STEVEN BROSVIK

President & CEO

801-869-9003 - office

Executive Assistant Julie McBeth 801-869-9022

[Contact Patron Services](#)

UTAH SYMPHONY
THIERRY FISCHER, MUSIC DIRECTOR



Utah Symphony | Utah Opera, a 501(c)3 nonprofit organization, is the proud recipient of Charity Navigator's highest rating for sound fiscal management, commitment to accountability and transparency, and adherence to good governance and best practices - all of which allow us to execute our mission in a responsible way. [See the 2020-21 General Report to the community.](#)

Subject: Support for Deer Valley's Snow Park Project

Dear Mayor Worel and City Council Members,

Steven Brosvik
President & CEO

Thierry Fischer
Symphony Music Director

Christopher McBeth
Opera Artistic Director

Board of Trustees

Brian Greeff
Chair

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Annette W. Jarvis
Joanne F. Shiebler
Vice Chairs

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Immediate Past Chair

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Gary L. Crocker
John D'Arcy
David L. Dee
Barry L. Eden
Senator Luz Escamilla
Theresa A. Foxley
Brandon Fugal
Dr. Julie Aiken Hansen
Daniel Hemmert
Stephen Tanner Irish
Thomas N. Jacobson
Abigail E. Magrane
Brad W. Merrill
Judy Moreton
Dr. Dinesh C. Patel
Frank R. Pignatelli
Gary B. Porter
Shari H. Quinney
Miguel R. Rovira
Stan Sorensen
Dr. Shane D. Stowell
Naoma Tate
Thomas Thatcher
W. James Tozer
David Utrilla
Kelly Ward
Kim R. Wilson
Thomas Wright
Henry C. Wurts

Edward Merritt
Hugh Palmer
Utah Symphony Musicians

Jean Vaniman
Onstage Ogden

I am writing on behalf of Utah Symphony | Utah Opera (USUO) and our Deer Valley® Music Festival to express support for Deer Valley's Snow Park village. I believe that this project will bring numerous benefits to all of the participants in our Summer Festival, residents and users of the resulting facilities, and will contribute to the overall growth and prosperity of Park City.

Our organization has been performing summer concerts at the Snow Park Outdoor Amphitheater since the 1980s and expanded our presence 20 years ago to the multi-week Deer Valley® Music Festival which now attracts more than 40,000 patrons annually—76% of those coming from outside of Summit County. In post-concert surveys many report that they spend additional dollars at Park City restaurants, stores, and lodging providers. Many of our musicians and staff members do the same. Park City is an important summer home for USUO, and we rely on our relationship with Deer Valley Resort to provide the best possible experience for our festival audience.

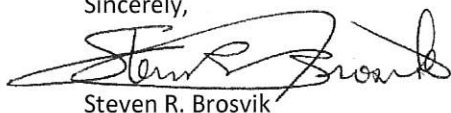
We appreciate Deer Valley Resort's thoughtful plan to create an efficient base area that will benefit the overall community. They have been great partners in rethinking customer service before the coming festival this summer and it appears that their team is similarly contemplating the many factors surrounding the development of this multi-phased project. The resulting project could improve the experience for everyone year-round and as a non-profit organization reliant upon a mix of ticket revenue and generous contributions to make our budget work, good partners who can help us create great experiences are crucial. Deer Valley Resort has been invested in Park City and is looking toward the future as a continued collaborator.

I understand that some concerns may arise regarding such significant change to the Snow Park area we currently know, however, the area and the traffic patterns are already challenging. Doing nothing is far worse than trying a new plan that has the potential for improvement over the current situation when the parking lots are at capacity. If your experience with Deer Valley Resort is similar to the past few months reimagining the customer service for the upcoming Festival, we believe you will have a good partner while planning and implementing this new development.

The current Snow Park proposal has the potential to enhance the overall quality of life in the city. I offer my support as you consider the long-term advantages this project will bring to Park City, its residents, and our audience members whether they are currently Park City residents or visitor participants.

Thank you for your attention to this matter.

Sincerely,



Steven R. Brosvik
President & CEO

Ticket Office

PH (801) 533-6683
FAX (801) 869-9048
usuo.org

Abravanel Hall

123 West South Temple
Salt Lake City, UT 84101
PH (801) 533-5626
FAX (801) 896-9026

Production Studios

336 North 400 West
Salt Lake City, UT 84103
PH (801) 736-4605
FAX (801) 869-9051

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:16 PM
To: Alexandra Ananth
Subject: Fwd: [External] Snow Park Project

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: pikegrain <pikegrain@sbcglobal.net>
Sent: Tuesday, June 20, 2023 6:13 PM
To: Nann Worel <nann.worel@parkcity.org>; Council_Mail <Council_Mail@parkcity.org>
Subject: Re: [External] Snow Park Project

Warning: Replies to this message will go to pikegrain@sbcglobal.net. If you are unsure this is correct please contact the helpdesk.

Dear Mayor Nann:

Yes please include in the record.

Thank you for continuing the discussions on Deer Valley's Snowpark project and the opportunity for residents & HOAs to express & bring forth the concerns for parts of the project's plans.

We appreciate your service and leadership for Park City.

Sincerely,

Billy Sheppard

314 249 7453

84060

&

Lower Deer Valley Coalition

Sent via the Samsung Galaxy S21 Ultra 5G, an AT&T 5G smartphone

----- Original message -----

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

Date: 6/20/23 4:18 PM (GMT-06:00)

To: William Sheppard <pikegrain@sbcglobal.net>, Council_Mail <Council_Mail@parkcity.org>

Subject: Re: [External] Snow Park Project

Thanks for taking the time to share your thoughts and concerns with us. Correspondence that is sent to the Council is not included in the Public Record unless requested by the author. Would you like us to include your letter in the record?

Kind regards,

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: William Sheppard <pikegrain@sbcglobal.net>

Sent: Tuesday, June 20, 2023 12:20:26 PM

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

Subject: [External] Snow Park Project

[CAUTION] This is an external email.

Please see my attached letter regarding the Snow Park Project. My number is on the letter under my signature if anyone wishes to reach out to me.

Billy Sheppard

William W. Sheppard, Jr.

Pike Grain Company, Inc.

P.O. Box 550

Louisiana, MO 63353

573-754-6256

pikegrain@sbcglobal.net

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:15 PM
To: Alexandra Ananth
Subject: Fwd: [External] Alterra Development

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

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Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Martha Lieberman <mlresources@mac.com>
Sent: Wednesday, June 21, 2023 1:09 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Alterra Development

Warning: Replies to this message will go to mlresources@mac.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Dear Mayor and City Councilors,

I have attended many of the Snow Park development meetings in person, at City Hall or via Zoom. I have appreciated the openness of both sides to engage in the ongoing conversation about the ROW vacation and Snow Park development. I was surprised last week at the end of the meeting when it was announced that ongoing meetings would no longer be public.

A few comments: I don't have a lot of faith in Alterra's honesty. For example, recently Deer Valley put out a survey which I couldn't complete. I emailed them back that day and told them I was having difficulty. I never received a response. Today, I received an email that I had one day to complete the survey. I tried logging in on a different device and received the message that I had already submitted it. Supposedly, this survey was anonymous but somehow it was tracking and identifying me.

So, I tried to call the main DV phone number and no one there could direct me to anyone. I asked for Alterra's number, they didn't have it and said that they had no idea how I could get it. A simple Google search gave me the phone number but their phone directory wouldn't direct me to anyone.

I'm guessing that they will use the results of this survey to push for the ROW vacation again. To me, it seems that they can only come up with Plan A or the recent threat to fill in the space with condos.

I have seen the alternate plan that the Protect The Loop group has developed. It seems like the perfect solution for everyone - simple, elegant and takes cares of both Alterra's and Deer Vally residents' priorities. I hope city planners have scheduled or will schedule time to look at it.

Alterra has claimed that they want to work with the community but have yet to present any other plan that doesn't include the ROW vacation. So, instead of this seeming like a collaborative effort, it seems that they are stonewalling us.

I also hope that the continuing meeting will be open to the public so residents will have transparency for whatever decision is reached.

Thank you,

Martha Lieberman
2436 Deer Lake Drive

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:12 PM
To: Alexandra Ananth
Subject: Fwd: The Alternative Proposal for Deer Valley Drive Loop

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Bill Newman <wbnewmanjr@hotmail.com>
Sent: Wednesday, June 21, 2023 12:15 PM
To: Council_Mail <Council_Mail@parkcity.org>
Cc: Allison Keenan <allisondkeenana@aol.com>
Subject: [External] The Alternative Proposal for Deer Valley Drive Loop

Warning: Replies to this message will go to wbnewmanjr@hotmail.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

To the Mayor and City Council Members,

The Pinnacle sits on the Deer Valley Drive Loop and has followed Alterra's Snow Park Development proposal closely, as that proposal would result in a significant increase in traffic flow by our units as well as seeking Pinnacle property to build an extra lane for loop egress. We have reviewed the Alternative Proposal submitted by Protect The Loop at last week's Council meeting concerning the future of the Loop. We find it to be closer to existing operations on the Loop and therefore, prefer it to the Alterra plan for the Loop, but will not give it our full endorsement until we see a professional cost estimate of both the cost of the Alternative Proposal and the cost of the Alterra Proposal.

Bill Newman
President, Pinnacle Homeowners' Association

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:18 PM
To: Alexandra Ananth
Subject: Fwd: [External] Re: Deer Valley Snow Park Development

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Roya Arbab <roya.arbab@gmail.com>
Sent: Friday, June 16, 2023 6:49 PM
To: Council_Mail <Council_Mail@parkcity.org>; brad baldridge <brad_baldridge@yahoo.com>
Subject: [External] Re: Deer Valley Snow Park Development

Warning: Replies to this message will go to roya.arbab@gmail.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Dear Mayor Worel and Park City Council,

My sincere apologies, I just realized I signed our email as unit #205 (that is my office suite number)
Our home is Comstock #201.

Sincerely,
Roya and Brad Baldridge,
Comstock #201

On Fri, Jun 16, 2023 at 10:03 AM Roya Arbab <roya.arbab@gmail.com> wrote:
Dear Mayor Worel and Park City Council,

We attended the city council meeting yesterday evening, and would like to follow up with the Council to reinforce our support of the neighbors represented by Protect the Loop. We are NOT in support of ANY additional variances being granted, particularly as they might pertain to abandoning part of the Deer Valley loop.

Altera's presentation of their future project last night leveraged the natural beauty and serenity of Deer Valley for their development goals. This is disingenuous, in their presentation photos, it only showed a few hikers and visitors (not more than 4 people) in any picture in the beautiful Deer Valley hiking trails. Yet, their development would create a congested Deer Valley. This would be great for their private equity investors, but harmful to the serenity of Deer Valley experience.

Even the independent traffic flow studies were modified to show the numbers as per hour/ rather than per day so the gravity of the impact seemed limited.

The traffic impact beyond the loop was not considered.

The timing of loading and unloading was skewed and unrealistic.

Please note there are alternatives to Altera's current plan development.

One option is to maintain the current transit hub as is and provide a ski bridge to the beach area. Their gondola can be built in the current proposed location. This will allow them to have an ski in ski out complex as desired.

A second option was proposed by PTL group last night.

Since you are starting conversations/discussions with Altera regarding their development proposal, we would like to be noted another household that is NOT in favor of Park City vacating a portion of the Deer Valley loop for the Alterra development.

Thanks for your consideration on this issue.

Sincerely,
Roya and Brad Baldrige
Comstock Lodge 205

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Roya A. Baldrige

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Roya A. Baldrige

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:18 PM
To: Alexandra Ananth
Subject: Fwd: [External] Comment

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Mark Goldfarb <jockdoc@comcast.net>
Sent: Friday, June 16, 2023 8:21 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Comment

Warning: Replies to this message will go to jockdoc@comcast.net. If you are unsure this is correct please contact the helpdesk.

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I'm a full time resident in Park Meadows. I ski both PCMR & DV. I volunteer as an MD on the mountain @ DV. I strongly encourage you to seek alternate plans with Deer Valley Resort to better address realistic and smart ideas for efficient transportation access during the busy ski season. Ongoing dialogue is essential and must be open and transparent.

Thank you

Mark Goldfarb

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:17 PM
To: Alexandra Ananth
Subject: Fwd: [External] ROW vacation

Nann Worel

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Mayor

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From: Debbie Disch <dpdisch@gmail.com>
Sent: Saturday, June 17, 2023 7:34 AM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] ROW vacation

Warning: Replies to this message will go to dpdisch@gmail.com. If you are unsure this is correct please contact the helpdesk.

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Hello...

I was not able to attend either live or virtually the Council Meeting last night. However, I understand that no action was taken regarding the ROW vacation discussion with public comment and that these discussions are now going to take place out of the public forum before coming back to the public forum. In order to trust the public process, especially when so many community members are against the ROW vacation, the discussions should be in public and transparent. Only in that way can the public be expected to understand the final decision.

Alterra, the applicant, wants a transit hub and shared mobility lane as the cause for the ROW vacation. However, the community has made it clear that these are NOT benefits and the proposed plan with the ROW vacation does not meet the code requirements.

If what I was informed is correct, the city will work with Alterra to determine what might be acceptable net community benefit and good cause for the ROW vacation. Shouldn't the community be part of this so we can all collaborate? It has been made apparent that what is most likely a great benefit to Alterra is not a benefit to the community and as a taxpayer, I believe our interests need to be heard while negotiations are taking place.

As a homeowner in the loop, a daily increase of daily car trips of well over 30% per day cannot be supported by our roads. There are already substantial traffic issues on the two-lane road that comes up to Deer Valley. The data shown is from traffic counts of 2020 and we know that that year was an anomaly. We need an accurate traffic study to ensure the numbers are correct before going forward with a plan that could cause undue stress and harm within the community. In addition, a circulation plan having Doe Pass Road become the main thoroughfare with all garage accesses there and on Deer Valley Drive East creates access issues and also harms some of the lower Deer Valley HOAs including Lakeside where I reside.

Community members have been asking for a portion of the loop to be underground or for the garage access on the west side of the garages so there are access points on both sides of the proposed development. These are extremely reasonable requests and solutions.

Please let community members have a seat at the table. I am certain that various groups can send one person to represent them so it does not have to be a burden to discussions.

Sincerely,

Debra Disch

--

Debbie Disch
DPD Global, LLC
763-202-5133

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:25 PM
To: Alexandra Ananth
Subject: Fwd: [External] Council Meeting June 15 2023; Proposed Road Vacation to Alterra

Nann Worel

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Mayor

Park City Municipal Corporation

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From: Richard Reiner <shootingstar3@earthlink.net>
Sent: Friday, June 16, 2023 9:54 AM
To: Nann Worel <nann.worel@parkcity.org>
Subject: [External] Council Meeting June 15 2023; Proposed Road Vacation to Alterra

[CAUTION] This is an external email.

Dear Mayor Worel,

Again thank you and the Council for all you do for Park City. We are far better off having considerate, smart, careful and thorough Council members like yourselves at the helm of our City Government. I am your neighbor and on the Board of Trustees for the Oaks. Wes Richards who spoke first last night is our President as you know.

Once again I wanted to weigh in after last night's Council meeting regarding the proposed road vacation to Alterra Development to facilitate the redevelopment of Snow Park Lodge and environs. Once again, Mayor Worel, I wanted to say I have met with Alterra and studied the development. I have attended most of the meetings (in person or on zoom) where the public was invited. Categorically I am in favor of the development. I think it would add mounds of possibility for Park City, put us on a world stage that we haven't seen before, bring diversity, world class cuisine, and unparalleled hospitality to our ski resort.

However, I also feel strongly we need to use the leverage we have right now to correct a wrong that exists, and will worsen significantly if left unchecked: traffic outside the Deer Valley Loop. I have written about this before but seems clear that few of us have taken the elephant in the room by the horns (if he had horns) and wrestled him down. It's time for that to happen. Last night, which I couldn't see all of, did not address this problem. There were simply those in favor of the development and those opposed. I think that's unfortunate.

First, the traffic study undertaken and paid for by Alterra does not address mitigation outside the loop. Of course it doesn't because Alterra didn't want to pay for traffic mitigation outside the immediate area where it's development

is. It's a huge mistake not to address this omission now while we have the leverage of road vacation on our side. After the road is vacated, if we don't have Alterra's written obligations to assist, financially and professionally, in putting in traffic mitigation outside the loop we are sunk. They won't help. And I would bet the only traffic mitigation will be the ineffective proposals by the current traffic engineer. All of us who live there know that will be a disaster, particularly for us Solamere/Oaks residents.

Second, the focus on mass transit is highly misguided. I don't know how to say this except bluntly: the voters in Park City are not going to abandon their cars and ride the bus. Period. All that will happen if we leave the traffic mitigation as currently proposed (addressing only Deer Valley Circle) is that the traffic will back up the 224, Bonanza, Kearns, etc. It will be an hour from your and my house to Fresh Market and that for most of the year particularly during construction. The anger that DV residents will feel toward the city, the developer, the state and who knows else, will be monumental. We need to address this now, while we have leverage over Alterra and the State of Utah (UDOT) seems willing to come in with professional expertise and funds to install traffic mitigation measures. We need to put in the additional lanes, to take by eminent domain if necessary what few square feet we need to expand the road leading to the roundabout, to put in reverse lanes....in short to put in the traffic mitigation measures necessary in order to prevent the sure fire traffic armageddon if we just approve the road vacation as it is as currently proposed. Putting in better mass transit is fine; putting in mass transit plus world class traffic mitigation is mandatory.

I have to say I think Protect the Loop (PTL) and even our own President, Wes Richards, did not clearly articulate what their point of view was concerning road vacation. I do part company with any or all of our HOAs and PTL to the extent they oppose the road vacation. Rather, I am clear: the road vacation which Alterra wants to complete its development and augment it's property's value needs to happen if and only if the traffic mitigation outside the loop happens. I mean change the traffic patterns per professional advice to reduce bottle necks. Believe me we all know the additional bottle necks on the 224 will affect mass transit as well. Who are we kidding?

I am personally willing to spend the time and resource to assist here....in any way I can. I know the Alterra folks and I am certain they were anticipating this approach. There has been too much focus on mass transit which your constituents will not use, because they never have and they won't now. Are any of us really going to wait 20 minutes for a bus while it's 20 degrees outside? Hardly.

It's politically correct and fine to build a better mass transit system, but as Los Angeles (where I am from) found out after they tore out the railway tracks in the early sixties, putting in a better bus and local railway system did NOT ameliorate traffic. Rather traffic mitigation is it's own animal which has to be dealt with head on with funds from Alterra the City and the State.

Please do not approve the road vacation in its current state. Let there be a clear contractual commitment from all parties to come to the table and establish an acceptable, thoroughly thought through, and demonstrably successful traffic plan approved by independent traffic engineers.

Best regards,

Richard Reiner
3160 Sun Ridge Court
Park City, Utah 84060
310 880 8213

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:24 PM
To: Alexandra Ananth
Subject: Fwd: [External] Snow Park ROW Vacation Discussion on June 15

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

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o: 435.615.5010 | c: 435.513.9955



From: Allison Keenan <allisondkeenana@aol.com>
Sent: Friday, June 16, 2023 10:01 AM
To: Council_Mail <Council_Mail@parkcity.org>
Cc: Angela Moschetta <angela@noseitall.com>
Subject: [External] Snow Park ROW Vacation Discussion on June 15

Warning: Replies to this message will go to allisondkeenana@aol.com. If you are unsure this is correct please contact the helpdesk.

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Dear Mayor and City Councilors,

Thank you for your service and the time you have spent thus far reviewing the proposed ROW vacation for the Snow Park Development. I was at the meeting last night and I left confused and a bit disheartened.

I have continuously asked community members to trust in the public process. As a co-founder of Protect the Loop, I have worked hard to stay informed and engage when appropriate and asked the community to do the same. In the June 15 Agenda packet, last night was a regular Council Meeting with time for public comment, and then the public would be afforded a public hearing on the ROW vacation in a few weeks with a proposed date of July 6. I understand no action was taken at the meeting last night, but the end result seemed to be that the ROW vacation discussions will now be

taken out of the public forum and will continue between Alterra, the Mayor, other City Council members and City staff before coming back to the public forum.

City staff has been working with the Applicant for over 2 years. They negotiated for a transit hub and a Shared Mobility Lane as possible good cause for the ROW vacation. The community has made clear that these are not benefits and the proposed plan with the ROW vacation does not meet the requirements of the Code.

Now, if I understood correctly last night, negotiations are going to occur again without community input. The City will work with Alterra to determine what might be acceptable Net Community Benefit and Good Cause for the ROW vacation. Wouldn't it be better to have conversations with Alterra, the City and the community so we can all collaborate? Wouldn't this be a more effective use of everyone's time?

There are certain non-negotiables for many community members. First of all, an increase in daily car trips of 34% or 3,616 car trips per day is unsupportable on our roads. Deer Valley Drive below the Y intersection is a two-lane road that already sees substantial traffic issues. We need viable solutions and an accurate traffic study to ensure these numbers are not understated. The Fehr and Peers data is primarily based on traffic counts from 2020. Second, a circulation plan having Doe Pass Road become the main thoroughfare with all garage accesses on Doe Pass and Deer Valley Drive East creates access issues and harms for certain lower Deer Valley HOAs, unfairly increases the traffic burdens on certain areas, and is not conducive to the most efficient traffic flows. Airports and large venues rely heavily on circulation loops because they work. Since 2021, community members have been asking for a portion of the loop to be undergrounded or for garage access on the west side of the garages creating ingress and egress on both sides of the proposed development. These are not unreasonable asks.

As Council Member Rubell noted, we know this is not going to just be a condo development if the ROW vacation is not granted. There will be hotels and amenities. A condo village is an idle threat. The community has not made threats. We are trying to collaborate and propose compromises. Please let us have a seat at the table as negotiations move forward on the ROW vacation and the proposed circulation plan for the Snow Park Development.

Best Regards,

Allison D Keenan

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:23 PM
To: Alexandra Ananth
Subject: Fwd: Deer Valley Project

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

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445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Bloomfield, Bill <bill@baroneq.com>
Sent: Friday, June 16, 2023 12:23 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Deer Valley Project

Warning: Replies to this message will go to bill@baroneq.com. If you are unsure this is correct please contact the helpdesk.

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Please continue to work with Protect the Loop. We homeowners who live in the Oaks are fully supportive of the efforts of Protect the Loop to work out a mutually beneficial solution to the project. Protect the Loop deserves a seat at the table.

Bill and Susan Bloomfield

3303 Sun Ridge Court

Full time PC residents

Sent from my iPhone

Bill Bloomfield

310-292-2484

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:22 PM
To: Alexandra Ananth
Subject: Fwd: [External] Alterra ROW Vacation Petition
Attachments: 3675_001.pdf

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

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445 Marsac Avenue, PO Box 1480

Park City, UT 84060

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From: Robert Boone <reboone3d@gmail.com>
Sent: Friday, June 16, 2023 12:30 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Alterra ROW Vacation Petition

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Dear Park City Council Members,

I was disappointed to learn that the Council has decided to leave out the public in the ongoing discussions/negotiations with Alterra regarding its petition to vacate the right of way.

Respectfully, I don't believe that decision complies with the statutory requirement that the ROW vacation be discussed in a public forum, open to public comment.

The public's ability to hear and participate in the ongoing discussions is critical to the Council fully understanding the impact Alterra's proposed plans (and in particular, as those plans may continue to change) have on various sectors of the community, and the community as a whole. It also is the only process that is fundamentally fair to the community, which will be directly and significantly impacted by the proposed plan.

Alterra prefers to not have the public involved in this process, as evidenced by the lack of collaboration from Alterra with the numerous HOAs in Deer Valley. On behalf of American Flag HOA, of which I am President, and neighboring HOAs, I am concerned that preclusion of the public from the process will allow Alterra to manipulate the process, and provide inaccurate and incomplete information. It also will allow Alterra to continue its idle threat that unless it gets the ROW vacation, it will merely build and sell condos.

Alterra has yet to adequately establish a net tangible benefit to the community, nor has it established that its proposed plan will not result in the various materials harms the community has so far identified, including the materials harms discussed in my prior letter to you (see attached), which harms are many.

The only workable end result of this petition will be a compromise into which everyone buys. The only way to achieve such a compromise and buy-in is to have all the stakeholders, which includes the public, participating in the process.

I look forward participating in that process.

Robert Boone
reboone3d@gmail.com
310.487.6556

January 18, 2023

Dear City Council and Planning Commission Members,

The undersigned Deer Valley residents and homeowner associations oppose Alterra Corporation's (Alterra) Right-of-Way Vacation Petition (Petition) and Site Circulation Plan (Plan) submitted to the City Planning Commission (CPC). We respectfully request that the CPC recommend that the Petition be denied and the Plan as presently presented by Alterra be denied, and that the City Council deny the Petition (that is not vacate the right of way). Alterra's Petition and Plan should not be granted or approved because Alterra fails to satisfy the requirements under Utah Code 17-27a-609.5 and Park City Resolution No. 8-98 to vacate a public road, and Alterra can pursue viable, less disruptive development designs on its existing plot(s) of land without vacating the right of way.

What Alterra Must Demonstrate Under Utah Law

Per Utah Code 17-27a-609.5, to vacate a public street (road), there must be a finding of (1) good cause and (2) no material injury to the public interest or a person. "Resolution No. 8-98 states the City may generally find good cause when a proposal demonstrates a "net tangible benefit" to the immediate neighborhood and the City as a whole" (Work Session Staff Report, March 15, 2022). Alterra bears the burden of demonstrating each of these requirements. Each requirement is a high bar. Unless Alterra carries that burden, neither the CPC nor the City Council should find in favor of granting the Petition or approving the Plan.

Furthermore, it is important to remember that, per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice methods and diligent code enforcement." Thus, an adverse impact on any residential neighborhood or residential use from the proposed right of way vacation and/or Alterra's Plan would constitute a material injury to the public interest or a person.

As explained below, Alterra fails to satisfy each of the requirements of section 17-27a-609.5.

Alterra's Petition and Plan

Alterra proposes that the City vacate its interest in a heavily-used, high value land parcel three times the size of a relatively unused, low-value parcel, because Alterra wants more land to (a) achieve a certain aesthetic look to its proposed development design, (b) force patrons to arrive farther away from Snow Park Lodge so they must walk past Alterra's proposed retail spaces to generate revenue for itself, and (c) extend the Carpenter ski lift and replace the Silver Lake

Express lift with a gondola (also with an extended base). To accomplish these objectives, Alterra requests the City to vacate its interest in 114,530 square feet of Deer Valley Drive South and West and transfer that property (the ROW) in fee simple to Alterra. In return, Alterra proposes to dedicate to the City a 40,257 square feet plot of land now known as Doe Pass Road.

Alterra Fails to Demonstrate Good Cause to Vacate the ROW

Alterra's Petition fails to demonstrate good cause – that is, a net tangible benefit to the immediate Deer Valley neighborhoods and to Park City as a whole – to vacate the subject portions of Deer Valley Drive South and West.

Good Cause Cannot Be Determined Unless and Until Alterra Submits Alternative Designs Assuming No Vacation of the ROW, As the City Council Requested Alterra in March 2022. The ultimate issue in this Application is whether Park City will grant Alterra's request to vacate the subject ROW and deed over to Alterra a large parcel of land so that Alterra can utilize that additional tract and the current parcels it owns, to develop the design it has proposed. At the March 2022 City Council meeting, numerous Deer Valley residents, and greater Park City residents as well, voiced opposition to vacating the ROW. As a result, the City Council requested Alterra to provide alternative designs – that is, development options assuming no vacation of the ROW, utilizing only the land Alterra now owns. In other words, the City Council asked Alterra to submit design options under the Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. The CPC subsequently advised Alterra to submit such alternative plans.

That was a reasonable request by the City Council and the CPC because the details of such alternative design options should provide all stakeholders – Alterra, Park City residents, the City Council and the CPC – with sufficient information to properly evaluate the ultimate issue. Without that information, one cannot fairly determine if there is good cause to vacate the ROW – that is, if there exists a “net tangible benefit to the immediate neighborhood and the City as a whole,” or that vacating the ROW will not result in any material injury to any person or the public interest.

Unfortunately, Alterra has ignored the City Council's request and the CPC's advice, and refused to submit any alternative plans that assume the ROW is not vacated. Alterra says that it cannot develop the land it currently owns without also acquiring the ROW. Alterra claims that it has looked at alternatives without the ROW, but all such design plans devolve into a crowded group of townhomes and/or condominiums situated awkwardly on the existing parking lots, and that no “world-class village” can be achieved. This makes no sense. Alterra's existing land is enormous and can accommodate a hotel, condominiums and the retail establishments it desires to comprise a “world-class village.” It may not look exactly like Alterra prefers, but it is feasible to design and build such a village on the existing plot. Indeed, prior to Alterra's ownership of Deer Valley Resort, Deer Valley Resort proposed and agreed to a development design that contains all the same features (hotel, condominiums, retail spaces and restaurants) on the same land now owned by Alterra. That Alterra's refusal to disclose what other

purported alternative designs it has considered is highly suspect. At a minimum, Alterra should be required to provide the details of any alternative plans it has considered, and explain why those are not viable alternatives.

Alterra Cannot Show That Its Traffic Circulation Plan Will Actually Work or Benefit the City.

As part of its plan, Alterra wants to (1) take away the current loop so that it can move existing utility lines under what is now Deer Valley Drive West and build an underground garage; (2) narrow the existing traffic lanes to create a third lane for buses; (3) move the bus stop further away from Snow Park Lodge and the ski lifts to force patrons to walk through retail and restaurant section of the “village”; (4) move and significantly reduce the drop-off area for skiers and ski school children; (5) charge for parking to create a huge revenue source; and (6) reduce the number of required parking spaces by 20% to reduce construction costs.

Alterra claims that its Plan will result in less traffic in and out of Deer Valley and will increase use of Park City’s public transit system to bring skiers to and from Deer Valley. But Alterra has not demonstrated that the Plan will actually result in either of these. Alterra’s traffic studies and simulations are a black box. Alterra has not disclosed the underlying assumptions or data so that those can be tested for reliability and accuracy. Alterra has not conducted a reliable survey to determine whether residents of Deer Valley, Park City, immediate neighboring towns (Jeremy Ranch, Heber City, Midway, Kamas), or Salt Lake City will convert to using public transit to ski Deer Valley once the project is built. We know from the reliable surveys commissioned by Protect the Loop that only 8% of people use public transit to get to Snow Park; the typical Deer Valley Resort customer is unlikely to convert to using public transit; and Deer Valley residents are highly unlikely to use public transit. Nor has Alterra conducted any surveys to determine if tourists staying in any of these areas will use public transit as opposed to some other form of transportation (e.g., rental cars, Ubers, shuttles, etc.) that will add traffic congestion. As a further example, Alterra has not provided any time motion studies showing the impact of whatever parking payment system it plans to use will have on traffic in and out of, and inside, the proposed underground garage, and the domino effect it will have on roads leading into and out of Deer Valley. As a final example, Alterra has not conducted studies or disclosed any analysis of how drivers will “cheat the system” or respond to traffic congestion, such as how many cars transporting day skiers will divert to the proposed drop off area at the end of Deer Valley Drive East to drop off skiers before entering the parking garage. Such a maneuver could halt traffic because cars returning from the drop off will need to turn left against oncoming traffic either into the garage off of Deer Valley East, or first onto Doe Pass Road and then again into the garage.

Alterra admits that it does not have sufficient data to accurately evaluate the traffic flow under the proposed plan. Alterra says the purported traffic flows are “just forecast,” and because “lots of things are in play,” we have to “wait and see.” What Alterra is really saying here is, “We have no idea what traffic is going to be like, how bad it is going to be, if our plans will help the current traffic situation, or if more people will use public transit.” This is tantamount to Alterra

admitting that it cannot identify a tangible net benefit with respect to traffic flow and public transit.¹

Alterra Wants to the City to Accept a Parcel One-Third the Size of the Current ROW – a Proposed Deal that Lacks Adequate Consideration. Just in terms of pure acreage, the net benefit to Alterra and net loss to taxpayers of Alterra's proposal is 74,273 square feet (1.71 acres), a portion of which could be developed up to 45 feet per the existing MPD. It is difficult to put a price tag on the ROW because of the value it provides to public, as described below. In any event, Alterra has not offered any other compensation or concessions to the City as consideration for the 1.71 acres it will gain from the proposed ROW vacation.² Alterra has not offered to buy the land from the City. Alterra has not solved any existing traffic issues associated with ingress and egress to Deer Valley Resort. The proposed exchange is, simply put, unfair to Park City.

The Current ROW Provides the Community Highly Valuable Two-Way, Doorstep Access to Snow Park; Does Pass Road Will Not Provide Such Access. The City has used the ROW for decades as a two-way public road to provide residents access to their homes located adjacent to Snow Park Lodge, and residential and public access to Snow Park Lodge, the St. Regis and other establishments. Residents in the immediate neighborhoods and throughout the City use the ROW to walk, run, bike, skate and engage in other activities, and to exercise their pets. Numerous City bus routes run along the ROW to drop off skiers, bikers, residents, tourists and workers within a few feet of the Snow Park Lodge and two major ski lifts at Deer Valley's main base. Private vehicles, including residents, day skiers, carpools, rideshares, local hotel shuttles, and gig companies (e.g., Uber, Lyft) use the ROW to conveniently and efficiently drop off and pick up Deer Valley patrons literally at Snow Park Lodge's doorstep. It is hard, if not impossible, to place a monetary value on the ROW.

The Doe Pass Road Parcel Provides Little Benefit. The much smaller property Alterra proposes to give to the City in exchange does not provide even remotely similar access to the base of the mountain. Indeed, the Doe Pass Road parcel, where Alterra proposes to route, load and unload

¹ Alterra's traffic flow analysis used to justify the Plan is flawed for several reasons. Alterra collected traffic counts in 2020 at the beginning of the pandemic. Those traffic counts are not indicative of normal ski season traffic flows. Furthermore, Alterra did not conduct any traffic counts or analysis for critical intersections, such as Royal Street/Deer Valley Drive South and Amber Road/Solamere Drive/Deer Valley Drive North, which are the only access points for hundreds of residents to get anywhere in Park City, including Snow Park Lodge. Alterra also failed to conduct any traffic counts to justify its traffic analysis for either Doe Pass Road or the two locations where it intersects with Deer Valley Drive (locations 2 and 3 in Alterra's traffic study). Instead, Alterra extrapolated data based on other locations. Significantly, Alterra did not disclose what other traffic data was available but which it did not select to use, why Alterra chose not use that other data, and whether use of that other data would have resulted in different or more adverse traffic flow results. Alterra should have disclosed that information as part of its traffic study to sustain its burden to demonstrate the no material injury requirement. The Council and CPC should require a new *independent* traffic analysis to be completed, and that analysis must review all intersections around the loop, in both the busy summer and winter.

² In fact, at the December 19, 2022 CPC public work session, the CPC explicitly asked Alterra, "What is it that you are giving Park City for the right of way?"

buses and other vehicles to access the resort, is ¼ mile from Snow Park Lodge. Vacating the current ROW in exchange for the much more distant, inconvenient Doe Pass Road parcel would cut off many residents from their current two-way access, and cut off or reduce the current access for skiers, bikers, runners, walkers, cyclists, etc.

Alterra Fails to Demonstrate No Material Injury to the Public Interest or a Person

Nor does Alterra's Petition establish that vacating the ROW would result in no material injury to the public interest or any person. To the contrary, material injury to the public and numerous persons will result if Park City were to vacate the ROW and allow Alterra to proceed according to the Plan.

The material injuries included the following:

1. Increased, Unacceptable Risk re Fire/Emergency Services. Vacating the ROW to allow Alterra to pursue the Plan creates an unacceptable impediment to the City's ability to provide prompt, safe and adequate fire and emergency services to the public. This risk could have a huge negative, if not potentially disastrous, impact on the community. The Park City Fire Department station located along Deer Valley Drive serves neighborhoods in Lower and Upper Deer Valley. Eliminating a section of the Deer Valley Drive Loop or changing any section of the existing loop endangers the entire community from a fire safety and emergency services perspective because it cuts off necessary access. Any such changes to the existing infrastructure and traffic system could cost the fire department and EMS services critical time when it matters most, to save lives and property. Alterra's Plan creates a single point of failure / time impact of potential fire truck / EMS dispatch and arrival to all HOAs in our area. It is not just an inconvenience. All of those emergency calls are on a "shot clock". The early seconds and minutes are critical. The risk is unacceptable.

2. Increased Traffic from Alterra's Plan Creates Unacceptable Safety Risks and Unduly Burdens the Community. Alterra's Plan will result in increased traffic congestion in Park City in general and in the immediate vicinity of Deer Valley. The number of skiers will increase, which means the number of cars on Park City roads will increase. Traffic will also increase due to patrons of the proposed shops, restaurants and hotel, and that traffic will extend beyond normal day skier traffic hours. The increased traffic will result in higher traffic accident rates, more injuries to residents, and costs to the City to provide emergency services. The traffic congestion also will cost residents valuable time. The increase in traffic will be especially acute in Deer Valley, including along Doe Pass Road and Deer Valley Drive East. The level of service (LOS) rating for the intersection of Solamere and Deer Valley Drive will dramatically decrease from Level A to Level D. That alone constitutes a material harm to residents who have to travel through that intersection. The traffic flow also will become significantly more congested at the "Y" intersection where Deer Valley Drive splits into Deer Valley Drive East and West, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Alterra has not proposed any reasonable solution to that intersection. Traffic congestion will also increase at critical junctures outside of Deer Valley,

e.g., at the Bonanza, Kearns and Park Avenue traffic lights. Increased traffic creates both safety and emergency access issues for residents. Alterra's proposed SML will not solve these issues.

In addition, the City will bear the burden of Alterra's proposed traffic flow, which will increase the cost to maintain the roads. The City also will not be able to maintain the three lanes Alterra proposes during inclement weather during the winter months. City snow plows cannot plow the roads fast enough now, and traffic congestion will only further hinder those services. Nor can snow plows move the snow far enough away from the edge of the roads. The lanes effectively narrow due to the build-up of snow. Sidewalks and walking paths will be blocked from the plowed snow, preventing pedestrian traffic. This results in pedestrians walking in the streets, which creates an unreasonable hazard, particularly when the roads are slippery/icy.

Further, Upper Deer Valley residents will be adversely impacted by arriving traffic in the morning. Under the Plan, it will be more difficult to turn left off Royal St. onto Deer Valley Drive West, and then make another left turn at Doe Pass Road, to get into town. Those residents will be fighting northbound (arriving) traffic to turn left at Doe Pass Rd., and also fighting southbound traffic leaving Deer Valley along Doe Pass Rd. to Deer Valley Drive West. There is no data to support Alterra's assertion that this turn will not be adversely impacted. The only other alternative is for those residents to turn right on Doe Pass Rd. and get stuck in traffic leading into the parking garage and drop-off traffic leaving along Deer Valley Drive East. That alternative is not acceptable.

3. Loss of Public Use of the Loop. Vacating the ROW will deprive the community, including Deer Valley residents, of the immediate access to Snow Park they currently enjoy, and interrupt existing traffic flows. It also will deprive the community from access along the ROW for a variety of recreational activities as described above.

4. Skier Trespassing on Private Easements. To avoid parking fees Deer Valley plans to charge, day skiers will park in Upper Deer Valley residential neighborhoods with ski run access to illegally use private easements reserved solely for those neighborhoods' residents. This not only constitutes trespassing it also infringes upon those residents' right to quiet enjoyment of their easements and private properties, requires residents to park further away from easement access, increases traffic congestion in those neighborhoods, increases liability risk and insurance costs for the HOAs which maintain those easements, increases liability risk and thus insurance costs for the property owners on which the easements are situated, and increases the risk of vandalism, burglary and other crimes in the neighborhood. Each of these effects will result in additional costs to local HOAs and residents to police their neighborhoods, post traffic and parking signs, and take other safety precautions to prevent accidents and crime. Day skier trespassing also will make it more difficult to City (and private) snow plows to plow the streets and driveways in these neighborhood because the day skier cars block access along the streets. This will increase snow plow costs to the City. Day skiers who resort to parking in neighborhoods also will not reduce the main traffic flow in and out of Deer Valley. These problems constitute tangible harms to local Deer Valley residents, and to the community as a whole.

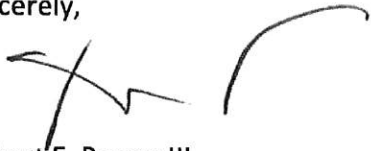
5. Residents Will Bear the Cost of Alterra's Parking Fees. Requiring skiers to pay for parking is a huge cost to Park City residents and the public as a whole. That is hard-earned dollars of our residents that will become an additional out of pocket cost to ski Deer Valley. That constitutes material harm to residents.

6. Loss of Employee Parking. Deer Valley employees will no longer be able to park in Lot 3. They will be required to park remotely and take public transportation, the cost of which will be borne by the City, or Deer Valley-provided transportation. Loss of close parking access constitutes a material harm to the employees.

Conclusion

We are not opposed to Alterra developing its land. But we are opposed to development that fails to substantially improve the traffic situation, fails to provide a significant benefit to Park City, harms our neighborhoods, and deprives residents of their current use of the ROW. We urge the City Council and the CPC to uphold the Utah State Code and the Park City Land Management Code.

Sincerely,

A handwritten signature in black ink, appearing to read 'Robert E. Boone III', with a large, sweeping flourish extending to the right.

Robert E. Boone III
President, American Flag HOA

Bill Newman
The Pinnacle HOA

William W. Sheppard, Jr.
Lakeside HOA

Rick Barros
American Flag resident

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Bill Newman
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Rick Barros
American Flag resident

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President, American Flag HOA

Bill Newman
President, The Pinnacle HOA


William W. Sheppard, Jr.
Lakeside HOA

Rick Barros
American Flag resident

Rick Barros

Rick Barros

American Flag resident

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:22 PM
To: Alexandra Ananth
Subject: Fwd: [External] Feedback: 6/15 council meeting

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Samantha Milo <samanthamilo@gmail.com>
Sent: Friday, June 16, 2023 12:45 PM
To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Tana Toly <tana.toly@parkcity.org>
Subject: [External] Feedback: 6/15 council meeting

[CAUTION] This is an external email.

Madame Mayor, City Council members,

My husband and I attended last night's council meeting; we live in 84060.

I am writing to express my disappointment at what I witnessed. The relationship between Alterra, the "independent" company doing the traffic study (which I assume is being funded by Alterra) and the council was clearly of far more importance than the concerns of Park City's residents and property owners. This was evidenced by the complete lack of time constraints placed on Alterra and its partner in their "selling" of their plan, the nearly complete absence of any challenge to Alterra's less-than-transparent plans by the council, and the time constraints and "rules" placed on residents. As the gentleman from Solamere rightly asked; who is representing the residents?

I have many thoughts on what is happening here, but like you, my time is limited so I'll try to keep it high-level. As context, I exited a Senior VP role with a Private Equity firm in March, after an 8-year run with that particular company. In that role I ran a \$500M division in North America consisting of multiple brands under the parent company's umbrella (as Deer Valley is to Alterra). I have an intimate

understanding of the Private Equity model, and above all else, its primary objective is Return-On-Investment at all costs.

Alterra's "case" for vacating the upper portion of Deer Valley Loop is disingenuous at best, I'd respectfully ask that you consider the following:

- Alterra has thousands of acres to work with, why can't they work within the massive parcel of land they already have available to them?
- Why can't they move the gondola up the hill slightly still "in line" with the transit center if their future plan is to connect DV to the transit center? Their response that they can only do this if the road is vacated is complete nonsense, and I suspect most in attendance knew this to be the case.
- How will all of the additional cars and buses they plan to accommodate impact the environment? Their narrative included many references to "supporting Park City's environmental goals" but they are doing the opposite by forcing more cars and people into an already overburdened and highly constrained area. This issue alone should disqualify Alterra's plan based on the "harm" language in the statutes.
- Alterra has not shown any meaningful "partnership" to Park City residents. They've taken away local's passes, increased the season pass rates to nearly \$3k annually with no discount for multiple passes per family, increased the prices of all food while reducing the quality, eliminated local's/low cost events...and the list goes on. After years of being season pass holders, we no longer purchase them, the experience no longer warrants the cost.
- There is a clear difference in Alterra's investment in its "partnerships" with the ski-in/ski-out communities, and those within the boundaries of the proposed base area, than with the balance of the 84060 community. The ski-in/ski-out and proposed Snow Park communities are being offered benefits/investment in their properties (by Alterra) while the rest of us can't even get a return phone call. It's no surprise that Deer Crest, St. Regis, Powder Run, etc. representatives support their plan as a result, while those of us that will be harmed by the new development are proposing modifications to preserve access to our properties, our property values and our quality of life.
- The narrative surrounding Deer Valley's "partnership" with the community over the last 40 years should not be tolerated. The previous private owners of Deer Valley and Alterra have zero in common. The fact that Alterra is being allowed to stand on the shoulders of the Sterns/Penskes after they swept almost every single person from the previous company out of the business is blatantly offensive. Alterra should be required to earn its own reputation as a community partner (or not) based on its own performance, not the previous company's.
- The daycare, gondola, additional buses, additional parking and lower DV ski beach provide no benefit to PC/Deer Valley residents. As several people stated, these are benefits to Alterra and its out-of-town guests. I'm not suggesting that visitors are not important, they obviously are, but there must be some level of balance. Additionally, there is a ski beach at mid-mountain, why not expand that area if needed and allow people to download après ski in the proposed gondola? This is common practice in other resorts.
- Alterra's proposed plan over the past few years has not undergone any material change. I agree again with the gentleman from Solamere who stated that Alterra is thumbing its nose at 84060 residents. This is, unfortunately, common PE practice - just keep pushing and working political angles until they get what they want, I am all too familiar with these tactics.

If Alterra and our city leaders truly care about our fragile environment and the residents/property owners of Park City, "plan A" would be scrapped and Alterra would be forced to propose a new plan that both respects our incredible natural resources and Parkites. I sincerely hope that this is the outcome of your ongoing discussions with Alterra and its partners. The current plan has been under

discussion for years at this point, with no meaningful movement from Alterra - I can imagine the burden this places on all of you, and I can attest to the stress it has placed on the lower DV community.

Regards,
Samantha Milo

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:21 PM
To: Alexandra Ananth
Subject: Fwd: [External] Deer Valley proposed development and ROW vacation

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: Carol Chenevert <carol@peaksales.us>
Sent: Friday, June 16, 2023 12:56 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Deer Valley proposed development and ROW vacation

Warning: Replies to this message will go to carol@peaksales.us. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Dear Mayor and City Councilors,

As a tax payer and member of the lower Deer Valley community, I am dismayed to hear we will be left out of access to the negotiations between the town council and Deer Valley management as pertains to their ROW vacation petition. The impact of the ROW vacation and current traffic plans will be devastating to our community as a whole, and we feel it is our right to be a part of the discussion. I do not feel there is any community benefit from the current plan. And the Council, Planning Commission and community have repeatedly asked for alternative plans. This request has been completely ignored by Alterra representatives and illustrates lack of good will on their part.

Please do the right thing and continue to keep our caring and concerned community members as a part of the process. Do not shut us out.

Sincerely,

Carol Chenevert

Alexandra Ananth

From: Nann Worel <nann.worel@parkcity.org>
Sent: Thursday, June 22, 2023 12:20 PM
To: Alexandra Ananth
Subject: Fwd: [External] Alterra's Deer Valley Development Plans and Related Proposed ROW Vaction.

Nann Worel

she, her, hers

Mayor

Park City Municipal Corporation

www.parkcity.org

445 Marsac Avenue, PO Box 1480

Park City, UT 84060

o: 435.615.5010 | c: 435.513.9955



From: dswick3773@gmail.com <dswick3773@gmail.com>
Sent: Friday, June 16, 2023 3:51 PM
To: Council_Mail <Council_Mail@parkcity.org>
Subject: [External] Alterra's Deer Valley Development Plans and Related Proposed ROW Vaction.

Warning: Replies to this message will go to dswick3773@gmail.com. If you are unsure this is correct please contact the helpdesk.

[CAUTION] This is an external email.

Dear Honorable Park City Mayor Nann Worel and Park City Council Members,

I attended in person last night's City Council meeting. I have participated virtually in other Council meetings, attended informational meetings with the Alterra (the "Applicant"), and completed surveys. I have attempted to learn as much as I can about the Applicant's Deer Valley Development Plans with an open mind. I have also previously written to Mayor Worel and the Park City Council regarding these same matters. I have done much of the same relative to other significant development plans in Park City.

As an 84060 resident of eleven years and a Park City visitor for almost 30 years prior to becoming a resident, I have a sincere and keen interest in what is best for all Park City stakeholders.

In writing today, I would like to state my sincere appreciation for the care, diligence and transparency Mayor Worel, City Council and all those in city management who are attempting to do what is best for Park City given the many and varied

interests to be considered. I would like to state that I am not opposed to responsible development. I would also like to state that I have appreciated the information provided by, and much of the dialog with the Applicant.

I write today to focus mostly on the proposed ROW vacation. I have listened, studied, and attempted to be balanced and fair in my evaluation of this issue. However, at this point I fail to see how the proposed ROW vacation can be deemed to satisfy the conditions of the Code. The Applicant's asserted benefits do not outweigh the certain and potential harm to the community. Despite months of constructive and transparent efforts by the community to listen, evaluate, and propose, the Applicant appears unwilling to adequately acknowledge community concerns and risks or sufficiently adopt community proposals that would minimize harm and create benefit. Additionally, at last night's public meeting my concern heightened with what I interpreted as a not so veiled threat by the Applicant of uncoordinated condo and other development in the Snow Park area if the Applicant's proposals are not approved. Perhaps my interpretation of the Applicant's words is not correct.

I am also concerned about what I interpreted last night as a decision, or potential decision, for the Mayor Office and City Council to advance discussion with the Applicant on a non-public basis. The stakes and ramifications are high for the Applicant and Park City. The interest of all can only be best served by continuing consideration of this and other related matters on a fully open basis where the input of all can be heard and considered. Perhaps I have incorrectly interpreted the move to non-public discussion. If not, I urge you to reconsider in the interest of achieving the best possible outcome for all.

As stated earlier in this email, I am not opposed to responsible and sustainable development in Deer Valley and the broader Park City. It is my firm hope that significant development proposals will be evaluated with realistic acknowledgement of the constraints Park City has today, which will only become more challenging over time. Park City is constrained by topography, infrastructure, support services and environmental limitations. Without recognition of these factors and a realistic approach to development, people who live, work, and visit Park City, the Park City municipality and the business that invest in Park City may be left with tragic, material and irreversible deterioration and decline and grossly unrealized expectations. This is not good for anyone, save and except developers who often realize much of their rewards upfront, leaving parties, such as Park City stakeholders, to live with the consequences.

Thank you for consideration of my comments and your efforts to do what is best for all.

Most sincerely,

Dean Swick

Dean E. Swick
2475 Deer Lake Drive
Park City, Utah, 84060
dswick3773@gmail.com

ADVANTAGES

- Existing traffic circulation essentially maintained including balanced AM/PM splits
- No impacts to Royal Street traffic or circulation flow
- On demand and fixed route microtransit reduce parking demand and improve transit efficiency/frequency
- Improves transit efficiency and flow all the way back to OTTC and up Marsac & Royal Street
- In-bound microtransit/lodging shuttles and day skiers split arrival and use designated underground drop offs measurably closer to lifts
- Direct to resort service from RF no longer requires tight turnaround and merely pulls through under canopy/bridge
- Dedicated Uber/Lyft drop off remains at far end of plaza and supports hospitality and retail spend
- Minimal increase in usage on Doe Pass Rd
- No transit center, SML or traffic lights required
- Dedicated ski school/daycare drop off close to facilities
- No objectionable easement issues
- Hotel/residents can choose most direct routes
- Dedicated two-way bike lane promotes biking/bike safety
- Contiguous pedestrian path promotes walkability
- No conflicts with big buses and traffic/peds/bikers
- Fewer conflicts between modes altogether
- Reduced conflicts for emergency vehicles

KEY

- ▶ FIXED ROUTE/ON DEMAND MICRO
- ▶ **RICHARDSON FLAT BUSES**
- ▶ **DAY SKIERS**
- ▶ **SKI SCHOOL/DAYCARE**
- ▶ **UBER/LYFT**
- ▶ **HOTEL/RESIDENTS**
- ▶ **TWO WAY BIKE LANE**
- ▶ **PEDESTRIAN PATH**

Council Agenda Item Report

Meeting Date: July 6, 2023

Submitted by: Michelle Kellogg

Submitting Department: Sustainability

Item Type: Staff Report

Agenda Section: NEW BUSINESS

Subject:

Consideration to Approve the Acquisition of 40 Artworks for the EmPOWERment Project Not to Exceed \$45,000 Funded by the Public Art Capital Improvements Projects Fund, in a Form Approved by the City Attorney

(A) Public Input (B) Action

Suggested Action:

Attachments:

[EmPOWERment Project Staff Report](#)

[Exhibit A: Recommended Artwork for EmPOWERment Project](#)

City Council Staff Report

Subject: EmPOWERment Project - Artwork Approval
Author: Jenny Diersen
Department: Special Events
Date: July 6, 2023
Type of Item: Administrative

Recommendation

Review a recommendation from the Park City Public Art Advisory Board (PAAB), hold a public hearing, and consider the acquisition of 40 artworks (**Exhibit A**) for the EmPOWERment Project in a form approved by the City Attorney.

Executive Summary

Public art creates a sense of community and place, adding vibrancy to our community. According to the [PAAB Policies](#) (p. 6), all decisions regarding public art shall be made final by City Council.

After attending a City Tour trip to Fort Collins in 2011, the EmPOWERment Project was born in Park City. In 2018, after working closely with Rocky Mountain Power, the City secured Access Agreements to wrap [nine RMP utility boxes](#) (June 21, 2018 - [report](#) p. 105/[minutes](#) p. 8).

Recently, the PAAB identified phase two of the EmPOWERment Project as their top priority, which City Council approved as part of the PAAB Strategic Plan (April 27 [report](#) p. 7/[minutes](#) p. 2). As part of the project, we renewed the [Access Agreement](#) (p. 16), which outlines rules and regulations for placing artwork onto each utility box. The new agreement does not terminate and provides a process for HOAs to wrap utility boxes that are not identified as part of this City project.

Analysis

On May 3, we released a [Call for Artists](#) focused on acquiring artwork from local and regional artists. The project's theme included the natural environment, arts and culture, community, and history of Park City. We identified [40 locations](#) (p. 7) throughout Park City, including Hwy 224, Hwy 248, Quinn's Junction, Park Meadows, Deer Valley, Park City Resort, Thaynes, Prospector, and Old Town. After conducting extensive outreach to the Kimball Art Center, Park City Summit County Arts Council, local artists, schools, and local and social media, we received 102 submissions!

At the regularly scheduled PAAB meeting on June 12, 2023, the PAAB reviewed all the artwork based on the clarity of the proposal, alignment with themes, alignment with the PAAB's mission and goals, City Council's priorities, and quality and artistic excellence. The PAAB unanimously recommends the selections outlined in **Exhibit A**.

Separately, the City released an [RFP for a printer for the EmPOWERment Project](#). Once the service provider is selected (estimated in July), they are responsible for scanning, printing, and installing each artwork in the 40 identified locations. The printer will be approved administratively based on the newly updated procurement rules. We

anticipate that this project can be completed by the end of October 2023.

Funding

Artist stipends are \$400 each (\$16,000 total), while the printing RFP is estimated at \$29,000. The total budget is \$45,000. The project is funded by the Public Art CIP allocation and within the existing Public Art budget.

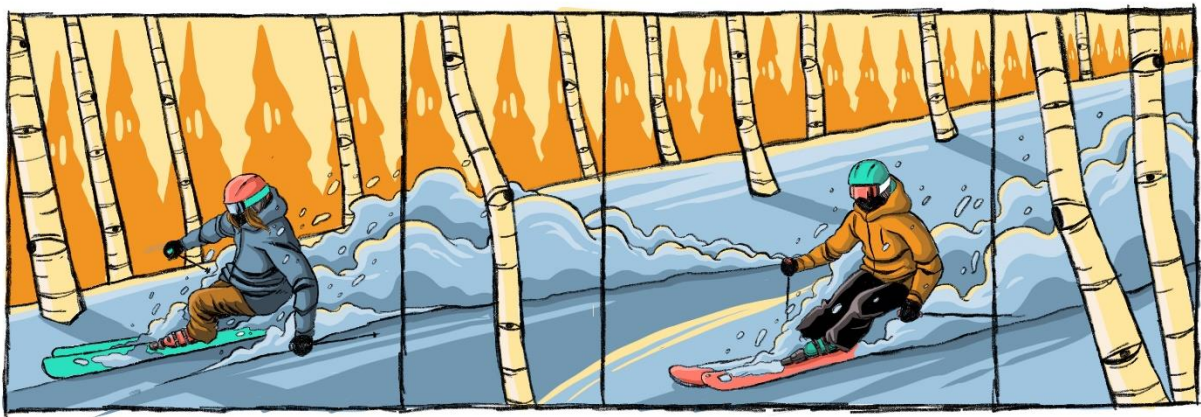
Exhibits

A Recommended Artwork for EmPOWERment Project

RECOMMENDED ARTISTS FOR UTILITY BOX EMPOWERMENT PROJECT 2023

Artist	Artwork	Recommendation
Adriana Allegretti	Snowboarder	Accept
Anna Moore	Old Town Rhythm	Accept
Anna Moore	From the Ridge	Accept
Anna Moore	Aspen Portal	Accept
Chelsea Jones	Monument Plants and Bees	Accept
Chelsea Jones	Giant Swallowtail	Accept
Christina DeRop, JRES	Ski School Dreams	Accept
Christina DeRop, JRES	Mandala Mountains	Accept
Christina DeRop, JRES	Moose Zoom Meetings	Accept
Christina DeRop, JRES	Mount Views	Accept
Christina DeRop, JRES	Springtime in Park City	Accept
Christina DeRop, JRES	Reflection	Accept
Christina DeRop, JRES	Pow Pow to Sand	Accept
Christina DeRop, JRES	The Provo River	Accept
Christina DeRop, JRES	Exploring Color	Accept
Christina DeRop, JRES	Growing Creativity	Accept
Cormac Harrington	Miner	Accept
Cormac Harrington	Nick Page Oly	Accept
Dori Pratt	Puzzel Box	Accept
Elle Donovan	Majestic Flyer	Accept
Elle Donovan	Fine Dining	Accept
Emily Miquelon	Park City View	Accept
Emily Miquelon	Park City Mountain	Accept
Emily Miquelon	Park City Flowers	Accept
Emily Miquelon	Park City Skiers	Accept
Erin Donovan	PC Dog Scape	Accept
Ginny Cunningham	1	Accept
Karen Kendall	Aspens	Accept
Kira Christiansen	Watercolor Tile of Town Lift	Accept
Libby Peterkort	Fossils	Accept
Linda McCausland	Summer Mountains	Accept
Melinda Bellamy	Fall River	Accept
Melinda Bellamy	Round Valley Tree	Accept
Meredith Reed	Quilt	Accept
Michael Fischer	Main Street	Accept
Michael Fischer	Fish	Accept
Michelle Harris	Proposal 1	Accept
Renee Mox Hall	Beneth Town Lift	Accept
Rosa Cruz	Amazing Bio Diversity	Accept
Stephanie Donovan	Gearing Up for Fun	Accept
Ginny Cunningham	2	Alternate
Renee Mox Hall	Daly Commute	Alternate
Vivian Bagley	Birds of Park City	Alternate if title removed.

ADRIANNA ALLEGRETTI, SNOWBOARDER



ANNA MOORE, OLD TOWN RHYTHM



ANNA MOORE, FROM THE RIDGE



ANNA MOORE, ASPEN PORTAL

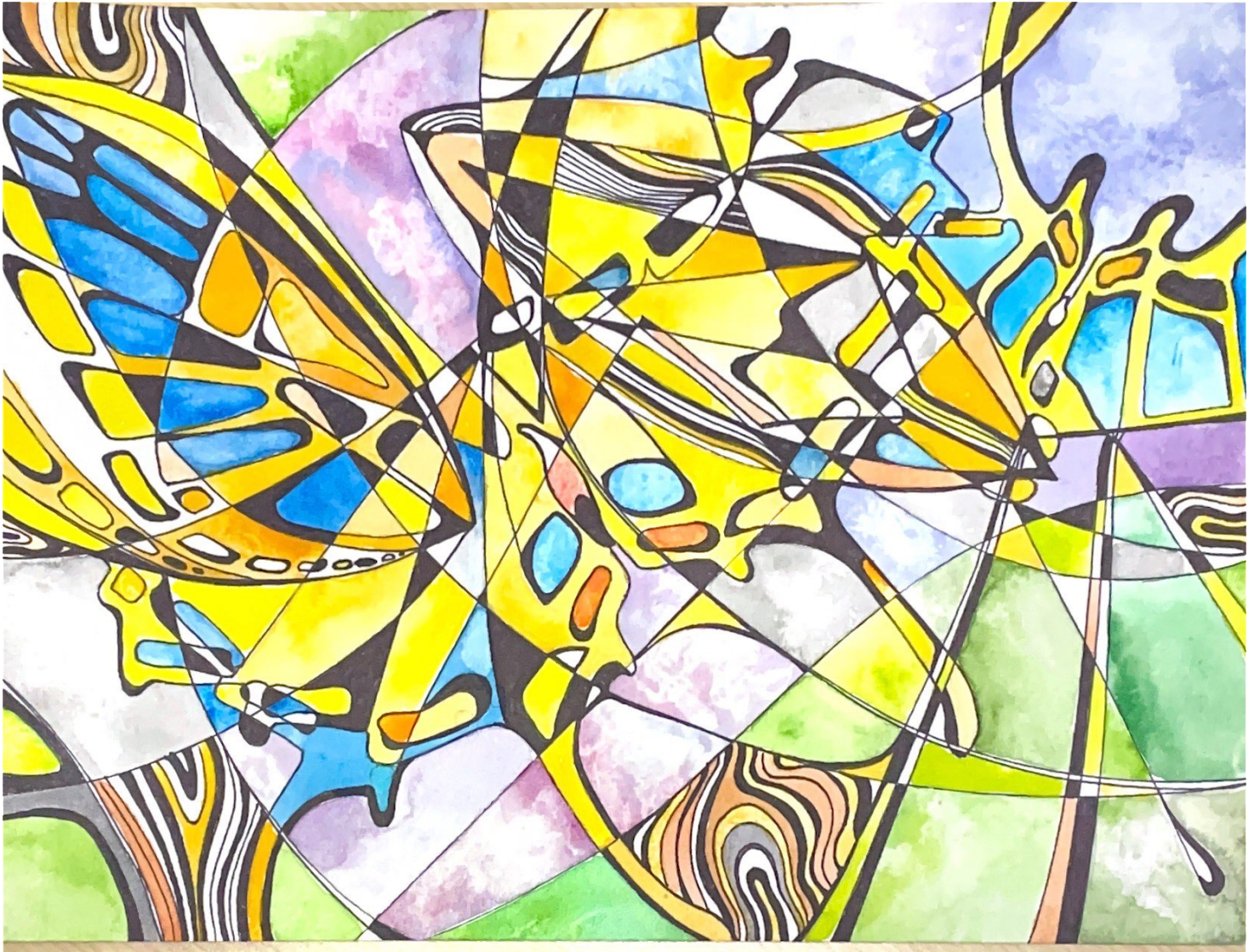


CHELSEA JONES, MONUMENT PLANT & BEES





CHELSEA JONES, GIANT SWALLOWTAIL BUTTERFLY ABSTRACT

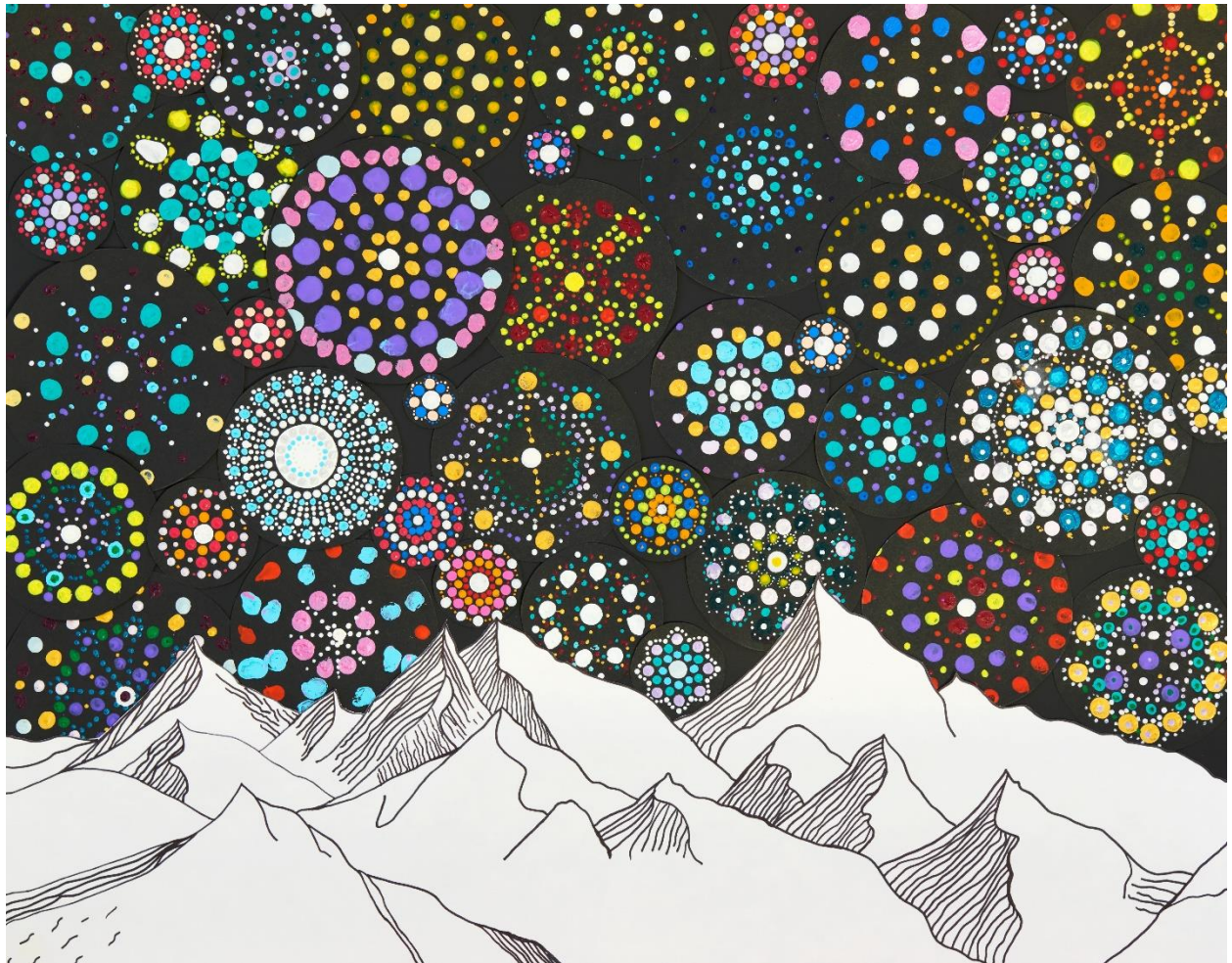




CHRISTINA DEROP, JRES
MIA, SKI SCHOOL
DREAMS



CHRISTINA DEROP JRES
MIA MANDALA
MOUNTAINS



CHRISTINA DEROP JRES
MIA MOOSE ZOOM
MEETING



CHRISTINA DEROP, JRES MIA MOUNTAIN VIEWS



CHRISTINA DEROP JRES MIA SPRINGTIME IN PARK CITY



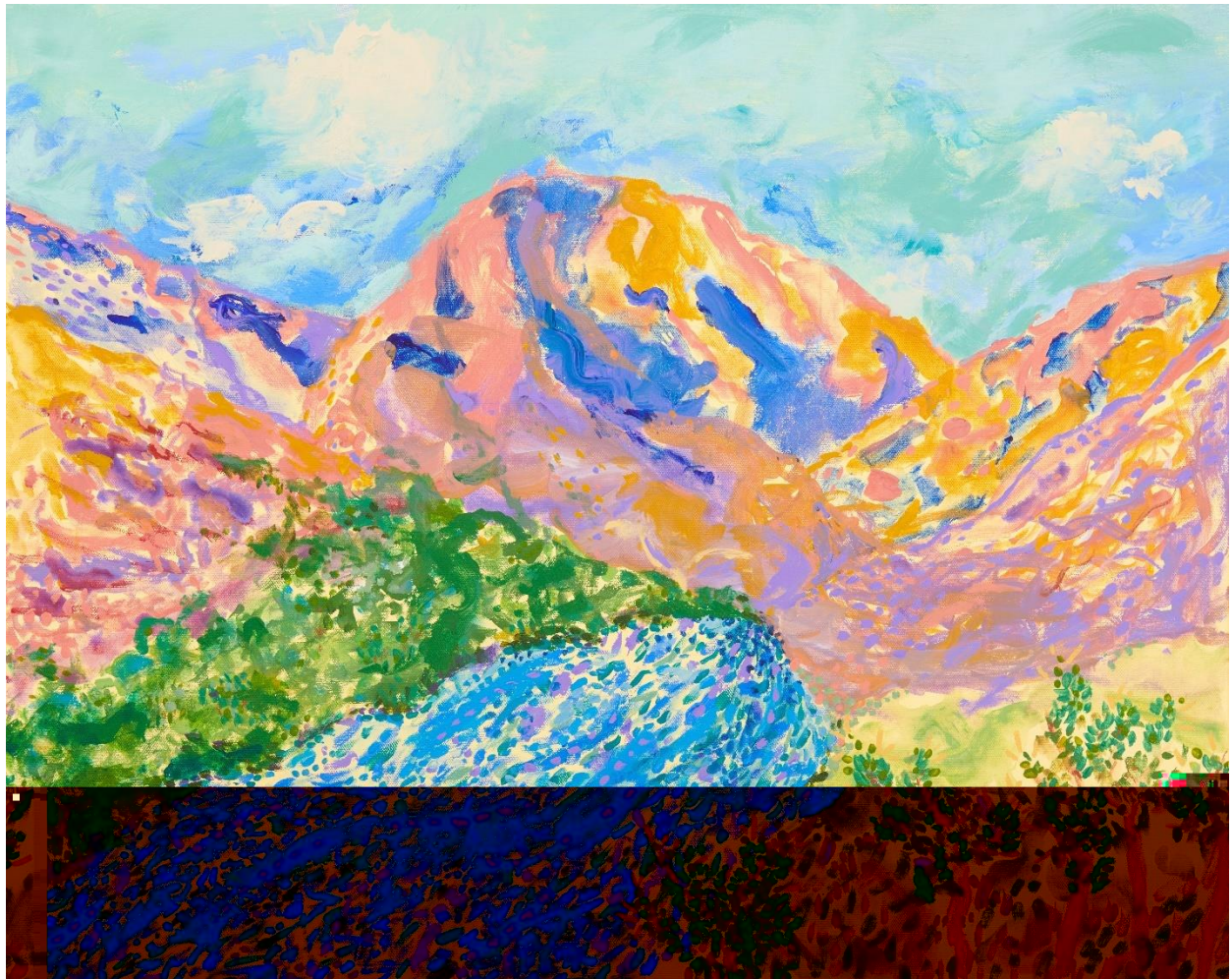
CHRISTINA DEROP JRES MIA, REFLECTION



CHRISTINA DEROP, JRES
MIA POW POW TO SAND



CHRISTINA DEROP JRES
MIA PROVO RIVER,
BRIGHT AND VIBRANT



CHRISTINA DEROP JRES MIA EXPLORING COLOR



CHRISTINA DEROP, JRES MIA GROWING CREATIVITY



CORMAC HARRINGTON, MINER



Santana

CORMAC HARRINGTON,
NICK PAGE OLY



495

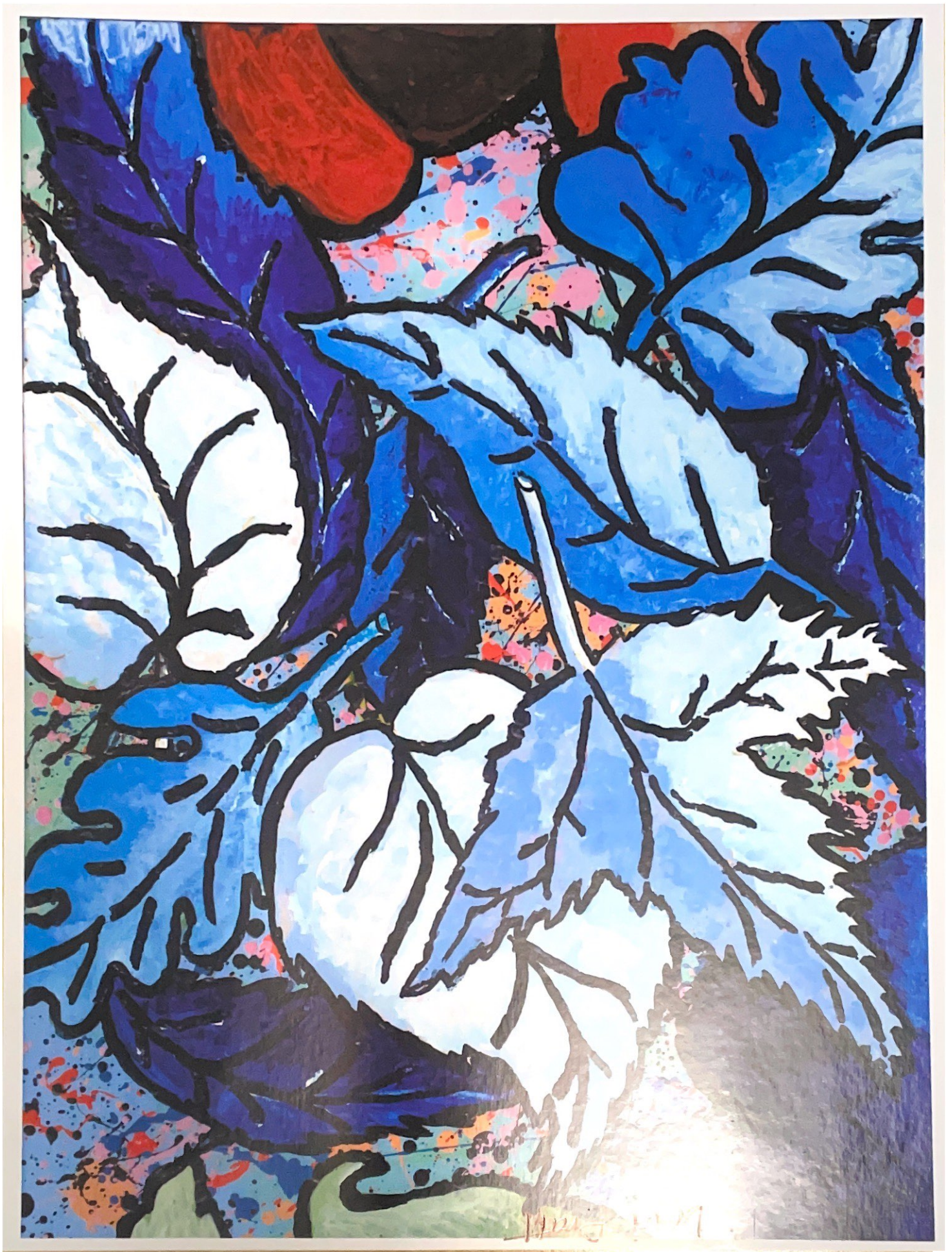
DORI PRATT, PUZZLE BOX

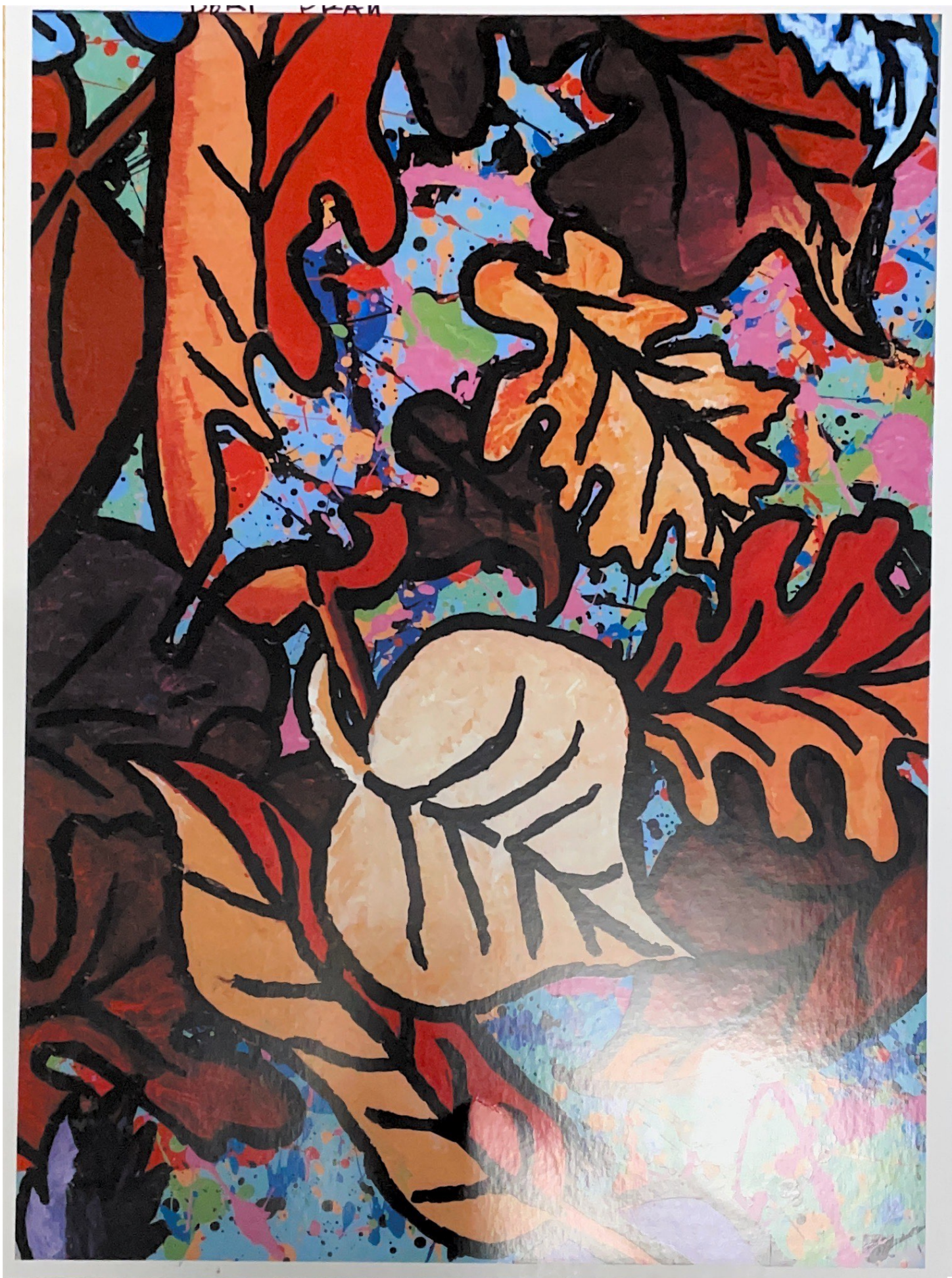
Dori Pratt

Puzzle Box

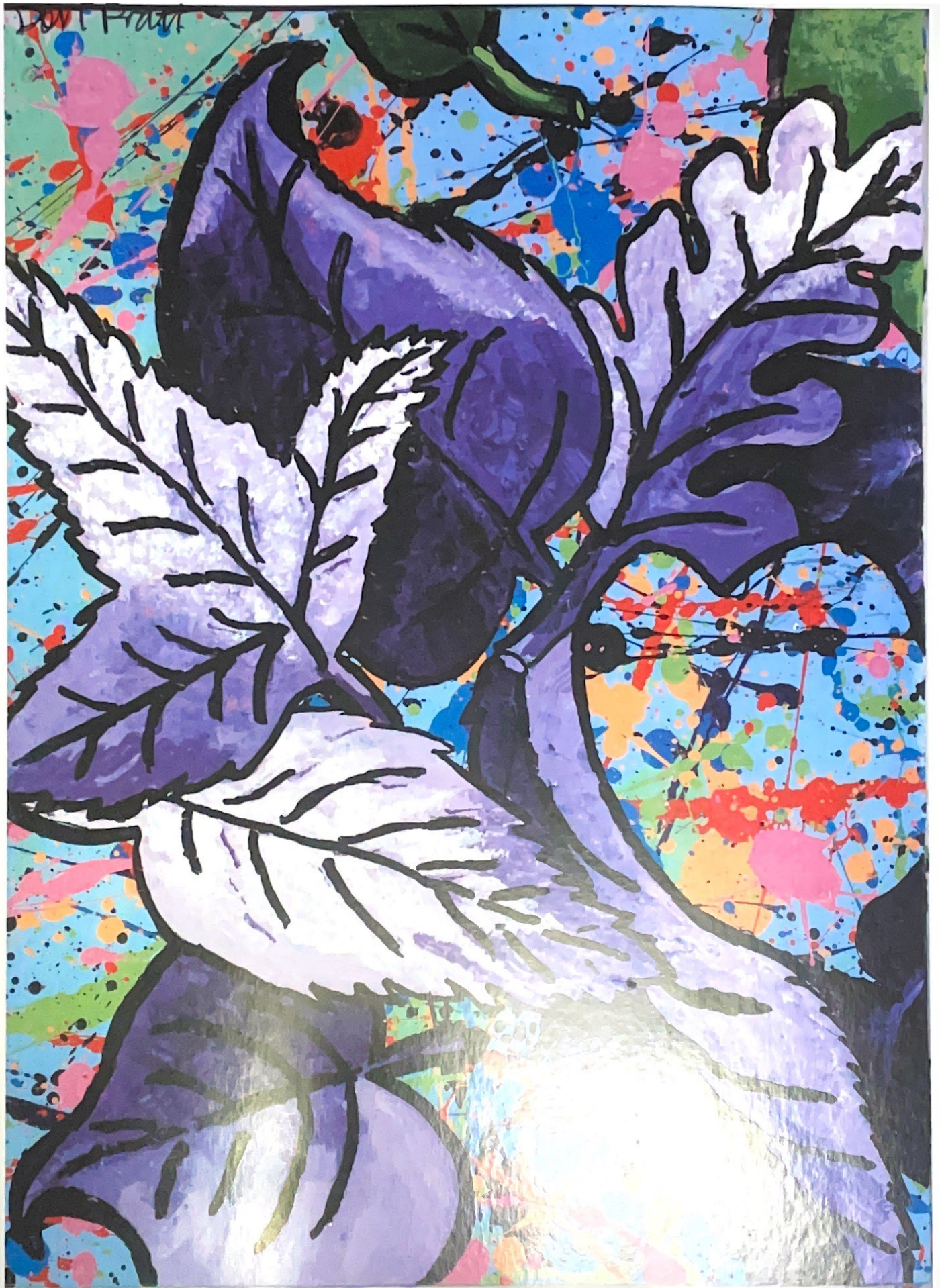
Top View











ELLE DONVAN, MAJESTIC FLYER



ELLE DONOVAN, FINE DINING



EMILY MIQUELON, PARK CITY VIEW



Top Concept: The top will feature an extension of the clouds in a swirl formation with similar shapes and colors to the side

4. **Bio:** Information and brief resume(s) on the Artist/Team.

Bio

I am a self-taught interdisciplinary artist who currently lives and creates in Park City, UT. My paintings reflect who I am and what I am attracted to in my everyday life. With a focus on an expressive use of color, my work brings a unique style of brushwork and design to produce a joyful and immersive aesthetic.

I pair unlikely color palettes and subject matters, pushing the viewer to rethink the normal and mundane. From simple objects to landscapes to florals, my pieces are less about the subject and more about what it is to experience a moment. I strive to portray a balance of realism combined with loose abstraction, causing one to complement the other.

My technique is to paint layer upon layer until each section of the painting has a pleasing color combo and texture. Simultaneously entertaining and emotive, my exaggeration of form and size constructs playful narratives of simple everyday objects and natural themes. I create the world as I see it - full of color in unlikely places.

Brief Resume

CREATIVE PORTFOLIO

@emilymiquelonart

emilymiquelon.com

EMILY MIQUELON, PARK CITY MOUNTAIN



Top Concept: The topographical map will continue onto the top extending the sense of place and cohesively blending the entire design.

4. **Bio:** Information and brief resume(s) on the Artist/Team.

Bio

I am a self-taught interdisciplinary artist who currently lives and creates in Park City, UT. My paintings reflect who I am and what I am attracted to in my everyday life. With a focus on an expressive use of color, my work brings a unique style of brushwork and design to produce a joyful and immersive aesthetic.

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Brief Resume

CREATIVE PORTFOLIO

@emilymiquelonart

EMILY MIQUELON, PARK CITY SKIERS

Side Mock-Up: Repeating Pattern of skiers, two colorways separated by ripped to make them cohesively blend and add interest to the overall design



Top Concept: Repeating the pattern of skies with the purple background to blend the entire design

4. **Bio:** Information and brief resume(s) on the Artist/Team.

Bio

I am a self-taught interdisciplinary artist who currently lives and creates in Park City, UT. My paintings reflect who I am and what I am attracted to in my everyday life. With a focus on an expressive use of color, my work brings a unique style of brushwork and design to produce a joyful and immersive aesthetic.

I pair unlikely color palettes and subject matters, pushing the viewer to rethink the normal and mundane. From simple objects to landscapes to florals, my pieces are less about the subject and more about what it is to experience a moment. I strive to portray a balance of realism combined with loose abstraction, causing one to complement the other.

My technique is to paint layer upon layer until each section of the painting has a pleasing color combo and texture. Simultaneously entertaining and emotive, my exaggeration of form and size

EMILY MIQUELON, PARK CITY FLOWERS

Side Mock-Up (sides): Repeating Native Floral Pattern



Top Concept: Repeating Native Floral concept that aligns with side florals

4. **Bio:** Information and brief resume(s) on the Artist/Team.

Bio

I am a self-taught interdisciplinary artist who currently lives and creates in Park City, UT. My paintings reflect who I am and what I am attracted to in my everyday life. With a focus on an expressive use of color, my work brings a unique style of brushwork and design to produce a joyful and immersive aesthetic.

I pair unlikely color palettes and subject matters, pushing the viewer to rethink the normal and mundane. From simple objects to landscapes to florals, my pieces are less about the subject and more about what it is to experience a moment. I strive to portray a balance of realism combined with loose abstraction, causing one to complement the other.

My technique is to paint layer upon layer until each section of the painting has a pleasing color combo and texture. Simultaneously entertaining and emotive, my exaggeration of form and size constructs playful narratives of simple everyday objects and natural themes. I create the world as I see it - full of color in unlikely places.

ERIN DONOVAN, PC

DOGSCAPE



GINNY CUNNINGHAM,
GCUNNINGHAM 1



KAREN KENDALL, ASPENS

Exhibit 1
APPLICATION FORM

1. Applicant Information:

Name(s): Karen Millar Kendall

Date: June 2, 2023

Mailing Address: 2405 Merrimak Ln, Park City, UT 84098

Telephone: 801.910.8340

Email: karen.millarkendall@gmail.com

Website: karenmillarkendallart.com

2. Proposal: In 300 words or less, describe your proposal for the project.

An integral part of the nature and beauty of our mountain town are the aspen trees that dot our landscape. We can all relate to the sound and the feeling that comes from walking, or riding, through an aspen grove. There is a place on the Mid Mountain trail that immediately comes to mind when I think about this.

I painted this piece to honor those aspens a few months ago. I was feeling nostalgic amongst all that snow for a walk in the aspens and was inspired. I usually paint more abstract ideas and landscapes, but wanted to pay proper homage to our forests.

I think this painting, duplicated on all four sides of the utility box, would look beautiful.

3. Original Art:



KIRA CHRISTIANSEN, WATERCOLOR TILE OF TOWN LIFT



LIBBY PETERKORT, FOSSILS

LINDA MCCAUSLAND, SUMMER MOUNTAINS



MELINDA BELLAMY, FALL RIVER



MELINDA BELLAMY,
ROUND VALLEY TIRE
TREE



MEREDITH REED, QUILT

Meredith Reed - Public Art - Quilt



Meredith Reed - Public Art - Detail image of quilt



Meredith Reed - Public Art - Detail image of quilt



Meredith Reed - Public Art - 3D rendering of wrapped utility box with quilt



MICHAEL FISCHER, MAIN STREET



MICHAEL FISCHER, FISH



MICHAEL HARRIS, PROPOSAL 1

Proposal:

The purpose of this piece is to represent mountains in a unique way. I use the colors yellow and orange to brighten up the design. The design has a strong illustration feel and slightly cartoonish elements to it. Utah has beautiful mountains running throughout. This piece pulls those pieces of the city, but remains bold and eye-catching when paired with the bright colors and illustrated texture. The pattern will repeat itself throughout the entire box, wrapping around cohesively. Only the orange and yellow will be at the top of the box.

Bio:

I am a local artist in Salt Lake City. I focus my attention on creativity and design. I have a unique style of abstract line work mixed with elements of nature and the outdoors. I have done creative work within the outdoor industry, such as murals for yoga studios, climbing gyms and more. I participate in local markets throughout Salt Lake and within other areas of the Midwest as well.

<https://michellerose.art/>



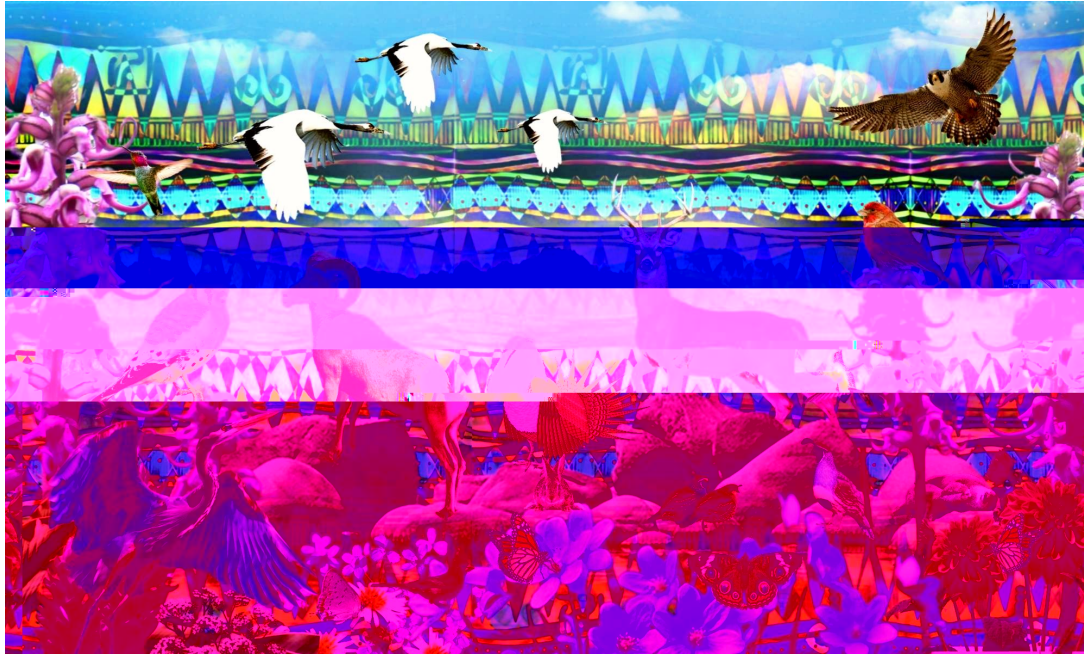
RENEE MOX HALL, BENEATH THE TOWN LIFT



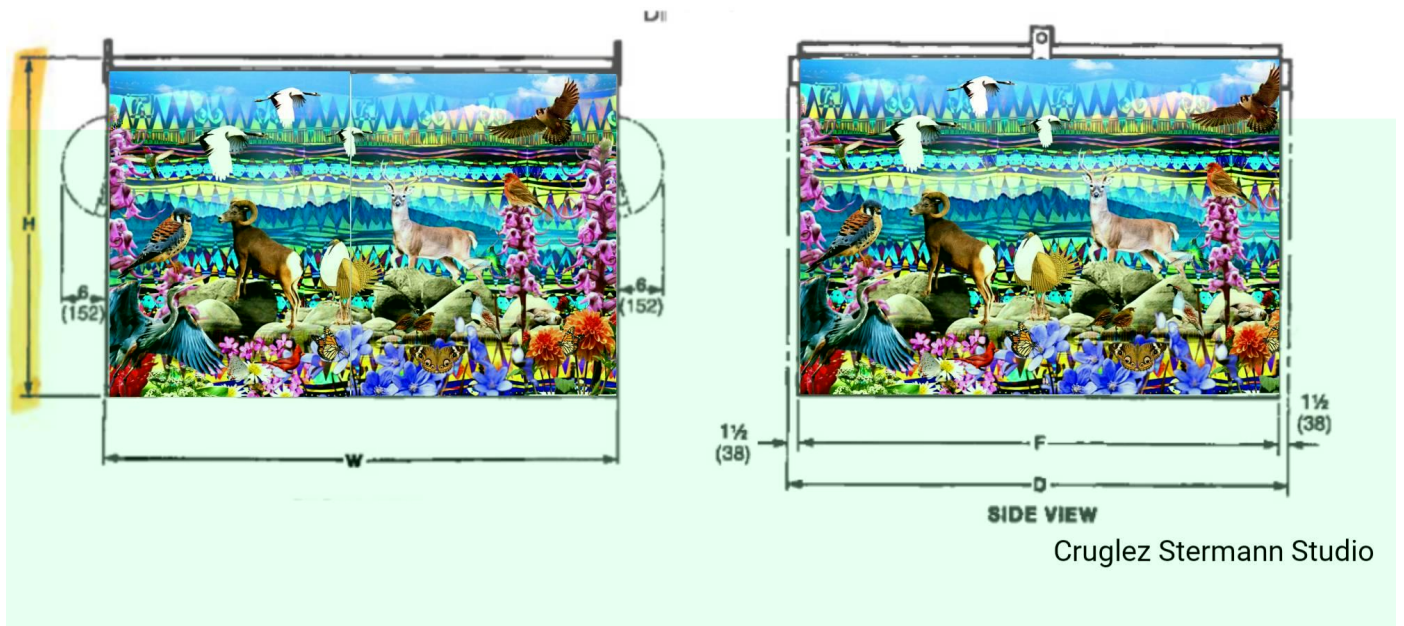
ROSA CRUZ, AMAZING NATURAL BIODIVERSITY OF PARK CITY

ART PROPOSAL

“Amazing Natural Biodiversity of Park City”



Template Layout of Box:



STEPHANIE DONOVAN, GEARING UP FOR FUN





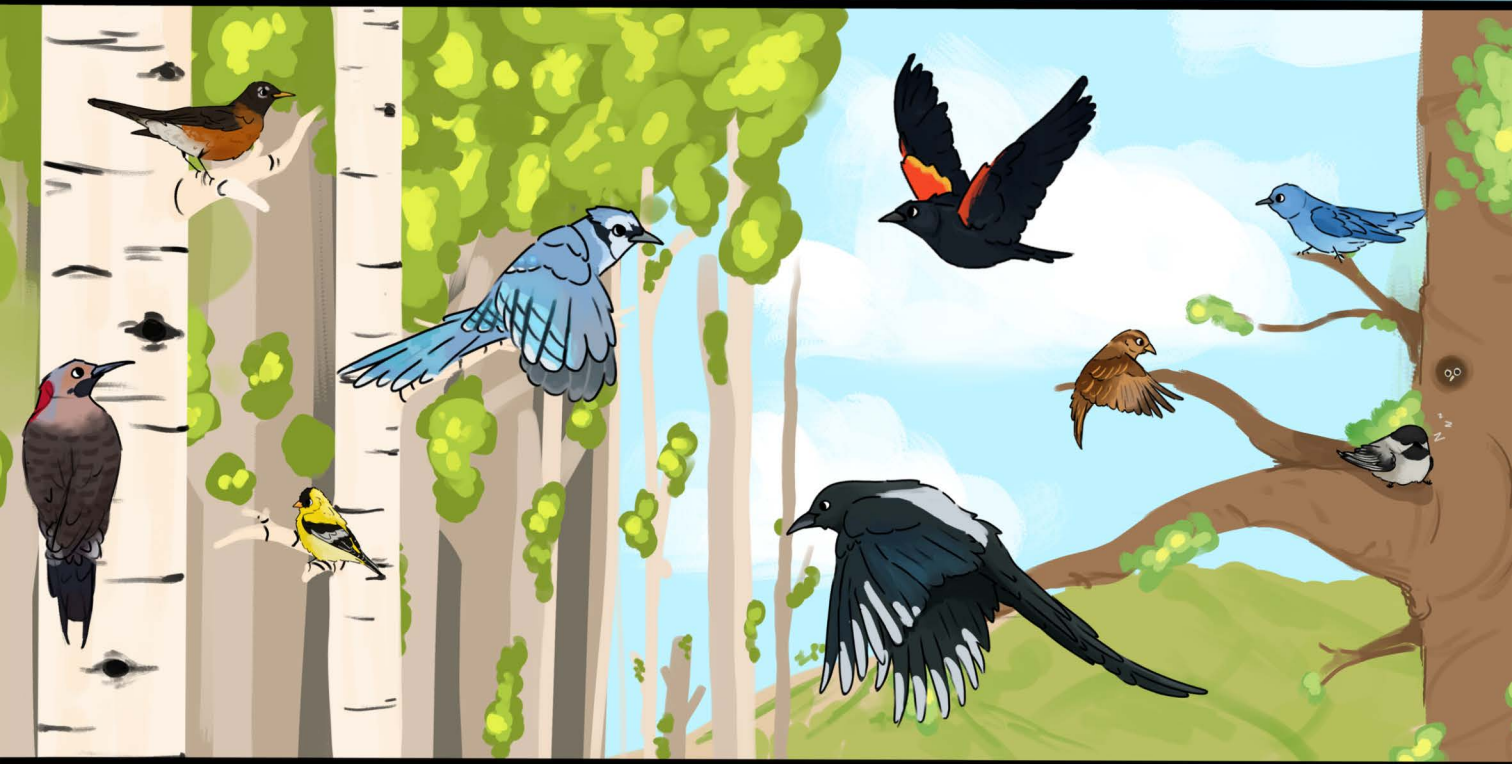
ALTERNATE SELECTIONS

RENEE MOX HALL, DALY COMMUTE



VIVAN BAGLEY, BIRDS OF PARK CITY

BIRDS OF PARK CITY



AMERICAN ROBIN
NORTHERN FLICKER
AMERICAN GOLDFINCH

BLACK BILLED MAGPIE
BLUE JAY
RED WINGED BLACKBIRD

MOUNTAIN BLUEBIRD
HOUSE SPARROW
BLACK CAPPED CHICKADEE

GINNY CUNNINGHAM
GCUNNINGHAM2



City Council Staff Report



Subject: 3267 West Deer Hollow Road
Application: PL-23-05597
Author: Virgil Lund, Planner I
Date: July 6, 2023
Type of Item: Founders Place Phase II Condominium Plat

Recommendation

(I) Review the Founders Place Condominiums - Phase II Plat; (II) conduct a public hearing; and (III) consider approving Ordinance No. 2023-34, based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance (Exhibit A).

Description

Applicant: Bill Fiveash with Deer Crest Associates I, LC

Location: 3267 West Deer Hollow Road

Zoning District: Recreation Commercial within a Master Planned Development

Adjacent Land Uses: Residential; Deer Valley Resort

Reason for Review: The Planning Commission reviews Condominium Plats, conducts a public hearing, and forwards a recommendation to City Council. The City Council conducts a public hearing and takes final action.¹

CUP Conditional Use Permit
MPD Master Planned Development
RC Recreation Commercial

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

Summary

The Applicant proposes constructing Phase II of the Founders Place Master Planned Development. The Founders Place Phase II Condominium Plat includes the construction of Building #3 with 19 market-rate residential units and one affordable housing unit.

On June 14, 2023, the Planning Commission reviewed the proposal, held a public

¹ LMC [§ 15-7.1-3\(C\)](#)

hearing, and unanimously forwarded a positive recommendation for City Council's consideration ([Staff Report](#); [Audio Recording](#)).

Background

Please see the Master Planned Development and Conditional Use Permit [Staff Report](#) outlining the project background. The Founders Place Phase II Condominium is subject to the Master Planned Development Modification and Multi-Unit Dwelling Conditional Use Permit the Planning Commission approved on January 12, 2022 (Final Action Letter, Exhibit E). Founders Place is also subject to the 1995 Telemark Settlement Agreement between Park City Consolidated Mines Company, Trans-Wasatch Company, and Park City Municipal Corporation, as amended, and the Wasatch County Density Determinations, as amended. See Exhibits B and C.

Analysis

(I) The Founders Place Condominium Phase II Plat complies with the Recreation Commercial Zoning District requirements.

3267 West Deer Hollow Road is in the Recreation Commercial Zoning District. The purposes of the Recreation Commercial Zoning District include:

- allow for resort-related transient housing with appropriate supporting commercial and service activities,
- encourage the clustering of Development to preserve Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of construction and municipal services,
- limit new Development on visible hillsides and sensitive view Areas,
- provide opportunities for variation in architectural design and housing types,
- promote pedestrian connections within Developments and to adjacent Areas,
- minimize architectural impacts of the automobile,
- promote the Development of Buildings with designs that reflect traditional Park City architectural patterns, character, and Site designs²

Multi-Unit Dwellings are a Conditional Use in the Recreation Commercial Zoning District.³ A Modification to a Master Planned Development and a Conditional Use Permit were approved by the Planning Commission on January 12, 2022. See Exhibit E for the Final Action Letter.

Lot and Sites within the Recreation Commercial Zoning District must meet the following requirements:⁴

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² LMC [§ 15-2.16-1](#)

³ LMC [§ 15-2.16-2\(B\)\(1\)](#)

⁴ LMC [§ 15-2.16-3](#)

Requirement	Analysis of Proposal
Floor Area Ratio is 1.0, not including underground Parking Structures	For the entire Founders Place project, the Applicant has been approved for 78 Residential Units, totaling 199,200 square feet, and six Affordable Units. The Phase 1 Founders Place Condominium Plat included 32 residential units and four affordable units in Buildings 1 and 2. The Applicant proposes 19 residential units with one affordable unit for the Phase II Founders Place Condo Plat. Affordable Units constructed on site do not count toward the Residential Unit Equivalents of an MPD and are therefore exempt from project Density.⁵
Front Setback – 20 feet	Complies In addition to the 20-foot Front Setback required by the Zoning District, ¶ 4 of the First Amended Density Determination requires a 40-foot Setback from the Deer Hollow Road centerline. See image below showing compliance.
Rear Setback – 10 feet	Complies ¶ 4 of the First Amended Density Determination requires a 25-foot Rear Setback. See image below showing compliance with the 25-foot Rear Setback.

⁵ LMC [§ 15-6-8](#)

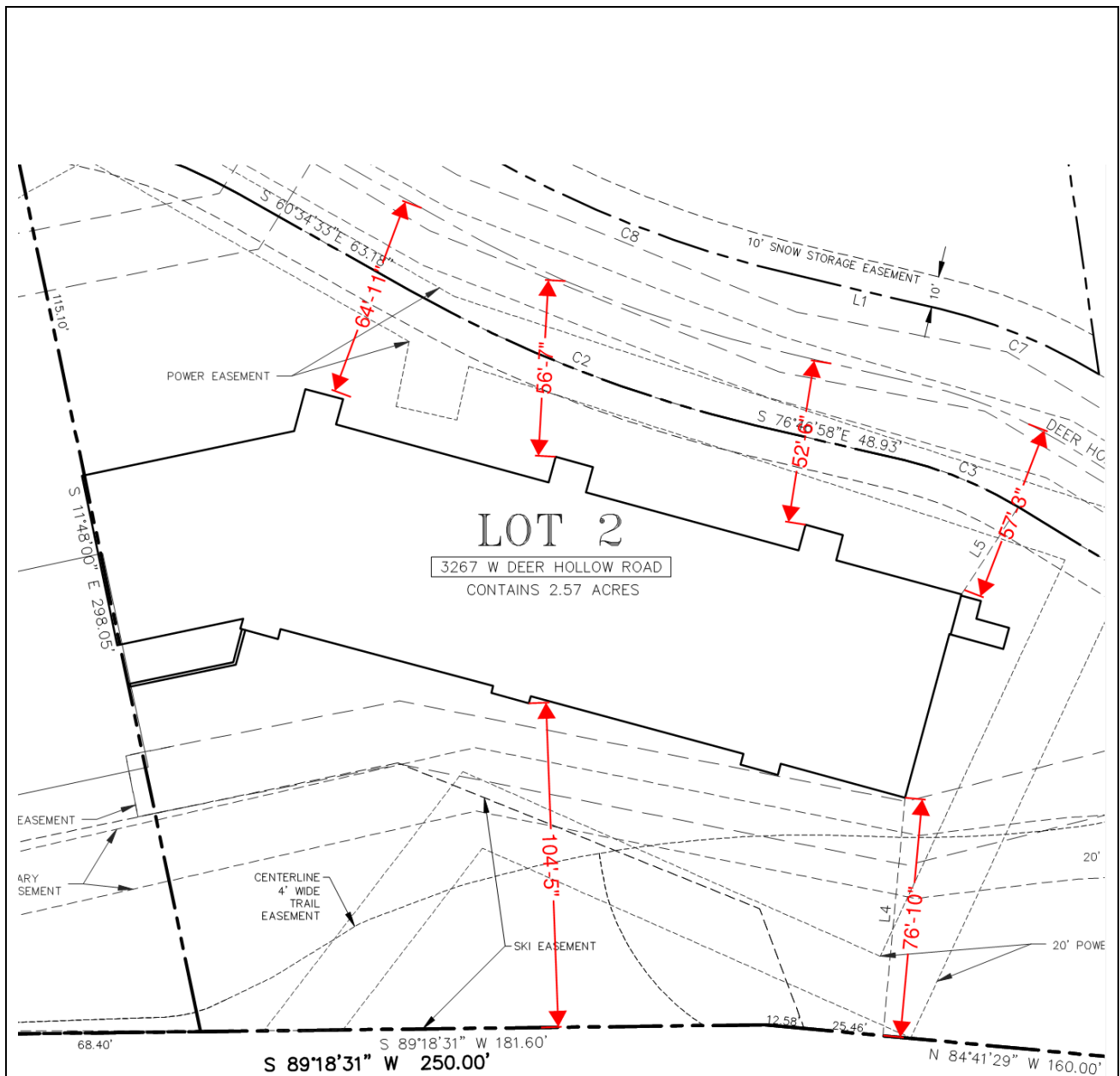


Image 1: Front and Rear Setback Compliance

Side Setback – 10 feet

Complies

There will be a common wall between Lots 1 and 2. LMC [§ 15-2.16-3](#) states that a Side Setback between connected Structures is not required where Structures are designed with a common wall on a Property Line and the Lots are burdened with a party wall agreement in a form approved by the City Attorney and Chief Building Official.

Condominium Condition of Approval 17 from the

	Founders Place Subdivision and Phase I Plat required the Applicant to submit a Party Wall Agreement prior to submitting a condominium mylar for Phase II. The Applicant has submitted a Party Wall Agreement for the common wall between Lots 1 and 2 (Exhibit D).
Snow Release	Condition of Approval 7 The Site Plans and Building design for Phase II must resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a building permit.
Open Space requirements are established in the Master Planned Development review	Complies Please see the Master Planned Development and Conditional Use Permit Staff Report outlining compliance with the Founders Place Project Open Space requirements. Phase II of the Founders Place project complies with the Open Space requirements that were established in the Modification to the MPD and Conditional Use Permit. MPDs must contain a minimum of 60% Open Space.⁶ The Parcel for the Founders Place Project is 1,337,292 square feet. Total square footage for Founders Place including building footprint and driveways is 367,714 square feet. Proposed Open Space for the 30.7-acre Parcel is 72%.

(II) The Founders Place Condominium Phase II Plat complies with the requirements of the approved Housing Mitigation Plan, modifications to the Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit.

Founders Place Phase II includes the following:

19 Market Rate Units totaling 49,374 square feet. One affordable unit is required to be constructed within Founders Place Phase II, and one is proposed.

The following Conditions of Approval are required for each phase of the project, as outlined in the approved Housing Mitigation Plan:

⁶ LMC [§ 15-6-5\(D\)](#)

Condition of Approval 5 - The Applicant shall submit draft deed restrictions in compliance with the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a condominium mylar for the one affordable unit within Phase II. The deed restrictions shall be approved, executed, and recorded simultaneously with the condominium mylar.

Condition of Approval 6 - No Certificate of Occupancy for any market rate unit for Founders Place Phase II shall be issued by the City until the affordable employee unit required for Phase II is complete and deed restrictions, in a form approved by the City Attorney's Office, are recorded.

(III) The Planning Commission finds Good Cause for the Founders Place Condominium Phase II Plat.

LMC [§ 15-15-1](#) defines Good Cause as:

Providing 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 Founders Place Phase II proposal improves the development for the site compared to the 1995 Site plan and reduces the overall Site disturbance by decreasing the Limit of Disturbance by 40%, the driveway square footage by 53%, the gross building footprint square footage by 8%, the linear retaining wall square footage by 4%, and the exposed retaining wall face square footage by 34%.

Additionally, ¶ 5.2.3.1 of the 1995 Settlement Agreement requires four percent of the total number of units within Founders Place to be affordable employee units in compliance with Resolution No. 7-95.

The Housing Mitigation Plan provides two mitigation measures: six on-site units and a community benefit fee. The Founders Place Phase II Condominium provides one on-site affordable unit, while contributing to the Park City affordable housing fund for citywide initiatives. The Housing Mitigation Plan implements a fee in accordance with state law which requires that 0.50% of the net purchase price for each market-rate unit sale at Founders Place Phase II be transferred to Park City Municipal for the City's affordable housing budget. Fees will be transferred to Park City through December 31, 2040 (Exhibit G).

(IV) The Park City Municipal Development Review Committee reviewed the Proposed Founders Place Condominium Phase II Plat on May 2, 2023, and did not require Conditions of Approval.⁷

(V) The Wasatch County Development Review Committee reviewed the Proposed Founders Place Condominium Phase II Plat on April 20, 2023, and requires a Storm Water runoff protection plan.

See Exhibit F for the Applicant's submitted Storm Water runoff protection plan to be approved by Wasatch County prior to building permit issuance (see Condition of Approval 8).

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 on May 31, 2023 and posted notice to the property on May 17, 2023. Staff mailed courtesy notice to property owners within 300 feet on May 18, 2023. The *Park Record* published notice on May 31, 2023.⁸

Public Input

Staff did not receive any public input at the time this report was published.

Alternatives

- The City Council may adopt Ordinance No. 2023-34; or
- The City Council may deny Ordinance No. 2023-34, and direct staff to make Findings for this decision; or
- The City Council may continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2023-34 and Proposed Plat

Exhibit B: 1995 Settlement Agreement

Exhibit C: First Amended Wasatch County Density Determination

Exhibit D: Party Wall Agreement

Exhibit E: Founders Place Conditional Use Permit Final Action Letter

Exhibit F: Storm Water Runoff Protection Plan

Exhibit G: Founders Place Housing Mitigation Plan

⁷ 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).

⁸ LMC [§ 15-1-21](#)

Ordinance No. 2023-34

AN ORDINANCE APPROVING THE FOUNDERS PLACE CONDOMINIUMS – PHASE II PLAT, LOCATED AT 3267 WEST DEER HOLLOW ROAD, WASATCH COUNTY, PARK CITY, UTAH

WHEREAS, the owners of the property located at 3267 West Deer Hollow Road petitioned the City Council for approval of the Founders Place Condominiums-Phase II Plat; and

WHEREAS, on May 31, 2023, notice was published in the *Park Record* and on the City and Utah Public Notice websites; and

WHEREAS, on May 18, 2023, courtesy notice was mailed to property owners within 300 feet of 3267 W Deer Hollow Road and notice was posted to the property; and

WHEREAS, on June 14, 2023, the Planning Commission reviewed the application and held a public hearing; and

WHEREAS, on June 14, 2023, the Planning Commission unanimously forwarded a positive recommendation for City Council's consideration on July 6, 2023; and

WHEREAS, on July 6, 2023, the City Council reviewed the proposed plat and held a public hearing; and

WHEREAS, the plat is consistent with the Land Management Code including § 15-7.1-3(C), § 15-12-15(B)(9), and Chapters 15-2.16 and 15-7.

NOW, THEREFORE BE IT ORDAINED by the City Council of Park City, Utah, as follows:

SECTION 1. APPROVAL. The Founders Place Condominium Phase II Plat, located at 3267 West Deer Hollow Road, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

Background:

1. The Founders Place Phase I Condominium Plat was approved by the Park City Council on January 27, 2022, and recorded with the Wasatch County Recorder July 5, 2022.
2. The Founders Place Phase II Condominium Plat includes 19 market rate condominium units and one affordable unit.
3. The Founders Place Phase II Condominium Plat complies with the Recreation Commercial Zoning District requirements.
 - a. The Founders Place Phase II Condominium Plat complies with the Front, Rear, and Side Setback Requirements.
 - b. The Founders Place Phase II Condominium Plat complies with Open Space requirements established in the Master Planned Development Review.

4. The Founders Place Phase II Plat complies with the requirements of the Land Management Code, Housing Mitigation Plan approved by the City Council on June 28, 2022, modifications to the Master Planned Development, and the Multi-Unit Dwelling Conditional Use Permit which were approved by the Planning Commission on January 12, 2023.

Conclusions of Law

1. There is Good Cause for the Founders Place Condominium Phase II Plat because it complies with the requirements of the Master Planned Development Modification and Multi-Unit Dwelling Conditional Use Permit.
2. The Condominium Plat is consistent with the Land Management Code, including Chapter 15-2.16 *Recreation Commercial Zoning District* and § 15-7.1-6 *Final Subdivision Plat*.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Condominium Plat, 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 with Wasatch County within one (1) year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this Plat approval 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. The plat shall note that fire sprinklers are required for all new construction.
4. The City Engineer shall review and approve all Lot grading, utility installation, public improvement, and drainage plans for compliance with City standards prior to issuance of any building permits.
5. The Applicant shall submit draft deed restrictions in compliance with the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a condominium mylar for the one affordable unit within Phase II. The deed restrictions shall be approved, executed, and recorded simultaneously with the condominium mylar.
6. No Certificate of Occupancy for any market rate unit for Phase II shall be issued by the City until the affordable unit required for Phase II is complete and deed restrictions, in a form approved by the City Attorney's Office, are recorded.
7. Site plans and Building Design must resolve snow release issues to the satisfaction of the Chief Building Official prior to issuance of a building permit.
8. The Applicant shall submit a Storm Water runoff protection plan in a form approved by Wasatch County prior to building permit issuance.

SECTION 2. EFFECTIVE DATE. This Ordinance shall take effect upon publication.

PASSED AND ADOPTED this 6th Day of July 2023.

PARK CITY MUNICIPAL CORPORATION

Nann Worel, MAYOR

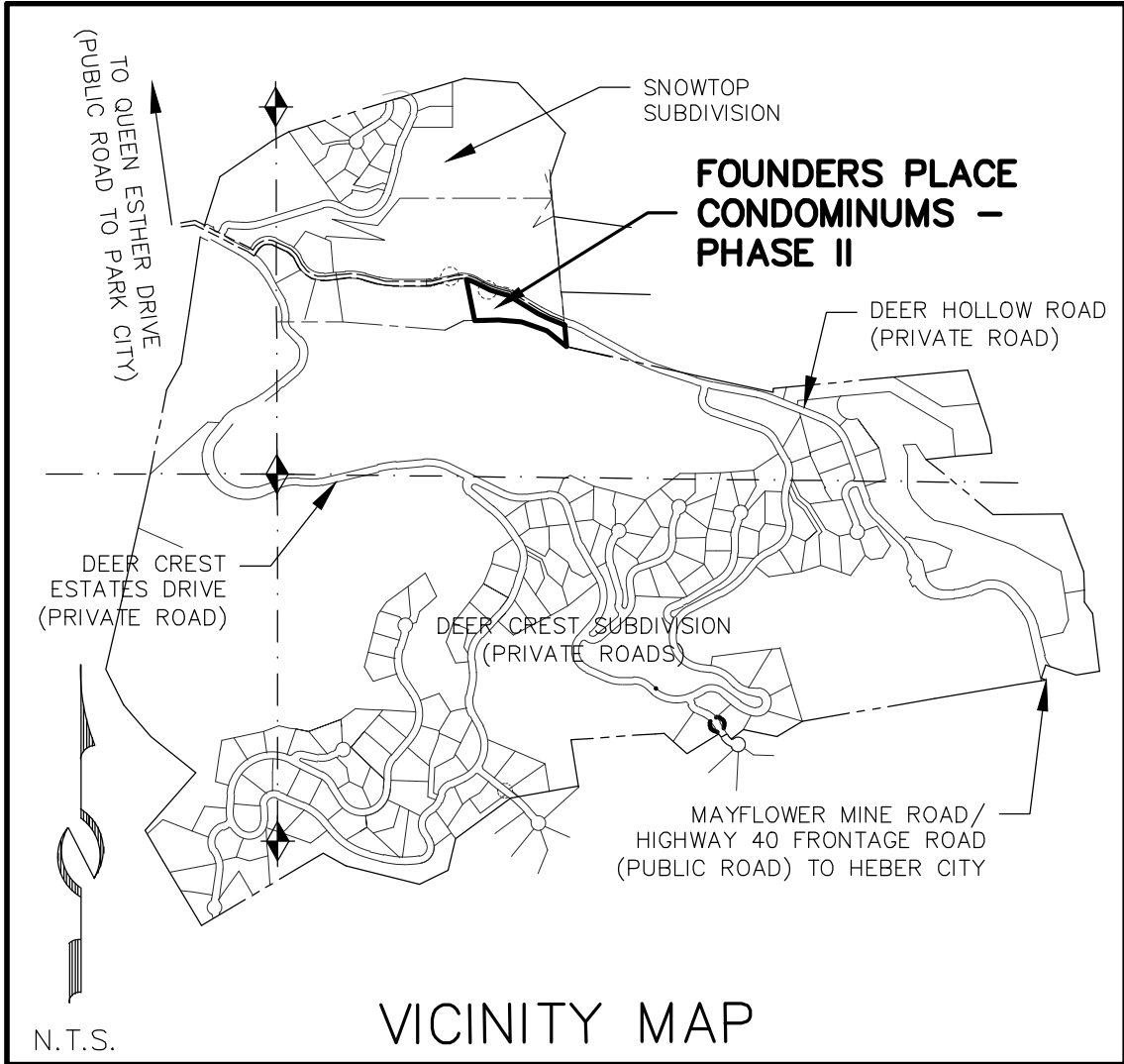
ATTEST:

City Recorder

APPROVED AS TO FORM:

City Attorney's Office

Attachment 1 – Proposed Plat



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 buildings constructed hereon to be divided into units, together with easements as set forth to be hereafter known as FOUNDERS PLACE CONDOMINIUMS – PHASE II and do hereby dedicate for the perpetual use of the public trails and other areas shown on this plat as intended for public use. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over the private road and public utility easements shown on this plat, the same to be used for the 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 shown hereon.

In witness whereof, the undersigned set his hand this ____ day of _____, 2023.

Deer Crest Associates I, L.C.
a Utah limited liability company

By: _____
Bill Fiveash, Authorized Signatory

ACKNOWLEDGMENT

STATE OF _____)

: ss.

COUNTY OF _____)

On this ____ day of _____, 2023, Bill Fiveash 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 is the Authorized Signatory of Deer Crest Associates I, L.C., a Utah limited liability company, and that FOUNDERS PLACE CONDOMINIUMS – PHASE II, was signed on behalf of said limited liability company by authority of its operating agreement or resolution of its members, and he acknowledged to me that he executed FOUNDERS PLACE CONDOMINIUMS – PHASE II.

By: _____
Notary Public

Printed Name _____

Residing in: _____

My commission expires: _____

Commission No. _____



SURVEYORS CERTIFICATE

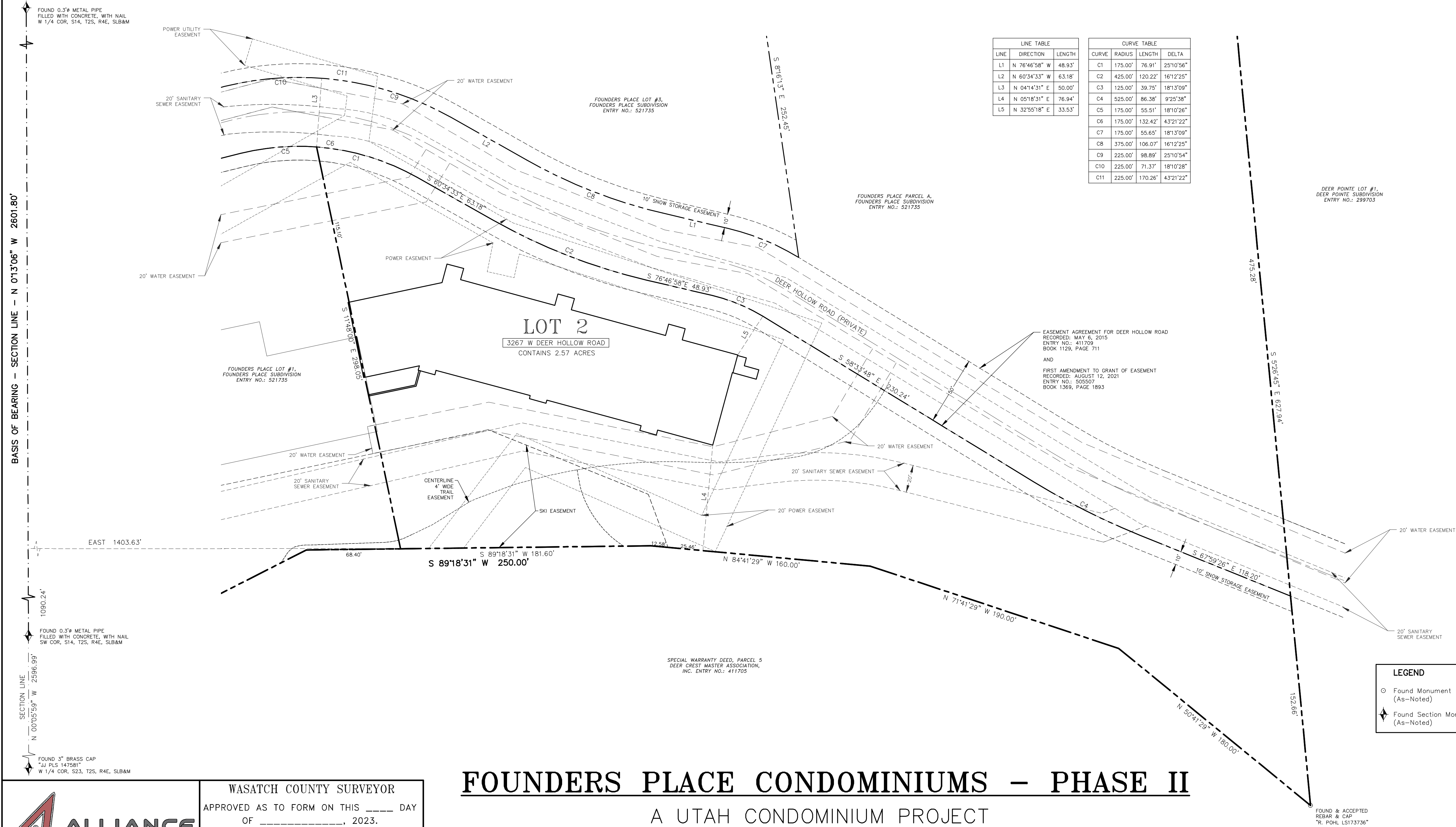
I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed under the laws of the State of Utah, and that I have caused to be made under my direction and by the authority of the owner, FOUNDERS PLACE CONDOMINIUMS – PHASE II, a Utah Condominium project, in accordance with the provisions of the Utah Condominium Ownership Act. I further certify that the information shown hereon is correct.

LEGAL DESCRIPTION

Lot 2, FOUNDERS PLACE SUBDIVISION, according to the official plat recorded JULY 5TH, 2022, as Entry No. 521735 in the Wasatch County Recorder's Office.

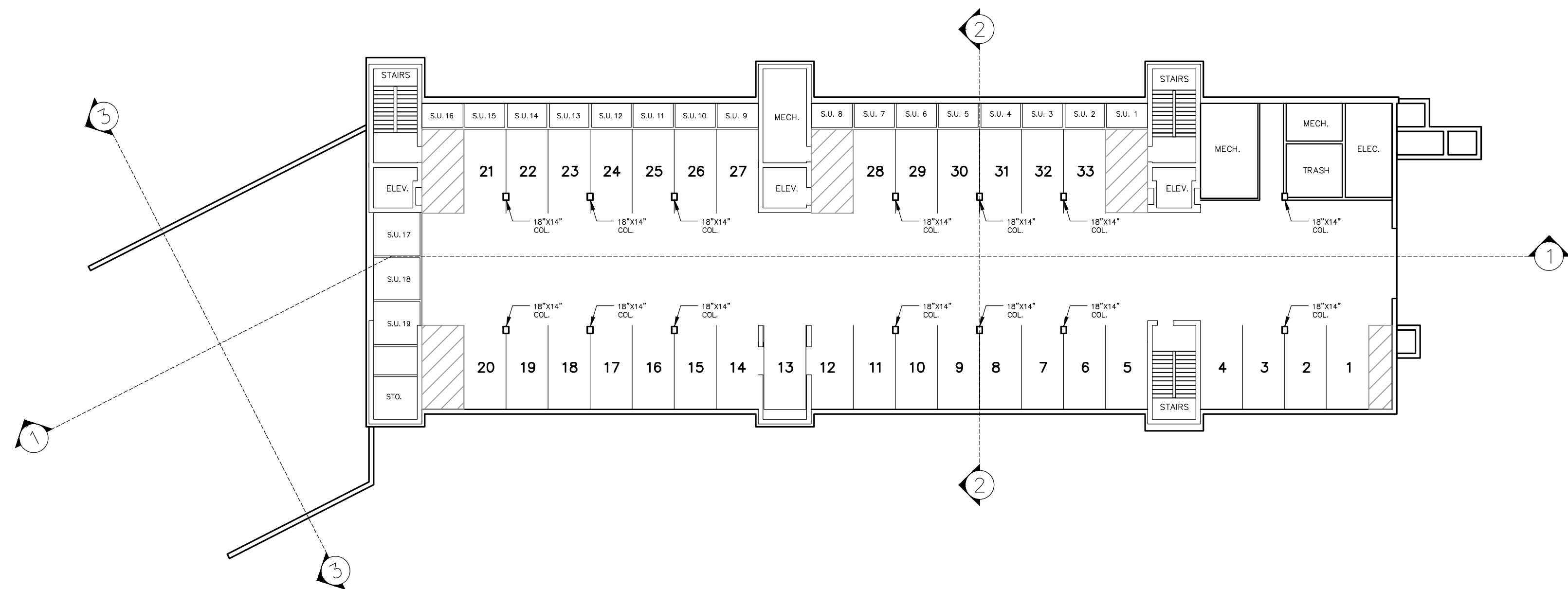
NOTES

- This condominium plat is subject to the Conditions of Approval in Park City Ordinance 2023–__
- All areas outside of those designated as Private Ownership and Limited Common on sheets 2–5 shall be Common Area.
- The dimensions of the private spaces and square footage calculations are based on drawings by Sparano + Mooney Architecture. The square footages shown on this plat are calculated in accordance with the Utah Condominium Act and the Declaration of Condominium for FOUNDERS PLACE CONDOMINIUMS ("Declaration"). Such calculations typically differ somewhat from the square footage determined by the architect or others using different methods of determining unit size. It is the intent that the private ownership area of the units will be as constructed.
- All common structural elements are designed as Common Areas and Facilities, as described in the Declaration.
- Building ties on this sheet are from the property line to the building foundation as shown.
- All Common Areas and Facilities are dedicated as non-exclusive easements to Park City Municipal Corporation, Jordanelle Special Service District, Park City Fire Service District, Summit County, and Wasatch County for the purpose of providing access for utility and drainage installation, use, maintenance, and eventual replacement. Access to the units is by private roads and is not warranted by Park City.
- Unit WH–05 is deed restricted employee/affordable housing unit.
- Utility structures such as ground sleeves and transformers and other dry utility boxes must be located on the Lot.
- The Deer Crest Master Association, Inc (the "Master Association") together with the Master Declaration of Covenants, Conditions, and Restrictions of Deer Crest, as amended ("Master Declaration"), requires the membership of each unit owner. Members are subject to the terms of its Articles of Incorporation, Bylaws, Rules and Regulations and other governing documents that may be established from time to time by the Master Association, including assessments and reinvestment fees as provided therein.
- Owners and potential buyers of any unit or land within the lots depicted on this plat are given notice that they own or are buying property in a resort area in which all–season resort activities are conducted and where certain risks are present, including, without limitation, damage to property and improvements and personal injury and death caused by errant skiers, mountain bikers and other resort patrons, equipment, machine-made snow, heavy equipment, construction or improvements of facilities, objects or equipment falling from lifts, water runoff, drainage, heavy snow falls, wind patterns, and other conditions that may affect the properties depicted hereon. The adjacent ski resort and its facilities are not amenities of any master association but are owned by a private resort and access to such lands and facilities governed by such owner or agreements with such owner.
- Deer Hollow Road is a private road to be owned, operated, maintained and repaired by the Master Association for the use and benefit of the owners of property in Deer Crest in accordance with the Master Declaration. Deer Hollow Road is not a public road or right-of-way.
- This plat records a total of 49,320 SF of Residential Unit area that is not subject to the Unit Equivalent (UE) formula. The total Residential Unit area is comprised of nineteen (19) Units.
- Employee Unit WH–05 is excluded from the total Residential Unit area.
- Vehicular access through the controlled access gate is limited solely to residents and guests and shall otherwise be closed at all times.
- All construction traffic regardless of vehicular weight is limited to U.S. Highway 40 and the eastern perimeter controlled access gate.
- Public safety access and utility easements are hereby dedicated for all roads.
- Permanent maintenance of all perimeter gates, roads, hard surfaced pedestrian/bicycle pathways, including snow removal, shall be the sole responsibility of the property owners and/or homeowners' association, to the reasonable satisfaction of Park City.
- Park City Municipal Corporation is a third-party beneficiary.
- (Intentionally Blank)
- In the event of an emergency, Wasatch County Fire has a perpetual right to access the rear of all structures via any means necessary.
- The ski easement shown is in favor of Deer Valley Resort.
- Four foot wide trail easements are for public use.
- Jordanelle Special Service District has 20' wide water line easements and access easements for the purpose of operating, maintaining, repairing, eventual replacement and upgrade of one or more underground pipelines and appurtenances for conveyance, distribution, and/or transmission of water, in their current location, as well as future utility lines and/or relocations approved by the district.
- See Record of Survey 0003768 in the Wasatch County Surveyor's Office.
- Wasatch County Fire has the right to approve ground surface at access to rear of all structures.





LEVEL - B1



PARKING LEVEL

ABBREVIATION LEGEND

ELEV. = ELEVATOR
S.U. = STORAGE UNIT

OWNERSHIP LEGEND

	COMMON
	LIMITED COMMON
	PRIVATE OWNERSHIP

FOUNDERS PLACE CONDOMINIUMS – PHASE II

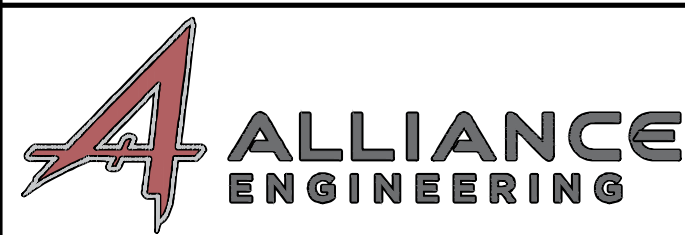
A UTAH CONDOMINIUM PROJECT
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 14,TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
WASATCH COUNTY, UTAH



03/28/2023 JOB NO.: 02-10-21 FILE: X:\DeerCrest\dwg\srvt\plat2023\021021-PH-II.dwg SHEET 2 OF 5

RECORDED

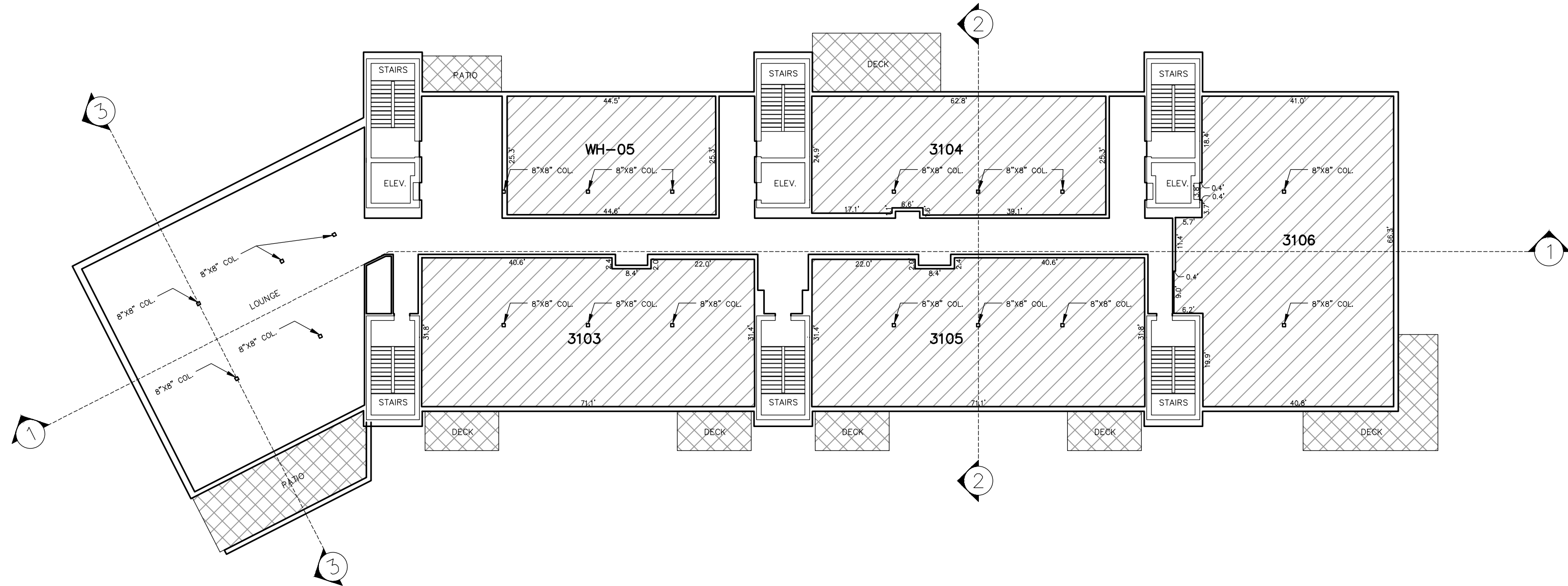
STATE OF UTAH, COUNTY OF WASATCH, AND FILED
AT THE REQUEST OF _____
FEE _____ RECORDER _____
TIME _____ DATE _____ ENTRY NO. _____



P.O. BOX 2664 | 2700 W. HOMESTEAD RD. STE 50,
PARK CITY, UT 84098 | 435-649-9467

LEVEL - 1
SQUARE FOOTAGE TABLE

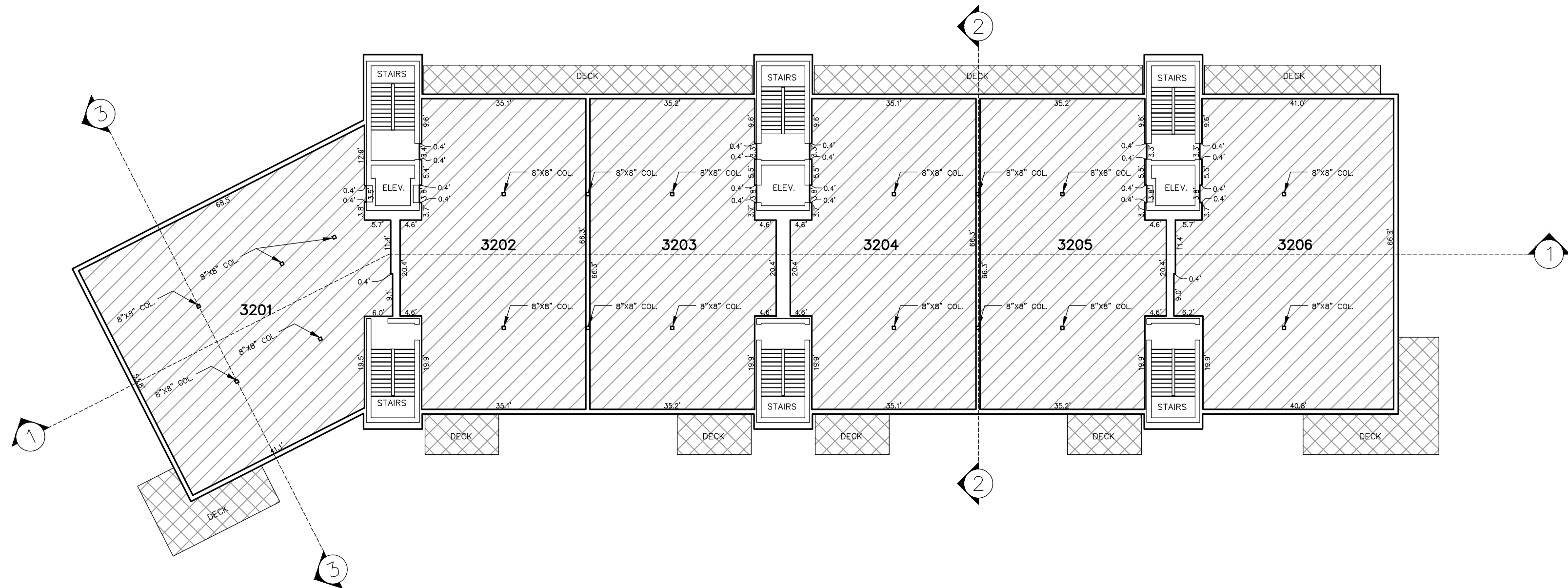
UNIT NUMBER	SQUARE FOOTAGE
WH-05	1,125 SF
3103	2,231 SF
3104	1,574 SF
3105	2,231 SF
3106	2,831 SF



LEVEL - 1

LEVEL - 2
SQUARE FOOTAGE TABLE

UNIT NUMBER	SQUARE FOOTAGE
3201	3,067 SF
3202	2,420 SF
3203	2,428 SF
3204	2,420 SF
3205	2,428 SF
3206	2,832 SF



LEVEL - 2

ABBREVIATION LEGEND

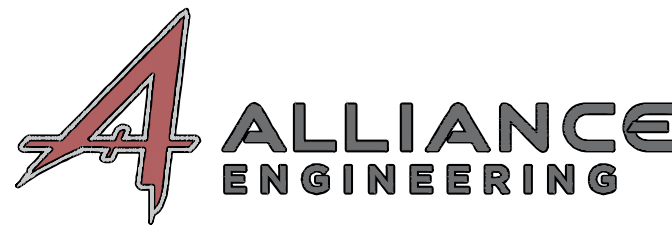
ELEV. = ELEVATOR
S.U. = STORAGE UNIT

OWNERSHIP LEGEND

	COMMON
	LIMITED COMMON
	PRIVATE OWNERSHIP

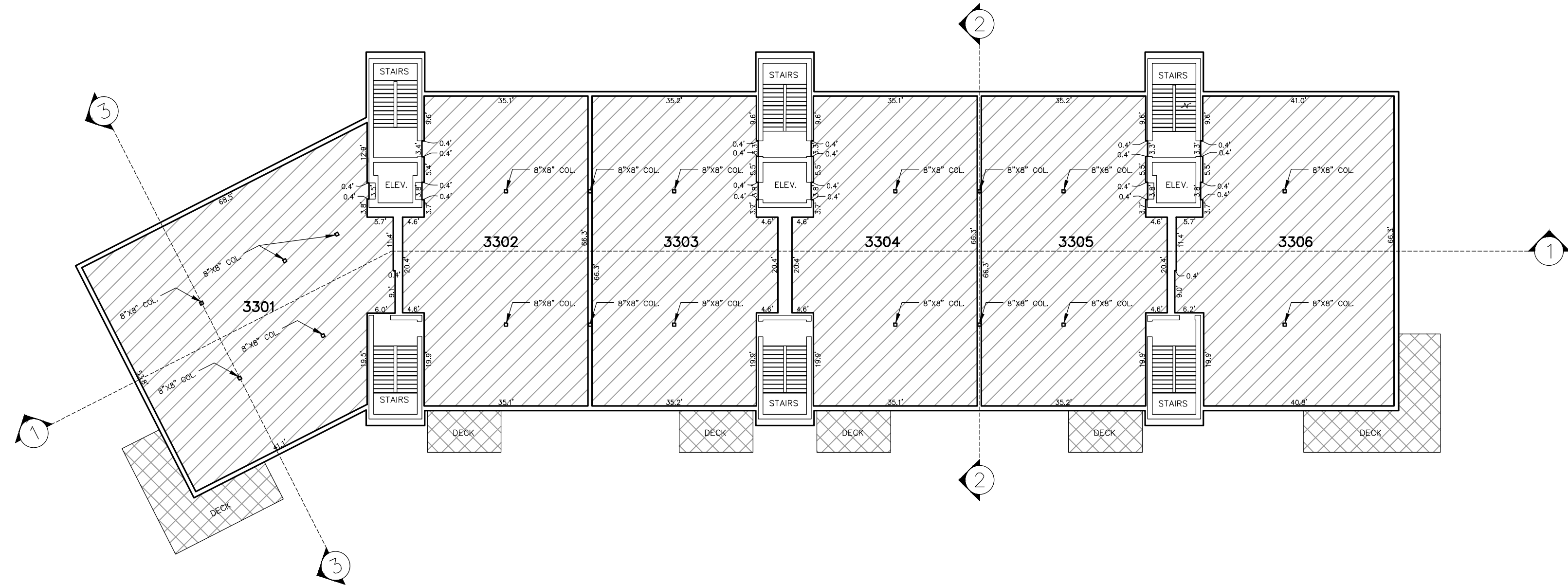
FOUNDERS PLACE CONDOMINIUMS – PHASE II

A UTAH CONDOMINIUM PROJECT
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
WASATCH COUNTY, UTAH



LEVEL - 3
SQUARE FOOTAGE TABLE

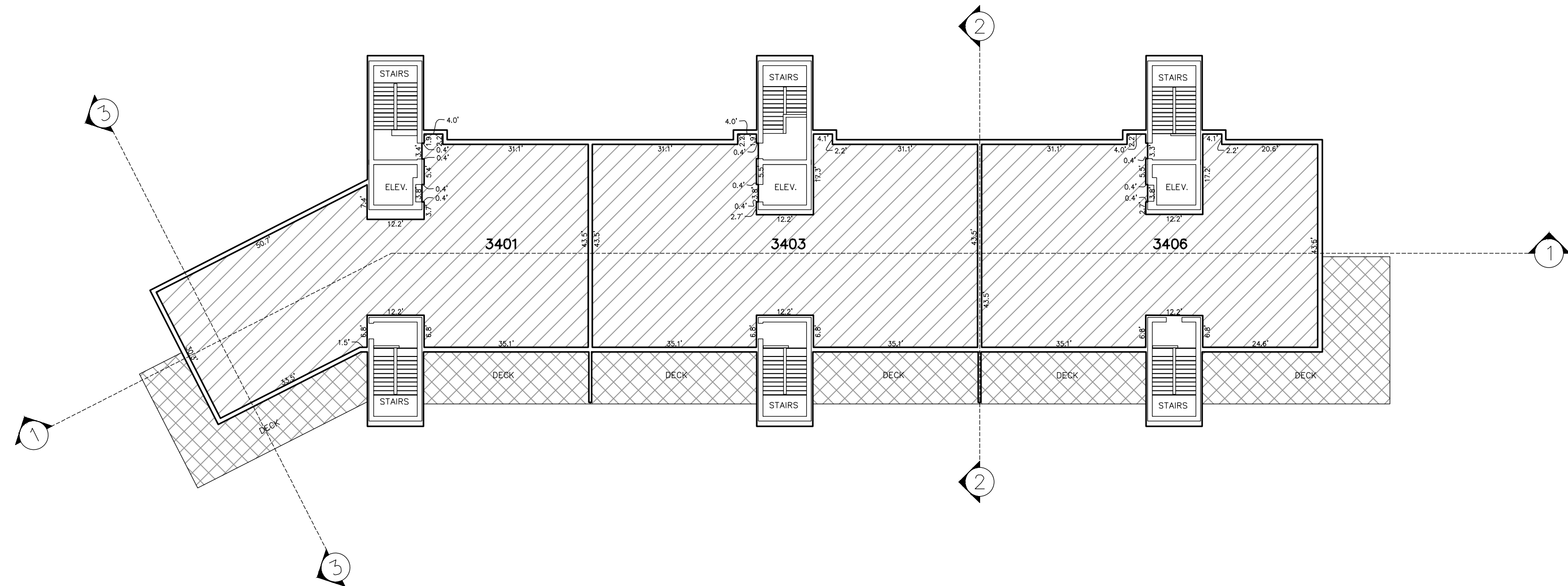
UNIT NUMBER	SQUARE FOOTAGE
3301	3,067 SF
3302	2,420 SF
3303	2,428 SF
3304	2,420 SF
3305	2,428 SF
3306	2,832 SF



LEVEL - 3

LEVEL - 4
SQUARE FOOTAGE TABLE

UNIT NUMBER	SQUARE FOOTAGE
3401	3,089 SF
3403	3,342 SF
3406	2,886 SF



LEVEL - 4

ABBREVIATION LEGEND

ELEV. = ELEVATOR
S.U. = STORAGE UNIT

OWNERSHIP LEGEND

	COMMON
	LIMITED COMMON
	PRIVATE OWNERSHIP

FOUNDERS PLACE CONDOMINIUMS – PHASE II

A UTAH CONDOMINIUM PROJECT
LOCATED IN THE SOUTHWEST QUARTER OF SECTION 14, TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
WASATCH COUNTY, UTAH



03/28/2023 **JOB NO.:** 02-10-21 **FILE:** X:\DeerCrest\dwg\sr\plat2023\021021-PH-II.dwg

RECORDED

STATE OF UTAH, COUNTY OF WASATCH, AND FILED
AT THE REQUEST OF _____

____ FEE _____ RECORDER
TIME _____ DATE _____ ENTRY NO. _____

SETTLEMENT AGREEMENT

BY AND BETWEEN

**PARK CITY CONSOLIDATED MINES COOMPANY,
a Utah corporation,**

**TRANS-WASATCH COMPANY, L.L.C.,
a Utah limited liability company,**

AND

**PARK CITY MUNICIPAL CORPORATION,
a political subdivision of the State of Utah**

DATED: DECEMBER 29, 1995

SETTLEMENT AGREEMENT

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SETTLEMENT AGREEMENT

THIS SETTLEMENT AGREEMENT ("Agreement") is entered into as of this _____ of December, 1995, by and between PARK CITY CONSOLIDATED MINES COMPANY, INC., a Utah corporation, TRANS-WASATCH COMPANY, L.L.C., a Utah limited liability company (the "Property Owners") and PARK CITY MUNICIPAL CORPORATION, a political subdivision of the State of Utah ("Park City").

RECITALS

A. The Property Owners own or control a total of approximately 678 acres of real property more particularly described in Exhibit "A" (the "Property").

B. Park City is named in a legal action filed by the Property Owners in Trans-Wasatch Company, et al. v. Park City Municipal Corporation, Civil No. 930390001, which was originally filed in the Third Judicial District Court, Summit County, State of Utah, on September 10, 1993 (the "Action"). The parties also have additional disputes as of this date that are not alleged in the Action, but which the parties intend to resolve by this Agreement.

C. Without conceding or waiving their respective positions, the parties desire to settle all of their outstanding disputes and to redefine certain rights and obligations between them.

AGREEMENT

NOW, THEREFORE, in consideration of the mutual promises set forth herein, and for other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties agree as follows:

I.

PURPOSE AND INTENT

1.1 The purpose and intent of this Agreement is to provide a framework for the resolution of all outstanding issues and disputes between the parties. This framework, by necessity, makes the full force and effect of this Agreement contingent upon the happening of certain events within the discretion of non-party jurisdictions. The only obligation or representation created upon signing this Agreement is that, upon the deposit into escrow of the building permit referenced in Section 4.5, Property Owners shall diligently pursue and attempt to accomplish the following succession of events as more fully set forth: (a) an amended density determination as outlined in the Development Section of this Agreement (Section V), also defined herein as the Amended Telemark Park Resort, or an amended density determination acceptable to each of the parties; and (b) the abandonment and/or vacation of Keetley Road within the Property. Once both of these events occur, all further contract rights and obligations set forth herein shall vest. Similarly, if either one of these events does not occur, then the remaining obligations, releases and representations contained in this Agreement shall have no force and effect.

1.2 The parties intend that upon completion of the conditions precedent described in Section 1.1, and (a) the installation of temporary gates across Keetley Road, (b) dismissal of the Action with prejudice, and (c) the release of the building permit to improve and pave Keetley Road to the Property Owners, Property Owners shall have the right to use Keetley Road as vehicular access to the development anticipated herein in accordance with the terms and conditions set forth in this Agreement.

II.

THE PROPERTY

2.1 The legal description of the Property, which is the subject of this Agreement, is attached hereto as Exhibit "A" and incorporated into this Agreement by reference. No property may be added to the legal description for purposes of this Agreement without the express written consent of the parties.

2.2 It is understood and acknowledged by the parties that the Property straddles the Wasatch County and Summit County lines and both penetrates and abuts the Park City Municipal Corporation boundary. A portion of the Property lies within Park City city limits, and another portion of the Property lies within the annexation boundary of Park City. Of the approximately 678 acres, 524 acres lie within unincorporated Wasatch County, approximately 84 acres lie within unincorporated Summit County, and approximately 70 acres lie within the Park City Municipal Corporation city limits.

III.

DEFINITIONS

The following terms shall be used throughout this Agreement and, unless specified otherwise, have the following meanings:

3.1 **Property Owners.** The term Property Owners shall mean and refer to Park City Consolidated Mines Company, a Utah corporation, and Trans-Wasatch Company, L.L.C., a Utah limited liability company, as well as the assigns, successors, purchasers and/or transferees of these companies. The term Property Owners shall also mean and refer to the past, present and future officers, directors, shareholders, agents, employees and attorneys of Park City Consolidated Mines Company and Trans-Wasatch Company, only to the extent that it is legally permissible for these companies, acting through their authorized officers or directors, to individually bind or represent such persons or entities.

3.2 **Park City.** The term Park City shall mean and refer to Park City Municipal Corporation, a political subdivision of the State of Utah, its past, present and future members of its City Council, Mayor, City Manager, City Attorney, staff, employees and agents, both personally and in their professional capacities.

3.3 **1991 Density Determination.** The term 1991 Density Determination means and refers to the Wasatch County density determination for the Wasatch County portion of the Property filed in 1991 under Wasatch County Recording No. 158784.

3.4 **Development Plan.** The term Development Plan means and refers to the development anticipated for the entire Property as set forth in Section V, and depicted in Exhibit "B" attached hereto.

3.5 **Amended Telemark Park Resort.** The term Amended Telemark Park Resort shall mean and refer to that development anticipated and described herein for that real property lying within Wasatch County and depicted in Exhibit "C" attached hereto. The Amended Telemark Park Resort generally consists of a plan to construct one ski chair lift (the Slalom Village Chair), and, if feasible, an additional ski chair lift associated with the Telemark Park Village (the US-40 Chair), ski runs, and six distinct communities or neighborhoods known as the Snowtop Neighborhood (as defined and described in Section 5.2.1), the Roosevelt Gap Development (as defined and described in Section 5.2.2), the Slalom Village Development (as defined and described in Section 5.2.3 herein), the Little Baldy Neighborhood (as defined and described in Section 5.2.5 herein), the St. Louis Neighborhood (as defined and described in Section 5.2.4 herein), and the Telemark Park Village (as defined and described in Section 5.2.6 herein).

3.6 **Snowtop/Hidden Hollow.** The term Snowtop/Hidden Hollow means and refers to the development anticipated for that real property as depicted in Exhibit "D" attached hereto and described more fully in Section 5.2.1.

3.7 **Roosevelt Gap Development.** The term Roosevelt Gap Development means and refers to the development anticipated for that real property as depicted in Exhibit "E" attached hereto and described more fully in Section 5.2.2.

3.8 **Snow Park Hotel Site.** The term Snow Park Hotel Site shall mean and refer to the development of that real property as depicted in Exhibit "E" attached hereto and more fully described in Section 5.2.2.

3.9 **Slalom Village Area.** The term Slalom Village Area means and refers to the development anticipated for that real property as depicted in Exhibit "F" attached hereto and more fully described in Section 5.2.3.

3.10 **St. Louis Neighborhood.** The term St. Louis Neighborhood means and refers to the development anticipated for that real property as depicted in Exhibits "B" and "C" attached hereto and more fully described in Section 5.2.4.

3.11 **Little Baldy Neighborhood.** The term Little Baldy Neighborhood means and refers to the development anticipated for that real property as depicted in Exhibits "B" and "C" attached hereto and more fully described in Section 5.2.5.

3.12 **Telemark Park Village.** The term Telemark Park Village means and refers to the development anticipated for that real property as depicted in Exhibits "B" and "C" attached hereto and more fully described in Section 5.2.6.

3.13 **Keetley Road.** The term Keetley Road shall mean and refer to that portion of the right of way, which lies within the Property, and which runs in a southeasterly direction from Queen Esther Drive in Park City, over McKinley Gap to the east end of the Property near U.S. Highway 40.

IV.

DISMISSAL OF ACTION

4.1 **Dismissal of Action.** The Action may be dismissed with prejudice at any time by the Property Owners. The Action shall be dismissed with prejudice upon: (a) Wasatch County's amendment of the 1991 Density Determination (Amended Telemark Park Resort) as provided herein, and (b) the abandonment and/or vacation of Keetley Road. Nothing herein shall require the dismissal of the Action with prejudice until the preceding events have occurred. Dismissal of the Action shall be accomplished by filing the Stipulation of Dismissal with Prejudice in the form attached hereto as Exhibit "G".

4.1.1 **Dismissal Checklist.** Prior to the execution of the Stipulation of Dismissal with Prejudice, the parties will acknowledge their agreement to the completion of specific conditions precedent to dismissal (the "Dismissal Checklist"), a copy of which is attached hereto as Exhibit "H."

4.2 **Amendment of Wasatch County 1991 Density Determination.** Concurrent with the execution of this Agreement, Property Owners shall proceed in Wasatch County to seek an amendment to the 1991 Density Determination into the Amended Telemark Park Resort in accordance with the terms and conditions set forth herein.

4.3 **Abandonment of Keetley Road.** Upon Wasatch County's amendment of the 1991 Density Determination into the Amended Telemark Park Resort, Property Owners shall commence and diligently pursue, in accordance with Utah law, proceedings in

Park City and Wasatch County that will lead to formal abandonment and/or vacation of public rights of access, if any, in Keetley Road.

4.3.1 Third Party Access. Concurrent with the execution of this Agreement, the Property Owners and Park City have secured executed agreements, to the satisfaction of Park City, from Weilenmann, Land der Berg, LLC, United Park City Mines Company, and Deer Valley Resort Company, concerning their maximum anticipated private rights to use Keetley Road, which are in addition to the Property Owners' access rights as contemplated herein, subsequent to abandonment and/or vacation as contemplated by this Agreement. Copies of said executed agreements are attached hereto as Exhibit "I." ~~To the extent that the third parties referred to above and/or their agents and employees use Keetley Road in any manner other than as expressly contemplated in the emergency access provisions of the third party agreements,~~ Property Owners shall indemnify Park City for any costs associated with enforcing the emergency access provisions of the third party agreements and shall pay to Park City One Hundred Dollars (\$100.00) per vehicle which uses Keetley Road under non-emergency circumstances ~~in violation of the emergency access provisions of the third party agreements.~~   

4.3.1.1 Additional Density from Third Party Agreements.

The additional maximum density intended in the third party agreements are in addition to the density contemplated by the Development Plan as outlined in this Agreement. Nothing herein constitutes an endorsement by Park City of the proposed third party densities nor prevents Park City from contesting the merits of the third party development proposals.

4.3.2 Conditional Vacation of Keetley Road/Reservation of Rights/

Obligation to Record Amended Density Determination. The petition to abandon and/or vacate the Wasatch County portion of Keetley Road may be conditioned upon Wasatch County's approval of the Amended Telemark Park Resort. If the Park City portion of Keetley Road is not vacated, Property Owners retain the right and discretion to refrain from recording Wasatch County's density determination for Amended Telemark Park Resort. If the Park City portion of Keetley Road is vacated and the building permit to improve and pave Keetley Road is released from escrow to Property Owners, the Property Owners shall immediately record Wasatch County's density determination for the Amended Telemark Park Resort.

4.4 Temporary Physical Disconnection. Within 30 days of Park City's abandonment and/or vacation of Keetley Road, Property Owners shall construct temporary gates, in accordance with Section 5.3.5 *infra*, which shall precede a permanent physical disconnection of Keetley Road as outlined in this Agreement. A temporary physical disconnection shall be deemed to have occurred when the Property Owners have constructed (at the Property Owners' cost and expense) at least two temporary gates across the historic configuration of Keetley Road, which preclude unauthorized vehicular traffic as more fully described in Section 4.4.1. One such temporary gate shall be located across Keetley Road near its intersection with Queen Esther Drive.

4.4.1 Access Rights Upon Installation of Temporary Gates.

Property Owners, who are record title holders, shall retain the right to use Keetley Road to

access the Property for all reasonable purposes, except for construction traffic which is expressly prohibited by Section 5.3.2. Property Owners shall not permit real estate agents access to the Property via Keetley Road from Park City prior to the issuance of the first single family residential building permit on a platted lot or the construction and operation of permanent controlled access gates pursuant to Section 5.3.3. Real estate agents shall have access to the Property via the eastern perimeter controlled access gate (either temporary or permanent) prior to the issuance of the first building permit. Real estate agents shall never have unrestricted access to the Property. Each individual lot or multi-family unit purchaser (resident or guest), within the perimeter gates of the Development Plan shall have the same right of access as the Property Owners during that purchaser's ownership of a lot or multi-family unit.

4.5 Escrow of Building Permit for Keetley Road. Concurrent with the execution of this Agreement, Park City shall place in escrow a building permit to improve and pave the Park City portion of Keetley Road. The escrow agent selected by the Parties is *First American Title Company, Park City, Utah*. The escrow agent shall deliver the building permit to the Property Owners consistent with and subject to the terms and conditions described in the escrow instructions attached hereto as Exhibit "J."

4.6 Order of Dismissal With Prejudice. With the filing of the Stipulation of Dismissal With Prejudice, the Parties shall immediately secure from the Third Judicial District Court an Order of Dismissal With Prejudice of the Action in substantially the form of Exhibit "K" attached hereto.

4.7 Development Application Process. Property Owners will not submit, and Park City will not accept for review and processing, any development application or annexation petition related to the Property until: (1) the Action is dismissed with prejudice, as set forth in Sections 4.1 and 4.6 above and (2) the temporary gates across Keetley Road have been installed as set forth in Section 4.4 above.

4.8 Release From Escrow of the Building Permit. Upon Wasatch County's amendment of the 1991 Density Determination into the Amended Telemark Park Resort, abandonment and/or vacation of Keetley Road, the dismissal of the Action with prejudice, and the installation of temporary gates across Keetley Road as provided herein, the escrow agent [identify by name] shall deliver to the Property Owners the building permit to *First American Title Company, Park City Office* *jh* *[Signature]* improve and pave Keetley Road according to the terms contained in the building permit attached hereto as Exhibit "L." Park City has reviewed and approved the construction plans and other materials related to the improvements authorized by the building permit for Keetley Road. Upon release of the building permit from escrow, the building permit shall vest in the Property Owners, and Property Owners shall have the right to proceed with the improvement and pavement of that portion of Keetley Road which is located within the city limits of Park City. Park City shall not be entitled to terminate the building permit unless there has been a material breach of this Agreement, violation of the terms and standards of the building permit or release by the Escrow Agent in violation of the Escrow Instructions, described in Exhibit "J." In the event of a violation of the terms and standards of the building permit or the Escrow Agent releases the building permit in violation of the Escrow Instructions, the

parties shall take reasonable steps to remedy the violation of the building permit or the improper release.

4.9 **Conditional General Release of Park City.** Upon dismissal of the Action with prejudice, all claims (including without limitation, claims for attorneys' fees, expenses and disbursements), demands, losses, damages, actions, causes of action or suits of any kind whatsoever of Property Owners against Park City, any of its agencies or departments or any of its past or present employees and elected or appointed officials, connected with or arising out of the Action (or any other dispute not alleged in the Action, but pertaining to the Property and which have accrued prior to the date that all conditions precedent to this Agreement are satisfied), shall thereby be remised, released, acquitted and forever discharged. However, nothing in this Agreement shall be construed as a release of any liability arising out of or connected with the breach of any covenant, representation or warranty contained in this Agreement.

4.10 **Conditional General Release of the Property Owners.** Upon dismissal of the Action with prejudice, all claims, (including without limitation, claims for attorneys fees, expenses and disbursement), demands, losses, damages, actions, causes of action or suits of any kind whatsoever of Park City against the Property Owners, their officers, directors, shareholders, subsidiaries, affiliates, agents, employees and their heirs and assigns connected with or arising out of the Action (or any other dispute not alleged in the Action, but pertaining to the Property (excluding property taxes), and which have accrued prior to the date that all conditions precedent to this Agreement are satisfied), shall thereby

be remised, released, acquitted and forever discharged. However, nothing in this Agreement shall be construed as a release of any liability arising out of or connected with the breach of any covenant, representation or warranty contained in this Agreement.

V.

THE DEVELOPMENT

5.1 **Intent to Develop the Property.** Upon the execution of this Agreement, Property Owners will seek to amend the 1991 Density Determination. The anticipated and proposed amendments to the 1991 Density Determination are set forth in this Section V of the Agreement. Property Owners agree to apply and petition to Park City, as appropriate, for development approvals for those portions of the Property (located within Park City or contemplated for possible annexation), as more fully set forth by further provisions in this Section of the Agreement.

5.2 **Density, Use and Configuration.** The Development Plan for the entire Property as anticipated in this Agreement shall not exceed 545 units (150 single-family, 395 multi-family units) with 42,000 gross square feet of commercial space and a 20,000 gross square foot Ski Academy. The parties agree that there shall not be more than:

- (a) 338 residential units,
- (b) a 20,000 square foot Ski Academy,
- (c) support commercial space up to 5% of the gross square footage of the Slalom Village Area multi family units and the Roosevelt Gap Development,

(d) 10,000 square feet of support commercial space at the Little Baldy Neighborhood,
and

(e) amenities and recreation facilities as generally identified and depicted herein,
all within the perimeter gates of the Property with access to Park City via Keetley Road
through the west perimeter gate. Approximately an additional 182 multi family units located
within the Telemark Park Village shall have vehicular access to Park City only via U.S.
Highway 40 and S.R. 248.

Units Lying West of East Perimeter Gate

	Single Family	Multi-Family	Max. Size Per Multi-Family Unit
Snowtop	16	0	
Hidden Hollow	4	0	
Roosevelt Gap Development	0	105	2,000 sq. ft./unit
Little Baldy	60	0	
Slalom Village	4	83	2,400 sq. ft./unit
St. Louis	66	0	
Sub-total	150	188	

Units Lying East of East Perimeter Gate

	Single Family	Multi-Family	
Telemark Park Village	0	182*	varied sq. ft.

* Density may increase as provided herein.

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Snow Park Hotel Site

Snow Park Hotel Site	25*	2,000 sq. ft./unit
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* Density may increase as provided herein.

5.2.1 Snowtop/Hidden Hollow. The 1991 Density Determination contains an approval for 20 single family lots in the Snowtop neighborhood. Property Owners will prepare a plat for the development of 16 single family lots in the Snowtop neighborhood which they will submit to Wasatch County for review and consideration, with timely written notice and copies of all materials submitted to Wasatch County to Park City. The Hidden Hollow property comprises roughly 84 acres, upon which Property Owners propose to develop four single family Estate lots, with building envelopes, areas of disturbance, limits of disturbance and open space conservation easements, all as generally depicted on the map (for both Snowtop and Hidden Hollow) attached hereto as Exhibit "D."

5.2.1.1 Annexation Procedure for the Snowtop/Hidden Hollow Area. Upon dismissal of the Action with prejudice, temporary physical disconnection of the Keetley Road (as provided in Section 4.4 above), and Wasatch County's approval of the final plat for a 16 lot subdivision of the Snowtop neighborhood, Property Owners shall submit to Park City a complete petition for annexation, as limited by this Section, for the Snowtop/Hidden Hollow Area, with offers of dedication of designated open space and conservation easements of contiguous property (the Snowtop/Hidden Hollow Area), all as depicted on Exhibits "D" and "N." The parties agree and acknowledge that the portion of the complete petition for annexation for the Snowtop neighborhood shall be submitted in the form of a final unrecorded plat. Property Owners' petition for annexation for the Snowtop/Hidden Hollow Area may be submitted without a visual analysis or

annexation fee. The petition for annexation of the Snowtop/Hidden Hollow Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing obligation for the Snowtop/Hidden Hollow area shall be one (1) unit. Property Owners' affordable employee housing obligation can be satisfied anywhere on the Property, at Property Owners' discretion. The Park City staff and the City Council have reviewed Exhibit "D" and have found the same to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of the petition for annexation, Park City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information requested by Park City or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 120 days from such notice and submission of the application within which to annex the Snowtop/Hidden Hollow Area. Property Owners will attempt to supply the additional information necessary for its consideration, review and approval of the petition for annexation. Upon the expiration of the 120 day period, Property Owners may record the final plat and obtain building permits from Wasatch County for the construction of the Snowtop Neighborhood as a Wasatch County development, but will not object to or interfere with Park City's efforts to annex the Snowtop neighborhood after the lesser of one year or the completion and/or installation of the infrastructure.

5.2.1.2 Annexation Agreement. If the Snowtop/Hidden Hollow Area is annexed into Park City, then the following conditions of development shall

bind the parties: (a) the density of the Snowtop/Hidden Hollow Area shall not exceed sixteen (16) single-family lots within the Snowtop neighborhood and four Estate lots within the Hidden Hollow neighborhood; (b) the Snowtop neighborhood shall be annexed as platted by Wasatch County; (c) the Hidden Hollow neighborhood shall be annexed as four Estate lots that are restricted by plat, easements, and real covenants to include Property Owners' offer of dedication of conservation easements, designated building envelopes, maximum areas of disturbance, and limits of disturbance as depicted in Exhibit "D" and the Annexation and Open Space Exhibit, Exhibit "N," both of which are attached hereto; (d) the remainder of the Snowtop/Hidden Hollow Area, except roads depicted on Exhibit "B," shall be offered to Park City in fee simple as dedicated open space as generally depicted in Exhibits "D" and "N" attached hereto; and (e) Property Owners shall provide for one (1) unit of affordable employee housing as described in Section 5.2.1.1.

5.2.1.3 Conditions of Development Absent Park City

Annexation. If the Snowtop/Hidden Hollow Area is not annexed into Park City within the time frames established by Section 5.3.1, as appropriate, Property Owners may seek development approval from Summit County of the Hidden Hollow neighborhood without interference from Park City (as to access, density or use) if and only if: (a) Property Owners seek development approval in Summit County for density in accordance with the configuration and development restrictions depicted in Exhibit "D" and described in Section 5.2.1, or some lesser density, use or configuration and (b) the same area designated for open space dedication and conservation easements proposed in Section 5.2.1.1 and depicted in

Exhibits "D" and "N" shall be preserved by conservation easements granted to and accepted by a public entity or a private non-profit open space conservancy to the reasonable satisfaction of Park City. If the Snowtop/Hidden Hollow Area is not annexed into Park City as provided herein, Property Owners shall have the right to proceed to develop the Snowtop neighborhood as a Wasatch County development, as depicted in Exhibit "D."

5.2.1.4 Vehicular Access to Snowtop/Hidden Hollow. Regardless of annexation, if the Action is dismissed with prejudice, there shall be two points of ingress and egress to the Snowtop/Hidden Hollow Area as contemplated in this Agreement. The primary point of ingress and egress shall be via the Keetley Road from Queen Esther Drive to the Snowtop/Hidden Hollow Road. The second point of ingress and egress shall be via Llama Lane to the U.S. 40 West-Side Frontage Road. The second point of vehicular ingress and egress shall not exceed the minimum requirements of a fire apparatus access road as defined in section 10-201 et. seq. of the *Uniform Fire Code*, or as required by the Park City Fire Marshal.

5.2.1.5 Water Rights If the Snowtop neighborhood and the Hidden Hollow area are annexed into Park City and Park City provides water service to the Snowtop/Hidden Hollow Area, then Property Owners shall irrevocably offer to transfer and to cooperate in the exchange of the current point of diversion of approximately 15 acre feet of certified water rights pursuant to Weber Basin Appropriation Water Right No. 3006A-10948(3582).

5.2.2 Roosevelt Gap Development. The 1991 Density Determination contains an approval for a 64 multi-family unit structure at Roosevelt Gap. Property Owners will seek to amend the 1991 Density Determination and shall pursue annexation into Park City of the Roosevelt Gap/Snowpark Hotel Site Development Area (as depicted in Exhibit "E") to allow for the development of one of the following options: (a) a single 105 multi-family unit structure (2,000 sq. ft./unit) at the Roosevelt Gap Development site connected to the Snow Park Hotel Site via a funicular and associated dedication of trail easements and open space (Alternative A) or (b) a five lot single-family home subdivision encompassing a total area of approximately seven (7) acres at the Roosevelt Gap Development site, as depicted in Exhibit "O," with limits of disturbance (as established and approved in the Amended Telemark Park Resort), and without funicular connection to the Snow Park Hotel Site but with dedication of trail easements and open space (Alternative B). The parties contemplate pursuing and prefer Alternative A. However, prior to development approval of the Snow Park Hotel Site, Property Owners may, upon written notice to Park City, pursue Alternative B. If Park City does not annex the Roosevelt Gap Development under Alternative A or B as provided herein, then Property Owners have the right to seek development approval of the Roosevelt Gap Development as a five single-family lot subdivision (as depicted in Exhibit "O") without funicular connection to the Snow Park Hotel Site, which would be subject to processing and approval by Wasatch County (Alternative C). Alternatives A and B contemplate annexation to Park City and either Alternative A or B will

be fully pursued, as set forth herein, by Property Owners before pursuing development approval of the Roosevelt Gap Development under Alternative C.

5.2.2.1 Snow Park Hotel Site Density, Use and

Configuration. Under all development alternatives (A, B, and C) for the Roosevelt Gap Development, Property Owners have the right to construct a single, 25 multi-family Park City unit equivalent structure on the Snow Park Hotel Site, which structure will be designed to fall within the maximum height of 45-feet and with architectural treatment that reduces the apparent bulk of the structure in a manner that is similar to the mass, scale and stepping of the 1986 Snow Park Hotel Master Plan Development and is depicted in Exhibit "P" attached hereto. The Snow Park Hotel Site may include support commercial up to five percent (5%) of gross square footage of the Snow Park Hotel Site, along with appropriate amenities. Based on the merits of the design, Property Owners may increase the density at the Snow Park Hotel Site from 25 to up to 35 Park City unit equivalents. However, such increased density shall occur only if: (a) Property Owners transfer the increased density at Snow Park Hotel Site from the Slalom Village Area to Telemark Park Village (outside of the eastern perimeter controlled access gate) and (b) Park City approves the design with increased density, use and configuration, after reasonable review of the plans. Increased density at Snow Park Hotel Site beyond 25 units shall be within Park City's discretion.

5.2.2.2 Alternative A for Roosevelt Gap Development. The

density of the Roosevelt Gap Lodge is contingent on a funicular connection to the Snow Park Hotel Site. With funicular, the density of the Roosevelt Gap Lodge shall not exceed 105

Park City unit equivalents (2,000 sq. ft/unit). The Roosevelt Gap Lodge may also include support commercial space totaling five percent (5%) of the gross square footage of the Roosevelt Gap Lodge and additional appropriate amenities. The visual intrusion of the Roosevelt Gap Lodge shall be minimal as depicted in Exhibit "Q" attached hereto.

5.2.2.3 Alternative B for Roosevelt Gap Development.

Without a funicular connection, Property Owners may develop the Roosevelt Gap Development as a single-family lot subdivision with no more than five (5) lots and no visual intrusion from the vantage point described in Section 5.3.9 *infra*.

5.2.2.4 Annexation Procedure for Alternatives A or B for the Roosevelt Gap/Snow Park Hotel Area. Property Owners shall submit to Park City a complete petition for annexation for the Roosevelt Gap /Snow Park Hotel Area for Alternative A or B, as described in Sections 5.2.2.2 and 5.2.2.3 above, for Roosevelt Gap Development in substantially the same form depicted in Exhibits "E" or "O." The petition for annexation of the Roosevelt Gap/Snow Park Area shall provide for affordable housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing shall be ten percent (10%) of the total number of unit equivalents within the Roosevelt Gap/Snow Park Area. Property Owners' affordable employee housing obligation can be satisfied anywhere on the Property, at Property Owners' discretion. The Park City staff and City Council have reviewed Exhibits "E" and "O" and found them to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of the petition for annexation, Park

City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information by Property Owners or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 180 days from receipt of a complete petition within which to annex the Roosevelt Gap/Snow Park Development Area. Property Owners shall not submit a competing application for development in Wasatch County during the identified 180-day period. After the lapse of the 180-day exclusive review period, the parties may continue to negotiate annexation, but Property Owners' may withdraw their development application and, at their discretion, elect to pursue development Alternative C. Park City shall not accept the conservation easements until the ski runs and appurtenant ski facilities are built or for a period of one year from certificate of occupancy, whichever is earlier.

5.2.2.5 Annexation Agreement for Alternative A for the Roosevelt Gap/Snow Park Hotel Area. If the Roosevelt Gap/Snow Park Development Area is annexed into Park City under Alternative A, then the following conditions of development shall bind the parties: (a) the density of the Roosevelt Gap Lodge shall not exceed 105 Park City unit equivalents, (b) the funicular tramway shall be installed at the earliest opportunity, (c) Property Owners shall make offers of dedication of conservation easements, and shall designate development envelopes, all as depicted in Exhibit "N" attached hereto, (d) the remainder of the Roosevelt Gap/Snow Park Development Area shall be dedicated open space to Park City as depicted on Exhibit ~~"X"~~ attached hereto, and (e) there shall be no overnight parking at Roosevelt Gap Lodge.

jh *N* *Det*

5.2.2.6 Annexation Agreement for Alternative B. If the Roosevelt Gap/Snow Park Hotel Area is annexed into Park City under Alternative B, then the following conditions of development shall bind the parties: (a) the density of the Roosevelt Gap Development shall not exceed 5 single-family lots, (b) Property Owners shall make offers of dedication of conservation easements and shall designate building envelopes, maximum areas of disturbance, and limits of disturbance as depicted in Exhibits "N" and "O" attached hereto, and (c) the remainder of the Roosevelt Gap/Snow Park Hotel Area shall have dedicated open space and conservation/open space easements as depicted on Exhibit "N" attached hereto.

5.2.2.7 Alternative C for Roosevelt Gap Development. If Park City does not annex the property under either Alternatives A or B, Property Owners have the right to seek development approval under Wasatch County jurisdiction of a single-family lot subdivision with density not to exceed five (5) lots encompassing a total area of approximately seven (7) acres at the Roosevelt Gap Development, with designated limits of disturbance, all as depicted and described in Exhibit "O." The parties agree that the resulting five lot subdivision shall be platted and deed-restricted to result in no visual intrusion from the vantage point described in Section 5.3.9. The subdivision identified by this paragraph will be developed within the Roosevelt Gap Development envelope, with limits of disturbance as defined in the Amended Telemark Park Resort or the equivalent approval obtained from Wasatch County. The Park City staff and City Council have

reviewed Exhibit "O" and found it to be generally acceptable as to density, use and configuration.

5.2.2.8 Property Owners Choice of Alternatives. Property Owners must choose between either Alternatives A or B prior to petitioning for annexation to Park City of the Roosevelt Gap/Snow Park Annexation Area.

5.2.2.9 Access to Roosevelt Gap Development. Under Alternative A, as described in Section 5.2.2.2 above, Roosevelt Gap Lodge employee, guest and resident access shall be via a funicular lift, which shall be designed to the reasonable satisfaction of Park City, and constructed at the Property Owners expense. The funicular lift shall begin at the Snow Park Hotel Site. Under Alternative A, vehicular access to the Roosevelt Gap Development from Park City via Keetley Road and through the western perimeter controlled access gate(s), depicted and generally described in Exhibits "B," "C" and "E," shall be limited to service, stock, delivery, and maintenance vehicles. There shall be no guest or employee access to Roosevelt Gap Development under Alternative A via the western perimeter access gate(s). Vehicular access under Alternatives B or C from Park City to the Roosevelt Gap Development shall be via Keetley Road and the western perimeter controlled access gate(s). Ski run access from the Roosevelt Gap Development to and from the Deer Valley ski area is both contemplated and encouraged.

5.2.2.10 Parking at Roosevelt Gap Lodge. Under Alternative A, as described in Section 5.2.2.2, parking at Roosevelt Gap Lodge shall not exceed 50 stalls, with no overnight parking. Property Owners shall grant Park City a parking

enforcement easement, in substantially the form of Exhibit "R," which shall grant Park City public safety personnel the right to enforce the no overnight parking restriction at Roosevelt Gap Lodge. The prohibition on overnight parking at the Roosevelt Gap Lodge solely applies and is applicable to Alternative A for the Roosevelt Gap Development (the 105-multi family unit structure). Under Alternative A, guest and resident parking for the Roosevelt Gap Lodge and Snow Park Hotel Site shall be served by an on site parking facility at the Snow Park Hotel Site. Property Owners may provide for employee shuttle service from the east perimeter gate to the Roosevelt Gap Lodge. Residents or guests within the perimeter gates of the Amended Telemark Park Resort may use the parking facilities at the Roosevelt Gap Hotel Development as limited by the "no overnight parking" restriction.

5.2.2.11 Exclusive Development Alternatives for the Roosevelt Gap Development. Subject to the terms and conditions of this Agreement, Property Owners agree to pursue only Alternatives A, B or C in development of the Roosevelt Gap Development.

5.2.3 Slalom Village. Property Owners will seek to amend the 1991 Density Determination to allow for the development of the Slalom Village Area, with no more than 83 multi-family units (2,400 sq.ft/unit, which shall not be deemed unit equivalents under *Park City Land Management Code*) (of which not less than 60% of the units developed shall be concentrated into a single structure (the "Primary Village Structure")), with support commercial up to five percent (5%) of the gross square footage of the Slalom Village structures and appropriate amenities, all within the Slalom Village development envelope,

along with four (4) single-family lots, a 20,000 gross square foot Ski Academy, and a ski chair lift which base terminal may be located in any reasonable location within a 1,100 foot radius of Slalom Village all as depicted in Exhibit "F."

5.2.3.1 Annexation Procedure for the Slalom Village Area.

Upon the approval of a final plat or record of survey in Wasatch County for any portion of the Slalom Village Area, but in all cases prior to application for a building permit for any portion of the Slalom Village, Property Owners will deliver to Park City a petition for annexation of the Slalom Village Area to Park City. The petition for annexation of the Slalom Village Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95.

The total ~~affordable~~ employee housing shall be four percent (4%) of the total number of units within the Slalom Village Area. At their own discretion, Property Owners' affordable employee housing obligation can be satisfied within any unincorporated area of the Property.

The Park City staff and City Council have reviewed Exhibit "F" and have found the same to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of the petition for annexation, Park City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information by Park City or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 120 days from such notice and submission of the petition within which to annex the Slalom Village Area.

The complete annexation petition delivered to Park City as outlined above shall be exclusive

to Park City for 120 days, and during such period Property Owners shall not pull building permits. Upon the expiration of the 120 day period, Property Owners may obtain building permits from Wasatch County for the construction of Slalom Village as a Wasatch County development, but will not object to or interfere with Park City's efforts to annex Slalom Village Area after the lesser of one year or the completion and/or installation of the infrastructure. Park City shall promptly commence and process the annexation review upon complete petition filed by Property Owners.

5.2.3.2 Annexation Agreement. If Slalom Village is annexed into Park City, then the following conditions of development shall bind the parties: (a) the density of Slalom Village Area shall not exceed 83 multi-family units (maximum 2,400 sq. ft./unit) with support commercial space up to 5% of the gross square footage and appropriate amenities, four (4) single-family lots, and a 20,000 square foot ski academy, (b) a ski chair lift shall be constructed within a 1,100 foot radius of the Primary Village Structure at Slalom Village prior to the issuance of a certificate of occupancy for any portion of the Slalom Village Area, (c) the Primary Village Structure shall be placed to physically disconnect the historical configuration of Keetley Road, and (d) the Property Owners shall irrevocably grant limited conservation easements to the ski run(s) and remaining areas, as so depicted in Exhibit "N." Park City shall not accept the conservation easements until the ski runs and appurtenant ski facilities are built or for a period of one year from certificate of occupancy, whichever is earlier. As more fully described in Section 5.2.2.1 above, Property Owners may transfer up to ten (10) single-family and/or multi-family units from the Slalom Village

Area to Telemark Park Village outside the eastern perimeter controlled access gate, in exchange for an increase of up to ten (10) multi-family units being added to the Snow Park Hotel Site, upon Park City's consent.

5.2.3.3 Development Alternative to Slalom Village. In the event Property Owners elect not to construct the development described in Section 5.2.3 above, then Property Owners shall have the right to develop a single family subdivision not to exceed twelve (12) lots in place of the 83 multi-family units. The twelve (12) lots shall be platted in Wasatch County and may be recorded within the Slalom Village development envelope with limits of disturbance established by Wasatch County and as generally depicted in Exhibit "S." The Park City staff and City Council have reviewed Exhibit "S," and found said exhibit to be generally acceptable as to density, use and configuration. The twelve (12) single-family lots are in addition to the four (4) lots shown on Exhibits "C" and "F" and the 20,000 square foot Ski Academy. Property Owners shall have the right to develop the 12 single-family lot subdivision and the 20,000 square foot Ski Academy as a Wasatch County development. In the event Property Owners elect to develop the twelve (12) single-family lot subdivision, then Property Owners shall realign and construct Keetley Road as depicted on Exhibit "S," wherein Slalom Village becomes a cul-de-sac that is not accessible from the eastern portion of Keetley Road except via St. Louis Drive.

5.2.3.4 Disconnection of Keetley Road at Slalom Village
Location. A permanent physical disconnection of Keetley Road shall occur at the Slalom Village Area location, which disconnection shall be accomplished as follows: (a) Upon the

plating of lots in the Little Baldy neighborhood or upper St. Louis neighborhood. Property Owners shall disconnect, either by steel gates and/or boulders and natural vegetation, Keetley Road so as to prevent vehicular through traffic in the Slalom Village Area; and (b) disconnection shall be permanent at the Slalom Village location upon the construction of the Primary Village Structure at Slalom Village (the footprint of which shall partially be within the historic configuration of Keetley Road right-of-way, such that the right-of-way is completely obstructed) or the construction of the cul-de-sac configuration described in Section 5.2.3.3. Upon the permanent physical disconnection, there shall be no reconnection of Keetley Road at the Slalom Village location. Nothing herein shall preclude the parking and internal circulation at the Primary Village Structure as described in Section 5.2.3.7.

5.2.3.5 Conditions of Development Absent Park City

Annexation. If the Slalom Village Area is not annexed into Park City pursuant to Sections 5.2.3.1 and 5.2.3.2, Property Owners may proceed to develop Slalom Village as a Wasatch County development so long as (a) the Property Owners seek development approval in Wasatch County for density in accordance with the configuration and development restrictions described herein and depicted in Exhibits "C," "F" or "S," (b) a ski chair lift shall be constructed within a 1,100 foot radius of the Primary Village Structure prior to the issuance of a certificate of occupancy for any portion of Slalom Village, (c) the Primary Village Structure shall be placed to physically disconnect the historical configuration of Keetley Road, and (d) the same area designated for dedication and conservation easements shall be preserved by conservation easements granted to and accepted by a public entity or a

private non-profit open space conservancy to the reasonable satisfaction of Park City.

Nothing in this Section shall prevent Property Owners, at their discretion, from pursuing the development alternative for Slalom Village area as described in Section 5.2.3.3 and as depicted in Exhibit "S" attached hereto.

5.2.3.6 Conditions Precedent to Occupancy of Slalom

Village. No portion of the Slalom Village Area may be occupied by residents or guests until the proposed Slalom Village Chair (as approximately designated on the Development Plan) is fully operational. During the Deer Valley ski season, subject to snow, weather and/or other operational conditions, Property Owners commit to the continuous daily operation of the Slalom Village Chair from the issuance of the first certificate of occupancy for any portion of the Slalom Village.

5.2.3.7 Ski Academy. The parties understand and agree that the 20,000 square foot Ski Academy, which the parties anticipate being constructed at Slalom Village, shall be used as an academic athletic institution and/or ski training facility whose students/attendees are expected to reside within the Slalom Village Area and/or Amended Telemark Park Resort. Alternatively, Property Owners may use the 20,000 square foot Ski Academy or other approved structure in a manner that will similarly limit the level of vehicular traffic on Keetley Road. 

5.2.3.8 Vehicular Access to Slalom Village. Access to Slalom Village area shall be via Keetley Road from the western and eastern perimeter controlled access gates, except as limited by Section 5.2.3.4 above. However, parking and internal

circulation within Slalom Village shall discourage the use of Keetley Road as a means of vehicular travel from U.S. Highway 40 to Park City. An emergency/utility road, as described in paragraph 5.3.7.3 below, shall bypass Slalom Village connecting the easterly and westerly sections of the disconnected Keetley Road, and shall be crash gated to prevent vehicular through traffic by the general public, except as limited by Section 5.2.3.4 above.

5.2.3.9 Grade and Width of Keetley Road. The parties understand and agree that the width and grade of Keetley Road from McKinley Gap to Slalom Village area might only be 24 feet wide, and may have a grade of twelve percent (12%). If annexed by Park City, these development standards are deemed sufficient for purposes of constructing a private road, and are acceptable, and the road may be constructed.

5.2.3.10 Slalom Village Parking. Property Owners may construct no more parking stalls underneath the Slalom Village multi-family unit structure than are required to service that structure as may be required by the appropriate Wasatch County official(s). The parking structure at Primary Village Structure may be accessible from Park City so long as the connection between the parking levels is designed to Park City's reasonable satisfaction in such a manner that sufficiently discourages the tendency to use the Keetley Road as a means of vehicular travel from U.S. 40 to Park City. It is contemplated that such will be accomplished by the construction of a multi-level structure with vertical separation between the east and west parking entrances, and an internal ramping and gate system. No more than 25 vehicular parking spaces shall be constructed at the Ski Academy. Shuttle service to and from the Ski Academy and/or Slalom Village Area shall be

provided by all reasonable means in order to discourage the use of individual vehicular forms of transportation.

5.2.4 St. Louis Neighborhood. Property Owners will seek to amend the 1991 Density Determination in Wasatch County as depicted in Exhibits "B" and "C," wherein the St. Louis neighborhood shall contain a maximum density of 66 single family lots. The Park City staff and City Council have reviewed Exhibits "B" and "C" and found them to be generally acceptable as to density, use and configuration. The St. Louis neighborhood shall be developed as a Wasatch County development.

5.2.4.1 Access to St. Louis Neighborhood. There shall be two principal points of ingress and egress to the St. Louis neighborhood. One of the accesses to the St. Louis Neighborhood shall be via Keetley Road and St. Louis Drive from Park City through the western perimeter gate(s), which access shall be restricted by the installation of a perimeter controlled access gate in accordance with either Section 5.3.3 or 5.3.5, as appropriate. The other primary access to the St. Louis Neighborhood shall be via the controlled access gate, in accordance with either Section 5.3.3 or 5.3.5, as appropriate, at the east end of the Property.

5.2.5 Little Baldy Neighborhood. Property Owners will seek to amend the 1991 Density Determination in Wasatch County as depicted in Exhibits "B" and "C," wherein the Little Baldy neighborhood shall contain a maximum density of 60 single-family lots and no more than 10,000 square feet of support commercial. The Little Baldy neighborhood shall have no visual intrusion (into Park City) from the vantage point described

in Section 5.3.9. The Park City staff and City Council have reviewed Exhibits "B" and "C" and found them to be generally acceptable as to density, use and configuration. The Little Baldy neighborhood shall be developed as a Wasatch County development.

5.2.5.1 Access to Little Baldy Neighborhood. There shall be two points of ingress and egress to the Little Baldy neighborhood. One of the accesses to the Little Baldy Neighborhood shall be via Keetley Road, St. Louis Drive and Little Baldy Drive from Park City through the western perimeter gate(s), which access shall be restricted by the installation of a perimeter controlled access gate in accordance with either Section 5.3.3 or 5.3.5, as appropriate. The other primary access to the Little Baldy Neighborhood shall be via the perimeter controlled access gate, in accordance with Section 5.3.3 or 5.3.5, as appropriate, at the east end of the Property.

5.2.6 Telemark Park Village. Property Owners will seek to amend the 1991 Density Determination in Wasatch County as depicted in Exhibits "B" and "C," wherein the Telemark Park Village shall contain a density of 188 multi-family units and identified commercial space. Property Owners may increase the density of the Telemark Park Village as described in Sections 5.2.2.1 and 5.2.6.2.

5.2.6.1 Access to Telemark Park Village. Vehicular access to Telemark Park Village shall be only via the frontage road from U.S. Highway 40 at the Mayflower interchange. Telemark Park Village residents and users shall have no vehicular access to Park City via Keetley Road.

5.2.6.2. **Increased Density for Telemark Park Village.** In the event Property Owners choose to develop a five (5) single-family lot subdivision and not a 105 multi-family unit lodge at the Roosevelt Gap Development, Property Owners may increase the density at Telemark Park Village by no more than fifty (50) multi-family units at the Telemark Park Village. Density at the Telemark Park Village may also be increased to satisfy the affordable housing requirements anticipated by this Agreement. Density may also be increased in accordance with Section 5.2.2.1. Any additional units added to the Telemark Park Village, in accordance with this Section, may be developed pursuant to Wasatch County standards, configurations and square footage.

5.3 **Additional Development Requirements.** Any development under the Development Plan for the Property shall be subject to the following additional requirements, if the conditions as set forth in Section 1.2 above are satisfied:

5.3.1 **Timing Of Annexation of Snowtop/Hidden Hollow Area, Roosevelt Gap Development and Slalom Village.** As more particularly described in Sections 5.2.1.1, 5.2.2.4 and 5.2.3.1, Property Owners contemplate submitting petitions of annexation, as more fully described herein, for the Snowtop/Hidden Hollow Area, Roosevelt Gap/Snow Park Area and Slalom Village Area to Park City. With respect to the Snowtop Neighborhood and Slalom Village Area, these development areas will be petitioned for annexation solely as platted or surveyed (and depicted in Exhibits "D" and "F") in Wasatch County. Park City shall have a specified number of days in which to annex the petitioned area(s). Property Owners agree not to pursue annexation of the Snowtop/Hidden Hollow

Area, Roosevelt Gap Development or the Slalom Village Area concurrently, simultaneously, or within the same time period, except as provided herein.

5.3.1.1 Track I for Annexation by Park City. In the event Property Owners have received Wasatch County approval for the recordation of final plats and/or records of survey for the Snowtop Neighborhood Area or Slalom Village Area in Wasatch County, and Property Owners submit a petition for annexation of the Snowtop/Hidden Hollow Area and/or Slalom Village Area to Park City, as depicted in Exhibits "D," "F" and/or "S," Park City shall have up to 120 days during which to approve the annexation before Property Owners shall be entitled to pull Wasatch County building permits for such development. Property Owners may also submit the petitions for annexation, including the petition for annexation of the Roosevelt Gap/Snow Park Area with such other petitions, simultaneously or prior to the completion of review of a prior petition, provided the Snowtop Neighborhood and Slalom Village Area final plats are ready for recordation in Wasatch County at the time the respective petition is submitted.

5.3.1.2 Track II for Annexation by Park City. In the event Property Owners are not prepared to record plats or records of survey and have not secured all necessary utilities for the Snowtop Neighborhood Area or Slalom Village Area in Wasatch County, Property Owners may submit petitions for annexation of the Snowtop/Hidden Hollow Area, Roosevelt Gap/Snow Park Area or the Slalom Village Area to Park City sequentially, in any order as determined by Property Owners, with no two petitions being considered by Park City for approval simultaneously. After the passage of the time period in

which Park City shall have the exclusive right to review and approve a petition for annexation (120 or 180 days as defined herein), Property Owners may submit for review and consideration a second petition for annexation of an additional annexation area as contemplated herein. If Property Owners request Park City's assistance in securing utility services and/or other development infrastructure for the Snowtop/Hidden Hollow Area or Slalom Village Area, then the annexation period may be extended an additional six months at Park City's discretion.

5.3.1.3 Track III for Annexation by Park City. In the event that Property Owners bring one annexation petition for all development areas subject to annexation as set forth herein, with or without plat approval from Wasatch County, Park City shall have one year as provided by applicable law to review and annex such development areas.

5.3.2 Construction Traffic. All construction vehicles for any development for the Property, except the Snow Park Lodge Site (and the funicular tramway to Roosevelt Gap Lodge) shall access the Property from U.S. Highway 40. No construction vehicles shall access the Property, except the Snow Park Hotel Site, from Park City. Construction vehicles shall be permitted on that portion of Keetley Road from McKinley Gap to Queen Esther Drive, solely to improve the Keetley Road pursuant to the building permit (Exhibit "L"), provided the construction vehicles access that portion of Keetley Road from the eastern side of the Property via U.S. Highway 40. Property Owners hereby agree to

grant Park City a public safety easement to enforce traffic restrictions on all private roadways within the annexation area.

5.3.3 Permanent Controlled Access Gates. As designated and identified in the Development Plan and shown on Exhibit "B," Property Owners (at their cost and expense) shall construct, maintain and operate at least two permanent controlled-access gates, which shall be designed so as to restrict access to the Property as described in this Agreement.

5.3.3.1 Design of Permanent Controlled Access Gates. The perimeter controlled access gates shall be designed and constructed as depicted on Exhibit "T," which Park City staff and City Council have reviewed and found to be acceptable as to design operation and approximate location.

5.3.4 Private Vehicular Access Only. Access to the Property from Park City shall be limited as described in Section 5.2 above. The perimeter controlled access gates shall provide for private vehicular access only to property owners and their guests for all areas within the perimeter controlled access gates. Roosevelt Gap Development (Alternative A) shall be limited to service and maintenance vehicles only.

5.3.5 Temporary Gates. The temporary gates shall be constructed of a steel construction (i.e. agricultural-type steel gate), which is manually operated and controlled by padlocks and keys. The temporary gates shall be installed by the Property Owners (at their cost and expense) at (i) the intersection of Queen Esther Drive and Keetley Road and (ii) the eastern perimeter controlled access gate as depicted on Exhibit "B," or the

east end of the Property. The temporary gates shall remain locked at all times and shall not be removed until the issuance of the first single family residential building permit, and the replacement of the temporary gate(s) with permanent perimeter controlled access gates pursuant to Section 5.3.3. During the construction phase of the development of the Property, but for no longer than two years from commencement of construction, Property Owners, may substitute the temporary gates with the permanent perimeter controlled access gates described in Section 5.3.3 and depicted in Exhibit "T."

5.3.6 Secondary Access. As designated on the Development Plan and the Trails and Secondary Access Exhibit attached as Exhibit "U," the Property Owners may construct three types of secondary access roads and trails: (i) a Bicycle/Pedestrian Path; (ii) an Emergency/ Bicycle/Pedestrian Path; and (iii) an Emergency Utility Road. The paths shall be open to the public to the same extent as to residential guests. Except in the case of an emergency, use of any secondary access shall be limited to non-vehicular traffic, such as bicycles, horses, skiers and pedestrians. In addition, the configuration, improvement and maintenance of secondary access shall be as follows:

5.3.6.1 Bicycle/Pedestrian Paths. Bicycle/Pedestrian Paths shall be so controlled as to be unavailable or inaccessible to motorized vehicles, insofar as practical.

5.3.6.2 Emergency/Bicycle/Pedestrian Paths. Emergency/ Bicycle/Pedestrian Paths shall be constructed in a manner not to exceed the minimum requirements necessary to be classified ^{as emergency access} by the Park City Fire Marshal.

5.3.6.3 Emergency Utility Roads. Emergency Utility Roads shall be limited to an eight (8) foot wide paved surface with two (2) foot gravel shoulder on one side and a ten (10) foot gravel shoulder on the other side for a total width not to exceed twenty (20) feet, or such other minimum requirements as shall be required by the Park City or Wasatch County Fire Marshal, as appropriate.

5.3.6.4 Maintenance. Maintenance of all secondary accesses shall be the exclusive obligation of the Property Owners, ^{at record title} ~~future property owners~~ and  homeowners associations within the Property. Upon dismissal of the Action with prejudice, Property Owners shall record in the official records of Summit County and Wasatch County, Utah, a restrictive covenant and equitable servitude relating to the maintenance of the secondary accesses which provides that such maintenance shall be the obligation of the Property Owners, future property owners and/or homeowner's associations. The restrictive covenant and equitable servitude shall run with the land and shall be substantially in the form of Exhibit "V," which covenant shall be added later in the form of an executed and recorded covenant, conditions and restrictions.

5.3.6.5 Crash Gates. At the entrance of Emergency/ Bicycle/Pedestrian Paths and the Emergency Utility Road, the Property Owners shall (at their own cost and expense) construct crash gates which shall be designed in substantially the form attached hereto as Exhibit "W" to allow immediate entry by emergency vehicles and personnel, but to prevent entry by all other motorized vehicles.

5.3.7 Construction and Conveyance of Slalom Village Emergency Utility Road. Prior to completion of the foundation for the primary Slalom Village multi-family structure, the Property Owners shall construct (at their cost and expense) and convey to Park City, in fee simple, title in the Slalom Village Emergency Utility Road designated on the Development Plan as running in a northwest/southeast direction just northeast of the Slalom Village Area. Said deed shall take the form of Exhibit "X."

5.3.8 Compliance with Park City Resolutions and Ordinances. At a minimum, any application to annex and improve and/or develop the Snowtop/Hidden Hollow Area, the Roosevelt Gap Development and the Slalom Village Area shall comply with Park City resolutions and ordinances in effect at the time a proposal is submitted to Park City for consideration, subject to the limitations of Sections 5.10 and 5.11.

5.3.8.1 With respect to the Slalom Village Area, Snowtop Neighborhood and Roosevelt Gap Alternative C, the parties agree that Park City will annex those areas as platted and recorded in Wasatch County, as to density, use and configuration, including road configuration.

5.3.9 Ridge Lines. With the exception of Roosevelt Gap Development, which is dealt with in Section 5.3.9.1 below and ski lift towers and terminals, no portion of any structure within the Amended Telemark Park Resort shall break the ridge line as viewed from the back deck of the Stew Pot Restaurant 1375 Deer Valley Drive (except for the limited area of the funicular as depicted on Exhibits "E" and "P"). The term "Critical Ridge Line" refers to the ridge line as shown on Exhibit ~~"B"~~ "N".

5.3.9.1 Vantage Point. As to Roosevelt Gap Development, maximum height shall be determined in the field, such that no portion of the Roosevelt Gap Development will be visually obtrusive from the vantage point of the Stew Pot Restaurant deck at 1375 Deer Valley Drive. The maximum height shall be determined in good faith by the judgment of Park City's Community Development Department.

5.3.10 State Land Leases. The Utah School and Institutional Trust Lands Administration (the "State") is the owner of certain lands located within the confines of the Amended Telemark Park Resort, which lands are identified on the Development Plan. The State and those claiming under it shall have access rights via Keetley Road, and the use of Keetley Road by such persons shall not be a violation of this Settlement Agreement. Property Owners have obtained nine special use leases from the State covering the state lands, which comprise approximately 57 acres. The state leases have terms of 51 years and contain cross-default provisions. The Property Owners have disclosed this Settlement Agreement to the State. The Property Owners shall have the right to seek such amendments and revisions to the state leases from time to time as they deem appropriate (including extensions of the lease term and elimination of the cross-default provisions between unrelated third-party assigns), and the right from time to time to assign individual leases to third parties for development to the extent permitted by the leases and applicable law; provided, however, that the Property Owners' use of the lands covered by the leases during the terms thereof shall be consistent with the Development Plan and this Settlement Agreement, to the extent permitted by the state leases. However, Property Owners agree

that cross default provisions shall nevertheless remain in effect as between the leases in the group covering Parcels 1C, 1D, 2A, 2B, 2C and 2D (Group 1), and also as between the leases in the group covering Parcels 3A, 3B, 3C, and 3D (Group 2), (but not between any lease(s) in Group 1 and any lease(s) in Group 2). Property Owners further agree (subject to applicable law and the terms of the state leases), to associate the Group 1 leases with the Slalom Village development and the Group 2 leases with the Roosevelt Gap development such that the developer of each such development shall have the right and the obligation to cure any defaults in the associated state leases. The Property Owners promptly will provide Park City with a copy of any notice(s) of default from the State under any of the nine leases that have not been previously developed or assigned to third parties for purposes of development. Park City will have the right, but not the obligation, to cure the default if the Property Owners fail to do so, and upon curing the default to receive an assignment of all rights under those state leases as to which notice was given; provided, however, that Park City will have no right to cure such default or receive an assignment of the Property Owners' rights under the State leases if Property Owners are attempting to cure such default or are appealing or in good faith disputing the State's determination of the existence of such default; provided, further, Park City's right to cure and receive an assignment shall at all times be subordinate to the right of Property Owners' lender(s) or mortgagee(s) to cure such default, including such lender(s) or mortgagee(s) right of receiving an assignment of lease or of appealing or in good faith disputing the State's determination of the existence of such defaults; provided, however, that this paragraph shall not limit the State's statutory right to

approve or disapprove any such assignment. If Park City exercises its right to cure, as provided herein, Park City shall have the right to seek and maintain an action for reimbursement against the lessee(s) of the applicable group of leases subject to default to recoup reasonable costs directly associated with cure. The Property Owners will seek the concurrence of the State with the uses of the state lands contemplated herein, and will ask the State to agree to send Park City a copy of any notice of default under a state lease and to allow Park City to exercise its rights specified above, subject to applicable law and the terms of the leases.

5.4 **Plat Notes.** The following notes shall be on all plats and records of survey for all areas west of the eastern perimeter controlled access gate:

NOTES:

1. Vehicular access through the eastern perimeter controlled access gate and the western perimeter controlled access gate is limited solely to residents and guests and shall otherwise be closed at all times.
2. All construction traffic regardless of vehicular weight is limited to U.S. Highway 40 and the eastern perimeter controlled access gate.
3. Public safety access and utility easements are hereby dedicated for all roads.
4. Permanent maintenance of all perimeter gates, roads, hard surfaced pedestrian/bicycle pathways, including snow removal, shall be the sole responsibility of the property owners and/or homeowners' association, to the reasonable satisfaction of Park City.
5. Park City Municipal Corporation is a third-party beneficiary and these plat notes may not be amended without Park City's written consent.

For any plat within Park City, the plat shall contain a public dedication of the bicycle/pedestrian paths, emergency/bicycle/pedestrian paths and emergency utility roads.

For any plat outside of Park City, a public easement shall be granted over the bicycle/pedestrian paths, emergency/bicycle/pedestrian paths and emergency utility roads as shown on Exhibit "U."

5.5 Covenants, Conditions and Restrictions. Any homeowners association covenants, conditions and restrictions relating to the Property west of the eastern perimeter controlled access gate shall contain the exact information referred to in Section 5.4.

5.6 Recorded Restrictive Covenant. The perimeter controlled access gates shall limit access from Park City to the Property and vice versa. Upon dismissal of the Action with prejudice, Property Owners shall, as soon as reasonably practical and necessary, record on the official records of Summit County and Wasatch County, Utah a restrictive covenant and equitable servitude relating to the perimeter controlled access gates which provides for the placement of the gates, for the maintenance and use of the gates, and which prohibits the removal or disabling of the gates without the prior written consent of the Property Owners and Park City. No party to this Agreement shall have the authority, unilaterally or otherwise, to remove any controlled access gates, or to otherwise allow non-resident vehicular traffic through the controlled access gates. The restrictive covenant and equitable servitude shall run with the land and shall be substantially in the form of Exhibit "Y".

5.7 Processing Fees and Charges. The following processing fees shall be applied to the development of the Property:

5.7.1 Property Owners shall pay all usual, planning and processing fees for the Roosevelt Gap Development, the Snow Park Hotel Site and Hidden Hollow.

5.7.2 Property Owners shall not be obligated to pay initial planning fees for Slalom Village and Snowtop unless Property Owners seek development approval prior to their receipt of approval from Wasatch County.

5.7.3 Property Owners and Park City shall fully cooperate with the annexation process by providing and/or seeking any information reasonably necessary for the review of the areas including, providing the statutory notice required by the *Park City Land Management Code*.

5.7.4 Property Owners shall be required to pay planning, building and impact fees, except as provided herein, for any portion annexed to Park City with appropriate offsets for contributions and improvements and without any duplication of impact fees.

5.7.5 **Impact Fees.** Park City's impact fee ordinances shall apply to all portions of the Property that are currently within the City's corporate boundary and to those portions of the Property that are annexed into Park City. Park City's impact fees are assessed at the building permit application phase. Pursuant to this Agreement, some of the area contemplated for annexation into Park City could in fact be annexed *after* building

permits have been issued by another jurisdiction. In such a case, Park City may not unilaterally assess additional Park City impact fees.

Property Owners shall not petition to annex any portion of the Property into the Park City School District. Park City's School Facilities Impact Fee is a fee charged to offset the impacts of growth on the need for new facilities in the Park City School District. Park City shall not charge a School Facilities Impact Fee for development within that portion of the Property that is not within the Park City School District.

Property Owners intend to serve all of a large portion of the annexation areas with sewer and water facilities that are not part of the Snyderville Basin Sewer Improvement District (SBSID) or the Park City municipal water system. Park City shall not impose water or sewer impact fees on that development within those portions of the Property that are annexed into Park City but that are not served by the Park City municipal water system of the SBSID.

Property Owners are offering to dedicate public access to a significant network of trails and to deed to Park City title to Statutory Warranty Deed and perpetual conservation easements (to the reasonable satisfaction of Park City) to a significant amount of passive open space as a component of their petitions for annexation. This network of trails and dedicated open space is an offer in excess of the trails/open space system that Park City typically requires of Master Planned Developments. Further, the offer specifically contributes trails and open space in a manner that contributes to Park City System Improvements as that term is defined in the Park City Impact Fee Ordinance. As such, once

dedicated, the value of the offered improvements that actually exceeds that typically required in Park City for development approval shall be considered an offset to the Parks, Trails, and Open Space impact fee that is imposed at the time of building permit application.

While Park City impact fees may change from time to time, and while a change in impact fees is not precluded not provided for by this Agreement, the value of the excess open space and trails anticipated herein is in excess of the Parks, Trails and Open Space impact fee calculation for the maximum development anticipated within the annexation areas. Generally, Park City requires Master Planned Developments within its boundaries to leave 60% of the land in open space and requires dedication of a far less extensive and extensively-maintained public access trail system. If all annexation areas are annexed, Property Owners shall be entitled to an offset of up to \$1.118 Million (adjusted by CPI, with a base year of 1995) against the park City's Parks, Trails, and Open Space Impact Fee actually assessed for the value of excess open space and trails that is actually dedicated to Park City.¹ Of the \$1.118 Million offset, \$500,000 is attributable to excess land and trails dedications associated with the Roosevelt Gap/Snow Park Annexation, \$300,000 is attributable to the excess land and trails dedications associated with the Slalom Village Annexation Area, and \$318,000 is attributable to excess land and trails dedications associated with the Snowtop/Hidden Hollow Annexation Area. Offsets will be available annexation

¹ The \$1.118 Million calculation assumes 335 acres zoned Recreation Open Space (pursuant to the *Park City Land Management Code*), with approximately 105 acres dedicated to Park City in fee simple absolute, approximately 177 acres *conservation easements (drafted to the reasonable satisfaction of Park City)*, and approximately ten miles of improved and maintained trails.

area, by annexation area, at the time of application for building permits. Any unused offset from one annexed area may be transferred to another annexed area. Property Owners are not entitled to a rebate of dedicated land or money.

5.8 **Good Faith.** The parties have dealt with each other in good faith and will continue to do so.

5.9 **Discretionary Approvals.** All discretionary approvals required under the *Park City Land Management Code* or any other state or local rule or law, which have not yet been granted or otherwise resolved by this Agreement, must be obtained by the Property Owners in accordance with all applicable state and local regulations.

5.10 **Subsequently Enacted Regulations/Retained Powers.** Property Owners shall comply with all subsequently-enacted state and local rules, laws, ordinances and regulations. Nothing in this Agreement shall limit the future exercise of the police power of Park City in enacting zoning, subdivision, development, growth management, platting, environmental, open space, transportation and other land use plans, policies, ordinances and regulations after the date of this Agreement. Any legislation which is inconsistent with the terms and provisions of this Agreement shall not be applied to development activities on or about those portions of the Property subject to possible annexation, as appropriate, unless the legislation also has general application to development activity in Park City. Provided however, that for a period of 15 years from the date of this Agreement, no rule, law, ordinance, or regulation subsequently enacted by Park city shall

decrease the density, use, or configuration (including the roads) of the development contemplated by this Agreement.

5.11 **Private Roads.** The parties agree and understand that all roads within the Development Plan will be private at the time of development, subject to specified public easements, and may not meet Park City's public road standards or *Park City Land Management Code* requirements. The private roads within the Development Plan are depicted on Exhibit "B." The Parties agree that roadway corridors will be retained by Property Owners so as to overlay and include the roadways approximately as shown on Exhibit "B," and will not be encumbered by conservation easements, dedicated as open space and may not be included on adjacent plats. Roadway corridors shall generally be 50 feet in width, except where construction requirements, such as cuts, fills, skier bridges and other related structures may require additional width. Property owners will, in such cases, retain as little width as necessary to include such improvements. Roadway corridors may be dedicated to a master homeowners association or special service districts.

5.11.1 **Right to Construct Roads.** The Parties acknowledge and agree that certain roads within the areas contemplated for annexation herein are necessary for the development of areas not contemplated for annexation. In the event Property Owners proceed to develop non-annexation areas prior to the areas which are contemplated for annexation, Park City agrees not to interfere with the construction of such roads within the annexation area pursuant to Wasatch County approvals and building permits. Such construction shall not alter the Property Owners' obligations, as set forth and

contemplated herein, to offer annexation of those areas prior to development. Such roads may be constructed prior to any plat or record of survey approval within the annexation area.

5.12 **Conceptual Plans.** The Parties acknowledge that the structures shown on Exhibits "B," "C," "D," "E," "N," "O" and "P" at Snow Park, Roosevelt Gap and Slalom Village are illustrative concept plans, and are not final architectural plans. Final plans may vary, except that such variations may not violate the defined development envelopes shown on Exhibits "N," "O" and "S." Further, in the case of Snow Park/Roosevelt Gap Development, such variation may not violate the visual impact restrictions in Sections 5.2.2.2 and 5.3.9 and, in the case of the Snow Park Hotel Site, may not violate the massing requirements contained in Section 5.2.2.1. Further, such variation may not violate any explicit requirements of this Agreement.

VI.

DURATION OF APPROVAL

6.1 In the event Park City grants/approves all or any portion of the Property Owners' application to annex and/or develop contemplated herein, the duration of the approval shall conform to the provisions of the *Park City Land Management Code* which exists on the date of approval.

VII.

MISCELLANEOUS PROVISIONS

7.1 **Agreement Binds Successors and Assigns.** Property Owners shall be entitled to transfer and/or assign their rights and obligations under this Agreement to any

purchaser or transferee of the Property. This Agreement shall be binding on the successors and assigns of the Property Owners in the ownership or development of any portion of the Property. Except as reflected on the plat notes, real covenants, equitable servitudes and easements contemplated herein, this Agreement shall not bind individual single family lot or multi-family unit purchasers in their capacity as lot or unit owners and is not intended to be reflected on their individual titles.

7.2 Release of Property Owners From Obligations Under This

Agreement. In the event of a transfer of all or any portion of the Property, the Property Owners shall transfer such rights and obtain an assumption by the transferee(s) of the Property Owners' obligations under this Agreement. Upon full and complete transfer of all rights and obligations, the transferee(s) shall be fully substituted as the Property Owners under this Agreement. Except as reflected on the plat notes, real covenants, and easements contemplated herein, this Agreement shall not bind individual single family lot or multi-family unit purchasers in their capacity as lot or unit owners and the Agreement or its terms are not intended to be reflected on their individual titles.

7.3 Effect of Park City Resolution No. 38-92. The terms and provisions of Park City Resolution 38-92 shall not nullify, supersede, or otherwise impair the obligations, benefits or rights provided for and or obtained by this Agreement.

7.4 Notice. Property Owners shall give Park City immediate written notice and copies of any and all documents filed and/or submitted to Wasatch County and/or Summit County concerning any proposed development of the Property. To the extent notice

is required by this Agreement, such notice shall be given in writing and personally delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the parties at the following addresses:

Trans Wasatch Company, L.L.C.: McKay Edwards, President
190 North Main Street, Suite #1
Heber City, Utah 84032

Park City Consolidated
Mines Company Harry Reed, President
P.O. Box 497
Park City, Utah 84060

Copy to: Stephen G. Crockett, Esq.
Giauque, Crockett, Bendinger & Peterson
170 South Main Street
Suite 400
Salt Lake City, Utah 84101

Park City Municipal Corporation Toby Ross
City Manager
445 Marsac Avenue
P.O. Box 1480
Park City, Utah 84060

Copy to: Jodi F. Hoffman, Esq.
City Attorney
445 Marsac Avenue
P.O. Box 1480
Park City, Utah 84060

Copy to: Mark R. Gaylord, Esq.
Sutiter Axland & Hanson
175 South West Temple
Suite 700
Salt Lake City, Utah 84101

7.5 **Enforcement.** In the event Park City or the Property Owners violate the terms of this Agreement, the non-breaching party may, without seeking an injunction and after fifteen (15) days written notice to correct the violation, take such actions as shall be deemed appropriate under law until such conditions have been satisfied.

7.6 **Failure to Exercise Rights.** Failure of a party hereto to exercise any right hereunder shall not be deemed a waiver of any such right and shall not affect the right of such party to exercise at some future time that right or any other right it may have hereunder. Unless this Agreement is amended by vote of the City Council, taken with the same formality as the vote approving this Agreement, no officer, official or agent of Park City has the power to amend, modify or alter this Agreement or waive any of its conditions as to bind Park City by making any promise or representation not contained herein.

7.7 **Entire Agreement.** This Agreement, with Exhibits "A" through "Y", constitutes the entire agreement between the parties and supersedes all prior agreements, whether oral or written, covering the same subject matter. This Agreement may not be modified or amended except in writing mutually agreed to and accepted by all parties to this Agreement.

7.8 **Fees and Costs of Enforcement.** The prevailing party shall be entitled to recover all of its reasonable attorneys' fees and all costs and expenses necessary to enforce this Agreement.

7.9 **Third Party Representations.** Each party to this Agreement is not liable or otherwise responsible for the other party's representations or statements made to third party individuals or entities.

7.10 **Authority to Execute Agreement.** Each party to this Agreement warrants and hereby represents that the individuals executing this Agreement on its behalf, have full and complete authority to do so.

7.11 **Stipulations of Continuance.** The parties agree that prior to the dismissal of the Action with prejudice, as required under this Agreement, to execute such stipulations or other documents as are necessary to maintain the Action.

7.12 **Captions.** The article and section headings contained in this Agreement are for purposes of reference only and shall not limit, expand or otherwise effect the construction of any provisions hereof.

7.13 **Governing Law.** This Agreement and all matters relating thereto shall be governed by, construed and interpreted according to the laws of the State of Utah.

7.14 **Interpretation.** Whenever the context shall require, the plural shall include the singular, the whole shall include any part thereof, and any gender shall include both other genders. This Agreement has been drafted with the input of both parties and shall be interpreted and construed as such.

7.15 **Severability.** If any term or provision of this Agreement shall be determined by a court of competent jurisdiction to be void, voidable or unenforceable, such void, voidable or unenforceable term or provision shall only affect such other term(s) or

provision(s) of this Agreement as is necessary to preserve the material objectives of the parties.

PARK CITY CONSOLIDATED MINES COMPANY, INC.

By James Dugley
Its Chairman

TRANS-WASATCH COMPANY, L.L.C.

By [Signature]
Its President

PARK CITY MUNICIPAL CORPORATION

By [Signature]
Its Mayor

ATTEST:

Anita Sheldon
Anita Sheldon, City Clerk

APPROVED AS TO FORM:

[Signature]
Jodi Hoffman, City Attorney

setlmm1.pcm

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WASATCH CO RECORDER-ELIZABETH M PARCELL
 1996 AUG 08 13:37 PM FEE \$185.00 BY MMM
 REQUEST: TRANSWASATCH COMPANY LLC

BEFORE THE BOARD OF COUNTY COMMISSIONERS

WASATCH COUNTY, UTAH

IN THE MATTER OF	:	
THE APPLICATION OF	:	FIRST AMENDED FINDINGS AND
TRANS-WASATCH COMPANY	:	ORDER ON DENSITY
FOR FIRST AMENDED	:	DETERMINATION
DENSITY DETERMINATION	:	
FOR TELEMAR PARK RESORT	:	

The Board of County Commissioners in and for WASATCH County, Utah, upon the recommendation of the County Planning Commission and the review and consideration of the matters submitted by the Applicant and those items raised at public hearing, hereby enters its Findings and Order on Density Determination for the Telemark Park Resort as follows:

I. PROJECT SUMMARY

The Trans-Wasatch Company filed its original application for density determination for the Telemark Park Resort on December 29, 1989 asking for density determination for the Telemark Park Resort under the regulations for the Recreation Forestry-1 Zone of the Wasatch County Development Code. The property considered for this approval consists of approximately 526 acres, on which a mixture of single family, multi-family, and commercial buildings are proposed, as set forth in this Order and Density Determination.

The property is adjacent to Summit County, Park City, the Deer Valley Ski Resort and between the town of Park City and the new alignment of Highway 40 above the Jordanelle Reservoir, as well as central to a large number of recreational amenities in Wasatch County, Summit County and Park City. The project area occupies a hilly to mountainous parcel of land rising from 6,600 feet at its eastern end to 8,000 feet at its high point on the west. This topography creates opportunities for recreation development including alpine and nordic skiing, recreational trails and forested open space. The terrain also creates challenges to the proper development of the parcel and has raised many concerns on the part of the County Planning Staff. It is the opinion of staff that such development will require a high level of attention

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to environmental mitigation, vegetation preservation and revegetation, site specific design and aesthetic control, as provided in this Order and Permit.

The Trans-Wasatch Company filed a request for Amended Density Determination on April 9, 1996.

II. FINDINGS

Based upon a careful review of the record before it and subject to the truth of the representations and warranties made, and information provided by the Developer in the record, and also subject to conformance to the Application and strict adherence to and compliance with the Conditions, Definitions, and other matters and requirements set forth in this Order and Density Determination, the Board of County Commissioners for Wasatch County, Utah makes the following findings:

1. The Applicant, Trans-Wasatch Company, submitted its application pursuant to Section 9.3 of the Wasatch Development Code (adopted June 23, 1979) on December 29, 1989. The Application was accepted as complete and in full compliance with the Development Code, and processing began at that time.

2. Subsequent amendments and additional submittals were made throughout the process, with the result that the project as presented to the Planning Commission was somewhat different from that originally applied for. Based on the review process, the original application was revised on July 26, 1990, with further revisions in February of 1991 and August 1, 1991. These amendments have revised the requested density from 697 units and 50,000 square feet of commercial space to the present 516 units and 62,000 square feet of commercial space.

3. The County Planning Commission reviewed the application, the revisions, and the recommendations made by the County Planner and a team of County review consultants. The application went to public hearing before the Planning Commission on September 16, 1991. On October 3, 1991, the Wasatch County Planning Commission voted to recommend approval of the Density Determination as provided in Section 9.3 of the Wasatch Development Code (adopted June 23, 1979).

4. Wasatch County established the Jordanelle Special Service District on August 23, 1993, which has the authority to provide sanitary sewer, water distribution, storm drainage, water quality protection, and transportation services with the Jordanelle Basin generally, and on the Telemark Park Resort property specifically. The District has constructed a sanitary sewer line to the project boundary and the Commission

finds that the sanitary sewer pre-condition of the 1991 Density Determination Order has been satisfied.

5. The litigation between the property owner and Park City Municipal Corporation, entitled Park City Consolidated Mines Company et al. v. Park City Municipal Corp., Third District Court, Summit County, Civil No. 930390001 (the "Litigation") has been settled by the parties. Under the terms of the settlement, Trans-Wasatch has petitioned Wasatch County on June 3, 1996 and Park City on June 13, 1996 for the vacation of Keetley Road through the Property, abandoning all public rights of way that have existed. The vacation process is proceeding simultaneously with the review of the Amended Density Determination. The road will continue to exist as a limited access, private roadway serving the Telemark Park Resort.

6. The Trans-Wasatch Company filed a request for Amended Density Determination on April 9, 1996. The following are an outline only of substantive changes requested:

- A. Reconfigured Transportation Elements:
 - 1. Vacation of Subsequent Gating of Keetley Road
- A. Reconfigured Transportation Elements:
 - 2. Disconnection of Keetley Road
- A. Reconfigured Transportation Elements:
 - 3. Funicular Tramway at Roosevelt Gap
- A. Reconfigured Transportation Elements:
 - 4. Non-Vehicular Transportation Elements
- A. Reconfigured Transportation Elements:
 - 5. Density Transfer
- B. Density Transfer and Employee Housing
- C. Park City Annexation

Also the following is an outline of substantive changes requested in each of the above Exhibits:

Exhibit A Land Use and Area Map, Amended April 1996.

Exhibit B Table I Land Use and Area

Exhibit C Concept Master Plan, Revised April, 1996.

Exhibit D Recreation Amenity and Open Space Exhibit, Revised April, 1996.

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Exhibit E Revised Design Guidelines and Building Height Restrictions

Exhibit F Density and Unit Sizes

Exhibit G Road Standards

Exhibit H Recreation Amenity Inventory and Phasing

Exhibit I Parking Requirements

For summaries and detailed presentations of the applicants requested changes in Amended Density Determination, together with Wasatch County Review Engineer Planning/Engineering Review Report, and Wasatch County Planning Department Staff Recommendations see "Density Data Transcript" of joint Wasatch County Commission and Wasatch County Planning Commission public hearing held May 16, 1996.

7. The Amended Density Determination application was accepted by the Planning Department on April 9, 1996, however during the review process it was found that additional information was needed from the applicant such as maps, exhibits, documentation, additional studies and details to adequately complete the review process. These items were requested of the applicant and provided by the applicant during the review process.

8. Subsequent amendments and additional submittals were made throughout the review process, with the result that the project as presented to the Planning Commission is somewhat different from that originally applied for.

9. The County Planning Commission reviewed the application, the revisions, and the recommendations made by the County Planner and a team of County review consultants. The application went to public hearing before the Planning Commission on May 16, 1991. On June 20, 1996 the Wasatch County Planning Commission voted to recommend approval of the Revised Density Determination as provided in Section 9.3 of the Development Code.

10. The requested reconfigurations in project density and transportation elements within the Project result in a reduction in overall internal traffic within the project.

11. As a private road, Keetley Road is sufficient to meet the requirements of Wasatch County that the project have two points of access for emergency ingress and egress, subject to conditions contained herein.

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12. The recommendations of the Planning Commission are in substantial compliance with the terms and conditions of the Development Code, and are adopted by the Board of Commissioners as set forth in this Order.

13. The Property subject to the Application is located within unincorporated Wasatch County, and is not within the limits of any incorporated City or Town, nor is the property within the annexation policy declaration boundary of any incorporated City or Town.

14. The Property subject to the Application is located within the boundaries of the Wasatch County School District, Wasatch County Fire Special Service District, Wasatch County Solid Waste Disposal Service District, Jordanelle Special Services District, and Central Utah Water Conservancy District. The Property has been subject to the property tax levies of each of those Districts, as well as Wasatch County itself.

15. The Application and Development are consistent with the general intent of the Development Code, the intent with respect to the RF-1 zone in which the development is situated, the intent with respect to large scale developments set forth in Paragraph 9.1.A.1 of the Wasatch Development Code (adopted June 23, 1979), and the intent with respect to Planned Recreation Developments set forth in Paragraph 9.3.A.1 of the Wasatch Development Code (adopted June 23, 1979); specifically finding that:

(a) With mitigation as provided in this Order, the proposed development can be built without increasing the turbidity of the water supply of the County and surrounding counties.

(b) With mitigation as provided in this Order, the proposed development can be built without degrading the quality of the water supply of the County and surrounding counties beyond the Development's proportionate share of allowable County-wide degradation under the State water quality standards.

(c) The proposed development can be built without unduly contributing to the violation of ambient air standards for the County, particularly with respect to fugitive dust and automobile emissions.

(d) The proposed development can be built without adversely affecting the functioning of aquifer recharge areas located in the Development.

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(e) The proposed development can be built without unduly adversely affecting the continued production of plants and wildlife within the Development and other mountain areas of the County.

(f) The proposed development can be built without placing structures on active fault lines, collapsible soils, slopes in excess of thirty percent (30%), unstable soils, landslide areas, or other geological hazards.

(g) The proposed development can be built without placing structures on wetlands, areas where ground water periodically rises to within seven (7) feet of the surface, areas within one hundred (100) feet of a live or intermittent waterway, areas within a fifteen hundred (1,500) foot up-drainage radius from a spring used for culinary water, areas within a one hundred fifty (150) foot radius from a well used for culinary water, areas within a 100-year, 24-hour, storm incident drainage path, and any other water-related area where development will have an unreasonable effect on the water course or aquifer.

(h) The proposed development will not endanger sites of cultural, historical, or archeological significance.

(i) The proposed development will not require expenditures by the County for the following extended services to the Development which are not generally provided on a County-wide basis: extended police protection; structural fire protection; water retail service; water conservation; park, recreation or parkway facilities and services; sanitary sewers; sewage and storm water treatment and disposal; flood control; street lighting; airports; planning and zoning; solid waste disposal; local streets and roads; and curb, gutter, and sidewalk construction and maintenance; or mosquito abatement.

16. Notice of the public hearing and proposed action by the County Commission was published in the Wasatch Wave as required by Ordinance on October 30, November 6, 13, and 20, 1991. The proposed Findings recommended by the Planning Commission were posted for public review in the office of the County Planner, and this matter was brought before the Board of County Commissioners as prescribed by ordinance.

17. Notice of the public hearing and proposed action by the Wasatch County Commission and Wasatch Planning Commission was published in the Wasatch Wave as required by Ordinance on April 17, 1996, May 8, 1996, and May 15, 1996. The proposed Findings recommended by the Planning Commission and County

Commission were posted for public review in the office of the County Planner, and this matter was brought before the Planning Commission and Board of County Commissioners in a joint hearing May 16, 1996 as prescribed by ordinance.

III. ORDER OF DENSITY DETERMINATION

Based on the foregoing Findings, the Board of County Commissioners enters the following Order of Revised Density Determination. This Revised Density Determination is intended to define the sites on which development may occur, the land uses within each of those sites, and the building mass to be constructed. The Revised Density Determination is expressly conditioned upon the standards and conditions imposed by this Order in Section III "Pre-Conditions to Construction" and compliance with the other conditions and regulations contained in this Order of Density Determination.

The Board of County Commissioners enters the following Order of Density Determination:

1. Development Parcels.

The Telemark Park Resort property is divided into five (5) development sites as shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7. All development is to occur within those designated development sites. The development sites are identified on Table I, which shows the acreage and allowable uses for each development site, and also identifies those sites within the property that will remain as open space under one of two Open Space designations.

TABLE I
LAND USE AND AREA

<u>LAND USE</u>	<u>ACREAGE</u>
Open Space; Recreation & Forest Conservation: (Map Symbol: R&FC)	200 acres
Little Baldy Ski Area:	145 acres
Telemark Village Ski Area:	63 acres
Open Space; Forest & Woodland Preserve: (Map Symbol: F&WP)	112 acres
Snowtop/Mont Neef:	48 acres
Roosevelt Gap:	24 acres
St. Louis Gulch:	40 acres
Single Family Neighborhoods: (Map Symbol: SF)	123 acres

Snowtop:	10 acres
Slalom Village:	6 acres
Little Baldy/St. Louis:	107 acres
Multi-Family & Commercial: (Map Symbol: MF&C)	46 acres
Telemark Village:	22 acres
Roosevelt Gap:	12 acres
Slalom Village:	12 acres
Road Right of Ways: (Map Symbol: RRW)	42 acres
Maintenance & Special Purpose: (Map Symbol: M&SP)	3 acres
Total Project Area:	526 acres

2. Density and Units Sizes.

The density of development on the designated development sites for Telemark Park is limited to a total of 516 residential units and 72,000 gross square feet of commercial space. The location of this density is shown on Table II, which lists the number and average sizes of units or commercial space to be constructed on each of the development sites.

Table II
Units on Development Sites

	Single Family Dwellings	Townhouse/ Cottage	Lodge Condo- miniums	Apartment Condo- minimums	Employ- ee Hous- ing	Commercial Square Footage
Telemark* Village		41	43	82	16	62,000** ***
Snowtop	15					
Slalom Village	5	83				*** ***
Roosevelt Gap			105			
Little Baldy/ St. Louis	126					10,000***
Totals	146	124	148	82	16	72,000
Average Area in Square Feet	na	2,400	2,000	1,000	1,000	na

* Telemark Village density may be increased by one unit for each two units not constructed at Roosevelt Gap and by up to 10 units for up to 10 units not constructed at Slalom Village.

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** Telemark Village Commercial includes 20,000 square foot Ski Academy.

*** All multi-family areas may include an additional up to 5% of gross floor area as support commercial. Support Commercial may include restaurants, lobby shops and similar commercial areas which primarily draw their customers from the guests and others staying within a hospitality facility or nearby in the project, but not designed or intended to draw customers from a broader area. In the case of Telemark Village, therefore, such commercial space would be in addition to the non-support commercial allowance of 42,000 square feet which may be designed to draw customers from off-project.

Notes to Table II:

- (a) Within a Lodge, up to 5% of the total floor area may be dedicated to meeting rooms and support commercial areas in addition to the maximum square footage approved in the Land Use Table.
- (b) The Maximum Square Footage approved in the Land Use Table refers to footage within habitable spaces and commercial spaces, and does not include circulation spaces, lobbies, hallways, stairways, covered parking spaces, elevator spaces and mechanical spaces, and other enclosed space reasonably necessary for the intended function of the structure.
- (c) Computation of floor areas and square footage shall be as provided in the Uniform Building Code.
- (d) Where the land use and unit configuration fits one of the above designations, but the square footage of one of more of the units exceeds the average footage given in the Land Use table, the maximum number of Units and maximum total square footage shall control, and adjustments must be made in number of units or size of other units so as not to exceed either maximum.
- (e) The Developer shall have the right to elect to apply the allowed number of units and square footage within each Village or Neighborhood at the time of Final plan application under conditions established below in Nature of Units.
- (f) The Telemark Park Resort, Concept Master Plan, revised June 7, 1996 contains the following flag lots:

Lot #	Driveway length
45	200 feet
80	300 feet

87	500 feet
88	400 feet
99	400 feet
110	350 feet
111	350 feet
127	1,200 feet

which are approved under the following conditions:

- 1. Flag lot driveways and appurtenances are private and are to be maintained (including snow removal) by the home owners association.
- 2. Paved drives will have to be a minimum of 20 feet wide for fire protection purposes to service a single lot, and can be grouped side by side, or combined into a multiple driveway 24' wide to serve two homes.
- 3. In multiple lot configurations the 24' of pavement shall be centered along two side by side 15' wide fee title access strips, and that reciprocal easements be granted each lot owner to the other for access and utility purposes.
- 4. Water mains and fire hydrants should be extended such that a fire hydrant is constructed at the terminus of the driveway as it opens into the building site.
- 5. A hammerhead turn around is constructed in the area of the fire hydrant to facilitate turn around of emergency vehicles.
- 6. A street light be constructed over the fire hydrant,
- 7. Building permits for these lots will be issued only if the permittee comply with all fire code regulations in effect at the time that permit is issued.

3. Reconfigured Transportation Elements: Funicular Tramway at Roosevelt Gap.

The Roosevelt Gap Lodge is connected to the Snow Park Hotel (in lower Deer Valley) via a funicular tramway with primary lodge guest parking provided at Snow Park in addition to 50 parking spaces on the site at the Roosevelt Gap Lodge. The Lodge size is increased from the 1991 Determination of 64 units to 105 units. These items are shown on Telemark Park Resort, Concept Master Plan, revised June 7, 1996.

4. Reconfigured Transportation Elements: Non-Vehicular Transportation Elements.

The Park City Settlement Agreement creates a contractual obligation on the part of the developer to construct the trails and ski access as non-vehicular transportation elements of the 1991 Determination plans. The obligation to "hard surface" certain trails is part of the agreement. Trails and

ski access are shown on Telemark Park Resort, Recreation Amenity Exhibit, revised June 7.

5. Reconfigured Transportation Elements: Density Transfer.

The previous 148 unit Little Baldy multi-family density near the center of the project has been moved to outside the East Gate and to Roosevelt Gap, where the funicular reduces traffic; substantial traffic loading is eliminated from interior project roads and from projected generation.

6. Density Transfer and Employee Housing.

The Amendment does not alter the approved Density from 1991 either by unit type or in total. Significant density is proposed to be transferred from the Little Baldy area to Telemark Village on the east end of the project, and to Roosevelt Gap and, to a lesser extent, to Slalom Village. All the conventional Commercial Space has been transferred to Telemark Village.

Developer shall be required to provide one employee housing unit for each 32 dwelling units and single family lots constructed or platted within the project, up to a maximum of 16 employee housing units. Employee housing units are defined as units held permanently for rental on a monthly/long term basis, or such other restriction as may be imposed so as to meet the employee housing commitment developer has made with Park City Municipal Corporation under the litigation settlement agreement. Such units shall be approximately 1,000 square feet and shall be located within the Telemark Park Village development envelope within the project, or elsewhere within a multi-family/commercial development envelope, and shall meet all other requirements for residential construction in Telemark Park Resort.

Employee housing is acceptable to Wasatch County, except in no case can the units be screened or administered by Park City Housing Authority without written agreement by Wasatch County. In no case may the residents be screened to exclude people who do not now live in Park City, or require that they are now employed in Park City.

7. Water System Fire Flow

Building permits for lots will be issued only if the permittee complies with all fire code regulations in effect at the time that permit is issued.

8. Snow Storage

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It is recommended that adequate snow storage be provided along project roadways and adjacent to buildings. A site specific snow storage plan is to be submitted with all preliminary plans subject to approval of Wasatch County and Wasatch County Review Engineer. The following are suggested snow storage requirements which should be utilized within the project:

- With respect to roadways, the 4' shoulder and 4' drainage ditch can be used as snow storage area. In addition to that, snow storage easement outside the right of way line should be provided.
- With respect to buildings, a minimum of 5' adjacent to buildings outside the eave line on land no steeper than 2% slope to be used as snow storage.
- With respect to Parking Lots, an area equal to 15% of the pavement surface area should be reserved for snow storage - this can be provided on the pavement or in adjacent planter areas if the planting can survive the snow loading.

9. Street Lights

Street lights shall be constructed over fire hydrants and at street intersections within the project for public safety reasons. The applicant should submit a street lighting plan for public safety considerations and residents convenience within the project with preliminary plans.

10. Ski Bridges

The Master Home Owners Association shall maintain all ski bridges including ski bridges leading to individual lots.

11. Park City Annexation

The western portion of the project adjoins Park City, and certain services may be more economically provided by Park City. Annexation may be the most appropriate and economical way to provide government services. The Commission is willing to consider the annexation of the western portions of the project. Specifically, the Commission will consider annexation of Roosevelt Gap after approval of this Amended Order of Density Determination, and of Slalom Village and Snowtop after Developer has completed Preliminary or Final Approval (as defined in the Wasatch County Development Code) of those sites under Wasatch County jurisdiction. The Commission would not favorably consider an annexation which does not meet the requirements of, or does not recognize the entitlement of this Density Determination, or which does not maintain Wasatch County control of water quality.

In addition to the municipal annexation, the Commission will review annexations and disconnections from various special service districts involved in providing services which are not provided directly by the County or Park City, such as fire, water, sewer, and similar services in order to provide a high quality of service within the project. Service district annexations and disconnections will be based on logical and efficient extensions, both for the service providers and the project. Depending on how services are provided, the jurisdictional adjustments for each of the annexation areas may be different, and will be considered on a case by case basis. The balance of the project is logically and economically served as a Wasatch County project, and annexation east of Slalom Village would not be favorably considered by Wasatch County under present circumstances.

The Settlement Agreement with Park City requires that the Developer offer certain areas adjacent to Park City for annexation to Park City. The Developer agreed to this on the condition that Wasatch County approved the Density, and certain other planning elements would remain intact. The rationale for Park City's request was that certain areas of the project, as approved, were much too dense or "urban" in character to be located so close to a City and not be serviced by the City. The Developer believes that the annexation area agreed to will provide a workable future boundary between Park City and unincorporated Wasatch County. A substantial open space within the project divides the annexed development parcels from the nearest non-annexed development. There is a rational land use reason for placing the line where proposed.

The Park City annexation is not approved as part of this Amended Density Determination because:

- A. At this time there has been no petition filed with Park City for annexation, and it is not known to be within the Park City Annexation Policy Declaration.
- B. Preliminary and final approval of subdivision plats and/or records of survey, as appropriate for either single family lot subdivisions or multi-family developments, shall be obtained from Wasatch County prior to petitioning annexation of the Snowtop neighborhood and Slalom Village developments to Park City. Recordation of the plats, of filing of the Record of Surveys shall be completed pursuant to Wasatch County approval prior to annexation to Park City. Final Design Approval and Annexation of the Roosevelt Gap development may be sought and petitioned from Park City following approval of First Amended Density Determination.
- C. Park City and Wasatch County shall achieve an agreed upon working relationship on water, fire, garbage, police, and road maintenance.

12. Fiscal Impact

Fiscal impact information provided by the applicant was found to be insufficient to address the impact of the proposed development on the County's general fund. Also it is understood that definitive financial assessments are difficult to make at this time due to the quickly changing nature of the Jordanelle Basin. Amended Density Determination is, however, approved based on conditions contained in IV. PRE-CONDITIONS TO CONSTRUCTION 3. Government Services Plan below.

13. RF-1 Zone Compliance.

Development may occur in accordance with the uses and densities shown on the Tables, and if the project is built in accordance with the densities shown on the tables, and in conformity with the other terms and conditions of this Order of Density Determination, the intent and specific requirements of the Development Code as it pertains to the RF-1 zone will have been satisfied.

14. Phasing Plan.

The following Phasing Plan is adopted for the Telemark Park Resort:

(a) For purposes of this provision, the term "Platting" is deemed to include the formal recordation of a subdivision plat or condominium record of survey map, and also, in the case of those Dwelling Units for which a formal plat is not required (such as rental apartments, employee housing, and lodge Dwelling Units that are not held in condominium ownership), the issuance of a building permit. Those Dwelling Units which do not technically require recordation of a plat are deemed to be "Platted," for purposes of the Phasing Plan, when the building permit for the construction of those dwellings is issued. Single family dwellings are considered Platted, for purposes of this section, upon the recording of the subdivision plat, without regard to when construction of the dwelling actually occurs.

(b) Prior to the Platting of any units beyond 50% of the total units approved, Developer shall have constructed all of the Phase I Recreation Amenities, and have constructed or bonded for the construction of all the Phase II recreation Amenities.

(c) Recreation Amenities are also subject to the phasing plan, except for Pre-Development Recreation. Prior to, or with the first Plat, Developer shall construct or bond for all of the Phase I Amenities as described in Section VIII. Prior to the Platting of any units beyond 50% of the total units

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approved, Developer shall construct or bond for the construction of all of the Phase 2 Amenities as described in Section VIII. The developer may construct the recreation amenities sooner than required under this provision.

15. Relation of Roads and Infrastructure to Adjoining Properties.

(a) In conjunction with the settlement of the Litigation, the property owner has obtained agreements from abutting property owners United Park City Mines Company, Land Der Berg, LLC, and Milton L. Weilenmann concerning the maximum densities on their adjoining properties which might logically be served from the roads in Telemark Park. These properties are labeled on the Telemark Park Resort, Concept Master Plan, revised June 7, 1996. These adjoining properties are all of the privately owned land that can be logically served or accessed through the Telemark Park property due to terrain conditions. Utilities and roads will be designed and constructed in a manner that anticipates serving these properties, subject to such line extension agreements as the parties may work out among themselves and approved by Wasatch County. Except for these abutting owners, no other property will be served through, or have access through or by the Telemark Park road system or utilities. Road and utility stubs are not required to be provided to any other property.

(b) In requiring these road and utility stubs to the three adjoining properties, Wasatch County is endeavoring to efficiently plan for future utility services and minimize future costs or duplication of services should development later occur on those properties, and to preserve historic rights of access. Nothing in this Order of Density Determination is intended to, or shall be interpreted as granting or recognizing any specific development rights to those properties, which are owned by third parties.

16. Telemark Park Master Owners Association and Telemark Park Special Service District.

The 1991 Density Determination contemplated the formation of a special service district that included only the Telemark Park Resort property. Most of the intended functions of that district have been assumed by the Jordanelle Special Service District, which covers a larger area. It is now anticipated that the functions and services not provided by the Jordanelle Special Service District, and not provided by Wasatch County generally, will be provided by, and paid for, by the Telemark Park Master Owners Association as described in the 1991 Density Determination, however, certain or all of these functions and services may be provided by a Telemark Park Special Services District.

17. Transfer of Interest.

As a result of a merger dated December 29, 1995, Trans-Wasatch Company, Inc., a Utah corporation, was merged into Trans-Wasatch Company, LLC, a Utah limited liability company. [As a result of a purchase of the property which is subject to these First Amended Findings and Order from Trans-Wasatch Company L.C.C. on June 20, 1996, Deer Crest Associates, L.C., a Utah Limited Liability Company became the owner of the property and the successor entity.] The successor entity succeeds to all the rights, entitlements, and obligations of its predecessor pursuant to Section IX.2.A. of the original Density Determination.

18. Pre-Conditions.

No development other than those recreation facilities described below as "pre-development recreation" may occur until each of the Pre-Conditions to Construction listed in Section IV of this Order have been satisfied or expressly waived by the County.

19. First Amended Findings and Order on Density Determination.

This "Findings and Order on Amended Density Determination in the Matter of the Application of Trans-Wasatch Company for Amended Density Determination for Telemark Park Resort" supersedes "Findings and Order on Density Determination in the Matter of the Application of Trans-Wasatch Company for Density Determination for Telemark Park Resort" recorded as Instrument No. 158784 December 31, 1991 in Book 237, Pages 241 to 332, Official Records of Wasatch County.

IV. PRE-CONDITIONS TO CONSTRUCTION

This density determination is predicated upon satisfaction by the Developer of the following pre-conditions, and no construction other than "Pre-Development Recreation Amenities" described in Section VIII.2.C.(a). may be built unless and until the Developer has demonstrated to the reasonable satisfaction of the County that all of the following conditions have been satisfied:

1. Sewage Treatment.

Sewage collection, distribution, and transmission is being provided by Jordanelle Special Services District. Sewage treatment is being provided by Heber Valley Special Services District. This pre-condition is, therefore deemed to have been satisfied.

2. Secondary Access Road - Keetley Road Vacation.

The proposed plan would "privatize the entirety of Keetley Road within the project. Controlled access gates will be placed at east and west ends of the project. In order to satisfy Park City's desire to permanently disconnect the historic right of way so as to preclude the road reverting to use as a public thoroughfare at some future date, Keetley Road will be physically "disconnected" by placing a structure [a multi-family hospitality facility in Slalom Village] across the right of way (after vacation). The structures internal parking may "ramp" between disconnected segments of the road, but through traffic will be precluded.

The formal Petition for the Vacation of Keetley Road in Sections 14, 15, 23, and 24 of Township 2 South, Range 4 East, Salt Lake Base Meridian, Wasatch County, Utah was filed with the Wasatch County Commissioners June 3, 1996, and to Park City on June 13, 1996. The petition requested vacation of Keetley Road, also known as Heber Avenue extending northwesterly approximately 1.5 miles from the terminus of Wasatch County Class B Roadway known as the "L" Line. The matter was set for public hearing June 24 at 4:00 pm at the Wasatch County Courthouse and was published in the Wasatch Wave June 5, 12, and 19, 1996.

In order to satisfy Wasatch County requirements for public safety, there must be two points of ingress and egress to the development. Original Density Determination Approval required that Developer must demonstrate the right to improve a secondary access via Heber Avenue from Park City or the Snowtop Road from the north to the Highway 40 frontage road. If neither of these roads is available to the project the developer must show both that practical alternative routing is possible and that the developer has a legal right to construct these roads prior to preliminary approval or any plat or building permit for any habitable structure. Amended Density Determination proposes the use of vacated Keetley Road (a private street) into the Deer Valley area of Park City as a secondary access to the project.

Wasatch County recommends approval of the vacation of Keetley Road and the acceptance of the Private Street version of Keetley Road to satisfy "secondary access", upon the following conditions:

- A. Ski Academy is located in Telemark Village.
- B. Replacement of motor vehicle access with a system of public trails within the project: in lieu of motor vehicle access, public access will be provided by a system of public trails as shown on Telemark Park Resort, Recreation Amenity Exhibit, revised June 7, 1996.

- C. The following utilities: Pacific Power, Mountain Fuel, U. S. West, and others who may have not have written easements along Keetley Road by virtue of being located in the old roadway must be provided written easements prior to the vacation of Keetley Avenue.
- D. An easement over Keetley Road is to be retained by Wasatch County for emergency traffic.
- E. That a bypass roadway be constructed at the Slalom Village location according to the following Section:
- 24' of pavement with 4' shoulders on each side for a total graded width of 32'.
- sufficient to serve as a secondary emergency access through the project,
- F. That this bypass roadway shall be deed restricted in perpetuity to serve as a "secondary emergency access" for the project,
- G. That this bypass roadway shall perpetually be maintained the projects Master Property Owners Association, and
- H. That the entire roadway through the project consisting of Keetley Road to the Slalom Village, the bypass roadway around Slalom Village, Keetley Road from Slalom Village to the Summit County/Wasatch County line, and Keetley Road in the Park City from the Summit County/Wasatch County line to Queen Esther Drive in Deer Valley be deed restricted in perpetuity to serve as "secondary emergency access" for the project.
- I. That the maintenance of this entire roadway described in Item D. above be guaranteed by the Telemark Park Master Association.

3. Government Services Plan.

The Telemark Park Resort is not located near any existing Wasatch County service facilities or within an area where regular services have been required on a routine basis. The development will require a full complement of governmental services, including but not limited to extended law enforcement, fire protection, education, road maintenance, storm drainage and flood control, sanitary sewage collection and treatment, retail water service, and road maintenance. The county must know how these services are to be provided, and further provide that the provision of these services can be done in such a way that the taxpayers in incorporated areas are not subsidizing services in unincorporated areas. Some of these services can reasonably be provided by logical extensions or expansions of existing Wasatch County based services. Others may have to be established through new districts within the Project or in conjunction with other developments in its immediate area. Still other services may be most economically provided by contracts with, or

annexations to, other existing districts, municipalities, or state or federal agencies.

Prior to construction, or with the application for preliminary approval, the Developer must present to the Board of County Commissioners a Governmental Services Plan showing that essential governmental services are available to the Project, the providers of those services, and whether the service arrangements are interim or long term.

Part of the Governmental Services Plan includes appropriate mitigation of impacts on the service providing agency. The County Commission will review the Government Services Plan, and, if it finds that necessary services are available and committed, and that the public health, safety and welfare have been adequately provided for by the several agencies identified within the plan, and that the public interest is served, shall approve the Plan as being adequate to satisfy this Pre-Condition.

4. Execution by Affected Parties.

All persons or lenders who have an interest in this property must agree to the terms of this Density Determination before it is effective.

V. INFRASTRUCTURE REQUIREMENTS

This Order of Density Determination is based upon the Developer providing the necessary infrastructure to support the proposed development. This infrastructure includes public and private roads, utilities, storm drainage controls, wastewater, and all similar services. Infrastructure is to be built with each Development Parcel in a manner that the parcel could stand alone and function independently if no subsequent development occurred. Requests for preliminary and final approval will be granted only if the following standards for infrastructure have been satisfied:

1. ROADS. There are different classes and types of roads approved in the Project, which are described as follows:

A. Public Roads:

Heber Avenue: Heber Avenue as it connects from Highway 40 frontage road through the project to the guard gate in Telemark Village is approximately 1,400 feet in length. The applicant estimates traffic volumes on this portion of project roads at 3,226 A.D.T. at project build out.

B. Private Roads

- Keetley Road from east gate to intersection of St. Louis Drive.
- Little Baldy Drive
- Keetley Road west of St. Louis Drive intersection.
- Snowtop Road
- Snowberry Court
- Lower Acorn Circle
- Upper Acorn Circle
- Pocatello Court
- Boiler Point Circle
- Pioche Place
- Little Baldy Court
- Slalom Court
- Snowtop Circle

C. Road Classifications

The following road classifications are specified within the project.

Road classifications based on Peak ADT

Collector	> 1,200 ADT
Sub Collector	600 - 1,200 ADT
Local	< 600 ADT

Designation of roads:

Collector:

- Keetley Road (Heber Avenue) east of East Guard Gate

Sub-collector:

- Keetley Road from east gate to intersection of St. Louis Drive.
- Little Baldy Drive

Local:

- Keetley Road west of St. Louis Drive intersection.
- Snowtop Road
- Snowberry Court
- Lower Acorn Circle
- Upper Acorn Circle
- Pocatello Court
- Boiler Point Circle
- Pioche Place
- Little Baldy Court
- Slalom Court
- Snowtop Circle

D. Design Standards for Heber Avenue and other County Roads:

4' wide drainage ditch, or additional shoulder

4' gravel shoulder,
 30' of asphaltic or concrete driving surface,
 4' gravel shoulder, and
 4' wide drainage ditch, or additional shoulder
 Total graded width of 46'

Right of Way width shall be a 60'. Right of way width must be widened within the right of way or within easements where necessary to include cut and fill slopes. Right of way width must wider in areas which contain passing lanes and left turn pockets.

Ten foot snow storage areas are to be provided on shoulders, as measured from the edge of pavement.

A special design study of Heber Avenue at the Telemark Village must be prepared at Preliminary Plan stage for the Village to demonstrate the safety of road and intersection design. Such study shall address, but shall not be limited to, an analysis of vertical and horizontal sight distances and operation during winter months, considering the potential for snow and ice buildup.

The design speed of the road is to be 30 miles per hour.

E. Design Standards for Service District Roads:

The roads in the Project will be owned and maintained by the Special Service District and/or the Master Association or private entities such as condominium associations. The classifications and design standards for these roads are as follows:

Collector:

4' wide drainage ditch, or additional shoulder
 4' gravel shoulder,
 30' of asphaltic or concrete driving surface,
 4' gravel shoulder, and
 4' wide drainage ditch, or additional shoulder
 Total graded width of 46'

Sub-collector:

4' wide drainage ditch,
 4' gravel shoulder, or additional shoulder
 26' of asphaltic or concrete driving surface,
 4' gravel shoulder, and
 4' wide drainage ditch, or additional shoulder
 Total graded width of 42'

Local:

4' wide drainage ditch,
 4' gravel shoulder, or additional shoulder

26' of asphaltic or concrete driving surface,
' gravel shoulder, and
4' wide drainage ditch, or additional shoulder
Total graded width of 42'

Eight foot snow storage areas are to be provided on
shoulders as measured from the edge of the pavement.

The above delineated 8 foot shoulders are being provided
for the following purposes:

- the shoulders give additional travel surface if a vehicle's wheel gets off of the pavement,
- having a shoulder rather than the drainage ditch adjacent to the pavement prevents a vehicle's wheel from dropping into a drainage swale,
- a drainage swale directly adjacent to pavement can undermine the edge of the pavement due to erosion of the swale.
- the presence of the shoulder, rather than a drainage swale adjacent to the roadway should increase the integrity of the pavement, and reduce pavement maintenance costs,
- the combined shoulder and drainage ditch provide an emergency parking area,
- the combined shoulder and drainage ditch provide a snow storage area,
- the combined shoulder and drainage ditch provides a construction area for natural gas, power, telephone, and cable TV utilities, street lights, and fire hydrants. Gas, power, telephone, and cable TV are not normally installed under the pavement surface,
- the 8' total width shoulder, and/or shoulder/drainage swale combination provides room for guard rails where required.

A typical section for sub-collector roads and local roads is included herein.

F. Designation of Ownership: The roads within the project are classified as follows for ownership, maintenance, and control purposes:

County Roads:

Heber Avenue at the easterly end of the project only.

District Private Roads:

Sub-collector:

- Keetley Road from east gate to intersection of St. Louis Drive.
- Little Baldy Drive

Local:

- Keetley Road west of St. Louis Drive intersection.
- Snowtop Road
- Snowberry Court
- Lower Acorn Circle
- Upper Acorn Circle
- Pocatello Court
- Boiler Point Circle
- Pioche Place
- Little Baldy Court
- Slalom Court
- Snowtop Circle

G. Design Standards for Project Roads: The following design standards will apply to all County and District roads within the Resort:

The minimum centerline radii will be at least 75 feet,

Left turning lane on Keetley Road required at the intersection of Keetley Road and Telemark Village Center.

At intersections grade shall not exceed 4% for all approaches for a distance of at least 100 feet as measured from the centerline of the appropriate roadway or for a minimum of 50 feet from the stop bar, whichever is greater.

Street Grades: Maximum centerline road grade shall not exceed 10%, except for Keetley Road:

- west of Slalom Village to St Louis Drive, and
 - east of Slalom Village to St Louis Drive,
- where centerline grade shall not exceed 12%.

The minimum tangent distances out of intersections will be 100 feet on County Roads, and 50 feet on District roads (this standard may be modified at the time of submitting preliminary plans - based on site specific recommendations of traffic/civil engineer, subject to approval of county review engineer).

The minimum tangent distances between reverse curves will be 100 feet on County Roads, 50 feet on District roads (this standard may be modified at the time of submitting preliminary plans - based on site specific recommendations of traffic/civil engineer, subject to approval of county review engineer).

The minimum tangent distances between broken back curves will be 200 feet on County Roads, 100 feet on District roads (this standard may be modified at the time of submitting preliminary plans - based on site specific

recommendations of traffic/civil engineer, subject to approval of county review engineer).

H. Right of Way Widths

Public Roads

Right of way widths for public roads shall be 60' subject to the provision of additional easements for the following purposes outside the 60' right of way:

- slope easements for construction and maintenance of cut and fill slopes,
- utility easements (if necessary) for the construction and maintenance of additional project utilities, and
- snow storage easements for the storage of snow and other road related materials from project roadways.

Private Roads

Right of way widths for private roads shall be 50' subject to the provision of additional easements for the following purposes outside the 50' right of way:

- slope easements for construction and maintenance of cut and fill slopes,
- utility easements (if necessary) for the construction and maintenance of additional project utilities, and
- snow storage easements for the storage of snow and other road related materials from project roadways.

2. WATER SUPPLY, WATER RIGHTS, AND FIRE FLOWS

A. Water Rights

Wasatch County does not provide retail water service, and the burden of providing water rights, waterworks, and the retail water system is entirely borne by the Developer. The Developer shall have obtained adequate water rights, shall have secured approval of any necessary change applications from the State Engineer and shall have demonstrated the development of water source in quality and flows meeting the requirements of the State Health Department in the amounts necessary to service the development phase proposed on each application for Preliminary Approval at the time such application is made. In the event that Developer has not satisfied any of the above requirements prior to the filing of such application, County may, at its sole discretion, process the Application for other areas of concern but shall not approve such application until the requirements of this section have been met.

Notwithstanding the foregoing, no first phase proposed for Telemark Park Resort may be approved without rights, flows

and storage meeting the Fire Flow requirements of this Section.

(a) Quantity of Water:

(1) Total Water Demand. The total required water rights for Telemark Park Resort if all Density approved herein is constructed is 316 Acre Feet annually, according to the County's consultant. Applicant represents a desire to implement water conservation measures which might reduce this total amount. As the County wishes to encourage water conservation, but such measures are unproven to the County, the following requirements are imposed:

Any first phase proposed for Telemark Park Resort must have water rights and flows calculated on a per unit basis according to the table below. The Developer may perform a metered water use study on the first phase and present the results to the County. Any such study must meet the requirements of the State Division of Drinking Water and must be reviewed and approved by the State prior to any reductions in system demands or water rights. At the County's sole discretion, the total required water rights for Telemark Park Resort may be reduced according to the results of that study.

TELEMARK PARK RESORT WATER RIGHTS REQUIREMENTS

TYPE USE	UNITS	STORAGE DEMAND (gallons)	DEMAND (gallons)	ANNUAL DEMAND (af)	TOTAL** (af)
COMMERCIAL	72*	40	2,880	.225	16.20
LODGE CONDO	148	450	66,600	.500	74.00
APART. CONDO	98	400	39,200	.450	44.10
TOWNHOUSE/COTT	124	475	58,900	.530	65.72
SINGLE FAMILY	146	500	73,000	.560	81.76

* Commercial square footage in 1000's

** Demand stated in Acre Feet per year.

NOTE: For common area, snowmaking and seasonal demands, reference is made to Table 1 of the above referenced report by EWP.

(b) Phasing of Water Acquisition.

In order to prevent an undesirable situation from resulting if Developer is unable to obtain the total required water rights or develop the necessary sources, the following conditions are imposed:

(1) Prior to approval of Preliminary Plans, Developer must demonstrate that substantive and valid water purchase options have been secured or that a valid application has been made to the Central Utah Water Conservancy District for C.U.P. water in the total amount required for the project.

(2) If the total water rights and sources have not been secured prior to the first Preliminary Plan, such plan must show the proposed development utilizing the Applicant's existing 100 acre feet of water, and a demonstration that such development would be capable of standing alone in the event that no further water rights may be obtained or sources secured.

(3) If, within five years of the first Preliminary Approval, total water rights and sources for the project as approved herein, or as modified by the County pursuant to a metered water use study, have not been secured, Developer shall file with the County a proposed Amended Density Determination showing the proposed reduced project size and application of the then perfected water rights and sources.

B. Water System Capacity and Fire Flows:

Because of the wildland fire exposure in the Telemark Park Resort, and the distance from established Wasatch County fire fighting services, the Fire Flow demand for the Development has been set at a level in excess of that required by the Uniform Fire Code. The estimated fire flow demand for each type of Unit is shown on the following table:

Unit Type	Peak Day Source Demand and Flows	
	Gallons/Day	
	Winter	Summer
Commercial Space, Per 1,000 sq. ft.:		
	75	80
Lodge Condos:	800	900
Apartment Condos:	600	800
Townhouse/Cottage:	800	950
Single Family Lots:	800	1000
Open Space, Per Acre:	-0-	4030
Snow Making, Per Acre:	3000	-0-
Total Demand in gallons per minute:	358.9	360.8
Total Storage Demand -		

50% of Peak Daily Flow, in gallons: 268,000*
260,000
*(includes 60,000 gallons snowmaking)

(a) Fire Flows and Storage Demand:

(1) The following fire flow requirements were established in the 1991 Density Determination and are understood as minimum standards. Final requirements for the project will be established in accordance with the criterion in Section V.2.B. (a).

- Multi-Family and Commercial Villages: 2,500 GPM flows for 3 hours, based on type of construction and the requirements for fire sprinklers. Uniform Fire Code, 1994 Edition shall govern.

- Single Family Areas: 2,000 gallons per minute for 4 hours shall be the required fire flow and storage in all areas, based on type of construction and the requirements for fire sprinklers. Uniform Fire Code, 1994 Edition shall govern.

- Total Fire Flow Storage: The total storage per the above requirements would be 450,000 gallons for 2,500 GPM X 3 Hours, or 480,000 gallons for 2,000 GPM X 4 hours. As the greater of these two is 480,000 gallons, the required fire storage shall be 500,000 gallons.

(2) Fire flow storage provided within the development shall be no less than specified by current fire flow rates and durations specified in the current Uniform Fire Code as adopted by Wasatch County at the time of the recordation of each phased portion of the project. Fire storage may therefore be greater than values specified above depending upon the construction phasing of the project.

(3) Fire flow storage for Roosevelt Gap, Slalom Village, and Snowtop developments shall, in addition to Wasatch County requirements, comply with Park City Fire Code standards of general application at the time of construction.

(b) Total Storage Demand:

(1) Total storage demand is the sum of fire flow storage, unit storage demand, any other storage demand, and is the greater of summer or winter storage demand. This is calculated to be 770,000 gallons. This is the

minimum required total storage for Telemark Park Resort. This may only be reduced through alternate storage or source for snowmaking water, which accounts for 60,000 gallons during the winter, and/or a reduction in unit demand based upon a metered water use study as provided for above.

(2) Domestic storage provided within the development shall be no less than specified by current standards specified in the current Utah State Drinking Water Standards, and in current Jordanelle Special Services District Standards at the time of the recordation of each phased portion of the project. Domestic storage may therefore be greater than values specified above depending upon the construction phasing of the project.

C. Water System Design Standards. The following design standards apply to the construction of the water system in Telemark Park:

(a) Storage Location, System Design & Main Depth:

Total water system storage may be provided in a single location in the project, or divided up into multiple locations throughout the project such that fire flow storage plus domestic storage is satisfied at any particular location.

Each Neighborhood is to have available to it the required fire flow storage plus average daily flow storage, or one-half peak daily demands, for the entire neighborhood considering building types.

Conceptual water system design for the overall project (well locations and capacities; main sizes; and tank locations, elevations, & sizes shall be submitted with preliminary plans.

Water mains are to be buried to a minimum depth of 7 feet in roadways and at a depth of 5 feet in other locations, or as established by Jordanelle Special Services District Standards.

(b) Fire Protection and Suppression Requirements:

(1) Fire Sprinklers. All residential and commercial structures within Telemark Park Resort shall be internally fire-sprinklered in accordance with the provisions of the Uniform Fire Code, as updated from time to time. Unless specifically approved by the Fire Marshall for non-combustibility, all such structures shall contain exterior sprinklers as well. Such exterior

sprinklers shall include at least under eave sprinklers, but may be required to include roof top sprinkling in areas or on structures deemed by the Fire Marshall to have wildfire hazard or vegetation to roof relationships justifying such measures.

(2) Fire Breaks. The Application contains provisions for fire breaks around structures. Conformance to the Application in this regard is a condition of this approval and future construction permitting.

(3) Building Construction/Combustibility Standards. Construction shall meet all applicable fire safety requirements of local, state and federal agencies, and shall be at least as fire resistive as Type V-ONE-HOUR Construction, maximum compartment size 21,000 square feet, per Table 5-C of the Uniform Building Code.

(4) Fire Access. Access to structures for fire suppression equipment shall meet all applicable requirements of the Fire District and shall be subject to review by the Fire Marshall, which shall in no event exceed the requirements of the Uniform Fire Code.

(5) Non-County Fire District Service. In the event that Telemark Park Resort contracts with a non-County fire district for interim service the Fire Marshall of said district shall have interim authority hereunder to enforce Fire Safety measures. Approval by the Fire Marshall having jurisdiction and responsibility over the Development shall be binding in the event of a later transfer of jurisdiction, and property owners will not be required to modify existing structures solely on the basis of a jurisdictional transfer.

3. SANITARY SEWER

All commercial buildings and residential dwellings within the Telemark Park Resort shall be served with sanitary sewer service from a sewage collection and or treatment utility or district consistent with the Jordanelle Basin Wastewater Treatment Plan adopted by the County.

4. STORM WATER AND WATER QUALITY

Telemark Park Resort is located within the watershed of the Jordanelle Reservoir and the Provo River. This approval is conditioned upon recognition of the non-degradation status of the hydrologic setting.

A. Stormwater Plans.

Preliminary Plans shall be required to show compliance with the Telemark Park Surface Water Runoff Control Conceptual Level Master Plan by Hansen, Allen & Luce, dated December, 1989 (hereafter the Water Quality Plan). Any proposed variation from the provisions of this plan are subject to review and approval by the County.

Preliminary Plans will be required to show compliance with that plan and shall specifically address:

- Location of all building sites outside of storm water discharge routes.
- Detention Structures.

B. Water Quality Control.

The Hansen, Allen & Luce Water Quality Plan referred to above is incorporated herein by reference. The summary measures below are extracted from that plan.

"The Water Quality Plan identified detention basins. The Water Quality Plan also identified the potential for Preliminary Plans to identify and propose alternatives, so long as the mitigating effect upon water quality equals that provided by the basins. In the absence of alternatives proposed by developer and approved by the County at Preliminary Plan stage, the following detention basins are required to be constructed by Developer as a condition of this approval:

- Drain Tunnel Gulch (AKA Telemark Hollow)
- St Louis Gulch
- U.S. 40 (Just above U.S. 40 Embankment in lower Drain Tunnel Gulch, AKA Telemark Hollow)"

The size and design of the above basins shall be determined based on site specific hydrology, hydraulic and water quality calculations and considerations presented by the developer's engineer with Preliminary Plans subject to review and approval of Wasatch County and Wasatch County Review Engineer.

Based on Telemark Park Resort, Concept Level Water Quality Plan, June 7, 1996, detention basins may be constructed at the following locations and sizes within the project to satisfy the above requirements:

Location	Size
• Roosevelt Gap	0.5 acre feet
• Little Baldy #1	0.5 acre feet
• Little Baldy #2	0.5 acre feet
• Little Baldy #3	0.5 acre feet
• Little Baldy #4	0.5 acre feet
• St. Louis #1	3.0 acre feet

- St. Louis #2 2.0 acre feet
- St. Louis #3 2.0 acre feet
- Gordon's Gulch 0.5 acre feet
- Spin-Cycle 7.0 acre feet
- US 40 Basin 10.0 acre feet

Preliminary and final plans for Telemark Park shall include sufficient analysis and documentation, presented to Wasatch County for review and approval, to assure that the proposed mitigation plan is implemented. Commitments shall include design and construction techniques, plans and specifications.

Water Quality plans prepared for Preliminary Plan and Final Plan submission shall be designed in accordance with the following references:

- "Wasatch County Hydrologic/Water Quality Study," Hansen Allen & Luce Inc., June, 1994.
- "Wasatch County, A Guide for Erosion and Sediment Control at Construction Sites, EWP, Draft Report, December 11, 1995"

C. Ownership and Maintenance:

All storm water conveyance facilities and detention basins shall be owned by the Telemark Park Master Homeowners Association or a Telemark Park Special Services District. All storm water conveyance facilities and detention basins shall be operated and maintained by the Telemark Park Master Homeowners Association or a Telemark Park Special Services District.

D. Stormwater Design Criteria:

All drainage ways with 10 year design flow velocities above 4 feet per second shall be lined with riprap sized with a minimum safety factor of 1.5 in accordance with the Barfield (1981) method. Drainage way hydraulics shall be analyzed with the Mannings flow equation. Cross road drainage facilities including culverts will be designed to convey at least the 10 year design storm after development. The 100 year after development storm event must be considered in the design of such cross road drainage facilities as well as natural and improved open channels, storm drain inlets and storm drain pipe systems so as to provide that such an event does not inundate structures, damage utilities, endanger the public or adversely impact the environment. The design of drainage ways and culverts shall be included in Preliminary Plans and construction detail shall be provided in the Final Plans.

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All building sites and essential facilities shall be positioned such that they are free of flood hazard and/or are protected from 100 year stormwater flows.

Stormwater planning, design, and construction will be integrated with water quality planning.

5. RELATIONSHIP OF ROADS AND UTILITIES TO OTHER PROPERTIES.

Neighboring properties that now have a legal right to use the Telemark property for access may not be landlocked. Anticipated properties that may use project roads for access to their property are disclosed in Section III. 15. of this First Amended Density Determination. Terms for the provision of utilities to these properties is also described in Section III. 15. A reimbursement scheme for utility services shall be developed and must be approved by the County and Developer before any other properties are authorized to connect to facilities constructed by the Developer of Telemark Park.

6. PUBLIC TRANSPORTATION

There is no established public transportation service in the area at this time. Limited common carrier or hotel courtesy-type public transportation should be anticipated. Loading zones only in multifamily and village areas shall be provided at walking distances no greater than 500 feet and shall have the following characteristics: 40 feet long and 10 feet wide located outside the normal travel lanes of roadways.

VI. DEVELOPMENT AND SITING OF IMPROVEMENTS

Although a great deal of siting detail has been developed through the Density Determination stage, the specifics as to the development to occur on each of the identified development sites is still quite general in nature, with final design and engineering to follow as individual development sites move to Preliminary and Final Approval. Subsequent applications for Preliminary or Final Approval are to be in substantial conformance with the Application. Subsequent submittals will be deemed to be in substantial conformance with the Application and this Order of Density Determination if they meet the following standards:

1. DEVELOPMENT PARCELS

Density Determination is considered approval of Density in the areas shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7 according to the conditions contained herein and according to the Pre-Conditions described in Section IV. The location and boundaries of the Development

Parcels are identified on Land Use and Area Exhibit. Parcel boundaries may be adjusted at Preliminary Plan level, but may not be significantly changed. Specifically, boundaries are expected to be within 50 feet of those shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7. The area of Development Parcel areas may be decreased.

Adjustment of Multi-Family Development Parcels may not increase total area by more than 5% of that shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7. Any such increase may not increase the allowable building mass.

Single Family Parcels may be adjusted, but may not be increased in area unless such increase is due to the conversion of adjacent road right of way (RRW) or MultiFamily (MF&C) areas. Lot lines as shown on the Concept Plan may be reconfigured and the overall number of lots may be reduced according to the Single Family Lot Guidelines herein, but in no event may open space be reduced after dedication to the Master Association.

In no event may the net acreage of Open Space areas be decreased from that shown on the Land Use & Area Exhibit by more than 2%.

Any proposed adjustment of Parcel boundaries from the Application must be shown at Preliminary Application. At Final Application adjustment may only represent survey correction, not reconfiguration.

Within applicable setbacks within MF&C areas, Developer may reconfigure building footprints and shapes from those shown on the Concept Plan and shall show such reconfiguration at Final Plan Application. Such reconfiguration shall be subject to all other conditions contained herein.

At Preliminary Plan developer may adjust roadway locations from those shown on the Concept Plan in the interest of minimizing site disturbance and grading. Such adjustment may not result in more than a 5% increase in total RRW area shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7, unless such increase is due to an increased width condition imposed by the County.

2. SITING GUIDELINES APPLICABLE TO ALL DEVELOPMENT PARCELS

The following guidelines apply to all development parcels within the Telemark Park Resort:

Unless otherwise approved during the preliminary plan phase of the project, Building envelopes shall be configured

within required setbacks within parcels approved in this Determination for such use, and shall be designated on Preliminary Plan submittal.

Preliminary plans shall be of 1"=50' or greater scale. Such plans shall show existing vegetation of 4" DBH (diameter at breast height) or larger trunk caliper and shall demonstrate an effort to preserve such vegetation wherever possible, with emphasis on preservation of larger and slower growth type trees and groves.

Preliminary plans submitted for review and approval shall show setbacks, limits of disturbance, building envelopes, snow storage areas, cuts, fills, proposed slopes for disturbed areas, general utilities, rights-of-way, easements, and proposed night lighting.

Preservation of natural features and vegetation to the extent reasonably possible is required. Retain existing tree stands and existing terrain where possible.

Building siting should be responsive to the overall development concept, adjacent development, and (i) Topography, (ii) Geology/soils conditions, (iii) Hydrology, (iv) drainage and flood plain considerations, (v) Vegetation, (vi) Views, (vii) Solar and micro-climate considerations, (viii) Access and circulation; pedestrian and vehicular, (ix) Seasonal response, (x) View corridors, (especially to the mountains), and (xi) Snow storage requirements.

3. COMMERCIAL SPACE.

Location: Commercial Space shall be constructed in the Villages indicated on the Master Plan, and shall not be transferrable between Villages.

Allowed Commercial uses: Office, Restaurant, Retail, Ski & Sports Shop, Tavern, Convenience Store, Delicatessen, Cafe, Sports/Fitness and other uses related to the recreational and residential nature of the development.

Prohibited Commercial Uses: Any business activity producing noxious fumes, hazardous waste or noise pollution, any other business activities prohibited in the zone or the County.

4. SET BACK AND SIDEYARD STANDARDS

Minimum Setbacks SINGLE FAMILY:

Front Lot Line: 20 Feet
Rear Lot Line: 30 Feet
Side Lot Line: 10 Feet
Distance from Road Centerline: 45 Feet

Minimum Setbacks MULTIPLE FAMILY:

Front Lot Line: 15 Feet

Rear Lot Line: 25 Feet

Side Lot Line: 10 Feet

Distance from Road Centerline: 40 Feet

No building or structure other than fences shall be built within the setback criteria as described above.

5. SINGLE FAMILY SUBDIVISION LOT DESIGN STANDARDS:

It is the intent of these criteria to minimize surface and visual impact from the development of single family lots and to restrict dwelling placement, height, size and design so as to provide for unobtrusive, attractive dwellings in harmony and proportion with their surroundings.

The following parameters are being approved out of consideration for the environment, to allow for clustering of single family dwellings and larger open space areas, and to achieve aesthetic variation within the project. Applications for Preliminary and Final Approval of Subdivisions containing Single Family Lots will be approved if they demonstrate compliance with the following standards:

Lot Size: The minimum Lot size will be at least 10,000 Square Feet

Limits of Disturbance: Within each Lot, the Preliminary Plan and Final Plat must designate and show an area within each lot where grading and vegetation removal is allowed and where the dwelling and all improvements must be sited. Outside of the Limits of Disturbance only approved above-ground thinning of existing vegetation or spot planting, and the reasonable and necessary placement of utility service lines to the Lot may occur. The Limits of Disturbance Area will be shown on the Final Plat and varies from lot to lot to protect vegetation, drainage, and areas of steep slope.

Maximum Dwelling Coverage: Within each Lot, the Preliminary and Final Plat must designate the maximum size of allowable structures in plan view, including eaves, overhangs, and outbuildings, which may be constructed on the Lot. This is not the Floor Area, but the area of Lot coverage. The Maximum Dwelling Coverages and Maximum Dwelling Sizes shown on the following tables are approved for Single Family Lots within the Telemark Park Resort.

Maximum Impervious Area: Within each Lot, the Preliminary and Final Plat must designate the maximum

area of impervious surface allowed on a lot in addition to the Dwelling Coverage, including driveways, concrete slabs, walkways, steps and other surfaces impervious to water. The coverages shown on the following tables are approved for Single Family Lots within the Telemark Park Resort.

Maximum Total Floor Area: Within each Lot, the Preliminary and Final Plat must designate the maximum Floor Area as defined by the Uniform Building Code, which does not include garages. The Maximum Floor Areas shown on the following tables are approved for Single Family Lots within the Telemark Park Resort.

Maximum Garage Area: Each Lot must contain a garage. The maximum allowable garage shall be 600 square feet per dwelling. Larger garage areas will be counted against the total Allowable Floor Area of the Dwelling.

Maximum Irrigated Landscape Area: The Preliminary and Final Plats for each Single Family Subdivision must show the maximum allowable irrigated area for each Lot. The irrigated area is that portion of the Lot which may be irrigated or planted in non-native plants using additional water. The actual irrigated area will be shown on the final plat, but will average 1,600 square feet on each Lot. Some drip irrigation of native and drought resistant plants may be done beyond this limitation. Notwithstanding any of the foregoing, the Telemark Park Resort Special Services District will establish water rate schedules penalizing excessive landscape watering.

Upper Story Restriction: Succeeding or higher stories of a dwelling must be no larger than 75% of the next lower story if that lower story, as measured by the intersection of the floorplate plane with natural grade, is 50% or more above natural grade. In split-level designs such ratio is by reference to the floor directly below as opposed to the half-story.

Master Association Architectural Control Committee: Notwithstanding any of the foregoing, the Master Association Architectural Control Committee must approve all planned construction prior to any alteration of existing site conditions. The Telemark Park Resort Architectural Guidelines shall define this procedure, which regulates architecture, landscaping, siting, vegetation removal, thinning for firebreak, stormwater discharge and environmental guidelines. The standards and regulations of this Density Determination will be incorporated into the Subdivision Covenants, Conditions, and Restrictions for each Subdivision.

SINGLE FAMILY LOT COVERAGE TABLES

Lot Area Dwelling Increment (square feet)	Coverage Factor for Increment	Maximum Coverage in Square Feet	Total Coverage in Square Feet
For the first 11,000 sq. ft.	26% coverage	up to 2860	up to 2860
For the next 11,000 sq. ft. (11,001-22,000)	18% coverage	up to an additional 1980 sq. ft.	up to 4840
For the next 11,000 sq. ft. (22,001-33,000)	8% coverage	up to an additional 880 sq. ft.	up to 5720
For the next 11,000 sq. ft. (33,001-44,000)	4% coverage	up to an additional 440 sq. ft.	up to 6160
For Area above 44,001 sq. ft.	3%		

As an example of using the above Table, consider a 15,000 square foot lot: the Total Dwelling Coverage would be computed as follows: For the first 11,000 square foot of Lot area, a coverage of 26% applies. For the Lot Area above 11,001, a coverage factor of 18% applies. 26% of 11,000 = 2860 + 18% of 4000 (15,000 - 11,000) = 720 for a total of 3580 square feet.

MAXIMUM SINGLE FAMILY LOT "OTHER IMPERVIOUS" COVERAGE GUIDELINES:

lot area increments (sq ft)	maximum other coverage %	maximum other coverage (sq ft)	maximum total other coverage (sq ft)
up to 11,000	15.0%	1650	1650
11,001-22,000	10.0 %	1100	2750
22,001-33,000	5.0%	550	3300
33,001-44,000	2.5 %	275	3575
44,001 +	2.0 %		

As an example of using the above Table, consider a 15,000 square foot lot: the total other coverage would be 15% of 11,000 = 1650 + 10% of 4000 (15,000 - 11,000) = 400 for a total of 2050 square feet.

CUMULATIVE MAXIMUM SINGLE FAMILY LOT "TOTAL IMPERVIOUS" COVERAGE GUIDELINES: ("DWELLING" COVERAGE + "OTHER IMPERVIOUS" COVERAGE)

lot area increments (sq ft)	total dwelling coverage (sq ft)	total other coverage (sq ft)	total impervious coverage (sq ft)
up to 11,000	2860	1650	4510
11,001-22,000	4840	2750	7590
22,001-33,000	5720	3300	9020
33,001-44,000	6160	3575	9735

44,001 +

As an example of using the above Table, consider a 15,000 square foot lot: the total impervious coverage would be the total of 3580 sq ft computed above and 2050 sq ft computed above for a total of 5630 square feet.

MAXIMUM SINGLE FAMILY LOT "FLOOR AREA" GUIDELINES:

MAXIMUM SINGLE FAMILY LOT FLOOR AREA GUIDELINES:			
Lot area increments (sq. ft.)	maximum total floor area (percent)	maximum total floor area (by increment) (sq. ft.)	maximum total floor area (cumulative) (sq. ft.)
up to 11,000	45%	4,950	4950
11,001-22,000	30%	3,300	8250
22,001-33,000	15%	1,650	9900
33,001 +	8%	na	na

As an example of using the above Table, consider a 15,000 square foot lot: the total floor area would be 45% of 11,000 = 4950 + 30% of 4000 (15,000 - 11,000) = 1200 for a total of 6150 square feet.

6. COMBINATION OF LOTS

At Preliminary Plan submittal developer may reduce the total number of lots within a neighborhood by combination of lots. The resulting larger lots shall be allowed construction according to the formula in Tables above. In no event shall the foregoing allow developer to increase the total area of single family development or to increase the number of lots or total allowed construction.

Preliminary Plans for the first single family lots in the project shall contain, in form satisfactory to the County, Covenants for single family neighborhoods which contain provisions that:

Adjoining Lots may be combined if owned by one party. The resulting parcel shall be treated as one lot for all further purposes and such combination shall be deemed permanent. No lots, once combined, may be subdivided. The owner shall be required to file a Notice of Combination with the Master Association which shall record such notice with the County Recorder prior to commencement of construction. (The ownership of adjoining Lots is not, by itself, evidence of combination or intent to combine, and combination is not deemed to have occurred unless and until a Notice of Combination has been recorded, or a structure built which crosses the common Lot boundary line.)

The resulting larger lot shall be allowed coverage, impervious area and dwelling size according to the tables preceding as 1 lot, not the sum of the allowed areas prior to combination.

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The limits of disturbance area shall be revised by applying the ratio between the dwelling size allowed on the largest uncombined lot to the combined dwelling size allowed to the area of disturbance on the largest uncombined lot. The configuration of such area must meet all applicable setbacks and shall be subject to discretionary review by the Master Association Architectural Control Committee. Committee may disapprove the limits of disturbance based upon visual impact, vegetation impact and neighborhood compatibility. The Committee shall consider and rule upon such combinations prior to purchase if so requested.

Assessments by the Master Association shall be based upon a minimum per lot and an additional amount ratable to dwelling size, combined lots to be assessed as one (1) lot. No combination of Lots shall have the effect of increasing the assessment applicable to other Lots in the Subdivision which were not combined.

Dwellings in excess of 20,000 square feet of floor area must be approved by the Planning Commission on an individual basis.

7. SPECIAL GUIDELINES FOR TELEMAR HOLLOW LOT:

The Lot shown on the Telemark Park Resort, Concept Master Plan, revised June 7, 1996 as Lot 127 (previously Telemark Hollow Single Family) shall be subject to the following additional guidelines:

Driveway: The driveway shall conform to flag lot driveway standards and conditions contained herein.

Dwelling Height: The dwelling shall not break ridgeline as viewed from Jordanelle State Park Hailstone Marina Visitors Center by more than 12' and shall otherwise conform to single family dwelling height restrictions as revised.

Site Plan for limits of disturbance and driveway shall be submitted with final plan and be subject to discretionary review by County. Revegetation of all site cuts and fills shall conform to regulations established in Section VI, Sub-Sections L and M.

8. BUILDING HEIGHT.

Unless otherwise stated in regard to specific buildings or building locations, the following height standards shall apply within the Telemark Park Resort. Height is restricted on a neighborhood by neighborhood basis. Maximum height refers to the mid-point of a roof as measured from the ridge to the intersection of the roof and wall. Natural grade is defined

as a plane formed by the corners of the dwelling prior to any excavation. The height regulations for specific sites are as follows:

A. Lodge Condos at Slalom Village: Height shall be measured from the elevation of the finished grade at midpoint of building. The maximum height shall be 75 feet, consisting of not more than five levels. The building shall have a gable roof (a roof consisting of two inclined planes that meet at a ridge over the center of the building and slope down to the sidewalls) or a hip roof (a roof similar to a gable roof with a central ridge except that the roof slopes from the ridge to all outside walls), with the top level being partly located in the roof structure. The top level shall not cover more than 50% of the Building Footprint. The building must then step from such top level on both the ski hill side and the road side to avoid any vertical wall more than three levels in height.

B. Commercial at Slalom Village: is to be contained within the Lodge Condo configuration.

C. Ski Academy: Height shall be measured from finish grade at midpoint of building and shall not exceed 45 feet in height.

D. Roosevelt Gap Lodge: Height shall be determined in the field such that no portion of the Roosevelt Gap Development will be visually obtrusive from the vantage point of the Stew Pot restaurant located at 1375 Deer Valley Drive, Park City.

E. Telemark Village: Height will be restricted by reference to parcels on the Telemark Village, Concept Master Plan, June 7, 1996. Height shall be measured from natural grade as defined above and parcel numbers below are from Telemark Village, Concept Master Plan, June 7, 1996. Building height shall not exceed 38 feet at roof mid-point and 28 feet at eaveline (except gable and dormer ends) on Parcels #1 and #3, 58 feet at mid-point and 48 feet at eaveline (except gable and dormer ends) on Parcel #2, and 48 feet at mid-point and 38 feet at eaveline (except gable and dormer ends) for Parcel #4. Subject to further design discretion of the Planning Commission, Telemark Village structures, or special architectural features of such structures, with special mitigating architectural treatment, may exceed the above height restrictions.

F. Single Family Dwellings: The maximum height of these buildings shall be 33 feet as measured from natural grade, chimneys and roof vents excepted.

9. STANDARDS INCORPORATED INTO RECORDED COVENANTS.

The recorded covenants governing each portion of the Development shall establish specific guidelines, consistent with these standards, and reasonably acceptable to the County for final siting of buildings and roads; building bulk, form and height limitations; building materials, colors and textures; and building orientations for maximum solar access and energy conservation purposes. The Design Guidelines attached as Exhibit C will also be incorporated into the master Declaration Covenants, Conditions, and Restrictions for the Telemark Park Resort.

10. HANDICAPPED/ELDERLY ACCESS.

Access for the handicapped must be provided in all buildings open to or used by the general public.

11. PARKING AND LOADING REQUIREMENTS.

A. General Parking Design Considerations.

Each development site is required to provide its own parking, which shall be under the control and ownership of the owners of that development site. All parking spaces shall be located on the same parcel as the building or use for which they are required. The Master Association Covenants, Conditions and Restrictions, or where appropriate, the neighborhood or condominium covenants shall address parking and include the following limitations:

(a) No parking spaces shall be located within the setback area of a parcel boundary.

(b) There shall be no parking of commercial vehicles with three or more axles in residential and accommodation parcels.

(c) Service bays within the building or parking structure shall provide for maneuvering of service vehicles.

(d) Underground parking clearance shall be a minimum of 8 feet high to accommodate vans and vehicles with ski racks. Driveways shall not exceed 15%, but should generally have a slope of less than 6%.

B. Special Provision for Roosevelt Gap:

The litigation settlement agreement in the action entitled Park City Consolidated Mines Company et al. v. Park City Municipal Corp., Third District Court, Summit County, Civil No. 930390001 contemplates that the parking for Roosevelt Gap, if constructed as approved herein as a 105 unit lodge facility, will be primarily located at the adjoining Snow Park Hotel site in Deer Valley and will be connected to the Roosevelt Gap facility by funicular tramway so that guests and or residents would primarily access the facility from Snow Park. Parking provided in this manner will be acceptable to Wasatch County as meeting the requirement for on-site parking.

C. Parking For Residential Uses.

Parking for residential uses is based on the size of the residential structure, as shown on the following table:

Parking Required for Residential Uses			
unit type	number of bedrooms	number of covered spaces	total number off-street spaces
sf	1-5	2	4
sf	6	2	5
sf	7+	3	6+*
ac	1	1	1
ac	2	1	2
ac	3	1	2
ac	4+	2	3+*
lc	1-2	1	1
lc	3-4	2	2
lc	4+	2+*	2+*
th/c	1-3	1	2
th/c	4+	2	3+*

* where asterisked, one additional space for each two additional bedrooms

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if housing unit sizes increase (in number of bedrooms) over proposals of the Application, the number of parking spaces shall increase in compliance with Section IV.K.2.a. Residential Parking above.

D. Parking for Commercial Uses.

Parking for Commercial and Support Commercial Uses. Parking for commercial space shall be provided in the ratio of 3 spaces per 1000 square feet of commercial building area, which includes employee parking requirements for those areas. This parking requirement does not apply to support commercial as the parking for those uses is accounted for in the residential parking requirements.

E. Parking for Recreational Uses.

Parking for Recreational Uses. Developer shall be required, in the sequence described herein, to provide 25 off street parking spaces in the Telemark Village area suitable for trailhead use. Such spaces may double for the commercial parking requirement at Telemark Village, as the timing of use is anticipated to be reasonably complementary and often related to both commercial and trail facilities.

F. Ski Academy Parking.

Ski Academy Parking shall be as shown below using a ratio of 3 parking spaces per 1,000 sq. ft.

G. Telemark Village Parking

Lodge Condominiums (2,000 sq ft avg)

Type	Units	Ratio	ps	
cv	43		1.5	64
uc	43		0.5	22
Total	43		2.0	86

NOTES:

cv indicates covered offstreet
uc indicates uncovered offstreet

Townhouse Cottages (2,400 sq ft)

Type	Units	Ratio	ps	
cv	41	2		82
uc	41	2		82
Total	41	4		164

NOTES:

cv indicates covered offstreet
uc indicates uncovered offstreet

Apartment Condominiums (1,000 sq ft)

Type	Units	Ratio	ps
cv	82	1.0	82
uc	82	1.0	82
Total	82	2.0	164

NOTES:

cv indicates covered offstreet
uc indicates uncovered offstreet

Employee Housing (1,000 sq ft)

Type	Units	Ratio	ps
cv	16	1.0	16
uc	16	1.5	24
Total	16	2.5	40

NOTES:

cv indicates covered offstreet
uc indicates uncovered offstreet

Commercial (42,000 sq ft)

Type	Units	Ratio	ps
ap	42	3.0	126

NOTES:

ap indicates applicant request

Ski Academy (20,000 sq ft)

Type	Units	Ratio	ps
ap	20	3.0	60

NOTES:

ap indicates applicant request

The following is a summary of proposed parking provided within the Telemark Village

Type of use	ps
Lodge Condominiums	86
Townhouse Cottages	164
Apartment Condominiums	164
Employee Housing	40
Commercial*	126
Ski Academy*	60
Total	640

* using the applicants proposed ratio of 3 spaces per 1,000 sq. ft.

12. SITE PREPARATION, GRADING, AND RE-VEGETATION.

Prior to any construction or the issuance of any building permit, Developer shall comply with the following conditions:

A. Geological Reconnaissance and Geotechnical Analysis.

The Report by Dames and Moore entitled Engineering Geology Reconnaissance and Geotechnical Study Telemark Park Proposed Development, dated December, 1988 and Amended July 13, 1989, is incorporated herein by reference. The recommendations of the above report are incorporated herein as conditions of this approval.

Notwithstanding the foregoing, Preliminary Plans shall be subject to site specific geotechnical review by the County and its consultants. Such plans shall show all proposed grading, cuts and fills, and shall specify slope angles and construction specifications for both cut and fill slopes.

Notwithstanding the foregoing, any building permits applied for in Telemark Park Resort shall conform to the specific geotechnical recommendations established for that site during Preliminary Review, and, in the absence of such recommendations shall be required to obtain such a site specific report.

In addition to site specific geology and geotechnical recommendations made by project geologists and geotechnical engineers, all project grading work shall be in accordance with provisions of Chapter A33 of the Uniform Building Code, 1994 Edition, or subsequent adopted revision thereto.

B. Site Preparation: Building Areas, and Trails.

The outlines of areas of site work shall be staked prior to beginning site clearing, grubbing or grading. All work areas shall be flagged including, but not limited to, access roads, storage areas, trails, buildings, utility corridors, road rights-of-way, building areas, and construction roads. Trees and vegetated areas which are within the defined areas and which are to be protected shall be encircled with snow fencing or other barriers of sufficient durability to last through a construction period. The County shall inspect and approve areas of site work prior to construction.

Methods of disposal of vegetative materials shall be approved by the County prior to any site work.

Stripped and stocked topsoil shall be seeded or protected by other erosion control methods acceptable to the County upon the earlier of: (i) 30 days after a stockpile is completed;

or (ii) immediately, if a stockpile is completed between August 15th and the following May 1st.

A clearing, grubbing and grading specification which describes all operations, including, but not limited to, depth of root removal, dust control, temporary surface drainage controls, seasonal phasing, and haul routes, shall be approved by the County prior to any site work.

Site clearing, grubbing and grading shall be phased according to County approved construction schedules.

C. Site Grading, Drainage, and Erosion Control and Revegetation.

In order to minimize site disturbance, roadbeds shall be graded and stabilized prior to other site preparation.

Excavation or the extension of fill beyond the boundary of Disturbed Area is prohibited. Foundation construction shall be accomplished with precise cuts and fills.

Dust control measures approved by the County for work on-site and for haulage off-site shall be instituted to minimize fugitive dust problems.

Damage to trunks and roots of trees that are to be saved and soil compaction to root systems of such trees shall be avoided. Cuts, or fills over root zones of plants that are to be saved shall be avoided. Grading shall not be permitted within six feet of trees that are to be saved.

Utility lines shall be installed within road rights-of-way, under future trails, paths, or ski runs, or in areas otherwise unavoidably disturbed by construction. Trenches for utilities shall not be dug within the drip lines of trees that are to be preserved. If it is found absolutely necessary to route utility lines through undisturbed areas, the location of such lines shall require the advance approval of the County. If so approved, such areas shall be regraded after proper compaction of trenches and re-vegetated with native plant materials; seeded areas shall be protected with crimped straw, aspen mats or with another method approved by the County for erosion control.

Drainage diversions and structures shall be installed prior to any site disturbance in an affected drainage.

Graded surfaces shall not be left unprotected through the winter. All such surfaces shall be hydro-mulched or protected with crimped straw, aspen mats or with another method approved by the County. All disturbed slopes of 30% or greater longer

than 12' as measured perpendicular to the contour shall be protected by dikes or perimeter diversions of a type, size, and location approved by the County.

In order to prevent loss of natural vegetation, the County may require installation of retaining structures where the vertical differential at centerline of the finished road profile grade and the natural grade exceeds 25 feet. All retaining walls and structures proposed in the Application or otherwise required by the County shall be constructed by Developer.

In order to protect natural vegetation and to minimize erosion, the horizontal cross section of the roadway limits of disturbance in excess of 100 feet shall require the approval of the County Planner.

All retaining structures proposed in the application or otherwise required by the County shall be the responsibility of and constructed by the Developer.

D. Grading confined within parcel boundary.

All grading requirements of each development must be resolved within the property boundary.

Cuts and fills should be minimized and blended into the existing terrain.

No retaining walls shall exceed 10' in height without a step or horizontal break of at least 3'. Timber retaining walls are discouraged.

Slopes of cut and fill banks should be determined by soil characteristics for the specific site to avoid erosion and promote re-vegetation opportunities.

Maximum allowable slope shall be 2:1 (3:1 for mowable grass areas) unless stamped site specific geotechnical analysis allows steeper slopes.

The tops of cut slopes shall be rounded so as to blend with natural grade.

13. REVEGETATION & EROSION CONTROL POLICIES.

Preliminary Plans shall be required to show specific revegetation and erosion control plans for all disturbed areas within the Project. Such plans shall conform to the following minimum standards:

A. Plant Materials & Application:

Plant materials shall be native to the area or adapted to non-irrigated conditions for the area planted. Seed mixes shall be varied for slope, aspect and soil type & cover. Seed mixes shall contain a minimum of 4 approved grass species and 2 approved legumes. Revegetation methods shall include an application of approved seed mix on a prepared surface at a minimum of 30 lbs/acre PLS, with an organic mulch applied at a minimum of 2,000 lbs/acre.

B. Revegetation of Ski Runs, Cut & Fill Slopes & Non-Irrigated Landscape:

Where disturbed, ski runs shall be revegetated to a minimum hydrologic cover of 50% within 3 growing seasons. Cut & fill slopes shall be revegetated to a minimum 30% hydrologic cover within 3 growing seasons except where the County approves a rock surface. Ski runs shall be revegetated with grass and herbaceous plants as opposed to shrubs, trees and woody species. Cut and fill slopes shall be seeded with grasses and legumes, but may also include shrubs, trees and woody species. Disturbed areas shall not be allowed to remain over winter, and shall be treated with seed and mulch within 8 weeks of disturbance or 4 weeks of finish grading. Preliminary Plans shall show revegetation plans and Final Plans shall show construction detail.

C. Erosion Control:

Erosion shall be controlled in the long term by revegetation and permanent conveyance and detention structures. During construction and prior to the establishment of vegetation, erosion and sedimentation shall be controlled by means of silt fencing, straw bales, the construction of water bars directing sheet runoff into non-disturbed areas at regular intervals and the application of mulches and erosion control blankets as soon as possible after disturbance. Preliminary Plans shall show erosion control design, and Final Plans shall show construction detail for such measures.

D. Site Drainage:

The heavy snowfalls in the Telemark Park Resort area require special attention to drainage.

Preliminary plans shall be required to indicate how storm discharge from each parcel and any related improvements is directed so as to conform to the requirements of the Hansen Allen Luce Telemark Park Surface Water Runoff Control Conceptual Level Master Plan of December 1989. Such plans shall be subject to further review by Wasatch County for conformance to County Requirements.

Runoff from impervious surfaces such as roofs and pavement areas shall be collected and directed to drains.

Positive drainage of all public and private plaza and walkways is required. Drains should be full catch basins or trench drains. Balcony floor type drains are not acceptable.

VII. EMPLOYEE HOUSING

Developer shall be required to provide one employee housing unit for each 32 dwelling units and single family lots platted within the project, up to a maximum of 16 such units. Employee housing units are defined as units held permanently for rental on a monthly basis. Such units shall not be sold individually or converted to condominiums. Such units shall be approximately 1,000 square feet, and will be located in Telemark Village, and must conform to all other requirements for residential construction in Telemark Park Resort.

Until such time that 16 such units have been constructed, Developer shall be required to show on each preliminary plan submission, the provision of one such unit for each 32 dwelling units.

VIII. RECREATION AMENITIES, OPEN SPACE, AND COMMON AREA MANAGEMENT

Within the Telemark Park Resort property there are a number of areas that have been reserved as Open Space Areas under this Density Determination. The management and ownership of these open space areas is an important consideration in the overall Density Determination, and is viewed as an essential amenity to the development sites. The following policies and regulations will apply to the use, ownership, and management of the open space areas:

1. OPEN SPACE OWNERSHIP.

The following open space classifications are shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7, 1996.

A. Forest & Woodland Preserve (F&WP):

Forest and woodland preserve areas will be owned by the Telemark Park Master Owners Association, with restrictive covenants in favor of Wasatch County and/or a conservation organization to guarantee the preservation and maintenance of these natural areas, and prohibiting development on those properties, or dedicated to the public with similar

restrictions. Certain open space preserves, as shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7, 1996. may be dedicated to Park City.

B. Master Association Roadways (RRW):

Private roads will be vested in the Telemark Park Master Owners Association, which will have the power to assess properties within the project for purposes of road maintenance and operation.

Public roads leading to the project will be dedicated to either Wasatch County or the Jordanelle Special Service District, as directed by Wasatch County.

C. Recreation and Forest Conservation:

Recreation and Forest Conservation areas will be owned by the developer, or the Telemark Park Master Owners Association, and may be leased or sold to other private parties, including but not limited to Deer Valley Resort Company, for operation and maintenance of the recreation amenities including ski lifts and ski runs. Conservation easements over certain areas, as shown on the Telemark Park Resort, Land Use and Area Exhibit, revised June 7, 1996., may be granted to Park City.

D. Public Access:

Common areas within Telemark Park Resort will be private. The developer and the Master Association may allow public access to Recreation Amenities and may charge for such use. Such charges may have a differential between Master Association Members, Wasatch County Residents and the general public, but shall not otherwise discriminate against members of the general public. The common areas are not dedicated to the public.

E. Open Space Covenant:

At the first Plat Approval or building permit, the Developer must record an open space covenant preserving open space areas from non-open space uses.

2. RECREATION AMENITIES.

A. Recreation Amenities Defined:

Telemark Park Resort, Recreation Amenity Exhibit, revised June 7, 1996. is incorporated by this reference. Recreation Amenities shall be constructed in general conformance to the Exhibit in terms of location, dimensions and limits of disturbance. Specifications for Trails are

contained on the referenced exhibit. Fixed structures shall be designed at Final Plan approval and may vary in terms of footprint, but shall conform to the Architectural Guidelines set out for the project. Variation from the exhibit shall be subject to approval by the County Planner, and may be denied if found to be inconsistent with the intent of this approval.

B. Conformance to standards:

The development of all skier and other recreation amenities shall conform to:

Any inter-resort agreements for operations, maintenance, and construction.

AASHTO bridge construction and specifications.

All padding, parapet, curbs, and railing requirements as described by ANSI standards.

All applicable UBC standards for design, snow, and vehicle landings and for earthquake loadings.

Area operator and his insurance carriers requirements.

The design and construction of skier bridge and or tunnels shall adhere to the aforementioned requirements with particular consideration towards skier and vehicular clearances, padding, structure leakage protection, widths, slopes of ski trails both entering and exiting structures, and to finish surfaces and their relative grades.

C. Inventory & Phasing.

(a) Pre-Development Recreation Amenities:

Developer may apply for permits necessary to construct the following Pre-Development Amenities prior to Preliminary Approval of the first phase, subject to the conditions contained herein.

Alpine Ski Facilities:

Up to 30 Acres of Alpine Ski Runs and trails.

Trails/Nordic Skiing Facilities:

All Class I, II & III Trail, up to 15 Miles Total.

Parking & Guest Facilities:

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Temporary Gravel Surfaced parking for up to 20 vehicles.
Temporary Restroom Facilities (Self Contained, Licensed).
Up to 3 portable warming huts, not to exceed 600 square feet in total floor area.

Pilot Roads and Snow Cat Lanes:

Up to 5 miles of geotechnical investigation pilot roads and snow cat lanes.

(b) Phase 1 Recreation Amenities:

Phase 1 Recreation Amenities shall be constructed or bonded for prior to or with the first plat or condominium record of survey recordation.

Alpine Ski Facilities:

Option A (Alpine). If first phase is Roosevelt Gap and/or Snowtop Neighborhood only:

Fife's Run with return to Snow Park Lodge
(Park City)

Option B (Alpine). If first phase is other than or includes other than Roosevelt Gap, and when any area other than Roosevelt Gap/ Snowtop Neighborhood is platted:

Slalom Chairlift Constructed

4 Ski Runs from Slalom Chairlift servicing Roosevelt Gap and Slalom Village.

Adequate snowmaking to cover up to 20 acres.

Trails:

Minimum 3 Miles Class I Trail

Minimum 5 Miles total Class II & III Trail.

Minimum 15 off-street parking spaces at Telemark Village Center suitable for trailhead use (may double as commercial parking).

(c) Phase 2 Recreation Amenities.

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Phase 2 Recreation Amenities must be constructed or bonded for prior to or with platting or record of survey recordation for more than 50% of the residential units in the project.

Alpine Ski Facilities:

Additional ski runs so as to provide approximately 40 total acres.

Additional snowmaking so as to cover minimum 30 acres.

Trails/Nordic Ski facilities:

Additional 3 Miles total class II & III Trail.

Additional 10 Off-Street Parking Spaces at Telemark Village Center suitable for trailhead use, 25 total (may double as commercial parking).

(d) Optional Recreation Amenities:

Optional Recreation Amenities are contemplated by this Density Determination, are depicted or referenced on the Telemark Park Resort, Recreation Amenity Exhibit, revised June 7., may be constructed, but are not required.

Alpine Ski Facilities:

Jordanelle Access Chairlift
Additional Ski Runs, up to 70 acres.
Neighborhood Access Ski Lanes.*
Additional snowmaking, up to 60 acres.

Tennis/Swimming/Health Spa:

2 Regulation Tennis Courts at Roosevelt Gap, Slalom Village, Telemark Village Center, Little Baldy; 8 Total.

Swimming pools @ Roosevelt Gap, Slalom Village & Telemark Village Center, 3 total.

Health Spa Facilities at all multi-family & commercial centers.

Trails:

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Up to 15 total miles.

* Note: Neighborhood Access Alpine Ski Lanes are alpine skiing trails connecting development sites and dwellings to major ski runs and trails. Lanes are to be designed to minimize grading impact and must be machine groomable in winter. As alignment will depend upon final lot layout, lanes are referenced but not depicted on Telemark Park Resort, Recreation Amenity Exhibit, revised June 7, 1996. Lanes are to be shown on Preliminary

(e) Association Common Area Recreation Facilities:

At Preliminary Plan Developer may apply, or after construction individual homeowners associations may apply to the County and the Master Association Architectural Control Committee for right to construct common area amenities such as tot lots, picnic facilities, single tennis courts, hot tubs, small pools, game areas etc.. Such facilities must be located within the common area of said Association, may not encroach upon Master Association Open Space and may be denied due to visual impact, environmental impact, or neighborhood incompatibility.

D. Recreation Amenity Ownership & Operation:

(a) Developer Primary Owner & Operator:

The Developer shall have primary ownership of and operating responsibility for major amenities. Developer may retain ownership to such amenities and operate them as for-profit businesses. The Maintenance Agreement will define methods by which ownership and operating responsibilities may be transferred to parties willing and capable of assuming the responsibilities attached thereto.

(b) Master Association May Own and Operate.

According to terms defined in the Maintenance Agreement the Master Association may be invited to operate and may receive title to some or all recreation amenities. The Master Association may elect not to operate such amenities, in which case the Abandonment Bonds shall be used to restore and/or stabilize the improvements. Under certain circumstances described in the Maintenance Agreement, the Master Association may not decline title to the R&FC lands.

(c) Recreation and Forest Conservation Lands:

Those lands shown on the Land Use Exhibit as Recreation and Forest Commercial shall be owned by the developer, the Master Association or other operator of the recreation amenities

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connected thereto. The parcels shown on the referenced exhibit may not be converted to other uses.

(d) Alpine Ski Facilities:

Alpine Ski Facilities, including the R&FC parcels to which they are attached, shall be owned by the Developer, Master Association or Operator of the facility as defined in the Maintenance Agreement. Owner may lease such facilities to a Concessionaire as defined in the Maintenance Agreement.

(e) Trails/Nordic Ski Facilities:

Trails and Nordic Ski Facilities, which include the R&FC parcels so designated as well as the Trail Easements over F&WP lands, shall be owned by the Developer, Master Association or Operator of such facilities as defined in the Maintenance Agreement. Owner may lease such facilities to Concessionaires as defined in the Maintenance Agreement. Owner also may dedicate such facilities to the public or a non-profit entity subject to approval of Wasatch County.

(f) Other Recreation Amenities:

Individual Homeowner Associations shall own and operate all amenities located within their Common Area. Village Center Sports/Fitness, Swimming & Tennis facilities shall be owned and operated in the same fashion as the Ski Amenities.

E. Access to Recreation Amenities:

Homeowners, Residents and Guests of Telemark Park Resort shall enjoy access to all Recreation Amenities, but may be charged by the Owner or Operator of such amenities at rates no greater than those charged the general public. Developer or owner of such amenities shall be free to enter into agreements with the Master Association for special rates and access arrangements to such Amenities, and may exclude the general public or charge the general public higher rates. Such agreements may include payment of all fees by Master Association, and access to Homeowners, Residents and Guests controlled by the Master Association. Notwithstanding any of the foregoing, no method of exclusion shall be implemented which shall deny access at fair market rates to Homeowners, Residents and Guests of Telemark Park Resort. This shall not preclude the closure of specific trails from time to time for the purposes of the Ski Academy and its related uses for training, special events, as reasonably necessary or convenient for the purposes of the Academy.

F. Pre-Development Recreation Amenities:

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Developer shall have the right to construct and operate the Recreation Amenities inventoried in Section VIII.2.c.(a). prior to application for preliminary approval or plat approval for the first phase of the Project, subject to the following conditions:

(a) Developer shall submit a Pre-Development Water Quality Plan for review and approval by the County's water quality consultants. County's consultants must review and approve plans for conformity to Telemark Park Resort Water Quality Control plan and non-degradation of off site water quality.

(b) Developer shall submit plans at 50 scale or better to the county showing: proposed construction, proposed limits of disturbance, proposed construction methods, proposed erosion control and revegetation, estimated cost of improvements, estimated cost of abandonment and bond or letter of credit for amount in excess of existing out of pocket fund. Such plans shall be subject to approval by the County Planner and Building Official, and staking shall be subject to inspection for conformance to plans prior to construction.

(c) Pursuant to such approval, Developer may apply for permits to operate a Nordic Skiing and Mountain Biking operation as a business with advertising to the general public.

(d) Developer is specifically prohibited from operating Alpine Skiing except on a private, non-advertised, promotional, or club basis prior to Preliminary Approval.

(e) Developer must meet all other County and State requirements for any such operation, including health requirements. Sewage must be totally contained, must be handled by licensed waste operators, and may not be disposed of on site. It is contemplated that sewage would be handled by chemical toilet only.

(f) Warming Huts must be portable and may not exceed a total of three and total square footage of 600 feet.

(g) Geotechnical pilot roads must be within the proposed alignment right of way of project roads.

G. Recreation Amenities Abandonment Plans & Bonds.

Final Plans shall contain abandonment plans for any recreation amenities proposed addressing steps and costs necessary to restore and stabilize the site to a nondegrading

condition in the event that the recreation amenity is abandoned.

Excepting Pre-Development Recreation, Abandonment Bonds shall be posted prior to the construction of Recreation Amenities. The administration of such bonds shall be provided for in the Maintenance Agreement.

IX. MAINTENANCE AND ADMINISTRATION

1. MAINTENANCE AGREEMENT.

On or before the approval of the first plat or the issuance of the first building permit, with the exception of Pre-Development Recreation, Developer, Master Association and Special Services District shall execute and record, in form and substance satisfactory to the County, a Maintenance Agreement satisfying or containing each of the following:

A. Each beneficiary, mortgagee, lienholder or other owner of interest in the property, of record as of the recording date of said Agreement, shall execute an agreement subordinating their interest to the Maintenance Agreement.

B. Provisions for Maintenance and Abandonment Bonds which shall be posted by Developer in conformance to Maintenance and Abandonment Plans, and shall cover Recreation Amenities, Stormwater Conveyance and Water Quality Facilities.

C. An Open Space Preservation Agreement covering the Forest and Woodland Preserve areas of the Property.

D. Provisions for the operation and maintenance of the Recreation Amenities inventoried in Section VIII, in conformance to the following terms:

Developer or assigns shall operate and maintain the Amenities or lease them to entities capable of doing so.

In the event that Developer declines to operate any or all amenities, such failure shall be deemed an invitation to the Master Association to operate and maintain said amenities.

The Master Association shall have the right to choose not to operate said amenities, in which case the Developer shall be responsible to disassemble and restore said amenities to safe, stable conditions requiring no further maintenance. In the event that Developer fails to make such Restoration, the Abandonment Bonds shall be made available to the Master Association for such abandonment.

Nothing herein shall be construed to alter or displace the right of Developer to operate the Recreation Amenities, provided, however, that should Developer desire to resume operation of said Amenities after a period of operation by the Association it shall be required to give 30 days notice, to reimburse the Association for any costs in excess of receipts which it incurred during such operation, plus a fair interest rate from the dates of such expenses.

The Recreation Amenity Operation Rights shall run with the land. Provisions shall be made in the Maintenance Agreement to prevent the enforcement of liens, mortgages, deeds of trust or other obligations of Developer from damaging, removing or dismantling Recreation Amenities (including but not limited to Ski Lifts).

E. Recreation Amenity Abandonment Bonds:

The Maintenance Agreement shall contain provisions governing the administration of Abandonment Bonds. Abandonment Bonds are described in Section VIII.

F. Water Quality Maintenance:

The Maintenance Agreement shall have provisions for the operation and maintenance of Stormwater Conveyance and Water Quality facilities:

After construction, three years of operation and inspection, the Master Homeowners Association or a Special Services District shall accept permanent maintenance and operation of such facilities.

Following construction, such facilities shall be inspected annually for a period of three years, after which they shall be inspected at five year intervals. Such inspection shall be defined in the Maintenance Agreement to the satisfaction of the County's Water Quality Consultant.

In the absence of seasonal or perennial streams discharging from the Property, Water Quality shall be monitored as follows:

At the outlet of the lowest detention basin, or above the culvert at U.S. Highway 40, whichever of the following measures is considered most reliable by County's water quality consultant shall be installed: Either a device capable of collecting water quality samples during storm events, which samples must be collected within 24 hours

of an event, or a monitor connected to offices and caretaker dwelling which would signal the issuance of water from the detention basin so as to notify personnel to collect such samples on a 24 hour basis.

2. LEGAL STRUCTURE OF THE DEVELOPMENT.

A. Developer's Responsibilities.

The Developer is defined as the Applicant or Applicant's assigns or successors in the surface estate of the Property. The Developer shall bear primary responsibility for conformance to the conditions in this Approval, for construction of all improvements as shall be required under Preliminary and Final Approvals, for the posting of all required bonds and securities, for the construction of Recreational Amenities in accordance with Section VIII of this approval and for such other requirements as may be imposed by Preliminary and Final Approvals.

B. Jordanelle and Telemark Park Resort Special Services Districts.

It is anticipated that the existing Jordanelle Special Services District will operate and maintain the sanitary sewers collection and conveyance facilities, and may operate and maintain the water system and other facilities within the area and the project. Wasatch County may assist, if appropriate, and participate in the creation of a Telemark Park Special Services District (or districts) to be organized in conformance with appropriate Utah law to own, operate and maintain facilities not operated by the Master Association or the Jordanelle Special Services District.

C. Telemark Park Resort Master Association.

A Utah non-profit corporation shall be organized in accordance with the Development Code as an owners association to own, operate and maintain all private roadways, Master Common Area, and Master Common Facilities such as ski bridges, etc., to enforce the Covenants, Conditions & Restrictions, to enforce the Architectural & Environmental Guidelines and, if it chooses, certain Recreation Amenities. The Master Association must be constituted in a manner satisfactory to the County in the following respects:

(a) The Master Association must have the power to assess members of the association to carry out its necessary and intended purposes.

(b) Assessments and voting rights must be reasonable and fair, it must be bound by the maintenance agreement, its

assessment liens must take precedence over all other liens excepting governmental entities, and it shall be governed by a fairly elected Board of Trustees.

D. Sub-Associations.

Individual Condominiums, Lodges and/or neighborhoods may organize non-profit corporations or condominium owners associations under Utah law to own, operate & maintain sub-common area and enforce sub-covenants within certain areas. In the case of condominium ownership, an association of condominium owners will be formed as required by applicable law to govern the common areas of the condominium.

E. Sale of Development Parcels.

It is anticipated that Applicant may, from time to time, sell some of the Development Parcels to third party Developers. The sale of development parcels within the Resort can occur only pursuant to approved Preliminary Plans and shall not relieve Developer of any responsibilities conditioned in this approval. Such parcels shall be entitled to rely upon the Density Determination and other development standards contained in this Order, provided that they will remain subject to final plan and review and all other Conditions of this approval. The owner of such Parcels shall become the Developer of that parcel, but shall not be the Developer of the Resort as defined hereunder. The conditions imposed and rights conferred by this Order are intended to run with the land.

3. OTHER APPLICABLE LAWS.

All additional applicable state and federal laws and regulations shall also apply to this project.

X. DURATION OF APPROVAL

The County's Development Code, the Wasatch Development Code (adopted June 23, 1979) has been amended November 21, 1984 to allow planned Recreation Developments to obtain a Density Determination that would last longer than two years. The amendments were approved November 21, 1984 and became effective with the publication date of December 4, 1986. The following are the ordinance changes made effective December 4, 1986:

1. Insert the following at the end of Section 9.3.C.2. (entitled "scope"):
Determining density standards applicable to a proposed development in accordance with the procedures

set forth herein is in the nature of specifying the density characteristic of the zoning applicable to the property in such proposed development and is not in the nature of granting approval of the proposed development itself or any part thereof. Approval to proceed with any portion of the proposed development is granted only as a plat or building permit relating to such portion is finally approved or issued in accordance with Steps 3 through 21 of Paragraph 9.1.D. of this Code. Except as expressly set forth therein or in the density standards established for a proposed development, all County ordinances, resolutions, rules, regulations, impact and development fees, and other charges shall apply to any portion of a proposed development as they exist at the time the plat or building permit relating to such portion is finally approved or issued in accordance with Steps 3 through 21 of Paragraph 9.1.D. of this Code. Once density standards applicable to a proposed development are established in accordance with the procedures set forth herein, and unless and until such standards are amended, suspended, or terminated in accordance with Section 9.3.C.7. thereof, (all design, engineering, construction, and development activities relating to the proposed development shall be in strict accordance with the Density Data for the proposed Development (and all of the designs, plans, plats, drawings, representations, requirements, terms, and provisions contained therein) as modified, conditioned, revised, or refined in accordance with the County Commission's findings and order establishing the density standards for the proposed development.)

2. Replace Section 9.3.C.i. (entitled "Step 9") with the following:

Step 9: Within thirty (30) days following the posting of the County Commission's findings and order, the developer shall prepare and cause to be recorded a form of Notice of Density Standards (satisfactory in form and substance to the County Attorney) containing (i) a property description of all parcels included in the proposed development with sufficient accuracy to enable proper recording and abstracting (ii) an incorporation by reference of all the conditions, restrictions, requirements, limitations, terms and provisions of said findings and order and a general summary thereof; (iii) the names and addresses of representatives of developer and County who can be contacted concerning the density standards; (iv) notice of any stipulations of the developer submitted to the County concerning the density standards and the fact that the density standards and any such stipulations bind present and future owners and mortgagees of any part of the proposed development; (v)

such other matters as the Planning Commission staff and/or the developer deem to be appropriate or helpful; and (vi) the acknowledged signatures of all Owners of any part of the proposed development. A draft of said notice prepared by the developer and a preliminary title report and color coded map reflecting the location and description of each parcel comprising a part of the proposed development shall be delivered by the developer to the Planning Commission staff at least two (2) weeks prior to the end of said thirty (30) day period. In the event the developer fails or refuses to prepare such Notice the County may prepare such Notice and cause it to be recorded at the developers expense and without the Signatures of such Owners. Such Notice shall be recorded to give notice to all persons now or hereafter interested in the proposed development. Upon completion of the foregoing Steps 1 through 8 and this Step 9, the developer shall proceed as set forth in Steps 3 through 21 of Paragraph 9.1.D.

3. Insert the following new Section 9.3.C.7.:

Amendment, Suspension, or Termination of Density Standards: Following the establishment of density standards for a proposed development in accordance with Paragraph 9.3.C., such density standards shall remain applicable to and shall bind all real property comprising a part of such proposed development as a portion of the zoning requirements for such property unless and until amended, suspended, or terminated in accordance with one or more of the following paragraphs a, b, and c.

a. **Amendment, suspension, or termination of density standards proposed by developer.** The density standards proposed for a particular development may be amended, suspended, or terminated by the developer again proceeding in accordance with Steps 1 through 9 of Paragraph 9.3.C. Any density data filed in an effort to seek such amendment, suspension, or termination shall contain title evidence satisfactory to the County disclosing all Owners of any portions of the development subject to the initial density standards, shall contain a written request for such amendment, suspension, or termination signed by all Owners of, and lien holders upon all portions of the development for which a final plat or plats have not therefore been recorded, or for which building permits have not been issued and all construction under such permits completed, and may rely upon those portions of the Density Data submitted in support of the initial density standards which are certified and warranted as still true and correct by all such Owners at the time of such amendment, suspension, or termination is requested. In conjunction with any

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amendment, suspension, or termination requested by the developer under this paragraph a., the Planning Commission and County Commission may consider and adopt any other amendment, suspension, or termination of the density standards which they deem appropriate. The Planning Commission may recommend and the County Commission shall approve an order amending, suspending, or terminating the initial density standards if the developer proves by a preponderance of the evidence that the density standards for the development, as amended, suspended, or terminated, satisfy each of the requirements of Paragraph 9.3.C.5. and that the developer is in accordance with all of the conditions, restrictions, requirements, limitations, terms, and provisions of the density standards as so amended, suspended, or terminated.

b. **Amendment, suspension, or termination by County or others.** Because density standards are established in accordance with this Paragraph 9.3.C. constitute zoning characteristics for the property within a proposed development, such standards may be amended, suspended, or terminated in accordance with procedures set forth in Paragraph 5.6. of this Code for amending the zoning applicable to all properties situated in the County.

c. **In accordance with the density standards.** In the event of any breach of or default under any condition, restriction, limitation, term, or provision of the density standards applicable to a development, the County may pursue any rights or remedies set forth in the density standards with respect to such breach or default, may amend, suspend, or terminate the density standards under the foregoing paragraph b. or under any rights or remedies set forth in the density standards, and/or may pursue any other legal or equitable remedy to enforce compliance with such condition, restriction, limitation, term, or provision. The foregoing rights and remedies of the County shall be cumulative and may be pursued simultaneously or separately."

It is the intention of the County in entering this Order that the Density Determination have the maximum duration allowable under these Code amendments.

These Findings and this Order of Density Determination have been entered pursuant to the provisions of the Wasatch County Development Code this 5th day of August, 1996.

BOARD OF COUNTY COMMISSIONERS
WASATCH COUNTY, STATE OF UTAH

By: *Loren Provost*
Loren Provost

By: *Keith Jacobson*
Keith Jacobson

By: *Sharon J. Winterton*
Sharon Winterton

Attest:

Brent R. Titcomb
County Clerk

XI. ACCEPTANCE AND APPROVAL OF PROPERTY OWNER

Trans-Wasatch Company, L.L.C., a Utah Limited Liability Company, as the successor to Trans-Wasatch Company, a Utah Corporation, and the applicant before the County, hereby acknowledges its acceptance and consent to the conditions imposed by the foregoing Findings and Order of Density Determination entered by the Wasatch County Commission.

Dated this 2 of August, 1996.

TRANS WASATCH COMPANY, L.L.C.

By: *H. McKay Edwards*
H. McKay Edwards
Chief Operating Officer

ASSIGNMENT OF INTEREST

Pursuant to sale of property subject to the foregoing First Amended Findings and Order of Density Determination, Trans-Wasatch Company, L.L.C., the successor in interest to Trans-Wasatch Company, a Utah Corporation, the

Applicant before the County, hereby assigns all rights connected herewith to Deer Crest Associates L.C., A Utah Limited Liability Company.

Dated this 8 of Aug., 1996.

TRANS WASATCH COMPANY, L.L.C.

By: [Signature]
H. McKee Edwards
Chief Operating Officer

Deer Crest Associates, L.C., a Utah Limited Liability Company, as successor to Trans-Wasatch Company L.L.C., hereby acknowledges its acceptance and consent to the conditions imposed by the foregoing First Amended Findings and Order of Density Determination entered by the Wasatch County Commission.

I
DEER CREST ASSOCIATES, L.C.
By: LCC Properties Group, L.C.
By: [Signature]
David M. Huber, its
Managing General Partner
member

JOINDER BY LIEN HOLDER

Park City Consolidated Mines Company, a Utah corporation which holds the beneficial interest in a deed of trust covering the property that is subject to this application, hereby acknowledges the foregoing Order of Density Determination, and agrees that it will be bound by the terms and conditions of the Order, and will succeed to the burdens of the Developer under this Order in the event that it takes title or possession under the deed of trust.

Dated this 8 day of Aug., 1996.

Park City Consolidated Mines Company,

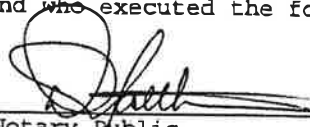
By: [Signature]
Its: President

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STATE OF UTAH)
COUNTY OF WASATCH)

:SS

The foregoing instrument was acknowledged before me this 5th day of August, 1996 by LeRen Provost, Keith Jacobson, and Sharron Winterton who are the members of the Wasatch County Commission, and who executed the foregoing on behalf of Wasatch County.


Notary Public
Residing at: _____

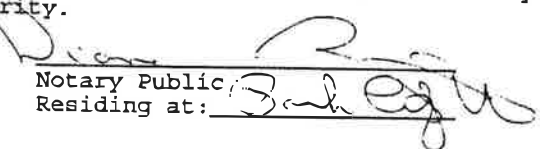
Commission Expires: _____



STATE OF UTAH)
COUNTY OF SUMMIT)

:SS

The foregoing instrument was acknowledged before me this 2 day of August, 1996 by H. McKay Edwards, who is the Chief Operating Officer of Trans-Wasatch Company, L.L.C., who executed the foregoing on behalf of that Limited Liability Company with proper authority.


Notary Public
Residing at: _____

Commission Expires: _____

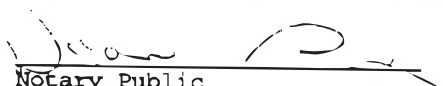
4/3/98



STATE OF UTAH)
COUNTY OF SUMMIT)

:SS

The foregoing instrument was acknowledged before me this 2 day of August, 1996 by Harry Reed, who is the President of Park City Consolidated Mines Company, who executed the foregoing on behalf of that corporation with proper authority.


Notary Public

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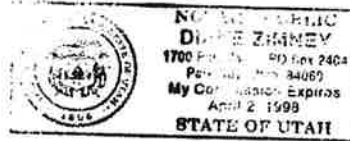
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Residing at: Paul E. Luber

Commission Expires:

4/2/98



STATE OF UTAH)

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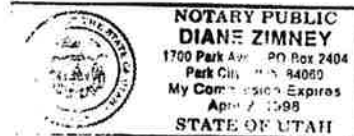
COUNTY OF SUMMIT)

The foregoing instrument was acknowledged before me
 this 2 day of June, 1996 by David M. Luber, who is
 the Managing General Partner of Deer Crest Associates, L.C.,
 who executed the foregoing on behalf of that Limited Liability
 Company with proper authority.

Diane Zimney
 Notary Public
 Residing at: Paul E. Luber

Commission Expires:

4/2/98



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LIST OF EXHIBITS

- Telemark Park Resort, Concept Master Plan, revised June 7, 1996.
- Telemark Village, Concept Master Plan, June 7, 1996.
- Telemark Park Resort, Land Use and Area Exhibit, revised June 7, 1996.
- Telemark Park Resort, Recreation Amenity Exhibit, revised June 7, 1996.
- Telemark Park Resort, Concept Level Water Quality Plan, June 7, 1996.
- LEGAL DESCRIPTION - Telemark Park Property in Wasatch County
- DESIGN GUIDELINES
- TYPICAL ROAD SECTION - WASATCH COUNTY, June 17, 1996

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TELEMARK PARK PROPERTY LOCATED IN WASATCH COUNTY:

Beginning at a point on the Summit-Wasatch County line, said point is located South 0°30'11" West 5482.77 feet along the section line and East 4743.36 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the County Line the following 16 courses: 1) North 41°02'08" East 549.09 feet; thence 2) North 51°35'50" West 408.17 feet; thence 3) North 40°47'43" West 296.74 feet; thence 4) North 26°08'13" West 279.53 feet; thence 5) North 12°53'14" East 499.61 feet; thence 6) North 12°51'25" East 724.39 feet; thence 7) North 11°18'39" East 801.35 feet; thence 8) North 28°29'27" East 214.25 feet; thence 9) North 8°43'41" East 906.05 feet; thence 10) North 17°33'57" East 446.92 feet; thence 11) North 55°24'54" East 454.52 feet; thence 12) North 61°48'14" East 133.55 feet; thence 13) North 73°02'55" East 812.81 feet; thence 14) North 73°11'51" East 485.08 feet; thence 15) South 85°09'01" East 382.13 feet; thence 16) South 43°00'37" East 488.15 feet; thence along the east line of the Queen Esther No. 3 Mining Claim (MS 6979) South 18°31'58" West 333.29 feet; thence along the West line of the Mountain Neef No. 5 Mining Claim (MS 6798) South 5°39'38" East 573.77 feet; thence along the West line of the Mountain Neef No. 3 Mining Claim South 5°26'45" East 627.94 feet; thence along the south line of the Mountain Neef No. 3 Mining Claim South 77°30'43" East 1500.74 feet; thence along the east line of the Mountain Neef No. 3 Mining Claim North 5°26'43" West 28.39 feet; thence along the North line of the Mountain Neef Mining Claim North 84°33'15" East 1386.12 feet; thence along the right-of-way line of US 40 South 18°46'46" East 493.82 feet more or less; thence along the east line of the Mountain Neef Mining Claim South 5°26'45" East 119.49 feet more or less; thence along the south line of the Mountain Neef Mining Claim South 84°40'19" West 468.55 feet more or less; thence along the east line of the Kruger No. 3 Mining Claim (MS 5161) South 50°41'13" East 615.39 feet; thence along the north line of the Old Missouri Mining Claim (MS 5161) South 89°54'38" East 490.17 feet; thence along the right-of-way line of US 40 the following 3 courses: 1) South 20°26'22" East 433.78 feet more or less; thence 2) South 1°51'02" East 213.74 feet; thence 3) South 34°17'35" East 97.77 feet more or less; thence along the west line of the Thurman Lode (Lot 155) South 7°10'00" East 414.32 feet more or less; thence along the South line of the Kruger No. 4 Mining Claim South 80°45'00" West 805.77 feet more or less; thence along the South Line of the Kruger No. 4 Mining Claim South 80°20'00" West 683.50 feet more or less; thence along the south line of the Dewet No. 4 Mining Claim (MS 5161) South 80°20'00" West 798.50 feet more or less; thence along the South line of the Dewet No. 4 Mining Claim South 85°53'00" West 697.41 feet more or less; thence along the North line of the Pioche No. 14 Mining Claim South 85°53'00" West 798.80 feet more or less; thence along the west line of the Pioche No. 14 Mining Claim (lot 181) South 9°45'00" East 341.45 feet more or less; thence along the south line of the Sommer Mining Claim (MS 5166) South 81°01'45" West 597.51 feet more or less; thence along the South line of the Sommer Mining Claim South 53°31'51" West

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772.57 feet; thence along the West line of the Sommer Mining Claim North 47°08'25" West 395.50 feet; thence along the South line of the Hanna Lode No. 1 Mining Claim (MS 5166) South 56°21'07" West 61.39 feet more or less; thence along the north line of the North Dakota Mining Claim (Lot 185) South 59°25'05" West 1303.28 feet more or less; thence along the west line of the Hanna Lode No. 1 North 30°41'11" West 532.49 feet more or less; thence along the west line of the Rucker No. 1 Mining Claim (MS 5166) North 30°48'29" West 247.82 feet to the point of beginning.

Together with the following described property:

Beginning at the Southwest corner of the Hanna Lode Mining Claim (MS 5166), said point is located South 0°30'11" West 6213.60 feet along the section line and East 5184.07 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the West line of the Hanna Lode Mining Claim North 30°41'11" West 59.50 feet more or less; thence along the North line of the North Dakota Mining Claim (MS 185) South 47°40'42" East 61.25 feet more or less; thence along the South line of the Hanna Lode Mining Claim South 56°21'07" West 17.92 feet more or less to the point of Beginning.

Excepting therefrom the following 3 parcels:

Exception #1 (BLM Fraction North)

Beginning at a point on the North line of the Roosevelt Mining Claim (MS 6645) and on the East Line of the Queen Esther No. 11 Mining Claim (MS 6979), said point being South 00°30'11" West 1269.25 feet along the section line and East 5990.53 feet more or less from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the north line of the Roosevelt Mining Claim South 85°42'00" East 414.97 feet; thence along the south line of the Queen Esther No. 6 Mining Claim North 67°49'00" West 402.56 feet; thence along the east line of the Queen Esther No. 11 Mining Claim South 18°45'00" West 127.66 feet to the point of beginning.

Exception # 2 (BLM Fraction South)

Beginning at a point on the East line of the Hanna Lode Mining Claim (MS 5166) and the South Line of the Schuyler Mining Claim (MS 5166), said point is located South 0°30'11" West 5156.19 feet along the section line and East 6294.91 feet more or less from the East Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of the Schuyler Mining Claim North 74°15'00" East 99.87 feet more or less; thence along the North Line of the Sommer Mining Claim (MS 5166) South 52°50'00" West 97.07 feet more or less; thence along the east line of the Hanna Lode Mining Claim North 30°46'00" West

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36.70 feet more or less to the point of beginning.

Exception #3 (Frontage Road)

A Parcel of Land for a frontage road incident to the construction of an expressway known as Project No. NF-19, being part of an entire tract of property, situate in Kruger No. 4, Survey No. 5161 of the Blue Ledge Mining District, located in the northwest quarter (NW 1/4) of Section Twenty-Four (24), Township Two (2) South, Range Four (4) East, Salt Lake Base and Meridian, Wasatch County, Utah, more particularly described as follows.

Beginning at a point fifty (50.0) feet perpendicularly distant northerly from the centerline of said frontage road known as "L" line for said project at Engineer Station 18+50.00, which point is approximately Thirteen Hundred Fifty-Two and Forty-Nine Hundredths (1352.49) feet South 0°09'44" West and Two Hundred One and Ninety-Nine Hundredths (201.99) feet South 89°50'16" East from the Northwest Corner of said Section 24: Thence South 71°13'00" East Two Hundred Twenty-Eight and Forty-One Hundredths (228.41) feet to the southerly mining claim line of said Kruger No. 4; thence South 80°45'West (South 80°55'52" West Highway Bearing) Two Hundred Fourteen and Four Hundredths (214.04) feet, more or less, along said southerly mining claim line to a point fifty (50.0) feet perpendicularly distant southerly from said centerline; thence North 71°13'00" West Thirty-Nine and Sixteen Hundredths (39.16) feet, more or less; thence North 18°47'00" East one hundred (100.00) feet to the point of beginning.

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STATE LANDS - TELEMAR PARK PARCELS (leased parcels included in above legal description)

(McKinley East of County Line)

Beginning at a point on the North Line of the McKinley Mining Claim (MS 6645) and on the Summit-Wasatch County Line, said point being South 00°30'11" West 1203.97 feet along the section line and east 5121.79 feet more or less from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the North line of the McKinley Mining Claim South 85°42'00" East 400.24 feet; thence along the east line of the McKinley Mining Claim South 4°18'00" West 600.00 feet; thence along the South line of the McKinley Mining Claim North 85°42'00" West 458.40 feet; thence along the Summit-Wasatch County Line North 8°43'41" East 527.66 feet; thence along the Summit-Wasatch County Line North 17°33'57" East 75.94 feet to the point of beginning.

(Roosevelt No. 1 Mining Claim)

Beginning at the Northwest corner of the Roosevelt No. 1 Mining Claim (MS 6645), said point being South 00°30'11" West 1832.31 feet along the section line and East 5481.43 feet more or less from the east quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the North line of the Roosevelt No. 1 Mining Claim South 85°42'00" East 1500.00 feet; thence along the east line of the Roosevelt No. 1 Mining Claim South 4°18'00" West 600.00 feet; thence along the South Line of the Roosevelt No. 1 Mining Claim North 85°42'00" West 1500.00 feet; thence along the West line of the Roosevelt No. 1 Mining Claim North 4°18'00" East 600.00 feet to the point of beginning.

(Roosevelt No. 4 less MS 5166)

Beginning at the Northwest corner of the Roosevelt No. 4 Mining Claim (MS 6645); said point being South 00°30'11" West 3000.53 feet along the section line and East 5021.79 feet more or less from the East Quarter Corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence along the north line of the Roosevelt No. 4 Mining Claim South 85°42'00" East 1500.00 feet; thence along the east line of the Roosevelt No. 4 Mining Claim South 4°18'00" West 437.42 feet; thence along the North line of the Dieter and the Schuyler Mining Claims (MS 5166) South 74°25'00" West 478.02 feet; thence along the south line of the Roosevelt No. 4 Mining Claim North 85°42'00" West 1050.48 feet; thence along the West line of the Roosevelt No. 4 Mining Claim North 4°18'00" East 600.00 feet to the point of beginning.

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DESIGN GUIDELINES FOR TELEMARK PARK RESORT

The Planning Commission recommendation contained a number of matters that, while not specific to density determination, will lessen the impact of the Development through careful design of improvements. The following design guidelines are adopted, and it is the intention of the County that substantially similar design guidelines be adopted by the Developer and incorporated in the Master Declaration of Covenants, Conditions and Restrictions for the project:

I. BUILDING CHARACTER AND SCALE.

Facade design shall display a finished appearance on all sides of the building.

Single Family Dwellings in Telemark Park Resort are usually restricted to 2 1/2 stories or less. Higher buildings must be stepped back or otherwise respond to pedestrian scale.

Upper Floor Design:

The design of the upper facade of buildings is important to the scale and texture of the Villages. The building faces are envisioned as a rich collection of varied yet harmonious facades, adding interest, scale and rhythm to the Village.

Facade elements must reflect "Village scale":

Building facades must include architectural features including bay windows, balconies, dormers and facade detailing as textural elements which strengthen the scale and resort images.

Building facades shall give a substantial appearance, and openings shall display a "punched" appearance. Curtain

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walls or facades incorporating long horizontal strip windows are not permitted.

Every living unit shall have a spot to catch the sun.

Decks, balconies, and porches are strongly encouraged as they provide sunny usable outdoor space and add life and interest to the street.

Little Baldy Village and St. Louis Village:

The buildings shall be stepped, angled, and articulated as to mitigate the visual impact and to minimize blocking of sunlight in the plazas and to each unit.

II. BUILDING BULK CRITERIA.

To the extent possible, buildings in the Development should conform to the following criteria in order to attain architectural forms visually related to the shapes of the mountains and to achieve strong architectural ties to the landscape:

Buildings shall step from level to level as possible.

Unbroken vertical elevations shall be avoided; and

Elevations designed to emphasize horizontal lines by use of stepped levels and/or balconies and decks are encouraged.

III. OUTDOOR ACTIVITIES.

Outdoor activity areas are vital to the atmosphere of the project and should be created. The site plans for each development parcel should consider, where appropriate, the provision of outdoor activity areas accommodating a range of ages and activity levels, and in commercial areas, the provision of seating areas and restaurants overlooking pedestrian areas.

IV. SOLAR ACCESS.

Insofar as practical, all buildings shall be oriented and designed to maximize solar access for passive and active solar systems. Insofar as possible, interior and exterior living spaces shall have optimum relationships to views and year-round sunlight. Site specific plans should:

Preserve sunlight on neighboring outdoor or indoor spaces (i.e. restaurants). Late afternoon sun is most important for outdoor use/activities.

Design the building volumetric to create sheltered sunny pockets in public spaces and neighboring properties in order to encourage winter use.

A solar shading diagram must be provided for all multi-use and attached multi-family developments in Telemark Park Resort.

V. SNOW MANAGEMENT.

The effects of snow and ice build-up, if improperly handled, can be destructive to buildings, pose risks to pedestrians and vehicles, and impose high on-going snow removal and maintenance costs. The heavy snows and extreme freeze/thaw cycle of Telemark Park Resort combine to make snow management an important design consideration. Designers not thoroughly familiar with snow country design should retain a consultant early in the design process. The design for each development site should consider the following:

A snow management plan shall be submitted with preliminary plans for all multifamily commercial and recreation parcels.

Snow management is the responsibility of each site developer

The basic building form must be conducive to snow management. Snow management shall be considered from the earliest building concepts through to the detailing and working drawings.

Snow and drainage from roofs may not be dumped onto adjoining streets or properties.

Snow accumulation shall be managed on an ongoing basis.

Snow must be positively shed or positively retained. The developer may use snow diverters, snow retainers, or vary roof pitch and roof materials for snow retention. Snow diverters or snow retainers must be designed as an integral part of the roofscape.

Entrances and pedestrian routes must be fully protected from snow sheds and icicles. Shedding snow must be deflected from pedestrian areas by dormers, angled roofs, canopies or other means.

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All handicapped/elderly access to public buildings must be covered or heat traced. De-icing salts are prohibited due to the damage caused to structures.

Snow dump areas must not be accessible to pedestrians.

A snow management plan must be provided for service areas and garage entries.

Access to vehicle service bays shall be protected from shed snow, and shall be functional in harsh winter conditions, and snow and ice accumulation.

Sufficient vertical clearance shall be provided for vehicles, taking into account the effects of ice and snow build-up.

Pedestrian or vehicular entry-ways shall be protected from shedding snow.

Service areas and entry ramps should be covered or heat-traced wherever possible.

Building projections shall be durable.

Roofs dumping snow onto a series of lower roofs or onto a lower roof from great height must be prohibited because shedding snow can cause extreme snow loads or impact loads respectively.

Balconies shall not be planned such that they are subject to dangerous amounts of shedding snow.

VI. ROOF DETAIL AND DESIGN.

Roof design and detail is important not only to the preservation of architectural standards within the development, but also for safety considerations in snow management, and minimizing maintenance demands. Roofscapes are an important design element which are viewed from pedestrian level, and the ski slopes above Villages, from Highway 40 and from Village approaches. The skyline shall be a unified composition of sloping roofs in a limited variety of materials and colors. The following roof design standards shall be incorporated into the Architectural Standards of the Master Association CC&Rs:

Snow splitters must be substantial, and fitted to all projections on sloped roofs which are not located close to the roof ridge (eg. chimneys, vents, skylights, etc.).

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Generally, conventional eaves troughs or built-in eaves troughs should be avoided as they are subject to damage from snowshed.

Roof design shall conform to the snow management plan.

Roof design shall consider the effect of slope, materials, construction, projections and slope/flat roof distribution on snow shedding characteristics.

Roofs shall be designed to withstand the extreme freeze/thaw cycle at Telemark Park Resort and its impact on snow shed, snow retention, roof drip, icicle management, ice dams, and water infiltration.

Sloped roofs shed accumulated snow in avalanche fashion and can be dangerous to pedestrians below. The design of roofs and pedestrian areas below them shall conform to Snow Management as discussed in Section IV.J.

Roof form shall be modulated.

Roof form shall be broken up with the use of dormers, or other architectural features. The ridgeline should not be continuous but should be varied in height or broken with chimneys, cupolas, towers or other features.

Major roof slopes in Telemark Park Resort shall be between 3:12 and 8:12. In general, architectural guidelines shall encourage low angled roofs.

Large areas of flat roofs are not acceptable. A composition of sloped roofs is required in each project with small areas of flat roofs acceptable in multi-family-commercial areas.

Mansard roofs are not acceptable.

Roofs of connected and adjacent buildings must be fully coordinated.

Consider coordination with adjoining eaves, peaks, gables and slopes. Exposed party walls are not acceptable.

Consider the color of neighboring roofs to create a complementary roof palette: avoid selecting strongly contrasting colors.

Flat roof design:

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All flat roofs shall incorporate a colored roof membrane or special roof aggregate consistent with the building color scheme.

Roof materials:

Cedar shake, cedar shingles and metal roofs shall be selected so as to be functional and durable considering the effects of climate and snow. Asphalt shingles have been prohibited by the developer.

The color of roof materials must be generally neutral or muted in order to blend with or enhance the colors of the natural landscape. Brightly colored roofs will not be considered with the exception of major public use buildings or selected landmarks.

All roof flashing materials shall be pre-pre-finished metal to match roof color.

All chimneys shall be enclosed in a material identical or similar to the building cladding or finished with stone or other approved architectural treatment.

Thin wood trim sections are prohibited. Wood trim sections and eave lines should have substantial appearance.

Roof mounted equipment must be concealed

Satellite dishes, and mechanical equipment must be planned as part of the roof so they are concealed from all pedestrian viewpoints and any overlooking development.

Venting stacks, flues and other similar projections should be concealed or integrated within the roof form and or color.

Horizontal Relief: Eave lines, a major cornice/trim line, or other significant horizontal relief shall be located below the third story to bring the building down to a pedestrian scale.

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VI. PARKING DESIGN CONSIDERATIONS

(1) Service access and circulation:

Truck access, utilities, storage, and garbage must be considered in the design.

Service bays and loading docks must be unobtrusive.

Both interior and exterior service bays shall be provided with permanent visual screening.

Adequate space for garbage storage and recycling must be provided and must meet the requirements of the Wasatch County Solid Waste Disposal Special Service District. Garbage storage must be enclosed.

Garbage storage and containers must be enclosed and away from public view. Containers must be easily accessible to garbage trucks. Enclosures must conform to design guidelines. Adequate ventilation must be provided (exhaust to roof).

Service bay design must be durable. Wear and tear on these areas must be considered.

In order to allow winter garbage pick-up, design service bay entries to prevent ice and snow build-up, or steep grades at loading areas.

Telemark Park Resort has a strong pedestrian orientation and the design of buildings shall minimize the conflicts between vehicle and pedestrian circulation.

Parking entrances to underground parking must be well signed yet unobtrusive.

Landscaping, appropriate materials and signage shall be used to make parking entries less conspicuous and more attractive.

(2) Surface Parking Design.

The layout of the roads and parking areas shall incorporate site design features to maximize the efficient use of snow removal equipment.

Provide adequate areas for snow storage and drainage. These may be combined with islands of planting to break up large areas of paving.

Screen surface parking areas by a combination of walls, fences, landscaping and berms at least 4 feet in height.

Consider providing separate pedestrian circulation routes within parking areas.

Provide separate parking areas for buses and large recreational vehicles.

(3) Underground Parking Design.

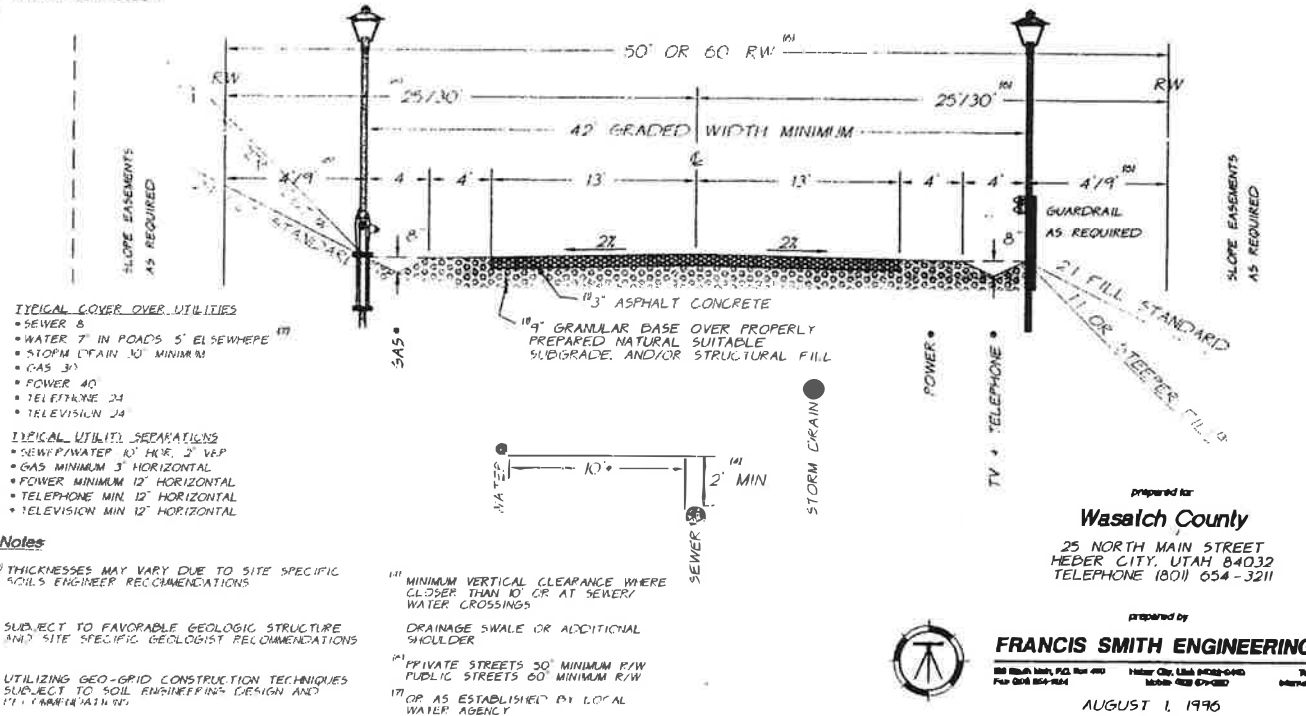
Underground parking facilities must be designed to anticipate use by over-height vehicles, such as vans with ski racks on the roof.

Driveway slopes must anticipate snow and icing conditions, and provide reliable ramping and good visual interface with pedestrian areas and street intersections.

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(NO SCALE)

WHILE SIDEWALKS AND OTHER PUBLIC RIGHTS-OF-WAY ARE USUALLY SHOWN ON ROAD CROSS SECTIONS, THEY ARE NOT SHOWN HERE BECAUSE THEY ARE SHOWN ELSEWHERE ON PROJECT PLANS. THIS TYPICAL CROSS SECTION DOES NOT NEGATE THE NEED FOR PROVIDING FOR PEDESTRIAN TRAFFIC WITHIN THE PROJECT.



25 NORTH MAIN STREET
HEBER CITY, UTAH 84032
TELEPHONE (801) 654-3211

prepared by
FRANCIS SMITH ENGINEERING, INC.

800 828-1818, FAX 800 440-1818 New City, Ltd. 800-840-0410 The 800 840-1818
Fax 800 840-1818 Mobile 800 870-0817 Internet the-800.com

AUGUST 1, 1996

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WASATCH COUNTY STATE OF UTAH

25 North Main • Heber City, Utah 84032 • Phone (801) 654-3211

BOARD OF COUNTY COMMISSIONERS

KEITH D. JACOBSON

T. LAREN PROVOST

SHARRON J. WINTERTON

July 22, 1996

Wasatch County Commission
25 North Main Street
Heber City, Utah 84032

Gentlemen:

Attached hereto is the recommendation from the Wasatch County Planning Commission regarding the Telemark Park subdivision. The recommendation is in two parts: First, the motion which approved the recommendation and second, the Order itself.

Please note that the Planning Commission expressed grave concern and deep reservations about road abandonment and any annexation of Wasatch County by Park City. The recommended First Amended Findings and Order was not approved without a motion stating directly the Planning Commission's concern and opposition to this part of the application.

The Planning Commission asked that you consider these issues carefully before granting approval for this project.

At the special Wasatch County Planning Commission Meeting on June 26, 1996, the following motion was made regarding the Telemark Park proposal:

T. Laren Provost made a motion that we accept the density package for Telemark Park and that we oppose the annexation to Park City. Vicci Gaspmyer amended the motion to state that the foregoing motion include that the Planning Commission also recommend that the Wasatch County Commission study and evaluate the road closure and that it be noted that

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CLERK AUDITOR
BRENT E. TITCOMB

RECORDER SURVEYOR
ELIZABETH M. PARCELL

SHERIFF
MIKE SPANOS

ASSESSOR
GLEN C. BURGESS

TREASURER
KAROLYN KIRKHAM

ATTORNEY
DAN M. MATTHEWS

JUSTICE COURT JUDGE
BLAIN WYLLON

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the Planning Commission is not in favor of the road closure. Ernest T. Giles seconded the motion which passed unanimously.

Sincerely yours,

Claude R. Hicken

Claude R. Hicken
Planning Commission Chairman

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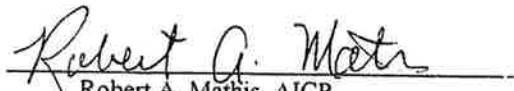
CERTIFICATION OF PROCESS

Telemark Park Resort First Amended Findings and Order of Density Determination

Pursuant to and in conformance with provisions of section 9-3 of the Wasatch County Development Code, the above-referenced Amended Density Determination came before the Wasatch County Planning Commission and Board of County Commissioners on the dates and pursuant to the notices and process described herein:

- A. A joint public hearing before the Planning Commission and County Commission was held May 16, 1996, pursuant to notice published in *The Wasatch Wave* on April 17, May 8, and 15, 1996. Deliberations before the Planning Commission were continued to June 20 and 26, 1996.
- B. On June 26, 1996, the Planning Commission unanimously voted to forward the proposed Amended Density Determination together with a statement of policy relative to certain issues as shown on the attached letter from the Planning Commission Chairman.
- C. The Board of County Commissioners heard the recommendation of the Planning Commission on July 22, 1996, and unanimously adopted the Findings and Order of Amended Density Determination, a complete copy of which is attached hereto.
- D. A true and complete copy of the First Amended Findings and Order of Amended Density Determination for Telemark Park Resort, as adopted by the Wasatch County Commission, was posted on August 5, 1996, at the Wasatch County Courthouse.

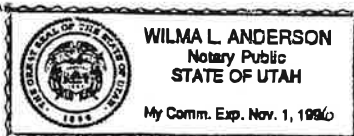
DATED this eighth day of August 1996.


Robert A. Mathis, AICP
Wasatch County Planner

Subscribed and sworn to before me this eighth day of August 1996.


Notary Public
My Commission Expires November 1, 1996

P.L. Telemark A.B.



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When Recorded, Return To:

Steven P. Mehr
Ballard Spahr LLP
201 So. Main, Suite 800
Salt Lake City, UT 84111-2221

APNs: More particularly described on Exhibit A and Exhibit B

PARTY WALL AND EASEMENT AGREEMENT

THIS PARTY WALL AND EASEMENT AGREEMENT (“Agreement”) is made this ____ day of May, 2023, by and between Deer Crest Associates I, L.C., a Utah limited liability company, a Utah limited liability company (“Deer Crest I”), and Deer Hollow Development, L.L.C., a Delaware limited liability company (“Deer Hollow”), who are herein sometimes collectively referred to as the “parties”, and each individually, a “party”, which shall also refer to the heirs, successors in title, mortgagees, lessees, and assigns of the parties.

RECITALS

A. Deer Hollow is the owner of the real property (the “Deer Hollow Parcel”) described on Exhibit A, attached hereto and incorporated herein by reference, on which stands a building hereinafter referred to as the “Founders Place Phase 1.”

B. On the date hereof, Deer Crest I is the owner of the real property (the Deer Crest I Parcel”) described on Exhibit B, attached hereto and incorporated herein by reference, on which stands a building hereinafter referred to as the “Founders Place Phase 2.” The Deer Crest I Parcel and the Deer Hollow Parcel are collectively referred to herein as the “Parcels.” The Foundes Place Phase 1 Building and the Founders Place Phase 2Building are collectively referred to herein as the “Buildings.”

C. The Deer Hollow Parcel and the Deer Crest I Parcel have a coterminous boundary along their common lot line, and the Founders Place Phase 1 Building and the Founders Place Phase 2 Building share a dividing wall (the “Common Wall”), which Common Wall is approximately depicted on the drawing attached hereto as Exhibit C and incorporated herein by this reference.

D. Deer Hollow is the Declarant under that certain Declaration of Condominium for Founders Place Condominiums was recorded in the Office of the Wasatch County Recorder on July 5, 2022, as Entry No. 521737, Book 1415, at Page 0308, as amended from time to time (the “Declaration”) that encumbers the Deer Crest I Parcel and the Deer Crest II Parcel.

E. The parties have agreed to enter into this Agreement with respect to the Common Wall.

AGREEMENT

NOW, THEREFORE, it is mutually covenanted and agreed, in consideration of the covenants and conditions and mutual promises contained herein, by the parties as follows:

1. **Declaration of Party Wall.** It is mutually agreed and declared by the parties that the Common Wall shall be a “party wall” for the common benefit of both parties, and the parties covenant and agree one to the other that they shall not hereafter take a position or make any claims of right, title or interest in and to the Common Wall or the land upon which the Common Wall is constructed, which is inconsistent with the declaration herein contained, nor shall they bring any action or make any claim for encroachment of the Common Wall on their respective Parcels. Notwithstanding anything herein provided to the contrary, it is mutually agreed that no part of the fee title ownership of respective Parcels shall be transferred or conveyed in or by this Agreement.

2. **Maintenance.** Subject to the Declaration, each party shall be solely responsible for the non-structural repair and maintenance of the interior surfaces of the Common Wall located within the improvements on such party’s Parcel. Each party will be responsible to maintain any structural element or member of its particular Building, such as the roof or building fascia, which may cause injury or deterioration to the Common Wall. If either party deems it necessary to repair or rebuild the whole or any portion of the Common Wall in order to preserve the structural soundness and integrity of the Common Wall as a load-bearing wall of the respective Buildings, then the expense of such repairing or rebuilding shall be borne equally by the parties as to so much and such portion of the Common Wall as may at the time of rebuilding or repairing be used in common for party wall purposes, and that whenever the Common Wall, or such portion thereof, shall be rebuilt, unless otherwise agreed, it shall be erected of the same size, and the same or similar material, and of like quality as the present wall, unless the building codes and other regulations then in effect require otherwise, in which event such codes and regulations shall control. In the event one party deems it necessary to repair or rebuild the whole or a portion of the Common Wall to ensure structural soundness and integrity unless done for any reason specific to the party’s use of their own Parcel, the party making such repairs shall invoice the other party requesting payment of half (1/2) the costs and the other party shall pay such costs within sixty (60) days of receiving invoice. The parties shall have an easement to make such structural repairs as specified in Section 8 of this Agreement. If a party repairs or rebuilds the whole or a portion of the Common Wall to ensure structural soundness and integrity for any reason specific to the party’s use of their own Parcel (including, without limitation, constructing additional levels, stairways, elevators, etc.) that party shall bear all costs associated with such repairs.

3. **Use.** Subject to the Declaration, the parties mutually agree that each shall have the right to the full structural use of the Common Wall for whatever purposes they choose to employ it; provided, however, that any such structural use shall not infringe on the rights of the other party to so use the Common Wall or their quiet and peaceful enjoyment of the Common Wall and shall not negatively affect the interior surface of the other party without such party's prior consent, and that with respect to the sides of the Common Wall next to the respective Building (interior side) then each party shall have, subject to the full structural use above, the exclusive right to the use and benefit of its interior surface including, without limitation, the right to place signs, paintings, murals, attach fixtures and/or personal property thereto.

4. **Alterations and Additions.** Subject to the Declaration, either party may insert, join or otherwise fasten to or through the Common Wall, its timbers, beams, cables, furring strips, drywall, floor joists or other structural supports as may be necessary or desirable in connection with such party's construction, use, renovation or occupancy of its respective Building and any additions thereto so long as no such actions impair the structural soundness and integrity of the Common Wall as initially constructed and do not negatively affect the interior surface of the other party unless such other party's consent has been given prior to any such action.

5. **Destruction, Removal and Rebuilding.** Subject to the Declaration, no party shall have the right to tear down or otherwise remove the Common Wall without the express written consent of the other. It is further agreed that in the case of damage or destruction of the Common Wall by fire, accident or any other cause, including acts of God, this Agreement shall survive any such event and either party may repair or rebuild the same and the expense of rebuilding or repairing, shall be borne equally by the parties. The parties shall have the right to demolish or otherwise remove their respective Buildings upon giving the other party thirty (30) days written notice so long as such actions are done in a manner causing no degradation of the structural weather soundness and integrity of the Common Wall. In the event that both Buildings are ever razed or destroyed, this Agreement shall at the option of either party be null and void and the common lot line as shown on Exhibit C shall be so recognized by the parties.

6. **Insurance.** Subject to the Declaration, the parties each agree to acquire and maintain Fire and Extended Coverage policies of insurance with a company or companies licensed and qualified to do business in the State of Utah, insuring the Common Wall in the full amount of its replacement value.

7. **Collection of Amounts which may Become Due Hereunder.** Subject to the Declaration, in the event any party hereto may expend any money or incur any obligations in respect of the Common Wall in furtherance of the provisions of this Agreement, the party advancing such funds or required to incur any obligation hereunder, shall demand the payment of such funds or the performance of the obligation from the other party. If such other party shall refuse or shall not pay or perform as required, then the party that has paid or performed shall have the right to record a lien against the Parcel of such defaulting party and shall have the further right to foreclose such lien against the Parcel in accordance with the mortgage foreclosure statutes and rules of civil procedure of the State of Utah, and such party shall also be awarded its costs, statutory interest and attorneys fees incurred in the filing and enforcing of such lien. It is provided, however, that any such lien shall be junior in priority to the lien of any mortgage or deed of trust given for value which shall be recorded before any lien pursuant to this section shall have been recorded.

8. **Easement for Party Wall.** Subject to the Declaration, the parties shall have and are hereby granted an easement in and limited right of possession of the Common Wall and the Parcels as may be reasonably necessary to the parties' use of the Common Wall, and for maintenance, repair, alteration, addition and rebuilding as provided in this Agreement.

9. **Covenants Running with the Land.** Subject to the Declaration, the parties mutually agree that this Agreement, and the covenants and agreements herein contained, shall be

perpetual and shall at all times be construed as covenants running with the Parcels, and that without further deed or act, the rights, duties and obligations herein contained shall pass to the person entitled by the terms hereof as an appurtenance to the respective Parcels; provided, however, that no part of the fee title to the land upon which the Common Wall is erected shall pass to or from either party to the other. Moreover, the covenants and easements created herein shall benefit and burden the respective Parcels as described in this Agreement.

10. General.

10.1 Binding Effect. This Agreement shall be binding upon and inure to the benefit of the parties hereto and their respective heirs, legal representatives, successors in title, mortgagees, lessees and assigns.

10.2 Declaration. The Parties hereby confirm that this Agreement shall be subject to the covenants, conditions, and restrictions provided for in the Declaration and in the event of any inconsistency between this Agreement and the Declaration, the Declaration shall control.

10.3 Headings and Interpretation. The headings contained in this Agreement are for reference purposes only and shall not in any way affect the meaning or interpretation hereof, and whenever the context hereof shall so require, the singular shall include the plural, the male gender shall include the female gender and the neuter, and vice versa.

10.3 Utah Law. This Agreement shall be construed under and in accordance with the laws of the State of Utah as an agreement between residents and domiciliaries of the State of Utah and an agreement with respect to Utah real property.

10.4 Severability. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal or unenforceable in any respect, such invalidity, illegality or unenforceability shall not affect any other provision hereof, and this Agreement shall be construed as if such invalid, illegal or unenforceable provision had never been contained herein.

10.5 Time of Essence. Time is of the essence of this Agreement and for performance of the covenants and agreements herein contained.

10.6 Remedies and Attorneys' Fees. Should any party hereto fail or neglect to perform in accordance with the terms of this Agreement, the non-defaulting party shall be entitled to all remedies as may be available at law or in equity, including, but not limited to, specific performance, injunctive relief, contribution, the right of set-off, the return of money advanced and damages, all of which shall be cumulative, and should any party hereto employ an attorney or attorneys to enforce any of the provisions hereof or to protect its interest in any manner arising under this Agreement, or to recover damages for the breach of this Agreement, the non-prevailing party shall pay to the prevailing party all reasonable costs, damages and expenses, including attorneys' fees, expended or incurred in connection therewith.

10.7 Recording of Agreement. This Agreement shall be recorded in the Wasatch County Recorder's office.

10.8 Amendment. This Agreement may be amended only in writing by the signatures of all of the owners of both Parcels. Such Amendment shall be valid from and after the date it is recorded in the office of the Wasatch County Recorder.

[Signature page follows.]

IN WITNESS WHEREOF, Deer Crest I and [Deer Crest II] have executed this Agreement as of the year and date written above.

Deer Hollow:

DEER HOLLOW DEVELOPMENT, L.L.C.,
a Delaware limited liability company

By: _____
Name: _____
Its: _____

Deer Crest 1:

DEER CREST ASSOCIATES I, L.C.
a Utah limited liability company

By: _____
Name: _____
Its: _____

STATE OF UTAH)
) ss.
COUNTY OF _____)

On this ____ day of _____, 2023, personally appeared before me _____, known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he is the _____ of DEER CREST ASSOCIATES I, L.C., a Utah limited liability company, and acknowledged to me that said company executed the same.

Notary Public

STATE OF UTAH)
) ss.
COUNTY OF _____)

On this ____ day of _____, 2023, personally appeared before me _____, known or satisfactorily proved to me to be the person who signed the foregoing instrument, and acknowledged to me that he/she is the _____ of _____, a Utah limited liability company, and acknowledged to me that said company executed the same.

Notary Public

EXHIBIT A

(Legal Description of the Deer Hollow Parcel)

That certain real property located in Wasatch County, Utah, specifically described as follows:

LOT 1, FOUNDERS PLACE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT RECORDED JULY 5, 2022, AS ENTRY NO. 522735 IN WASATCH COUNTY RECORDER'S OFFICE.

APNs: 00-00217718, 00-0021-7709, 00-0021-7710, 00-0021-7702, 00-0021-7721, 00-0021-7711, 00-0021-7700, 00-0021-7703, 00-0021-7704, 00-0021-7713, 00-0021-7705, 00-0021-7706, 00-0021-7715, 00-0021-7707, 00-0021-7699, 00-0021-7717, 00-0021-7708

EXHIBIT B

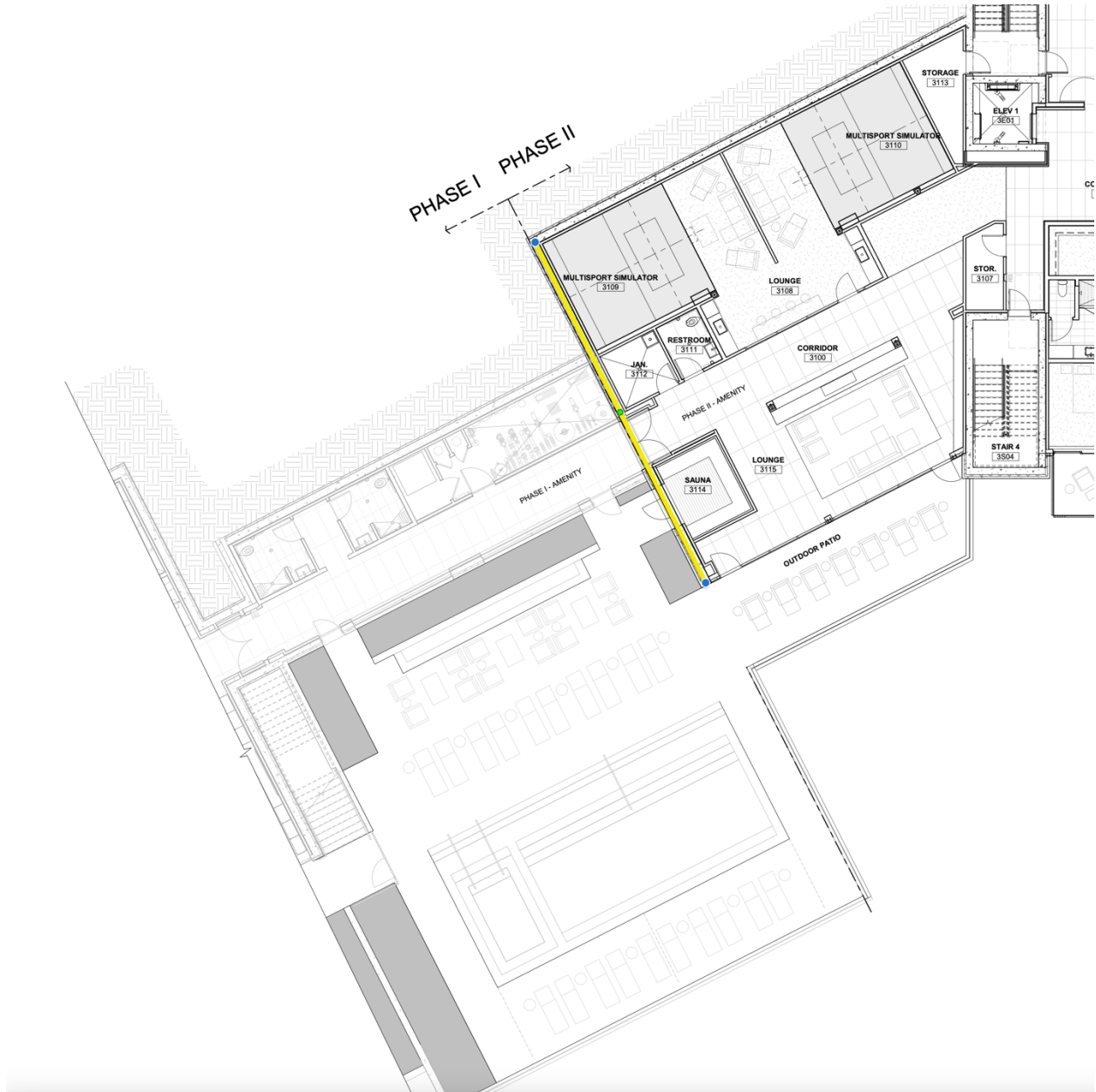
(Legal Description of the Deer Crest I Parcel)

That certain real property located in Wasatch County, Utah, specifically described as follows:

LOT 2, FOUNDERS PLACE SUBDIVISION, ACCORDING TO THE OFFICIAL PLAT
RECORDED July 5, 2022, AS ENTRY NO. 522735 IN WASATCH COUNTY RECORDER'S
OFFICE.

EXHIBIT C

(Depiction of the Common Wall)





Planning Department

January 12, 2022

Deer Crest Associates I, LC
1375 Deer Valley Drive STE 105
Park City, Utah 84060
435-714-0267

CC: Bill Fiveash

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: Parcel 00-0021-01977 in Wasatch County

Zoning District: Recreation Commercial within a Master Planned Development

Application: Modification to a Master Planned Development
Conditional Use Permit

Project Number: PL-21-05056; PL-21-04917

Action: APPROVED WITH CONDITIONS (See Below)

Date of Final Action: January 12, 2022

Project Summary: The Applicant proposes to construct a 354,264-square-foot ski-in ski-out village in the Deer Crest area in three phases.

Action Taken

On January 12, 2022, the Planning Commission conducted a public hearing and approved the Founders Place Modifications to a Master Planned Development and Multi-Unit Dwelling Conditional Use Permit according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. Founders Place (formerly known as Deer Hollow and Slalom Village) is in the Deer Crest area east of Deer Valley Resort and west of HYW 40 along Deer Hollow Road, a private road accessed from Park City through the Queen Esther Gatehouse to the west or from HWY 40 through the Jordanelle Gatehouse to the east.
2. The Applicant proposes constructing 199,200 square feet for 78 residential units in four buildings, 5,400 square feet for six affordable employee units, 3,299



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square feet of support commercial, 100,857 square feet of residential accessory uses, and 45,578 square feet for 123 underground parking spaces, five uncovered parking spaces, and parking circulation.

3. On October 19, 2021, the Park City Development Review Committee evaluated the project and did not identify issues or concerns.
4. On October 27, 2021, the Planning Commission conducted a work session on the project.
5. On November 4, 2021, the Wasatch County Development Review Committee evaluated the project and provided input and recommended Conditions of Approval.
6. On November 10, 2021, the Planning Commission visited the site.
7. On November 10, 2021, the Planning Commission was scheduled to determine whether the project is a minor or substantive modification to the Master Planned Development. However, prior to the meeting, the Applicant agreed the modification is substantive and the Planning Commission continued the discussion to December 8, 2021.
8. On December 8, 2021, the Planning Commission reviewed the project, conducted a public hearing, and continued the item to January 12, 2022.
9. The area was originally within unincorporated Wasatch County and the proposed project started the land use review process with Wasatch County in the late 1980s.
10. In 1989, the property owner applied for a Density Determination from Wasatch County to develop what was then called the Telemark Park Resort.
11. In 1991, the Wasatch County Commissioners approved the Density Determination.
12. However, due to the project's location in several jurisdictions, a lawsuit ensued regarding development and services.
13. In 1995, Park City Consolidated Mines Company, Trans-Wasatch Company, and Park City Municipal Corporation entered into the Telemark Settlement Agreement.
14. The 1995 Settlement Agreement ¶ 2.2 describes the location of the Deer Crest property, which straddles several jurisdictions: *A portion of the Property lies within Park City city limits, and another portion of the Property lies within the annexation boundary of Park City. Of the approximately 678 acres, 524 acres lie within unincorporated Wasatch County, approximately 84 acres lie within unincorporated Summit County and approximately 70 acres lie within the Park City Municipal Corporation city limits.*
15. The 1995 Settlement Agreement outlined the process and conditions for annexing portions of the Deer Crest property into Park City, as well as development parameters. The 1995 Settlement Agreement established the following regarding Founders Place within what was then identified as the Slalom Village development envelope:



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- a. No more than 83 Multi-Unit Dwellings at 2,400 square feet per unit (totaling 199,200 square feet)
 - b. 60% of the Multi-Unit Dwellings concentrated in a primary village structure
 - c. Four Single-Family Dwellings
 - d. A 20,000-square-foot ski academy
 - e. A ski chairlift located within a 1,100-foot radius of the primary village structure
 - f. Support commercial up to 5% of the gross square footage and appropriate amenities
16. The 1995 Settlement Agreement required the property owners to amend the 1991 Wasatch County Density Determination. In 1996, the First Amended Density Determination was recorded with Wasatch County. The First Amended Density Determination increased the single-family dwellings from four to five and included 83 townhouse/cottages (units not to exceed 2,400 square feet, totaling 199,200 square feet).
 17. In 1997, the parties amended the 1995 Settlement Agreement, transferring the 20,000-square-foot ski academy to Telemark Park (also known as the Jordanelle Village Resort).
 18. On December 17, 1998, the City Council approved Ordinance No. 98-53, annexing 253 acres of the Deer Crest property into Park City.
 19. Also on December 17, 1998, the City Council approved Ordinance No. 98-51, amending the Zoning Map to include the Deer Crest annexation area.
 20. Founders Place is in the Recreation Commercial within a Master Planned Development Zoning District.
 21. On December 23, 1998, Deer Crest Associates I, LC recorded the Deer Hollow Village Subdivision at Deer Crest, creating five single-family lots pursuant to the Founders Place density allocation.
 22. In 2021, the Applicant submitted Conditional Use Permit, Modification to a Master Planned Development, Subdivision, and Phase I Condominium Plat applications to construct the remaining Multi-Unit Dwelling density.
 23. The proposal complies with Land Management Code Chapter 15-2.16 *Recreation Commercial District* and Chapter 15-6 *Master Planned Developments*.
 24. The Proposal Complies with Density Allocated in the 1995 Settlement Agreement and Reiterated in the First Amended Density Determination. Density for the Founders Place Site was established in the 1995 Settlement Agreement (no more than 83 Multi-Unit Dwellings at 2,400 square feet per unit, totaling 199,200 square feet) and the First Amended Density Determination (83 townhouse/cottages units not to exceed 2,400 square feet, totaling 199,200 square feet).
 25. The Applicant proposes 78 Residential Units, totaling 199,200 square feet, and six Affordable Units. Affordable Units constructed on site do not count toward the



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Residential Unit Equivalents of an MPD and are therefore exempt from project Density.

26. The Proposal Complies with Setbacks. The minimum Setback around exterior boundaries of an MPD is 25 feet. In addition to the 25-foot perimeter Setback, the internal Setbacks for this project are established in ¶ 4 of the First Amended Density Determination: a 40-foot Setback from the road centerline; a 25-foot Rear Setback; a 10-foot Side Setback.
27. The Applicant proposes subdividing the property to align with the proposed phasing of the project, creating three separate lots, and three separate condominium plats. As a result, there will be a common wall created between proposed Lots 1 and 2. Pursuant to LMC § 15-2.16.3(G), a side Setback between connected structures is not required where structures are designed with a common wall on a property line and a party wall agreement is recorded in a form approved by the City Attorney and Chief Building Official.
28. MPDs must contain a minimum of 60% Open Space. The 30.7-acre Parcel totals 1,337,292 square feet. The gross building footprint square footage for the site is 345,405 square feet and the driveway square footage is 22,309 square feet, totaling 367,714 square feet. Proposed Open Space for the 30.7-acre Parcel is 72%.
29. Open Space requirements for 526 acres within the Deer Crest area were outlined in the First Amended Density Determination. ¶ 1 of the First Amended Density Determination required that 312 of the 526 acres be preserved as Open Space, totaling 60%.
30. The Applicant Proposes Reduced Parking. The 1995 Settlement Agreement ¶ 5.2.3.10 requires that *Property Owners may construct no more parking stalls underneath the [Founders Place] multi-family unit structure than are required to service that structure as may be required by the appropriate Wasatch County official(s).* . . . ¶ 11(C) of the First Amended Density Determination approved by Wasatch County requires 166 parking spaces for the development. The Applicant proposes 128 parking spaces, a 23% reduction.
31. The Applicant's request to reduce the parking from the 159 spaces required by the LMC to 128 parking spaces is a 20% reduction.
32. The Applicant's Parking Study references the Institute of Transportation Engineer's Parking Generation Manual 5th Edition, which estimates peak parking demand for a project based on its land use with estimates developed from parking demand studies at similar sites over the past 40 years. The Parking Supply Study concludes that Founders Place will produce an estimated parking demand of 104 parking spaces. The Applicant proposes 128 total parking spaces with 123 underground parking spaces and five uncovered parking spaces.
33. The Applicant's Parking Supply Study offers project comparisons with Arrowleaf A, Arrowleaf B, Flagstaff, One Empire Pass, Empire Residences, and Talisker



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Tower and concludes that the appropriate parking ratio for similar projects is 1.5 parking spaces per unit.

34. The Applicant's Trip Generation Study concludes that Founders Place will generate less traffic than the 1995 Settlement Agreement approval, which included the 20,000-square-foot ski academy that was later transferred to another site in unincorporated Wasatch County.
35. The Applicant's Transportation Demand Management Plan proposes the following:
 - a. Ski-in Ski Out Access – guests will access Deer Valley Resort on the Mountaineer Express Chair.
 - b. Public Trail Access – the property is adjacent to the Village Trail, which connects to the Park City trail network.
 - c. Reduced Parking – the project proposes 1.5 parking spaces per residence to discourage multiple vehicles per unit.
 - d. Shared Ride Service – operated by the Founders Place Homeowner Association to provide pick-up within 15 minutes of request, provide service anywhere within Park City proper, be app-based, and include evening geofencing to limit the number of pick-up and drop-off locations on Main Street.
 - e. Grocery Delivery – onsite property management will work with local grocery delivery services to provide pre-arrival shopping services and staff will provide pre-arrival shopping services.
 - f. Onsite Ski Valet – offered so guests do not have to drive into town to rent equipment.
 - g. Pre-Ski and Après Ski Activities – amenities include a continental breakfast, après ski events, on-site entertainment, and on-site restaurant.
36. LMC § 15-3-9 requires ten percent of the required Off-Street Parking Spaces for the temporary storage of bicycles.
37. The Applicant does not propose overflow parking during peak periods. Wasatch County requires a Condition of Approval that parking demand for Founders Place be satisfied on-site and that overflow parking in unincorporated Wasatch County be prohibited.
38. Founders Place is approximately 500 feet from the nearest development, the residential Snowtop Subdivision at Deer Crest.
39. The Applicant Requests Modifications to Building Height Approvals. The First Amended Density Determination ¶ 8.A outlines the following roof and height regulations for the property: *Height shall be measured from the elevation of the finished grade at midpoint of building. The maximum height shall be 75 feet, consisting of not more than five levels. The building shall have a gable roof (a roof consisting of two inclined planes that meet at a ridge over the center of the building and slope down to the sidewalls) or a hip roof (a roof similar to a gable roof with a central ridge except that the roof slopes from the ridge to all outside*



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walls), with the top level being partly located in the roof structure. The top level shall not cover more than 50% of the Building Footprint. The building must then step from such top level on both the ski hill side and the road side to avoid any vertical wall more than three levels in height.

40. The Applicant submitted an exhibit showing the top-story building footprint compared to the ground-level building footprint, which complies with the First Amended Density Determination ¶ 8.A, requiring that the top-story building footprint be 50% of the ground-level.
41. Regarding the First Amended Density Determination ¶ 8.A requirement that "[t]he building must then step from such top level on both the ski hill side and the road side to avoid any vertical wall more than three levels in height," the MPD process provides the Planning Commission with discretion to consider an increase in Building Height based upon a Site-specific analysis. The Applicant requests that vertical wall height be allowed up to four levels, five levels in some places.
42. The Applicant must request a Site-specific determination and bears the burden of proof to the Planning Commission that the necessary findings for an increase in Building Height can be made if six criteria are met:
 - (1) The increase in Height does not increase square footage or Building volume and provides architectural variation.
 - (2) Buildings are positioned to minimize visual impacts on adjacent structures.
 - (3) There is adequate landscaping and buffering from adjacent properties and uses.
 - (4) Increased Setbacks and separations from adjacent properties are proposed.
 - (5) Increased Height results in more than the minimum Open Space required and is publicly accessible.
 - (6) Increased Height is designed in a manner that provides a transition in roof elements in compliance with Chapter 15-5, Architectural Review.
43. The Applicant provided an exhibit that states the proposed Founders Place design reduces the overall impact to the site and does not increase square footage or building volume, buildings are positioned to minimize visual impacts to adjacent structures, there is adequate landscaping and buffering from adjacent properties, the project includes increased setbacks and separations, more than minimum Open Space is provided, and the Building Height is designed in a manner that provides a transition in roof elements.
44. The Modifications to the Site Plan Comply with the Land Management Code. The Founders Place proposal reduces the overall Site disturbance by decreasing the Limit of Disturbance by 40%, the driveway square footage by 53%, the gross building footprint square footage by 8%, the linear retaining wall square footage by 4%, and the exposed retaining wall face square footage by 34%.



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45. Additional changes to the Site Plan include the configuration of Deer Hollow Road, formerly known and shown as Keetley Road on the 1995 Site Plan. The 1995 Settlement Agreement required the Founders Place development to permanently and physically disconnect Deer Hollow Road to prevent vehicular through-traffic in the Deer Crest area. The Primary Village Structure footprint was to be partially within the historic configuration of Deer Hollow Road. The intention was to prevent public through-traffic between the Jordanelle Basin and Park City. The developers of Deer Crest were required to install east and west entrance gates that prevent through-traffic.
46. On February 8, 2017, the Planning Commission reviewed a proposed amendment to the Settlement Agreement to remove the requirement that Deer Hollow be disconnected. The Planning Commission continued the discussion to March 22, 2017. On March 22, 2017, the Planning Commission reviewed the proposed amendment, conducted a public hearing, and forwarded a positive recommendation to the City Council to amend the 1995 Settlement Agreement, removing the requirement that Deer Hollow Road be disconnected at the time of future development. On June 15, 2017, the City Council approved the Settlement Agreement amendments. On December 4, 2017, the Third Amendment to the Settlement Agreement was recorded with Wasatch County.
47. The Third Amendment to the Settlement Agreement outlines the following regarding Deer Hollow Road:
- Deer Hollow Road is no longer required to be disconnected
 - Official vehicles of emergency service providers (police, fire, and emergency medical) are allowed to use Deer Hollow Road to provide emergency services to properties, residents, guests, and others within the project
 - Deer Hollow Road is otherwise for exclusive use by the owners, guests, and invitees within the project
 - The public may use Deer Hollow Road
 - For an evacuation necessary to protect human life
 - A natural disaster
 - A major public safety event determined by the Park City Fire Marshal, Park City Police Chief, Wasatch County Fire Chief, or other public safety officer of similar rank in Park City or Wasatch County
 - The public may not use Deer Hollow Road for non-life endangering causes like
 - Traffic congestion
 - Delays caused by weather
 - Public or private events and gatherings
 - Deer Crest Master Association must maintain and operate the Queen Esther and Jordanelle Gates in accordance with the 1995 Settlement Agreement to prevent public vehicle access between HWY 40 and Park City



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- If the gates are not operated in accordance with the 1995 Settlement Agreement and the Deer Crest Master Association does not cure the defect, the City may reinstate the Deer Hollow Road disconnection requirement at Deer Crest Master Association expense
- 48. The Proposal, as Conditioned, Complies with Landscaping and Lighting Requirements.
- 49. The Proposal Complies with the Sensitive Land Overlay.
- 50. The Housing Department and Applicant Agreed to a Draft Housing Mitigation Plan.
- 51. ¶ 5.2.3.1 of the 1995 Settlement Agreement requires four percent of the total number of units within Founders Place to be affordable employee units in compliance with Resolution No. 7-95.
- 52. However, the Applicant met with the Housing Department to create a draft Affordable Housing Mitigation Plan that increases the affordable housing contribution from four percent to ten percent. The draft Affordable Housing Mitigation Plan is scheduled for Housing Authority (City Council) review on January 13, 2022. The Applicant's plan proposes two mitigation measures: six on-site units and a community benefit fee. This proposal aims to provide on-site affordable employee units that will serve managers, full-time, and seasonal employees, while contributing to the Park City affordable housing fund for citywide initiatives.
- 53. The six on-site units will total 5,400 square feet, will be intermixed within the project on building levels three and four, and will be phased in with project development.
- 54. The Applicant will implement a fee in accordance with state law that requires that 0.50% of the net purchase price for each market-rate unit sale, initially and with each subsequent sale, be transferred to Park City Municipal for the City's affordable housing budget. Fees will be transferred to Park City through December 31, 2035.
- 55. The developer estimates that initial sales will generate \$300,000,000, thus resulting in an initial \$1.5 million contribution to the City's affordable housing fund. Assuming a five percent turnover rate within the project and an average sales price of \$3,750,000, the ongoing annual transfer fee is estimated to be \$37,500.
- 56. The Proposal Complies with Mine Hazard Requirements. There are no known mine hazards on the property.
- 57. The Proposal Complies with Historic Mine Waste Mitigation Requirements
- 58. The Applicant commissioned two Phase I Environmental Site Assessments, one in 2018 and one in 2020. The 2020 Assessment concludes that "the subject property was historically vacant land with an unimproved road traversing the site from east to west (since at least 1938) [and] [w]e found no conclusive evidence to suggest that active mining activities occurred on the subject property, and all



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available information suggests that the subject property was not likely impacted from historical mining activities in the area. . . ."

59. The 2020 Assessment found that there is no evidence of recognized environmental conditions in connection with the subject property and that no additional investigation is warranted.
60. The Proposal Complies with the General Plan. Founders Place is in the Lower Deer Valley Neighborhood. The General Plan identifies this area as a resort neighborhood dominated by Multi-Unit Dwelling condominiums that cater to second homes and nightly rentals. "Future planning in the neighborhood should be directed toward maintaining the world-class resort experience."
61. The Proposal Complies with Historic Site Protection Requirements. The 2020 Environmental Site Assessment determined the property was historically vacant land. There are no known historic sites on the property.
62. The Proposal Strengthens and Enhances the Resort Character of Park City. Founders Place is the final development within the Deer Crest Master Planned Development and has been envisioned for the Deer Valley Resort area since 1995. Founders Place provides residents with ski-in ski-out access to Deer Valley Resort via the Mountaineer Express Chair.
63. The Proposal Incorporates Sustainable Features. The Applicant's submittal ¶ 2.11 outlines the following sustainable features:
 - a. Integrating the building into site topography, minimizing the building footprint, and maximizing open space
 - b. Maximizing passive solar orientation
 - c. Pursuing LEED™ Residential BD+C Multifamily certification, which includes:
 - i. Heat island reduction through reduction in hardscape, maximized landscaping and open space, and inclusion of green and ballasted roofs
 - ii. Light pollution reduction through vertical illuminance calculations to minimize light pollution
 - iii. Water use reduction through use of low-flow plumbing fixtures in public areas and minimizing irrigation demand through native and drought-tolerant plantings
 - iv. Minimum energy performance through energy-efficient mechanical systems, Energy Star rated appliances, tight thermal enclosure with associated enclosure commissioning, and fenestration systems that exceed prescriptive U values
 - v. Indoor air quality through unit ventilation systems, operable window/door systems, air filtering, and low emittance product specifications for indoor materials
 - d. The Applicant also proposes no gas fireplaces or cooking for residential units.



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64. Multi-Unit Dwellings are a Conditional Use in the Recreation Commercial Zoning District.
65. The Applicant proposes developing the project in three phases:
- a. Phase I: Buildings 1 and 2, amenity space, and the pool/ski deck.
 - i. Housing unit count: 32
 - ii. Gross square footage: 158,813
 - iii. Construction start date: spring 2022
 - b. Phase II: Building 3
 - i. Housing unit count: 19
 - ii. Gross square footage: 89,422
 - iii. Construction start date: spring 2023
 - c. Phase III: Building 4 and associated pedestrian bridge
 - i. Housing unit count: 27
 - ii. Gross square footage: 114,222
 - iii. Construction Start Date: spring 2024
66. The staff report is incorporated herein.

Master Planned Development Conclusions of Law

The Master Planned Development, as conditioned:

1. complies with all requirements of the Land Management Code;
2. meets the minimum requirements of Section 15-6-5;
3. provides the highest value of Open Space, as determined by the Planning Commission;
4. strengthens and enhances the resort character of Park City;
5. compliments the natural features on the Site and preserves significant features or vegetation to the extent possible;
6. is Compatible in Use, scale, and mass with adjacent Properties, and promotes neighborhood Compatibility, and Historic Compatibility, where appropriate, and protects residential neighborhoods and Uses;
7. provides amenities to the community so that there is no net loss of community amenities;
8. is consistent with the employee Affordable Housing requirements as adopted by the City Council at the time staff determined the Application to be complete;
9. meets the Sensitive Lands requirements of the Land Management Code and is designed to place Development on the most developable land and least visually obtrusive portions of the Site;
10. promotes the Use of non-vehicular forms of transportation through design and by providing trail connections;



Planning Department

11. was noticed and the Planning Commission held a public hearing in accordance with this Chapter;
12. incorporates best planning practices for sustainable development, including water conservation measures and energy efficient design and construction, per the Residential and Commercial Energy and Green Building program and codes adopted by the Park City Building Department in effect at the time of the Application;
13. addresses and mitigates Physical Mine Hazards according to accepted City regulations and policies;
14. addresses and mitigates Historic Mine Waste and complies with the requirements of the Park City Soils Boundary Ordinance;
15. addresses Historic Structures and Sites on the Property, according to accepted City regulations and policies, and any applicable Historic Preservation Plan;
16. addresses and mitigates traffic.

Conditional Use Permit Conclusions of Law

1. The Application complies with requirements of the Land Management Code.
2. The use will be compatible with surrounding structures in use, scale, mass, and circulation.
3. The effects of any differences in use or scale have been mitigated through careful planning.

Conditions of Approval

1. A Construction Mitigation Plan (CMP) shall be submitted and approved by the City for compliance with the Municipal Code, as a condition precedent to issuance of any grading or building permits. The CMP shall be updated as necessary to identify impacts and propose reasonable mitigation of these impacts on the site, neighborhood, and community due to construction of this project. The CMP shall include information about specific construction phasing, traffic, parking, service and delivery, stock-piling of materials and staging of work, work hours, noise control, temporary lighting, trash management and recycling, mud and dust control, construction signs, temporary road and/or trail closures, limits of disturbance fencing, protection of existing vegetation, erosion control. Storm-water management, and other items as may be required by the Building Department. The immediate neighborhood and community at large shall be provided notice at least 24 hours in advance of construction work impacting private driveways, street closures, and interruption of utility service.
2. A storm water run-off and drainage plan shall be submitted with the building plans and approved prior to issuance of any building permits. The plan shall follow Park City's Storm Water Management Plan and the project shall implement storm water Best Management Practices. Post development drainage



Planning Department

- shall not exceed predevelopment drainage conditions and special consideration shall be made to protect any wetlands delineated on and adjacent to the site.
3. The project is over 1.0 acres and will be required to meet the requirements of Park City's municipal separate storm sewer system (MS4) storm-water program.
 4. Final utility plans, consistent with preliminary utility plans reviewed by the Planning Commission during the MPD review, shall be submitted with the final subdivision plat.
 5. Dry utility infrastructure must be located on the property and shown on the building plans prior to building permit issuance to ensure that utility companies verify that the area provided for their facilities are viable and that exposed meters and boxes can be screened with landscaping.
 6. Approval of this Master Planned Development is subject to LMC Chapter 15-6 *Master Planned Developments* and shall expire two years from the date of execution of the Development Agreement unless Construction, as defined by the International Building Code, has commenced on the project.
 7. The approval shall be put in the form of a Development Agreement. The Development Agreement must be submitted to the Planning Department for ratification by the Planning Commission within 6 months of this approval. The Development Agreement shall be signed by the Mayor on behalf of the City Council and recorded with the Summit County Recorder.
 8. Timing of completion of all required items and public benefits shall be further described and stated in the Development Agreement.
 9. The Development Agreement shall require the Founders Place Homeowner Association to finance and operate an ongoing ride-share service that (1) provides pick-up within 15 minutes of request for owners, employees, and guests; (2) provides service anywhere within the Park City area; and (3) encourages the use of shared ride services from the SLC airport through pre-arrival assistance in booking such services and by notifying owners and guests of the availability of onsite alternatives.
 10. The Applicant shall include bike racks for securing at least 13 bicycles on the site plan submitted for building permit review. Bike racks must provide for both the bike frame and wheels to be locked by the user and must be designed to prevent damage to the bike and to facilitate easy and secure storage without interference from or to adjacent bikes. Bike racks must be anchored and be of solid construction, resistant to rust, corrosion, hammers, and saws. Bike racks shall be in convenient, highly visible, active, well-lit areas, and shall not interfere with pedestrian movements or snow storage. Bike racks shall be installed prior to City issuance of a Certificate of Occupancy.
 11. Founders Place employee, owner, and guest parking on Deer Hollow Road is prohibited.
 12. Founders Place employee, owner, and guest parking in unincorporated Wasatch County is prohibited.



Planning Department

13. The Applicant shall include Electric Vehicle Charging Station Infrastructure for 22 Parking Spaces in the plans submitted for building permit review. The Founders Place Covenants, Conditions, and Restrictions shall put future property owners on notice of the Electric Vehicle Charging Station Infrastructure. The breaker panel containing the Electric Vehicle Charging Station Infrastructure shall also identify the conduit for future Electric Vehicle Charging Station Infrastructure.
14. The Applicant shall include six Electric Vehicle Charging Stations in the plans submitted for building permit review and shall install six Electric Vehicle Charging Stations ready for use at the time the City issues a Certificate of Occupancy. The first Electric Vehicle Charging Station installed shall be a dual port with one Charging Station that is ADA accessible. This dual port shall count as one Charging Station. Dual-port Charging Stations installed thereafter shall count as two Charging Stations. The Electric Vehicle Charging Stations shall comply with location, signage, user information, cord management, protection, snow removal, and maintenance requirements outlined in LMC § 15-3-11(E). Electric Vehicle Charging Stations shall be open and available to all employees, residents, and guests.
14. Final building plans at the time of building permit application shall comply with the Current Roof Design reviewed and approved by the Planning Commission on January 12, 2022.
16. The Applicant shall submit an arborist report to the Planning Director prior to submitting a building permit application that identifies Significant Vegetation impacted by development and plans to replace Significant Vegetation with like vegetation, as approved by the Planning Director.
17. Retaining walls on site shall not exceed heights as reviewed by the Planning Commission on January 12, 2022. Final landscape plans shall ensure that all retaining walls exceeding eight feet in height are shielded from view from Deer Hollow Road as determined by Planning Staff. Final building plans shall include landscaping features that diminish exposed concrete walls and retaining walls. Additional landscaping shall be provided at the base of Building 3 in Phase II to mitigate exposed concrete. At the time of building permit submittal, the Applicant shall submit a separate retaining wall plan that clearly identifies the height of all retaining walls measured from final grade showing compliance with the retaining wall heights reviewed by the Planning Commission on January 12, 2022.
18. The Applicant shall dedicate the four-foot soft-surfaced Pipeline and Village Trails for public use on the subdivision plat, as approved by the Trails & Open Space Manager and City Attorney's Office.
19. The Applicant shall submit a snow storage plan at the time of building permit application, to be approved by the Chief Building Official.
20. Centralized trash and recycling facilities for glass, paper, plastic, cans, cardboard, and other household and commercially generated recyclable and scrap materials shall be centrally located in a completely enclosed structure with



Planning Department

a pedestrian door and truck door or gate. The enclosed Structure shall be designed with materials compatible with the Multi-Unit Dwellings and be constructed of masonry, steel, or other substantial material. The centralized trash and recycling facilities shall be large enough to accommodate a trash container and at least two recycling containers to provide for the option of dual-stream recycling.

21. Delivery and service vehicles shall access the site at the small surface lots or within parking garages.
22. Trash and recycling facilities shall be within the enclosed parking garages.
23. Loading and unloading of goods shall take place entirely on site. Loading and unloading zones shall be screened from public view.
24. Pursuant to LMC § 15-5-5(N), the Applicant shall submit a complete landscape plan at the time of building permit application that (1) utilizes Water Wise Landscaping for plant selection and location, irrigation, and mulching of landscaped areas; (2) includes WaterSense labeled smart irrigation controllers which automatically adjust the frequency and/or duration of irrigation events in response to changing weather conditions; (3) indicates the percentage of the lot that is landscaped, the percentage of landscaping that is irrigated, and the type of irrigation to be used; (4) identifies Significant Vegetation and plans to replace Significant Vegetation impacted by development; and (5) restricts lawn area to no more than 25% of the Limit of Disturbance.
25. Pursuant to LMC § 15-5-5(J), all outdoor lighting shall be Fully Shielded and 3,000 degrees Kelvin or less. Total Lumens shall not exceed 2,500 Lumens per light and total lighting shall not exceed 100,000 Lumens per acre. The Applicant shall submit an outdoor lighting plan demonstrating code compliance at the time of a building permit application.
26. Cuts and fills shall be minimized. Graded or filled slopes shall be limited to a three to one slope or less. Graded slopes shall be recontoured to the natural, varied contour of surrounding terrain.
27. Topsoil from any disturbed portion of a Steep Slope must be preserved and utilized in revegetation. Fill soil must be of a quality to support plant growth.
28. Slope stability analysis completed by a geotechnical engineer prior to submitting a building permit, to be reviewed and approved by the Engineering Department.
29. The Applicant shall work with the Engineering Department to address subsurface drainage and storm water drainage, prior to submitting a building permit.
30. The Applicant shall submit structural engineering design and calculations for retaining walls, to be reviewed and approved by the Planning Director and Engineering Department, prior to submitting a building permit.
31. Construction shall be organized and timed to minimize disturbance of wildlife occupying or using on-site and adjacent natural areas.



Planning Department

32. The on-site affordable housing obligations outlined in the approved Housing Mitigation Plan shall be satisfied prior to City issuance of a Certificate of Occupancy within each phase of the project.
33. The Applicant shall submit draft deed restrictions in compliance with the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a subdivision or condominium mylar. The deed restrictions shall be approved, executed, and recorded simultaneously with the condominium plat.
34. The Applicant shall submit a draft Founders Place Homeowner Association Declaration that includes the affordable housing obligations outlined in the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a subdivision or condominium mylar. The Declaration shall be approved, executed, and recorded simultaneously with the condominium plat.
35. No Certificate of Occupancy for any market rate unit shall be issued by the City until the affordable employee units required for that phase of development are complete and deed restrictions, in a form approved by the City Attorney's Office, are recorded.
36. The Applicant shall revise Founders Place emergency vehicle access, shall obtain written approval from the Wasatch County Fire District, and shall submit written approval to the Park City Planning Department and Chief Building Official and Fire Marshal for review and inclusion in the project file prior to ~~January 27, 2022, and prior to any City Council action on the Founders Place Subdivision or Founders Place Condominium Plat.~~
37. The Applicant shall submit a Master Sign Plan Application at the time of building permit submittal. The Master Sign Plan shall show each outdoor sign proposed for the project and shall establish visual consistency for the project as a whole in compliance with Municipal Code of Park City Title 12, *Sign Code*. A Sign Permit Application is required for installation of individual signs in conformance with an approved Master Sign Plan.
38. Mechanical equipment shall be screened according to the requirements of the Land Management Code.
39. The Applicant shall ensure compliance with the Deer Crest Interlocal Agreement.
40. All units shall install low-flow plumbing fixtures. All units shall install low-flow plumbing fixtures. No gas fireplaces or cooking appliances will be provided to residential units. The final project shall achieve LEED™ Residential BD+C Multifamily certification or similar equivalent or improved certification as approved by the Sustainability Department within 18 months the issuance of a certificate of occupancy for each phase. The Sustainability Department shall review and approve all Founders Place building permits for compliance with sustainability standards prior to building permit issuance. Certification shall include at a minimum:



Planning Department

- i. Heat island reduction through reduction in hardscape, maximized landscaping and open space, and inclusion of green and ballasted roofs
- ii. Light pollution reduction through vertical illuminance calculations to minimize light pollution
- iii. Water use reduction through use of low-flow plumbing fixtures in public and private areas and minimizing irrigation demand through native and drought-tolerant plantings
- iv. Minimum energy performance through energy-efficient mechanical systems, Energy Star rated appliances, tight thermal enclosure with associated enclosure commissioning, and fenestration systems that exceed prescriptive U values
- v. Indoor air quality through unit ventilation systems, operable window/door systems, air filtering, and low emittance product specifications for indoor materials

If you have questions or concerns regarding this Final Action Letter, please call 385-290-0789 or email rebecca.ward@parkcity.org.

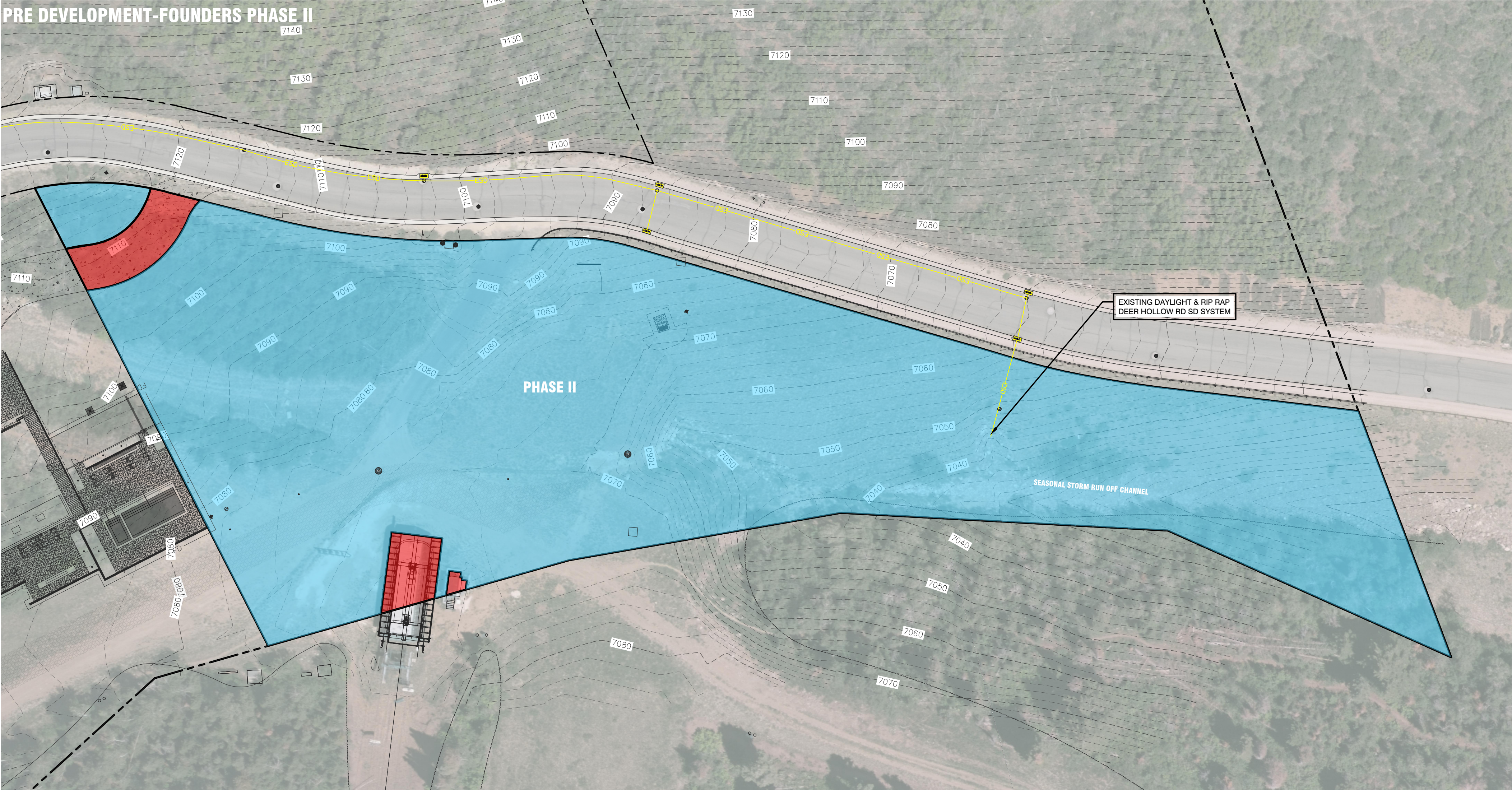
Sincerely,

A handwritten signature in blue ink, appearing to read "John Phillips", written over a horizontal line.

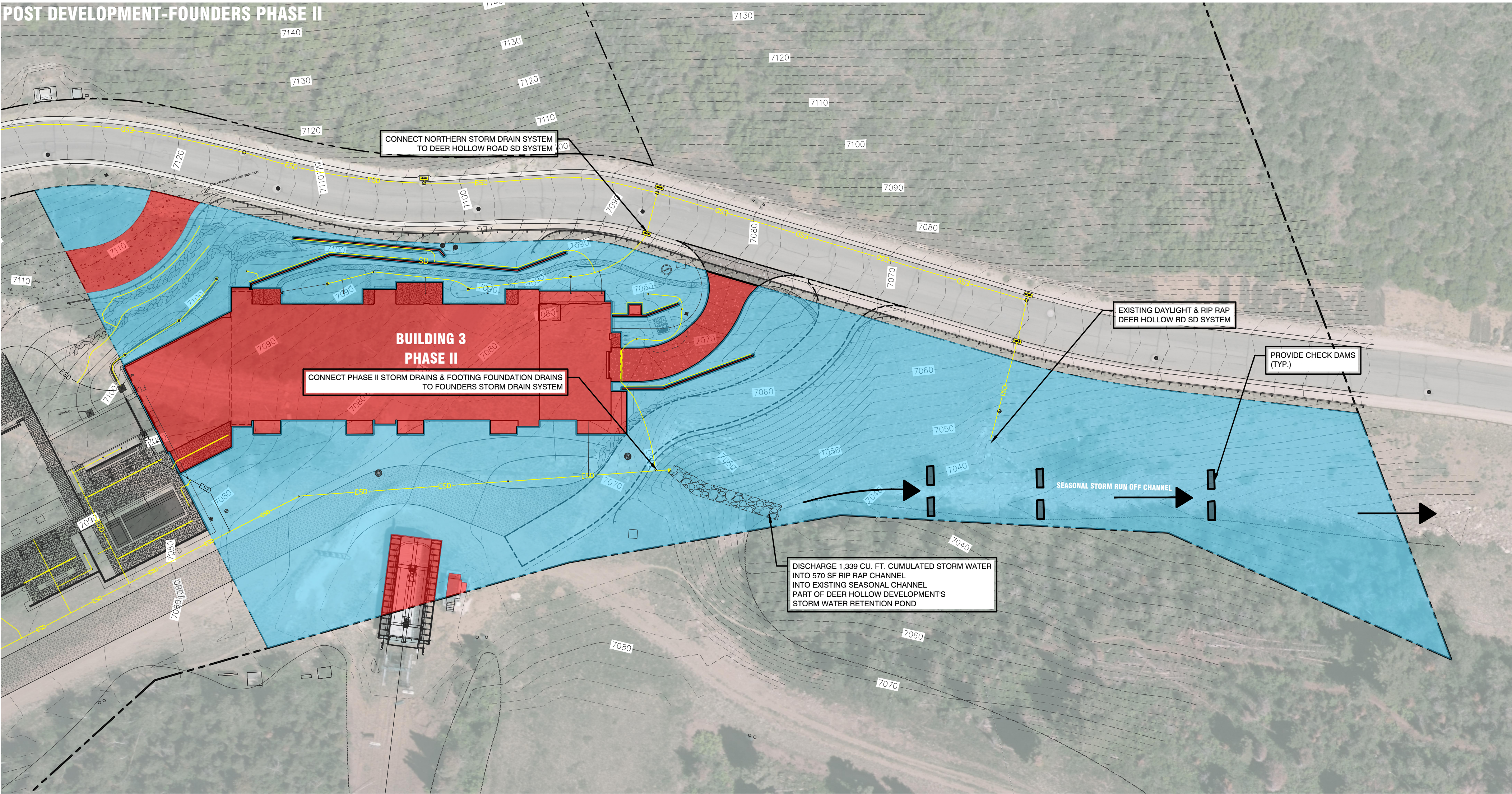
John Phillips, Planning Commission Chair

CC: Rebecca Ward

PRE DEVELOPMENT-FOUNDERS PHASE II



POST DEVELOPMENT-FOUNDERS PHASE II



ELEVATIONS: BUILDING 3 (PH. II)	
FLOOR LEVELS	ARCHITECT
LEVEL P1	62'-0"
LEVEL 1	74'-0"
LEVEL 2	87'-0"
LEVEL 3	100'-0"
LEVEL 4	113'-0"
BEARING	128'-0"

MATERIAL:	
PERVIOUS SURFACE AREA	
IMPERVIOUS SURFACE AREA	

WATER QUALITY VOLUME CALCULATIONS						
ASSUMPTIONS		PRE-DEVELOPMENT WATER QUALITY VOLUME			GROUNDWATER RECHARGE VOLUME	
METHOD OF ANALYSIS: WQ _v =CITA DESIGN STORM: 90TH PERCENTILE EVENT NOTE: INTENSITY = 0.60 IN/HR PER SUMMIT COUNTY MS4.		AREAS FOR WEIGHT AVERAGE "C":			ΔWQ _v = 775 CU FT	
VARIABLES						
Q = RUNOFF FLOWRATE [CUBIC FEET/SEC] C = RUNOFF COEFFICIENT (WEIGHT AVERAGE BY SOIL GROUP AND AREA TYPE) RUNOFF COEFFICIENTS "C":						

<



east west partners

3267 W. DEER HOLLOW RD.
PARK CITY, UT 84060



ALLIANCE
ENGINEERING

--	--

IF THIS SHEET IS LESS THAN
30"x42" IT IS A REDUCED PRINT,
SCALE REDUCED ACCORDINGLY

0 20' 40' 8

SCALE: 1"=40'

[illegible]

SCALE	As indicated	SHEET NO. C-113
JOB NO.	21-08	
ISSUE	50% CONSTRUCTION SET	
DATE	MARCH 29, 2023	

THE CONTRACTOR IS SPECIALLY CAUTIONED THAT THE LOCATION AND/OR ELEVATION OF EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND, WHERE POSSIBLE, MEASUREMENTS TAKEN IN THE FIELD. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE LOCAL UTILITY LOCATION CENTER AT LEAST 48 HOURS BEFORE ANY EXCAVATION TO REQUEST EXACT FIELD LOCATIONS OF THE UTILITIES. IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO RELOCATE ALL EXISTING UTILITIES WHICH CONFLICT WITH THE PROPOSED IMPROVEMENTS SHOWN ON THE PLANS.

X:\DeerCrest\dwg\Founders\Production Drawings\Founders Phase II\140618-Founders_PII_Civil

SILT FENCE

PERSPECTIVE VIEW

INSTALLATION:

1. Where possible, layout the silo fence 5 to 10 feet beyond the toe of slope.
2. Align the fence along the contour as close as possible.
3. When excavating the trench, use machinery that will produce no more than the desired dimension.
4. Place posts 8 feet on center along contour (or use pre assembled unit) and drive 2 feet (min.) into ground. Excavate an anchor trench (8 inches wide and 8 inches deep) immediately up-gradient of posts.
5. Cut fabric to required width, unroll along length of barrier and drape over barrier. Secure fabric to stakes with staples, or similar, with trailing edge extending into anchor trench.
6. Backfill trench over filter fabric to anchor.

1.2 mm WIRE FILTER FABRIC FASTENED TO POST

SHEET FLOW

2 INCH SQUARE BY 5 FEET MINIMUM HARDWOOD POST

EXISTING GRADE

8"

2' 8"

MAINTENANCE:

1. Inspect immediately after any rainfall and at least daily during prolonged rainfall.
2. Look for runoff bypassing ends of barriers or undersiding fence (non-adjacent).
3. Repair or replace damaged areas of the fence and remove accumulated sediment.
4. Re-anchor fence as necessary to prevent shortcutting.
5. Remove accumulated sediment when it reaches $\frac{1}{2}$ the height of the fence.

ATTACHING TWO SILT FENCES

DIRECTION OF RUNOFF WATERS

1. PLACE THE END POST OF THE SECOND FENCE INSIDE THE END POST OF THE FIRST FENCE.
2. ROTATE BOTH POSTS AT LEAST 80 DEGREES IN A COUNTERWISE DIRECTION TO CREATE A TIGHT SEAL WITH THE FABRIC MATERIAL.
3. DRIVE BOTH POSTS ABOUT 24 INCHES INTO THE GROUND AND BURRY FLAP.

1. CONCRETE WASHOUT AREA(S) SHALL BE INSTALLED PRIOR TO CONCRETE PLACEMENT. THE CONCRETE WASHOUT AREA SHALL BE ENTIRELY SELF-CONTAINED.

2. THE CONTRACTOR SHALL SUBMIT THE DESIGN, LOCATION AND SIZING OF THE CONCRETE WASHOUT AREA TO THE ENGINEER FOR REVIEW AND THE SEDIMENTATION CONTROL PLAN SHALL BE APPROVED BY THE ENGINEER.

3. LOCATION: WASHOUT AREA(S) ARE TO BE LOCATED AT LEAST 50 FEET FROM ANY STREAM, WETLAND, STORM DRAINS, OR OTHER SENSITIVE RESOURCES.

4. SIZE: THE WASHOUT MUST BE SUFFICIENT TO HOLD ALL CONCRETE WASHOUT IF THE WASHOUT IS TO BE LOCATED WITHIN THE FLOODPLAIN.

5. SIZE: THE WASHOUT MUST HAVE SUFFICIENT VOLUME TO CONTAIN ALL LIQUID CONCRETE WASHOUT. THE WASHOUT SHALL BE DESIGNED TO HOLD AND LEADING, BUT NOT LIMITED TO, OPERATIONS ASSOCIATED WITH GROUT AND MORTAR.

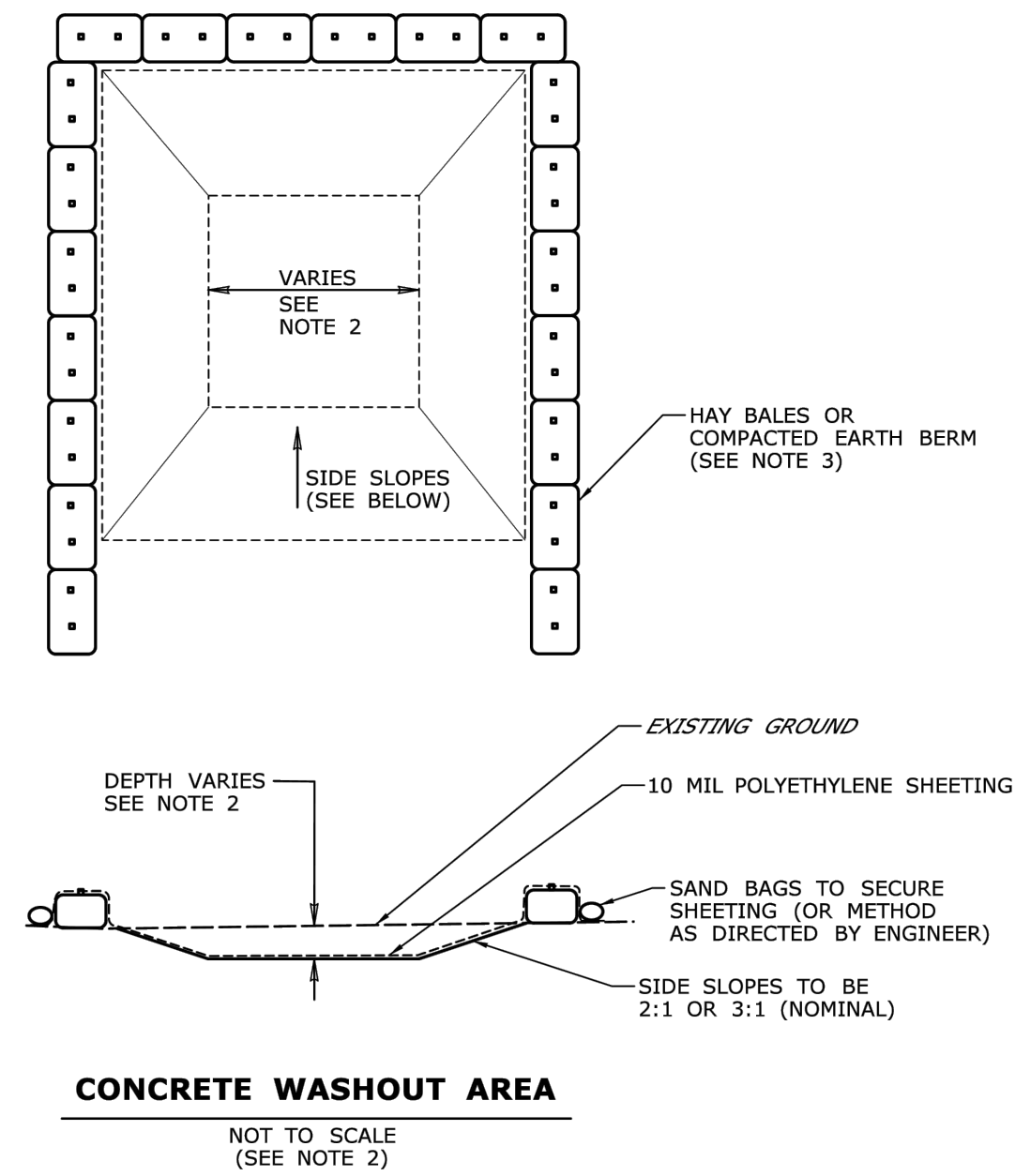
6. SURFACE DISCHARGE IS UNACCEPTABLE. THEREFORE, HAY BALES OR OTHER EQUIVALENTS SHALL BE USED TO PREVENT CONCRETE WASHOUT FROM LEAKING AROUND THE PERIMETER OF THE CONCRETE WASHOUT AREA FOR CONTAINMENT.

7. SIGNS SHOULD BE PLACED AT THE CONSTRUCTION ENTRANCE AT THE CONCRETE WASHOUT AREA(S) TO ADVISE THE PUBLIC OF THE PRESENCE OF THE LOCATION OF THE CONCRETE WASHOUT TO OPERATORS OF CONCRETE MIXERS AND TRUCKS. THE WASHOUT SHALL BE MARKED WITH FLAGGING WITH SAFETY FENCING OR OTHER APPROVED METHOD.

8. WASHOUT AREA(S) ARE TO BE INSPECTED AT LEAST ONCE A WEEK FOR LEAKS, PONDING, OR OVERFLOWS. IF ANY LEAKS OR OVERFLOWS ARE OBSERVED, THE CONTRACTOR SHALL IMMEDIATELY REPORT. WASHOUT AREA(S) SHOULD BE CHECKED AFTER HEAVY RAINS.

9. HARDENED CONCRETE WASTE SHOULD BE REMOVED AND DISPOSED OF AT AN APPROVED LOCATION. THE WASTE SHALL BE STORED AT THE WASHOUTS' HEIGHT. THE WASTE CAN BE STORED AT AN UPLAND LOCATION, AS LONG AS THE WASTE IS PROPERLY COVERED AND THE WASTE IS NOT STORED IN A MANNER CONSISTENT WITH ALL APPLICABLE LAWS, REGULATIONS, AND GUIDELINES.

10. PAYMENT FOR THIS ITEM IS TO BE INCLUDED UNDER THE GENERAL COST OF THE WORK FOR THE PROJECT, INCLUDING SITE RESTORATION.



2"

8"-9" DIA.

STRAW ROLLS MUST BE PLACED ALONG SLOPE CONTOURS

ADJACENT ROLLS SHALL TIGHTLY ABUT

4"

WOOD STAKE, REID.

STRAW WATTLE

STAKE TO BE PLACED AT TIE OF SLOPE

NOTE:

1. WOOD STAKES SHALL BE 1½"x2"x18" OR 24" (NOMINAL), PLACED ON CONTOUR AND SPACED AT 4' ON CENTER AND IN LOW POINTS TO ASSURE CONTACT WITH GROUND.
2. NO DAUGHT SHOULD BE SEEN UNDER THE WATTLE AFTER INSTALLATION.
3. WHEN INSTALLING RUNNING LENGTHS OF STRAW WATTLE, BUTT THE SECOND WATTLE TIGHTLY AGAINST THE FIRST. STAKE THE WATTLES AT EACH END AND FOUR FOOT ON CENTERS.
4. STAKES SHOULD BE DRIVEN THROUGH THE MIDDLE OF THE WATTLE, LEAVING 2"-3" OF THE STAKE PROTRUDING ABOVE THE WATTLE.
5. WHEN WATTLE IS INSTALLED ON FLAT GROUND DRIVE THE STAKES STRAIGHT DOWN. WHEN INSTALLING WATTLES ON SLOPES DRIVE STAKES PERPENDICULAR TO THE SLOPE.

STRAW WATTLE

WOOD STAKE

GROUND

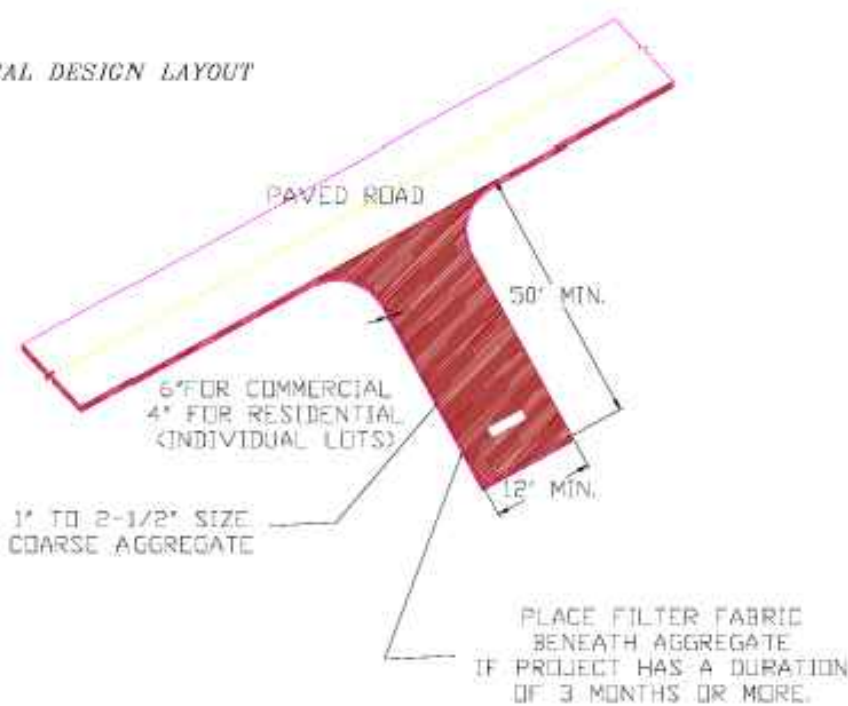
TO FLOW

TO FLOW

TRENCH

GROUND

TYPICAL DESIGN LAYOUT



1. Install at any point of ingress or egress at a construction site where adjacent traveled way is paved.
2. Clear and grub area and grade to provide slope shown for driveway, or access/intersection. If adjacent to waterway, use a maximum slope of 2%.
3. Compact subgrade and place filter fabric if required.
4. Place coarse aggregate, 1 to 2 ½ inches size, to a minimum depth of 6 inches for commercial projects, and 4 inches for residential projects.

1. Inspect daily for loss of gravel or sediment buildup.
2. Inspect adjacent roadway for sediment deposit and clean by sweeping or shoveling.
3. Repair entrance and replace gravel as required to maintain control in good working condition.
4. Expand stabilized area as required to accommodate traffic, and off site street parking and prevent erosion at driveway.

1. AREA MUST BE RESTORED TO NATURAL CONDITIONS WITH SOD AND NATIVE SEED TO ELIMINATE ALL EVIDENCE OF DISTURBANCE.
2. CONSTRUCTION PARKING/TRAFFIC MAY NOT BLOCK THE STREET WITHOUT A PERMIT (AVAILABLE FROM THE ENGINEERING DIVISION).
3. MUD TRACKED OUT ONTO THE STREET MUST BE CLEANED PRIOR TO THE END OF THE WORK DAY.
4. THE CONSTRUCTION SITE MUST BE MAINTAINED IN A NEAT MANNER. TRASH AND OTHER DEBRIS MAY NOT ACCUMULATE OUTSIDE THE DUMPSTER.
5. ROADSIDE PARKING IS NOT ALLOWED FROM NOVEMBER 1ST TO APRIL 1ST.
6. PROTECT PERMANENT DRAIN INLETS. ALL PERMANENT STORM DRAIN INLETS REQUIRE PROTECTION FROM SEDIMENT AND SILT-LADEN WATER.

Know what's below.

Call 811 before you dig.

BLUE STAKES OF UTAH
UTILITY NOTIFICATION CENTER, INC.

www.bluestakes.org
1-800-662-4111

An architectural rendering of a modern, multi-story housing complex named 'Founders Place'. The building features dark wood siding, large glass windows, and balconies. In the foreground, there is a large outdoor patio area with lounge furniture, umbrellas, and a swimming pool. Several people are depicted in various activities: some are skiing on a snowy slope in the foreground, others are sitting on the patio, and some are walking near the pool. In the background, a steep, snow-covered hill rises, topped with a small building. The entire scene is overlaid with a semi-transparent blue filter.

Founders Place

Housing Mitigation Plan

Submitted by East West Partners

east west partners

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3	Background
4	Housing Obligation
5-9	Mitigation Plan – On-site Units
10	Mitigation Plan – Community Benefit Fee

Housing Mitigation Plan

Background

East West Partners, acting as the Manager for the development company Deer Hollow Development, LLC, is pleased to be able to incorporate the following housing mitigation plan as part of the Conditional Use Permit application for Founders Place to provide the appropriate on-site employee housing and concurrently creating a revenue stream to provide additional financial support towards increasing the available stock of employee housing in the Park City area.

The Affordable Housing Mitigation Plan is in response to discussions with the Park City Housing Staff Department team and is predicated upon the 1995 Settlement Agreement as described below.

On December 29, 1995, Park City Consolidated Mines Company and Trans-Wasatch Company, LLC a Utah (collectively the “Land Owners”) entered into a Settlement Agreement with Park City Municipal Corporation (“PCMC”) to provide a framework for the resolution of all outstanding issues and disputes related to the development the Deer Crest project of approximately 678 acres within Wasatch and Summit Counties (“Development Area”) – approximately 524 acres within unincorporated Wasatch County and approximately 84 acres within unincorporated Summit County. The Settlement Agreement established various criteria relative to future development rights, such as density, use and configuration, that when combined with the 1996 First Amended Findings and Order on Density Determination, created the Master Plan Development Agreement for the development parcels within the Development Area. Within the Development Area, specific language related to the Slalom Village Area – now known as Founders Place – further clarifies the development rights and requirements for the multi-family units.

Section 5.2.3.1 of the Settlement Agreement states:

“The petition for annexation of the Slalom Village Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing shall be four percent (4%) of the total number of units within the Slalom Village Area.”

While the Settlement Agreement language specific to the Slalom Village Area contemplates the 4% housing mitigation rate, the following Housing Mitigation Plan proposes a ten percent (10%) mitigation rate for the development. This mitigation rate is consistent with the St. Regis Hotel Conditional Use Permit approvals that were predicated upon the Settlement Agreement, and will more adequately provide the appropriate amount of affordable housing – both on-site and through a continued funding mechanism.

Housing Mitigation Plan

Housing Obligation

While the Settlement Agreement requires the total employee housing shall be four percent (4%) of the total number of units, the Founders Place applicant has had a series of meetings with the City Housing Staff, and agreed to modify these requirements and provide affordable employee housing equal to ten percent (10%) of the Residential Unit Equivalents (“UEs”). The Park City Municipal Corporation UE calculation is:

$$UEs = \text{Gross Platted Square Feet} \div 2,000 \text{ SF}$$

Per the above formula, Founders Place is comprised of 99.6 UEs or 9.96 Affordable Unit Equivalents (“AUEs”)

Platted Square Feet	Unit Equivalents	Housing Obligation (% of UEs)	Affordable Unit Equivalents (AUEs)	Estimated Total AUE Square Feet
199,200	99.6 UEs	10%	9.96 AUEs	8,964 SF

The intent of this mitigation plan is to show how the applicant will fulfill on the obligation of 8,964 total square feet of affordable housing. The following pages describe in detail the fulfillment of this obligation including:

1. 6 on-site AUE Deed Restricted Units totaling 5,400 SF.
2. A Fee In-Lieu funded through a 0.5% Community Benefit Fee Covenant delivering approximately \$1,500,000 during the initial sales process of the property, and an additional amount of approximately \$37,500 annually through 2035. These payments will be deemed to satisfy any remaining affordable housing obligation.

All on-site housing obligations will be satisfied prior to all market rate units receiving certificate of occupancy within each phase of the project.

This affordable housing mitigation plan will meet the needs of the property by allowing flexibility in the units for various employee types (managers, full-time and seasonal employees) as well as providing a significant financial contribution to Park City’s affordable housing efforts.

Housing Mitigation Plan

Proposed Mitigation Plan: On-Site Housing

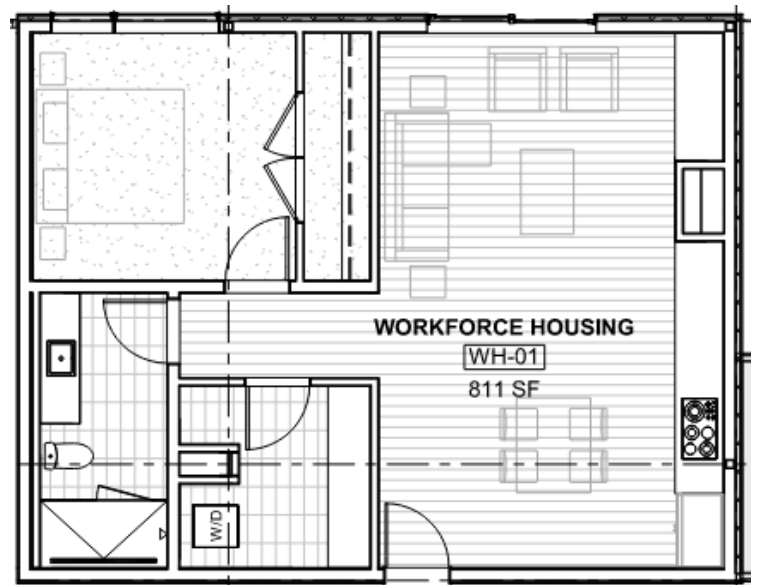
Founders Place proposes that six (6) Affordable Unit Equivalents will be constructed within the Founders Place project. These AUEs will total approximately 5,400 square feet of affordable housing on-site. The six total units will be built; four (4) in Phase 1, one (1) in Phase 2, and one (1) in Phase 3.

The phasing plan with respective unit counts and estimated total square feet is shown in the table below.

Phase	Market Rate Units	Platted Residential SF	Affordable Housing Units	Estimated Total AUE Square Feet*
Phase 1	32	84,449	4	3,244 SF
Phase 2	19	48,088	1	TBD SF
Phase 3	27	66,663	1	TBD SF
Total	78	199,200	6	5,400 SF

The primary intent for the six on-site affordable housing units is to provide housing for employees whose scope of work is focused to the service and management of the Founders Place HOA and associated amenities.

The proposed units will be designed and built as one or two bedroom units. The figure to the right is representative of a typical proposed affordable housing one bedroom unit; however the final design may adjust slightly with final preparations of plans and to address City input. Each phase design will be completed and approved by Park City Housing Authority staff prior to recordation the condominium plat for each phase.



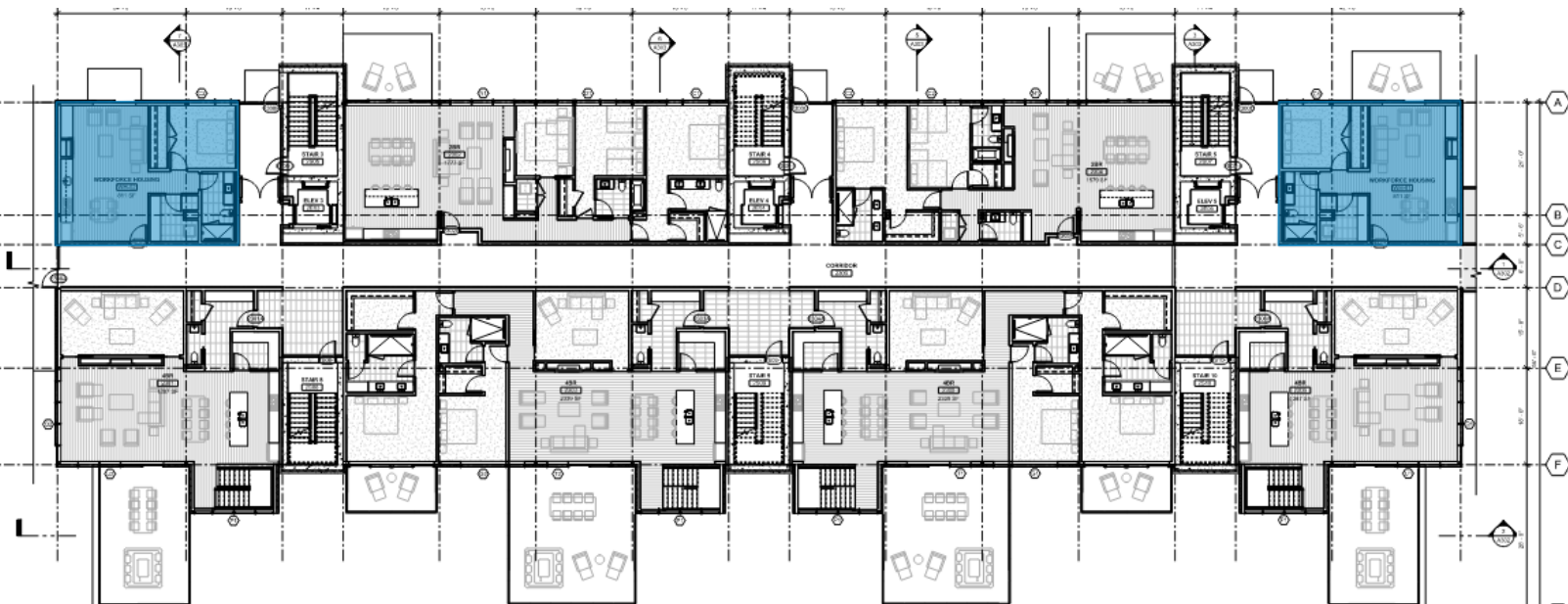
Representative Affordable Housing Unit

**The AUD Square Feet totals are estimated per Park City Affordable Housing guidelines. The actual unit square feet will be finalized upon final project design and will total 5,400 SF.*

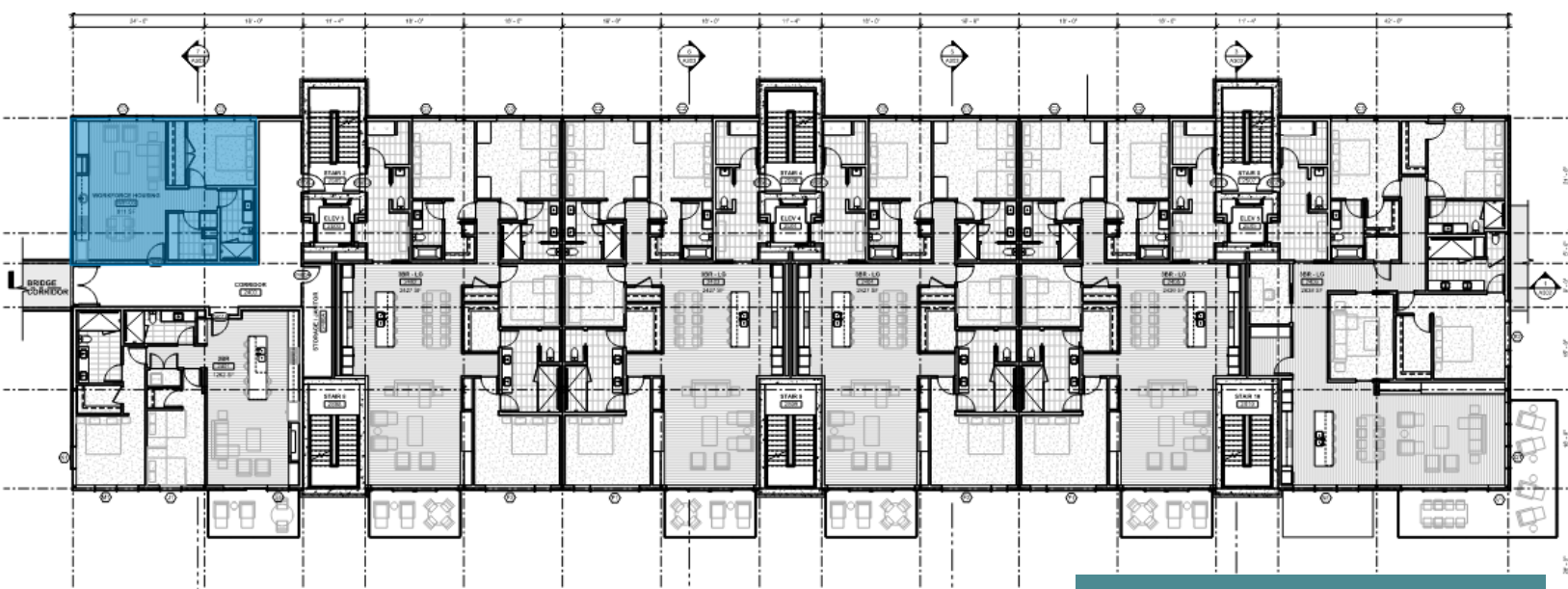
Housing Mitigation Plan

Phase 1 Proposed Floor Plan

The following figures illustrate the proposed locations of the affordable housing units on each respective floorplate.



Floor Plan – Building 2, Level 3



Floor Plan – Building 2, Level 4

Housing Mitigation Plan

Phase 1 Proposed Floor Plan, cont.

The following figures illustrate the proposed locations of the affordable housing units on each respective floorplate.



Floor Plan – Building 1, Level 4

Housing Mitigation Plan

Rental Eligibility and Rate - On-Site Units

RENTAL PRIORITY: Priority for use of the on-site units will be focused on housing staff dedicated to the operations of the Founders Place project. If not occupied by operational staff, the general rules of the current Park City Affordable Housing Resolution will prevail in selection of renters qualified to rent the units.

Priority for Occupancy	
1	Employees engaged full-time or seasonally, focused on serving the Founders Place HOA, Founders Place property manager working primarily on the Founders Place operation, Deer Crest Master Association, or Deer Valley Resort.
2	Persons employed fulltime year-round within Summit or Wasatch County.

For persons qualified to live within the property under Priority 1 above, no income limits shall be required. For persons qualified to live within the property under Priority 2 above, income qualification will be required under the guidelines of the current Park City Municipal Resolution for Affordable Housing currently 80% of AMI.

2021 Summit County AMI %*	1 Person	2 Persons	3 Persons	4 Persons
80%	\$66,960	\$76,480	\$86,080	\$95,600

The overall goal of the on-site units is to aid in the operations of the resort, but also to aid in the availability of local affordable housing needs. Reasonable efforts shall be made by owner of said units to keep the property fully occupied at all times, with reasonable vacancy allowed for transitions between occupants and seasonality. At no time should the units remain vacant for more than 3 months without attempting to fill the unit with an occupant qualified by priority 2 above.

RENTAL RATES: Persons qualified to live within the property, through priority 1 or 2, shall not be charged rent and utility costs in excess of an amount equal to 30% of the amount of income earned by an individual earning 80% of AMI for Summit County.

For 2021, the rent would be calculated pursuant to the table below for a 1-bedroom unit with 2 occupants. In this scenario, the Rent portion covers all utilities and costs other than electricity and the monthly electrical bill is estimated at \$50. See attached

Bedrooms	Occupants	AMI (80%)*	Percent of Income	Yearly Rent	Monthly Expense Including Utilities	Monthly Utility Estimate	Monthly Rent (net)
1	2	\$76,480	30%	\$22,944	\$1,912	\$50	\$1862

*Income limits provided by Mountainlands Community Housing Trust: <https://housinghelp.org/income-limits/>

Housing Mitigation Plan

Transfer or Sale of On-Site Units

The overall goal of the proposed Affordable Housing Mitigation Plan is to provide the units for rent to operational employees or other individuals qualified to live in the unit by alternative employment and income qualification pursuant to the Park City Affordable Housing Resolution. The units will be owned at completion of construction by Deer Hollow Development, LLC (“Declarant”). Sale of the units by the Declarant shall be subject to the deed restriction but also limited to a group or entity intending to follow this Mitigation Plan.

The sale of the units shall be deemed pre-approved, but shall require notification to the Park City Housing Authority, if sold or transferred to:

1. An entity related to Deer Hollow Development, LLC through common ownership.
2. The Founders Place HOA
3. Founders Place Property Manager

Other than a to an entity above, the properties shall not be sold without amending this Affordable Housing Mitigation Plan with the Park City Affordable Housing Authority.

Housing Mitigation Plan

Proposed Mitigation Plan – Community Benefit Fee

In addition to the on-site affordable housing units, Founders Place will create a Community Benefit Fee Covenant that will apply to all residential transactions within the Founders Place Condominium Association. To clarify, the Fee will apply to all 78 initial developer transactions and all subsequent resale transactions.

The fee will be equal to half of one percent (0.50%) of the net purchase price. The fee will be payable to a non-profit entity proposed to be called Founders Place Community Benefit Foundation. The Foundation will agree to transfer one hundred percent (100%) of the fees collected from initial sales by the developer to Park City Municipal Corporation to provide funding towards affordable housing solutions throughout the Park City area. Additionally, through December 31, 2035, fifty percent (50%) of the fees collected from resales will be paid to Park City Municipal Corporation to provide funding towards affordable housing solutions throughout the Park City area.

Initial net sales volume for all three phases of Founders Place is anticipated to be approximately \$300,000,000. Below outlines the \$1,500,000 of potential transfer fees generated from the initial developer sales.

Estimated Initial Sales Volume	Community Benefit Fee %	Community Benefit Fee \$
\$300,000,000	0.50%	\$1,500,000

The estimated annual volume of resale transactions and subsequent transfer fees is dependent on market volume and activity. At an estimated five percent (5.0%) of total units transferring per year, the potential annual transfer fee generated for Park City Municipal through 2035 is estimated at \$37,500 per year. This assumes a 5% per year turnover rate within the project and an average sale price of \$3,750,000. This is 2021 pricing and does not factor in real estate changes in value over the period.

Total Units	5.0% of Units	2022 Average Sale Price	Estimated Annual Sales Volume	Community Benefit Fee %	Community Benefit Fee	Transfer Fee to PCMC
78	4	\$3,750,000	\$15,000,000	0.50%	\$75,000	\$37,500



east west partners



July 19, 2022

Bill Fivash
East West Partners
1375 Deer Valley Drive, Suite 105
Park City, UT 84060

Dear Bill,

Please find below an Action Letter confirming the decision made by the Park City Housing Authority on January 13, 2022, to accept an on-site development of 6 AUEs and a Community Benefit Fee as fulfillment for the housing obligation generated by the Founders Place development, as follows:

NOTICE OF HOUSING AUTHORITY ACTION

<u>Description:</u>	Affordable Housing Mitigation Plan
<u>Project Title:</u>	Founders Place Development
<u>Date of Action:</u>	July 19, 2022

Summary of Housing Authority Action

On January 13, 2022, the Park City Housing Authority approved the Housing Mitigation Plan (Attachment 1) in fulfillment of the housing obligations for the Founders Place development pursuant to the Deer Crest Master Planned Development. In fulfillment of the housing obligation, the Housing Authority approved an on-site development of six on-site affordable units and a Community Benefit Fee to satisfy 9.96 total Affordable Unit Equivalents (AUEs).¹

1. On January 12, 2022, the Planning Commission approved a modification to the Deer Crest Master Planned Development for the Founders Place development, a 78 market-rate-unit ski-in ski-out village in the Deer Crest area. The 78 market-rate units total 199,200 square feet.
2. On January 13, 2022, the Housing Authority determined the Developer is obligated to provide AUEs for 10% of the residential units within the project, totaling 9.96 AUEs.
3. Founders Place fulfills 6 AUEs by building 6 on-site units, totaling 5,400 square feet.
4. Founders Place fulfills the remaining 3.96 AUEs by the creation of a Community Benefit Fee of 0.50% of the net purchase price for each market-rate unit sale. Net purchase prices shall only exclude personal property sold with the unit sale.

¹ One AUE is equal to 900 square feet.

5. All funds generated from the Community Benefit Fee from the initial sale will be transferred to Park City Municipal for the City's affordable housing budget. Initial sales shall be the first unit sales after certificate of occupancy of completed units for market consideration and shall not include transfers for financing or corporate restructuring.
6. For each Community Benefit Fee received by the Foundation as a result of any subsequent Transfer after the Initial Transfer, the Foundation will pay Fifty Percent of the Community Benefit Fee (0.25%) to the City.
7. The project is proposed to be developed in three phases. Four on-site affordable employee units are required in Phase I. One on-site affordable employee unit is required in Phase II. One on-site affordable employee unit is required in Phase III.

Conditions of Approval:

1. Payment from the Community Benefit Fee Covenant shall be paid to Park City within 30 days of closing of the sale and collection of the applicable Benefit Fee following a Transfer or Initial Transfer. Certificates of occupancy will be withheld in the final phase if payments are not up to date.
2. The Applicant shall submit draft deed restrictions in compliance with the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a subdivision or condominium mylar. The deed restrictions shall be approved, executed, and recorded simultaneously with the condominium plat.
3. The Applicant shall submit a draft Founders Place Homeowner Association Declaration that includes the affordable housing obligations outlined in the approved Housing Mitigation Plan for review and approval by the Planning, Housing, and Legal Departments prior to submitting a subdivision or condominium mylar. The Declaration shall be approved, executed, and recorded simultaneously with the condominium plat.
4. The 6 AUEs built on site shall be occupied before or at the same time as any market rate unit in each corresponding phase. Certificates of occupancy will not be issued to the market rate units in the development until the 6 AUEs have received their certificates of occupancy throughout each phase.
5. The Community Benefit Fee will be collected by the developer and transferred to Park City Municipal Corporation after each initial sale is complete. Fees shall be transferred to Park City within 30 days of receiving the applicable Benefit Fee following a Transfer or Initial Transfer. Fees will be paid through December 31, 2040.

If you have any questions about this action letter, please contact Browne Sebright at 435-615-5153 or via email at browne.sebright@parkcity.org.

Attachments:

1. Founder's Place Housing Mitigation Plan dated November 2021.



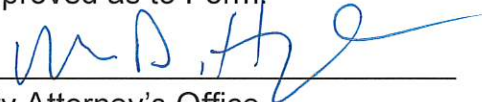
Attest:


Michelle Kellogg, City Recorder

PARK CITY HOUSING AUTHORITY


Nann Worel, CHAIR

Approved as to Form:


City Attorney's Office