



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

The Council of Park City, Utah, will hold a special 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.

SPECIAL MEETING - 5:30 p.m.

I. ROLL CALL

II. PUBLIC HEARING

1. 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.
(A) Public Hearing
[ROW Vacation Staff Report](#)
[Exhibit A: Requirements of the Deer Valley MPD and Summary of the Park City General Plan for Lower Deer Valley](#)
[Exhibit B: Deer Valley Revised Vacation Petition](#)
[Exhibit C: Planning Commission Recommendations for Council](#)
[Exhibit D: Applicant's Transportation Analysis](#)
[Exhibit E: WCG Technical Review Memorandum](#)
[Exhibit F: PCFD Snow Park Right-of-Way Vacation Letter](#)
[Exhibit G: Letter of Support Trails End Condos](#)
[Exhibit H: Public Input](#)
[Exhibit I: Letter of Support High Valley Transit](#)

III. ADJOURNMENT

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

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

City Council Staff Report



Subject: Deer Valley ROW Vacation Petition
for the Redevelopment of the Snow
Park Village Base Area

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

Date: March 16, 2023

Type of Item: Public Hearing – Petition to Vacate Public ROW

Recommendation

(I) Consider the Applicant’s Petition for Park City Municipal Corporation (PCMC) to vacate portions of its public Right-Of-Way (ROW) on Deer Valley Drive West and South to assist the Applicant’s site plan to support the proposed Snow Park Village; (II) Hold a Public Hearing to receive public input; (III) Discuss whether “Good Cause” exists to grant the Vacation Petition; (IV) Continue the Public Hearing to a date certain.

Description

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

Abbreviations

AVO	Average Vehicle Occupancy
CUP	Conditional Use Permit
DVR	Deer Valley Resort
LMC	Land Management Code
LOS	Level of Service
MPD	Master Planned Development
PCFD	Park City Fire District
PCMR	Park City Municipal Corporation
RD	Residential Development
ROW	Right-of-Way
SML	Shared Mobility Lane
WCG	Wall Consulting Group, the City’s Third-Party Transportation Engineer

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

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

Background

On September 29, 2021, Deer Valley Development Company (DVDC) submitted a Petition for the City to vacate portions of its public ROW on Deer Valley Drive West and South. The Petition was amended on January 31, 2022, reflected in Exhibit B. In return, DVDC proposed to dedicate Doe Pass Road to the City, as part of the Snow Park Village Amendment to the Deer Valley Master Planned Development (MPD).

Due to elevated visitor and DVR expectations on the future Doe Pass Road, we believe Doe Pass Road is better to remain under Deer Valley Resort's (DVR) ownership. DVR and Park City have decades of experience coordinating and collaborating on access, infrastructure, wet utilities, transit, maintenance, and emergency services. If Council concurs that Doe Pass Road will remain under DVR ownership, DVR is open to an Access Easement and Irrevocable Offer of Dedication to the City if desired.

The Vacation Petition impacts the entire Lower Deer Valley neighborhood, and the new circulation pattern results from the Applicant's request to vacate public ROW.

On March 15, 2022, the Planning Commission and City Council held a joint Work Session ([Staff Report](#); [Minutes](#)) and directed DVR to review circulation alternatives that better support the City's transportation mitigation goals, mitigates neighborhood impacts, and consult directly with the Planning Commission before returning to Council.

In November and December 2022, DVR submitted three Deer Valley Drive loop circulation proposals to the Planning Commission. The proposals include:

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

The Planning Commission held two important and instructive Work Sessions (December 19, 2022 ([Staff Report](#) and [Minutes](#)) and January 18, 2023 ([Staff Report](#) and [Minutes](#))). Extensive public input was taken at both meetings, and although no vote was taken, Commissioners and professional staff favored Council review Alternative C - SML.

The Planning Commission expressed frustration with the inability to review an additional alternative that did not rely on vacating PCMC ROW. Several Commissioners reiterated the unfulfilled March 2022 joint meeting request. Ultimately, the Planning Commission forwarded the ROW Vacation decision to City Council with considerable qualifiers and potential considerations for additional Council deliberation and review. These are included in Exhibit C.

Logistically, if Council were to approve the Vacation Petition, DVR would combine the ROW with the Snow Park Parking Lot Parcel (PC-745-11) and the Snow Park Lodge Parcels (PC-400-9A, PC-400-3-3) in a future Subdivision Application. The combination would eliminate internal Lot lines and expand the Snow Park Village site plan.

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

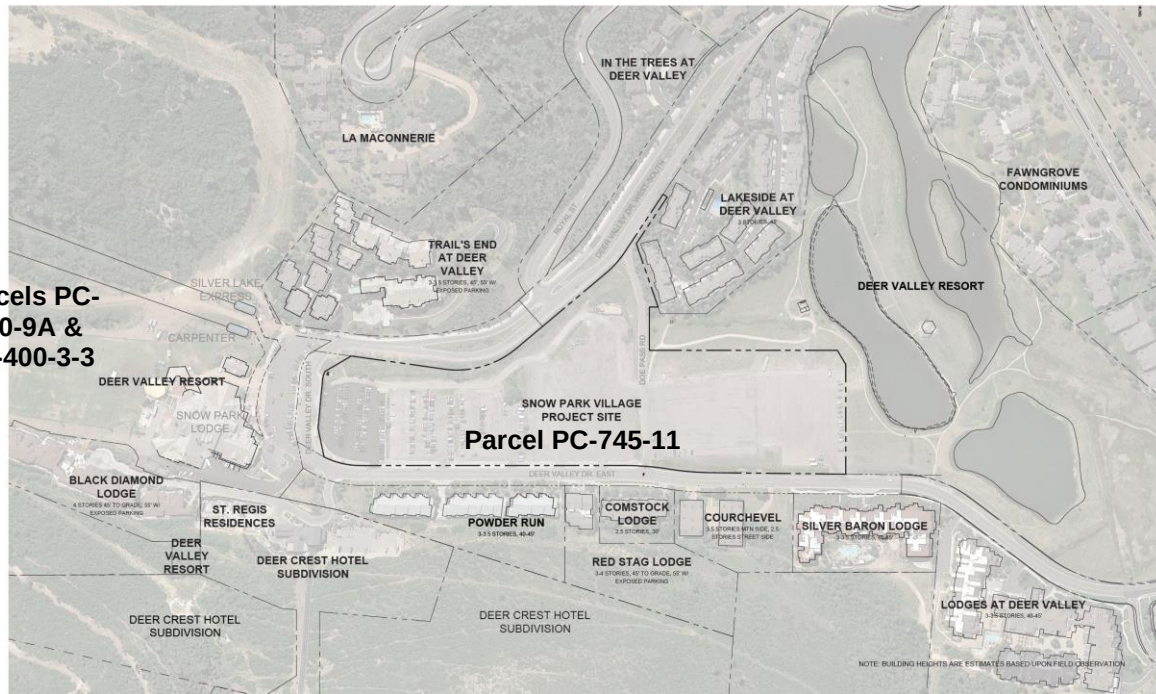
The LMC definition of Good Cause is “providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent 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.”



Figure 1. Applicant's ROW Vacation Exhibit, showing the four areas of public ROW requested for vacation in colors. The area of public ROW requested for vacation totals 114,337 sf., or 2.62-acres.

² LMC [§15-7-7](#), Park City [Resolution 8-98](#), and Utah Code [Title 10-9a-609.5](#).

Parcels PC-400-9A & PC-400-3-3



IBI Group
10 Exchange Place - Suite 112
Salt Lake City, UT 84111

Snow Park Village
April 08, 2021

Exhibit 2: Existing Conditions/Adjacent Parcels



Figure 2. Existing DVDC Parcels which include the parking lots and Snow Park Lodge Parcels, separated by public ROW.

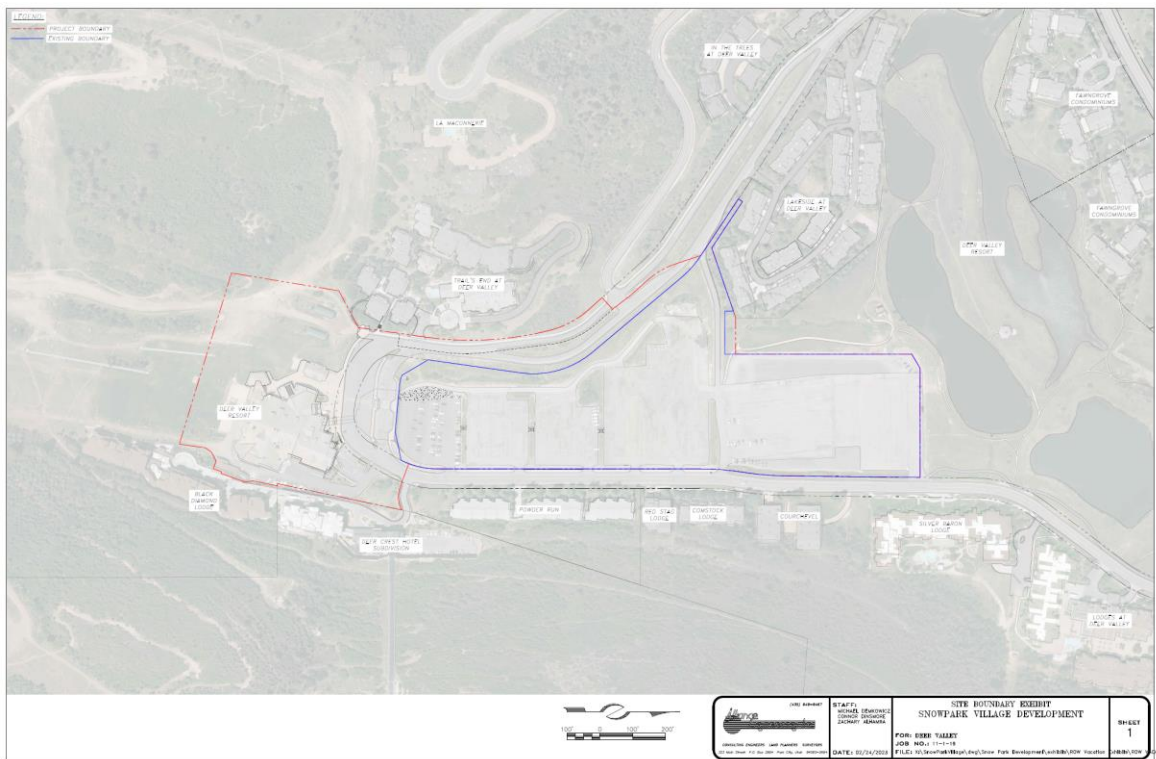


Figure 3. Proposed property boundary illustrating the expansion of the Snow Park Parcels with public ROW.

Snow Park Village Project Summary

DVR met with the City's professional staff and outside consultants during summer 2020 and received general input and constructive feedback. We confirmed that in addition to the [Deer Valley MPD](#), LMC § [15-6, Master Planned Developments](#) informs our review and no formal pre-approved site plan for Snow Park Village exists.

Working with DVR, we reinforced the City's larger transportation policies and priorities, using the General Plan for the City and the [Lower Deer Valley Neighborhood](#). Our discussions also relied on the City's recently adopted [Transportation Plans](#). Together, our plans reinforce a Hierarchy of transportation planning policies and principles, including the City's overarching "Park Once," and "Transit First" goals. Tactical aspects of supporting these principles are the responsibility of DVR. In addition, we drew upon MPD requirements outlined in LMC Sections [15-6-5\(G\)\(5\)](#) and [15-6-5\(G\)\(8\)](#) to address pedestrian and bike circulation and enhanced transit amenities.

To support and align with the City's overarching transportation plans, we identified the following transportation goals to focus on public safety, reducing vehicle miles traveled, and prioritizing transit:

1. Emergency egress and access to US-40 ([General Plan Neighborhood 8.4](#));
2. Prioritizing transit with dedicated bus lanes between the Y-intersection and DVR;
3. New transit station at DVR ([15-6-5\(G\)\(8\)](#));
4. Prioritized and separated pedestrian and bike access throughout the site, including on the "Deer Valley Drive loop" ([15-6-5\(G\)\(5\)](#));
5. Paid and reservation parking to support increased transit and Average Vehicle Occupancy (AVO) rates ([15-6-5\(E\)](#)); and
6. Annual review of DVR's Transportation Demand Management program that produces a measurable modal shift ([Transportation Demand Management Plan](#)).

Although DVR's original application included a 20% parking reduction, it was withdrawn at the last Planning Commission meeting. Instead, DVR proposes to meet LMC required parking, which increases the Project's overall VMT calculations.

The proposed project requires 2,262 parking stalls for the proposed mix of Uses, including 1,500 day skier stalls.

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

The existing DVR MPD allows 209.75 Residential Unit Equivalents, Building Heights between 28-45 feet, and 21,890 square feet of Commercial and Support space on the Snow Park Village parcel. DVR's proposal does not exceed these allowances and instead proposes expanding its footprint through reliance on public ROW.



Figure 4. Applicant's Conceptual Site Plan.

The proposal includes an expansion to Snow Park Lodge, new hotels, residential and commercial uses, event and conference center situated over three (3) levels of structured parking for day skiers, residents, and employees. DVR's Transportation Analysis (Exhibit D) shows the new Village would add 2,462 daily vehicle trips to Deer Valley Drive, including 1,231 trips in the morning and 1,231 trips in the afternoon. Peak hour trips are anticipated to include 257 new trips per hour in the AM and 321 new trips per hour in the PM.

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

- A reduction in the length of the Deer Valley Drive vehicular loop, with Doe Pass Road serving as the new connector road between Deer Valley Drive East and West;
- A new seasonally managed counter-clockwise 11-foot wide "flex" travel lane known as a Shared Mobility Lane (SML), prioritizing buses during the ski season and prioritizing bikes the remainder of the year. It would run from the Y-intersection around the Deer Valley Drive loop, primarily within the existing public ROW;
- A new six-bus-bay covered Transit Center on Doe Pass Road, including passenger amenities, ski lockers, restrooms, etc.;
- Improvements to pedestrian and bike infrastructure around the Deer Valley Drive

loop, including a 12-foot-wide separated multi-use path that parallels the original Deer Valley Drive loop and connects through the proposed Village plaza; additional bike access on the SML in the off-season; enhanced or new pedestrian crossings at key intersections around the loop;

- Changes to essential intersections, including the signalization of the Y-intersection (intersection currently meets traffic signalization warrants), and the signalization of the intersection of Doe Pass Road/Deer Valley Drive East to facilitate movements into and out of the Transit Center as well as to improve access for the Comstock Lodge Condominiums) additional left-hand turn lanes at Solamere Drive and Queen Esther Drive; and
- Changes to the skier drop-off area accessed from Deer Valley Drive East only.

The width of the City's ROW around the Deer Valley Drive loop varies from 31-36 feet, with an average of 33 feet in most places, not including curb, gutter, and sidewalks. For the most part, Deer Valley Drive loop can accommodate the SML Alternative within existing ROW and the roadway will not be widened. The northernmost section of Deer Valley Drive East is the major exception, particularly where turning lanes are proposed at Solamere Drive and Queen Esther Drive. Due to the proposed turning lanes and constrained public ROW, the 12-foot multi-use path may be constrained along this portion of the loop and may need to be narrowed.

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

The Applicant does not propose traffic mitigation beyond the Deer Valley Drive Loop. The Planning Commission and professional staff recommend considering off-site/intercept parking lots, express bus routes, and on-site employee housing.

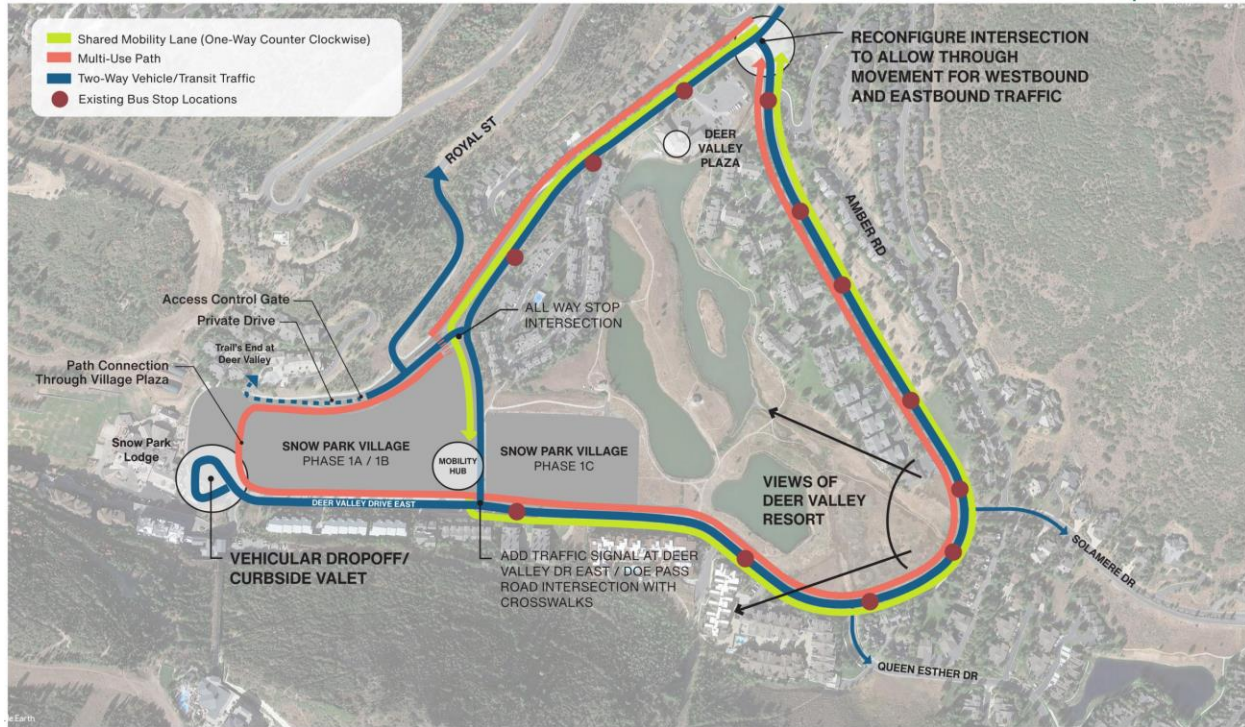


Figure 5. Applicant's Transportation/Circulation Plan.

The City's independent traffic engineer, Wall Consulting Group (WCG), reviewed DVR's Transportation Analysis and circulation plans (Exhibit E). WCG supports the "Shared Mobility" flex lane plan (SML) and notes the optimization of the public ROW by transit improvements balanced with the neighborhood's desire for separated bike lanes. WCG also notes that the proposed traffic signal at the Y-intersection is warranted and will improve traffic operations and pedestrian safety while prioritizing transit.

WCG notes several concerns, including DVR's VISSIM (traffic flow simulation software) transportation analysis did not consider *actual* travel conditions, downstream impacts (our four major intersections of Deer Valley Drive/Bonanza Drive, Deer Valley Drive/Park Avenue/Empire Avenue, and Bonanza Drive/SR-248), and other regular traffic concerns attributable, in part, to DVR during peak hours. Additional data calibration would provide a more accurate view of the benefits of the SML to transit during peak congestion. WCG identified these concerns as non-fatal flaws but as items that could be conditioned or resolved through the planning and design process.

DVR is open to updating their traffic model and/or addressing concerns after additional City Council input.

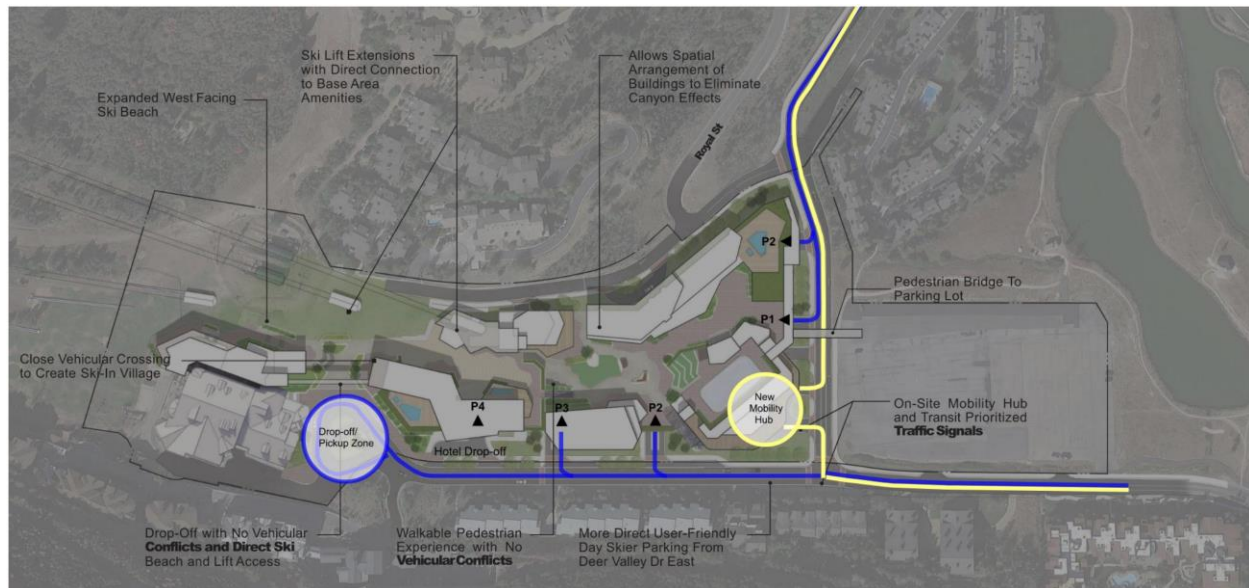


Figure 6. Day skier arrival.

Figure 7. Vehicle Trips Associated with Full Parking Build-Out vs. Parking Reductions

	New Daily Trips	Trips Entering	Trips Exiting	New AM Peak Hour Trips*	New PM Peak Hour Trips*
20% Parking Reduction (1810 stalls)	2,276	1,138	1,138	162	204
Fully Parked (2,262 parking stalls)	2,462	1,231	1,231	175	225

* For comparison purposes Existing AM/PM Peak Hour Trips are 796 and 813 Trips respectively.

The relationship between resort capacity, parking supply, and demand, and impacts on City streets and intersections requires careful consideration concerning overall project design, public safety, traffic mitigation, and vacation of public ROW. A project of this magnitude is uncommon and will impact the community, neighborhood, and visitors for decades. A parking reduction plan should be considered a viable tool to reduce traffic congestion, peak period mitigation, and the future viability of public transit. Parking reductions alone without coordinated infrastructure and planning will not improve traffic and congestion concerns.

Improving traffic congestion and access to Deer Valley from Highway 40 was a major topic of discussion at Planning Commission. Commissioners suggested the Council consider the following traffic mitigation recommendations (Exhibit C):

- Improved transit access and services for local and primary residential neighborhoods;
- Express buses to the Resort(s) from the Richardson Flat parking lot;
- Additional day-skier and employee parking for DVR from the Jordanelle Express Gondola or Mayflower base area (the Mayflower development purports to provide access to DVR) to help mitigate projected Wasatch Back growth;
- Expand the DVR Shuttle system for Deer Valley HOAs; and
- Gondola or aerial connection from Snow Park base area to Main Street.

Analysis

The Council should consider whether the proposed changes to circulation and overall Snow Park Village project design bring enough net community benefit to vacate portions of Deer Valley Drive ROW.

Guidelines to consider Right-Of-Way exchange include criteria to evaluate a finding of Good Cause and no material injury on a case-by-case basis.

- (I) **Resolution No. 8-98, states the City may generally find “good cause” when a proposal demonstrates a “net tangible benefit” to the immediate neighborhood and the City as a whole. The City will evaluate a particular proposal against the criteria below to determine whether a “net tangible benefit” has been demonstrated by the petitioner.**

At the December and January Work Session, despite DVR’s application, the Planning Commission struggled with the cumulative impact of the development vis-à-vis the commensurate community benefit. PCMC requested an appraisal to help determine the approximate monetary value of the land requested by DVR.

In addition to circulation changes, DVR proposes a vehicular gate on the Deer Valley Drive West section to be vacated, just south of Royal Street, to prevent unsanctioned drop-offs and vehicular access. The Park City Fire District (PCFD) also reviewed the gate and does not have concerns regarding emergency access. The PCFD noted that emergency response will be enhanced due to the SML Alternative, which will provide prioritized access for emergency vehicles (Exhibit F). The site plan allows emergency access across the plaza adjacent to the existing Snow Park Lodge. The emergency access corridor would prohibit outdoor dining, plaza programming, or other activities that could inhibit emergency vehicle access.

The proposed changes to ROW do not impact the MPD allowed Density of Snow Park Village. The MPD sets out the allowed Density for Snow Park Village and the Applicant is not proposing to exceed the allowed Density. The parcels have approved Density already established by previous Planning Commissions and City Councils. The proposed ROW vacation does allow for the expansion of the Village footprint, including the ski beach, expanded lifts, and vertical development in the public ROW, and the expanded parcel allows the Applicant to meet the MPD required 25-foot minimum perimeter Setbacks and 60% minimum Open Space requirements.

The proposed ROW vacation has no material impact on utility capacity, the location and amount of Off-Street Parking, snow storage capacity, noise, or other factors that might affect people and property off-site. With the bus, bike, and emergency vehicle use of the SML, parking would not be allowed along the loop.

- (II) **The City must find that no person nor the public is “materially injured” by the proposal. “Materially injured” generally means direct or indirect injury to property or a property right as a result of the proposal. The injury must be significant enough to raise the level of interfering with the injured party’s use of his/her property or property right. The injury must be demonstrated by evidence on the record, or the City’s reasonable inference therefrom, and shall not merely be conjecture nor public clamor.**

We continue to evaluate vehicular accessibility for the surrounding neighborhood and associated impacts with changes in a long-standing public right-of-way. We also acknowledge that all of Deer Valley Drive will be impacted by traffic changes and an increase in project-related traffic. The public hearing process is critical to evaluating this standard.

Public Input

Important public input received since the last Council meeting on March 15, 2022, is attached (Exhibit H). While there is general support for a new Village base area with additional amenities, concerns include but are not limited to the following issues:

- Widening the roadway for a 3rd seasonally managed flex travel lane, the SML;
- Skepticism of the use of public transportation by day skiers;
- The addition of traffic signals at the Y-intersection and within the Deer Valley Drive loop;
- The LOS at Solamere and Queen Esther intersections at peak hours within the ski season;
- Overall traffic and congestion in Park City, particularly downstream of the Deer Valley loop at peak hours;
- Access and changes to the drop-off area, and the loss of the existing Deer Valley Drive pedestrian and bike loop; and
- A lack of significant public benefits offered by the Applicant in exchange for the vacation of public ROW.

Department Review

The Development Review Committee reviewed this application on September 7, 2021, and again on February 7, 2023.

Exhibits

- Exhibit A: Deer Valley MPD and General Plan Background
Exhibit B: Applicant’s ROW Petition and Exhibit
Exhibit C: Planning Commission Recommendations for Council Consideration With Respect to the Vacation of Public Right-Of-Way
Exhibit D: Applicant’s Transportation Analysis
Exhibit E: WCG’s Third Party Transportation Analysis Review
Exhibit F: Letter from the Park City Fire District dated March 6, 2023
Exhibit G: Letter of Support from the Trails End Condominiums dated February 22, 2022

- Exhibit H: Public Input Received by the Planning Department since the March 15, 2022 Joint Council and Planning Commission meeting on the Vacation Petition
- Exhibit I: Letter of Support from High Valley Transit for the Proposed Transit Center

Exhibit A: Requirements of the Deer Valley MPD and Park City's General Plan Summary for the Lower Deer Valley Neighborhood

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

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

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

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

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

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

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

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

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

As noted earlier, there is no approved site plan associated with the Snow Park development parcels other than when the Deer Valley Sixth Amended and Restated Large Scale MPD was approved subject to the rezone of the north 1.48 acres of the

Sports Facility Parcel from RD-MPD to ROS, which effectively created a pool of Commercial Density for designated Parcels

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

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

Park City's General Plan for the [Lower Deer Valley Neighborhood](#)

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

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

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

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

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

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

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

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

January 31, 2022

VIA EMAIL AND US MAIL

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



Re: Right of Way Vacation Petition - Revised Vacation Descriptions

Dear: Mr. Dias

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

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

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

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

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

Matt Dias
January 31, 2022
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requesting to move forward with the vacation of the attached legal descriptions, as opposed to those that were submitted in September.

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

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

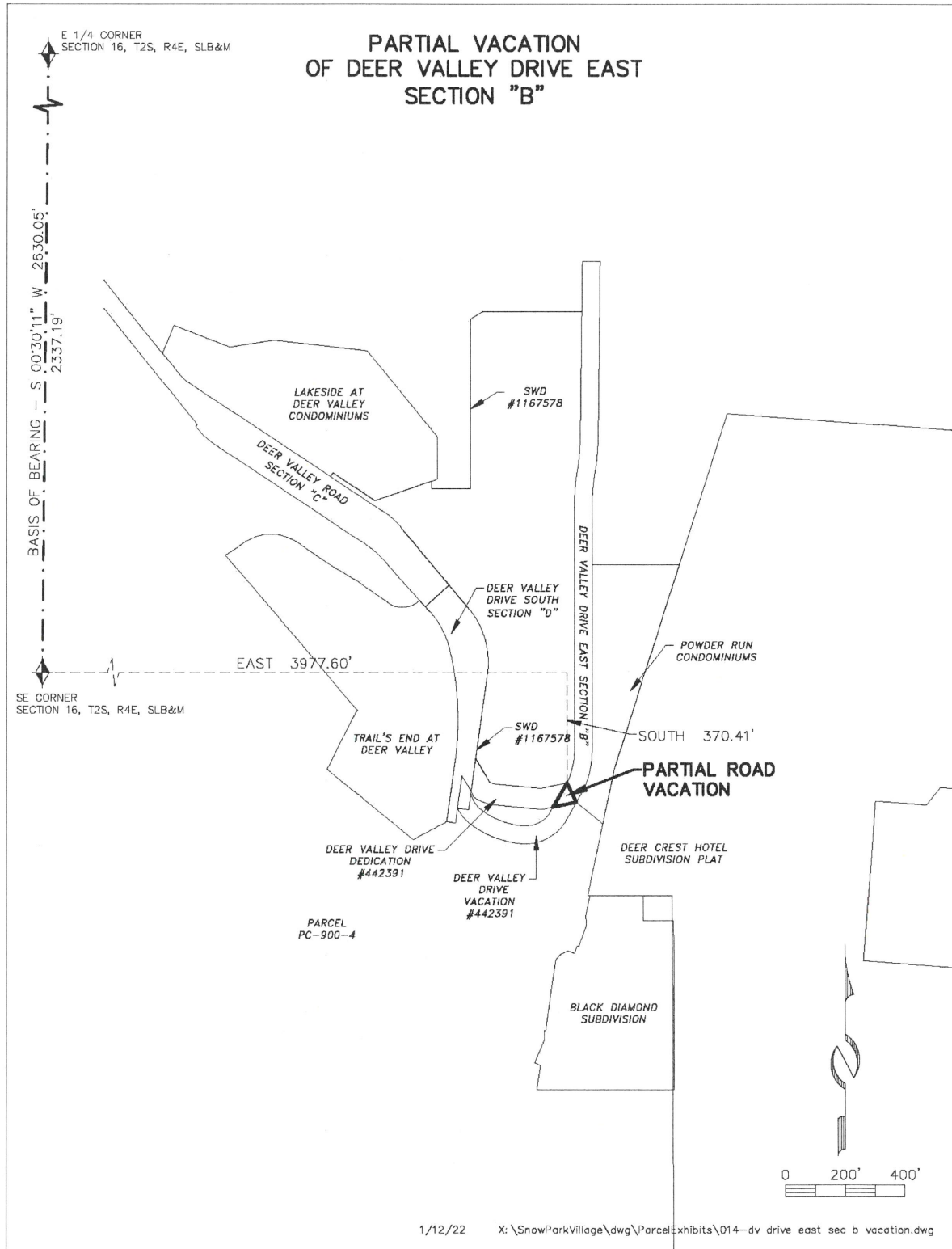
Very truly yours,



Wade R. Budge, P.C.

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

Specific area maps and legal descriptions



SNOW PARK VILLAGE

PARTIAL VACATION
OF DEER VALLEY DRIVE EAST
SECTION "B"

January 13, 2022

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

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

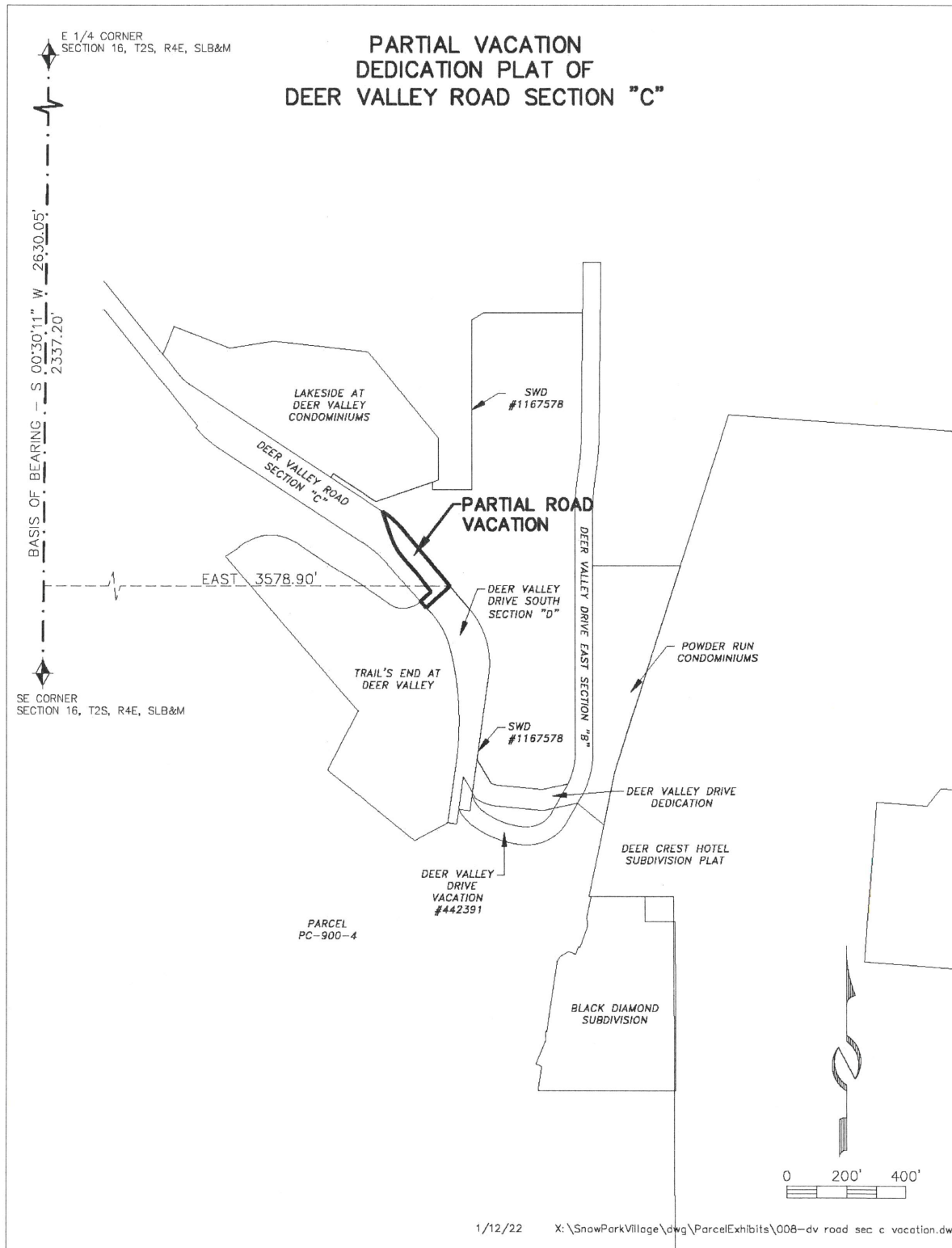
The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.064 acres.

Matt Dias

January 31, 2022

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SNOW PARK VILLAGE

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

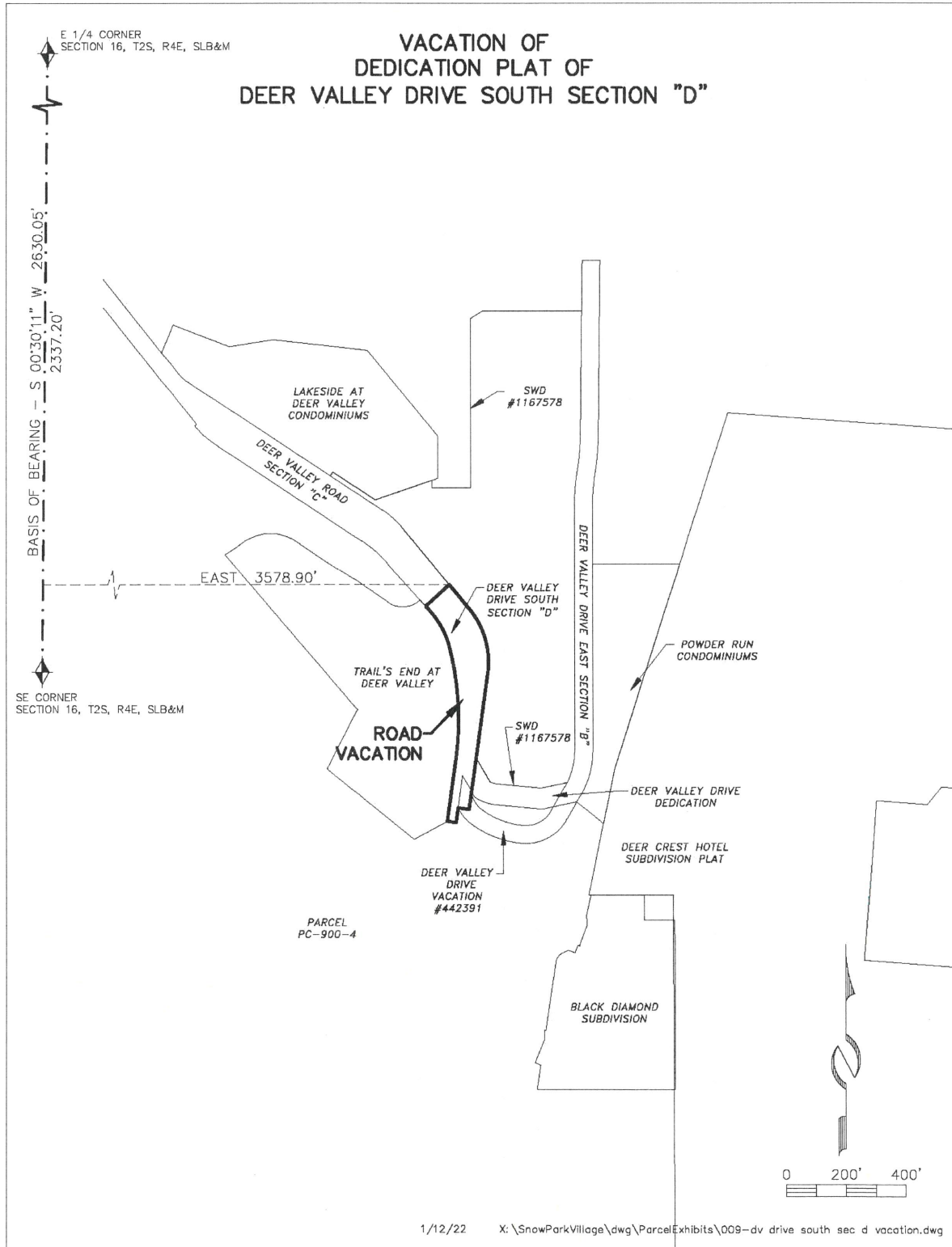
January 18, 2022

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.

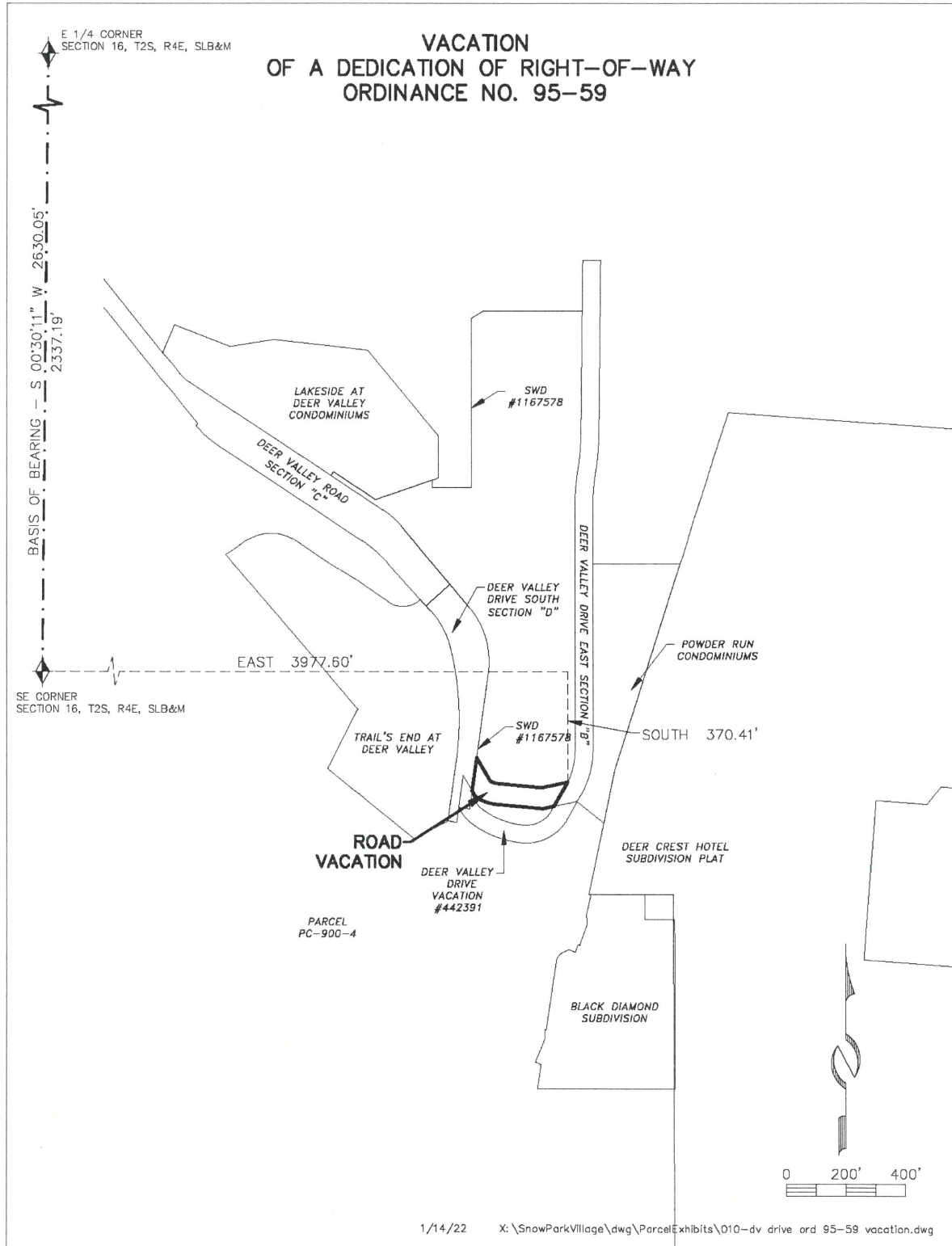


SNOW PARK VILLAGE

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.

Notes from 01.18.23 Planning Commission Special Work Session on the Redevelopment of the Snow Park Base Area – Answers to Staff Questions and Recommendations to Council

Summary: The consensus from the 1/18/23 Planning Commission Work Session is that the SML is the preferred option *of the options presented to the Commission*; the Commission doesn't need to have a joint meeting with the Council on the Right-of-Way (ROW) vacation but is happy to attend if requested by Council. Additional Planning Commissioner recommendations for Council consideration for good cause are provided below.

1/25 Statement from Chair Suesser: At the regularly scheduled 1/25 Planning Commission meeting the Chair supplemented her comments from 1/18 with the following statement.

The [meeting summary](#) that was posted on the City website and printed in the Park Record was prepared by City staff and edited by me and Sarah Hall as Chair and Chair Pro-Tem.

While neither a formal positive nor negative vote was taken, the Commission did find consensus to forward the issue of the ROW vacation to Council, with substantial qualifiers, concerns, conditions and caveats with regard to the circulation plan for the Council to consider. We did this so that Council could move forward and make its legislative determination regarding whether there was sufficient good cause for vacation of the ROW. If Council approves the vacation of the ROW, the Commission will move forward with the MPD application including continued review of the circulation plans and more public hearings.

Commissioner Kenworthy asked that the Commission be informed of when the Council will take up this issue so that they might attend.

Additional Commissioner Comments Re: the 1/18 Snow Park Meeting:

Commissioner Suesser – Agrees with Staff the “SML” Alternative as the best and most flexible option presented to the Commission and is ready to make a recommendation to Council on the overall site circulation and parking plan. She noted that the Planning Commission did not review alternative circulation plans that did not involve ROW vacation, as requested by Council, and as pointed out earlier in the meeting by staff. She does not think another joint meeting is necessary to discuss good cause input with respect to the ROW vacation, but is happy to attend if Council would like to hear from the Planning Commission directly.

Agrees with Staff Recommendations for Conditions of Approval on the access easement and offer of dedication for Doe Pass Road and to make Doe Pass Road DV's responsibility, but thinks a widening to 4-lanes is appropriate for Doe Pass Road. Agrees with COA that DV pay for intersection signalization at the 2 locations discussed (Y intersection and Doe Pass/DVD East). Recommends new COA that DV negotiate agreement with Deer Crest for access from Snow Park to US-40 to mitigate the impact of the overall development.

Issues with the circulation plan include one drop off area for shuttles and cars and finds separation would be preferable. Details given for drop off area are insufficient, lack of staging area for shuttles. Thinks the Transit Center should be considered for shuttle use. A second drop off and pick up area on Deer Valley Drive West should be explored as DVD West seems underutilized and there is more burden on DVD East. DV, the City, and HVT should explore direct bus routes to increase ridership for locals as part of their plan, from Kimball Junction, the market, Park Meadows, etc. More effort must be put towards the efficiency of buses getting around town and make them more convenient so that locals use them. Limit bus circulation on DVD East so some buses exit the loop on DVD West. COA should include the gondola from Snow Park to Silver Lake year around, with daily operation from 7AM -10PM minimum.

Later added that she concurs with Commissioners Sigg and Frontero that some contribution towards City's overall traffic mitigation strategies are needed, and collection parking lot(s) in town should be explored to provide express bus service to Resorts. Town needs more bus ridership and it need to be more convenient. This should be the focus, not micro-transit solutions that don't increase bus ridership.

The City Council should require substantial, meaningful, public benefits that mitigate the traffic impact of the new development before making a finding of "good cause" for vacation of the ROW.

Suesser also recommends the Council require at least a combination of the following for the ROW vacation:

1. Pubic access to/from HWY 40/Snow Park
 - Open public access to/from HWY 40 is vital to mitigating the impact of the Snow Park Development
 - The new development will **ADD** 2,250cars/day to the current ~2,000 cars/day.
 - Service vehicles, employees and guests should ALL have access to Snow Park to/from HWY 40.
 - No partial opening or use of the road will be sufficient to mitigate the impact.
 - The access road does not pass by a large number of Deer Crest homes - the access road was originally planned to be closed post-development.
 - Queen Ester home owners are reportedly the folks most adamantly opposed to use of the Deer Crest Access Road to/from HWY 40/Snow Park.
 - Queen Ester home owners do not own the road nor did they pay for the road (so why should they control access?)
 - DV can mitigate the impact of opening the road on Queen Ester with free DV shuttle service, landscaping, etc.
 - Open public access to HWY 40 via Deer Crest Road is clearly a prudent and necessary mitigating measure for this project and is the type of public benefit amounting to "good cause" necessary for vacation of the ROW.
 - The Queen Ester homeowners knew the Snow Park Redevelopment was coming when the Deer Crest Access Road was built.
 - Though DV doesn't own/control the road, they can still negotiate public access/use with the stakeholders.

2. A gondola connection from Snow Park to Main St.
 - A gondola from Snow Park to Main Street is the kind of significant public benefit/good cause worthy of vacation of the ROW.
 - Council should consider requiring DV to build a gondola from Snow Park to Old Town Transit Center (see [2020 Gondola Study](#) ~\$26M).
 - The option of a gondola to OTTC as a mitigating measure was presented at the Jan 18th PC meeting - but our City Engineer and Commissioner Kenworthy shut down the suggestion, and Commission discussion, without explaining the reasoning. Needs further consideration by Council.
 - Yes, there are significant hurdles for a gondola down DVD - 18 bdgs w/in 70' gondola corridor b/w OTTC and DVSP - but are these hurdles insurmountable? Variances available?
3. DV expansion of gondola parking lot off HWY 40 - particularly for day skier and employee parking - should be part of any deal for the ROW vacation.
4. Expansion of Doe Pass Road to at least 4 lanes - should be part of any deal for the ROW vacation.
 - Addition of drop-off/pick-up areas for passenger vehicles, ride-shares and shuttles on Doe Pass is needed.
 - Transit center needs to accommodate much more than just city (electric-only?) buses.
5. Expansion of DV Shuttle Service to all DV subdivisions (and OT residents?) - and DV making it free or significantly subsidizing it to encourage ridership.
6. Direct buses/shuttles to DV from various local locations in the City and entry corridor park-n-rides.
7. Specific, definitive plans and incentives to increase bus ridership (other than charging for parking).
8. Additional recommended Conditions of Approval for vacation of ROW:
 - Outright \$\$ payment for ROW - \$12-\$15M?
 - Gondola connection from Main St to Silver Lake instead of OTTC to Snow Park.
 - Night skiing operations.
 - Free regular shuttles to/from SLC airport.
 - Restrictions on ride-shares (Uber/Lyft)
 - Additional drop-off area at top of DVD W. No gates on DVD W.
 - Building of park-n-rides and providing direct buses/shuttles to DV

Commissioner Hall — Agrees with many of the comments Chair Suesser made. Also agrees the SML is the best option, doesn't need further information for the ROW issue only to go to Council and doesn't believe a joint meeting is necessary. Lower Deer Valley neighborhoods may need to restrict street parking or consider a resident permit system.

Obviously, I think that circulation COULD work with ROW otherwise I would not send to CC for their determination to evaluate sufficient "good cause" for the public benefit. If the ROW is not vacated, then there will be a bifurcated residential area with its own amenities for use only by those condo owners rather than a cohesive village for day users to easily and regularly access. To me, there is clearly a benefit to having the public allowed and encouraged to access all the commercial areas of a village rather than it being insular to the luxury condos/hotel. I was thinking about the chateau's massive

center area- locals and day DV users don't use it even though it could be a DV hot spot because it is insular to that development. I don't want another version of that. I'm at DV snowpark all the time - I want to be able to access this new space like I presume many locals and day skiers.

In short, I support a cohesive village rather than another exclusive "Chateau-like" compound, so I hope DV can illustrate other public benefits to CC.

Few points to highlight:

(1) SML around the entire loop is the best because of the upgrade for summer bike lanes, upgrade for peak day express bus lane, upgrade for an emergency lane around the loop. Also, I like that the existing loop will be maintained for an additional emergency access loop (in addition to doe pass loop) and maintaining the full pedestrian loop.

(2) SML should go as far as possible; at least to DV roundabout to access the transit center/old town.

(3) I want alternatives to the new traffic lights. I agree with much of the lower DV public comment on the traffic lights. I strongly dislike adding two year around daily traffic lights on the loop. Even at current traffic lights in town, we already have police on site at all peak times, so it seems that a traffic stop with police would have the same impact on peak times but not disrupt flow of traffic the 95% of the time there are no traffic issues. I would be in favor of a roundabout and would like to see an analysis of how that would work - even if it's tight. If both traffic signs are policed during peak times or roundabouts are feasible, then I would solicit lower DV daily users for their preference.

4) Proposed loading zone is insufficient.

5) Add Night Skiing! I agree adding an apres ski experience will delay people from leaving DV during the midst of our biggest traffic issue. Additionally, night skiing off the already proposed silverlake gondola that would be running through the evening would be an easy way to continue to delay people from leaving DV. If snowflake also ran later, then kids could ski there after school midweek thus decreasing all the local kids' need to ski every weekend as their opportunity to ski. Night skiing would help spread out the DV skiers not only through the traffic exit time, but also throughout the week. This would be a relatively inexpensive way to alleviate some traffic issues and general weekend skier concentration.

5) Gondola to Main Analysis Please. I 100% agree with Laura. "Please distribute the attached 2020 Gondola Study to CC in conjunction with their consideration of the ROW vacation." That was the first time I saw our PCMC commissioned report that concludes Segment C (Old Town Transit Center to Snowpark Gondola) is feasible as well as furthers our city's goals of sustainability and transportation. That would take so many cars off of Deer Valley Drive! Transit to DV would be so much easier without transferring buses at the Transit Center. Additional benefits such as getting DV overnight guests (from Silverlake and lower DV/Snowpark area) to Old Town without a car would have secondary benefits on our transit/parking situation in Old Town. I think that is worth exploring. I think that would 1000% mitigate nearly all concerns above; in regards to parking, loading zones, transit center, number of stalls,

Y intersections, potential traffic lights, etc. as there would be much less traffic in the current roundabout all throughout lower DV.

6) Free airport shuttle for guests staying at new development would get cars out of PC - that would help mitigate the detrimental impacts on traffic for the MPD.

I have many more questions, comments, and requests to mitigate the MPD if/when MPD/CUPs come back to us.

Commissioner Van Dine - -Agrees with Suesser and Hall. OK with the SML circulation pattern as it goes forward with the ROW, there are small things that can be addressed later if the project moves forward. OK to make a recommendation to Council, doesn't need another joint meeting, fine with SML.

Commissioner Kenworthy - - Knows Commission does not have jurisdiction with respect to the ROW vacation and applicant does not want to make other iterations of plans so time to move it to City Council. All in with SML, concerned with drop off area not being large enough for number of drop offs, consider using Doe Pass for some drop offs if made wider. If there is some way to allow High Occupancy Vehicles (8+) into Transit Center and SML to save time that may make sense.

There are also realistic day skier parking options in DV's future that would provide parking at and around Mayflower directly from Highway 40. These potential "new" parking/DV Resort entrances would remove significant traffic and parking from Snow Park. Two tunnels have recently been COMPLETED under Highway 40 (the north tunnel directly accesses the Deer Crest gondola and the south tunnel will give access with close proximity to the new Mayflower development's day parking and lifts). Regional planning, Deer Valley and Park City should all prioritize the potential of these new access points. This would be a game changer for traffic congestion on Deer Valley Drive and throughout our town's entry corridors. If we remain focused on using roads, then it is obvious that we need to get higher AVO's (average vehicle occupancies) and we need to extend and create new entry/exit portals. Many of our roads and intersection do not have the potential for engineering upgrades. The (Deer Crest?) gondola is clearly a positive step in taking cars off the road.

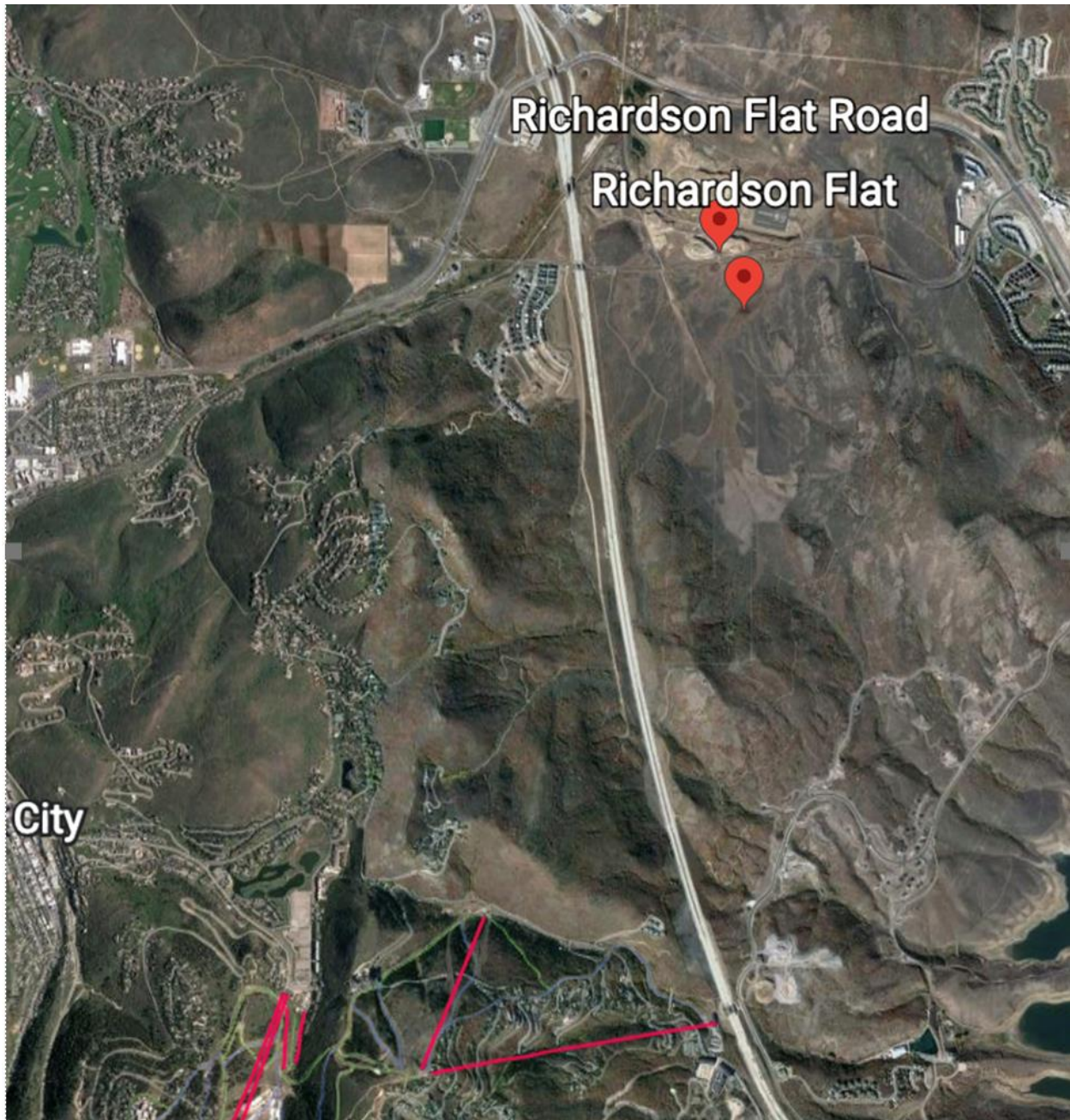
With the regional growth that is expected, "Highway 40" solutions mitigate Snow Park development transit and parking most significantly. Traffic from both the Wasatch front and the Wasatch back could be served with more timely access to DV Resort. This is the carrot that these pass holders are looking for. This "drive to" population growth is far and away the biggest target the resort and the city must address. Getting these guests on the mountain without entering the city is the game changer.

Later Kenworthy added that a collection/distribution parking/shuttle lot in town (in or around Iron Horse) would increase AVO (for micro-transit and buses) minimize stops and transfers and lower the car load heading to the Snow Park resort base. Police and Fire should provide an overview of circulation plan.

Re: overview of the north tunnel: It is directly under the 40 where the gondola (red line) hits the 40. This "north" tunnel comes out on the new Jordanelle Parkway that connects to 248. My thoughts include getting the Richardson Flats lot to connect directly south to the new Parkway and therefore goes right into the Gondola tunnel as well as using the Mayflower exit.

More parking at or near this NEW gondola entrance is a must (and I hear DV has some of these parking rights at Deer Crest that have never been built. Stay tuned for picture and thoughts on "south" tunnel.

Focus now is on Deer Crest Gondola because it already is a part of DV resort access.



Commissioner Frontero – OK referring the plan to Council, doesn't need additional joint meeting but happy to do so if Council would like. SML is the best of 3 options presented to Commission. Direct buses to the Resort must happen for this plan to work, so if answer is funding is solution, we need to get together and figure out the funding. If you don't get people on buses this plan won't work and we've all failed. We need to come up with a solution for the future. If we can solve this with money then let's solve it, buy some buses, but at the moment this application doesn't have that. People love DV shuttles but not all HOAs have bought in because of cost. So subsidize the HOAs so that all HOAs use the DV shuttles. Grow what people like. And increase number of shuttle spots at the drop off area.

1/25 Statement from Commissioner Frontero: Wants to go on the record with an additional comment. Wants Council to consider the following alternative with regards to their determination on the ROW. Alterra is requesting City vacate ~114,530 SF or ~2.6-acres to build their project without any alternatives presented that do not rely on the vacation. This is valuable land and the City should consider an outright sale of the land to Alterra at the market rate cost for land at the base of Deer Valley (which he calculates is in the \$12-15M range), and the City use the money towards the transportation budget to help mitigate the traffic generated by the project, which is approximately 2,276 additional daily trips. The sale would give the City funds to mitigate these additional trips.

Commissioner Sigg – Kudos to the applicant for putting forward a smart circulation and traffic plan. This is a great enhancement to the base of DV, but paid parking will not drive transportation with no capture lots, it's a detriment. SML is good, Commission doesn't need to go to Council. Staunch proponent that as the City's DV needs to contribute towards the transportation initiatives. There are unresolved issues that he needs to know more about in order to forward any recommendation to the Council including the value of vacating the ROW, the road widening (how wide). What is the capital contribution towards transportation initiatives? Need to enhance transportation initiatives with strong financial contributions that create tangible benefits to the community to mitigate traffic. Holding people at end of day is great. Concur gondola needs to run into night. Need to incentivize behavioral changes.

Snow Park – Peak Hour Trips

February 2023

Fehr & Peers

Previous Traffic Study

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%	4.6%	3.0%	-	1.9%	-	527	527	1,054
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	4.6%	3.0%	15.0%	1.9%	-	457	457	914
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	4.6%	3.0%	15.0%	-	90.0%	47	47	94
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	4.6%	3.0%	15.0%	1.9%	-	107	107	214
Net Weekday Trips				3,850								1,138	1,138	2,276
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%	5.6%	1.9%	-	3.7%	-	14	45	59
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	5.6%	1.9%	15.0%	3.7%	-	43	17	60
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	5.6%	1.9%	15.0%	-	96.2%	1	1	2
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	5.6%	1.9%	15.0%	3.7%	-	25	16	41
Net Saturday AM Peak Hour Trips				224								83	79	162
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%	3.4%	2.9%	-	10.6%	-	50	34	84
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	3.4%	2.9%	15.0%	10.6%	-	40	53	93
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	3.4%	2.9%	15.0%	-	96.2%	2	2	4
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	3.4%	2.9%	15.0%	10.6%	-	12	11	23
Net Saturday PM Peak Hour Trips				385								104	100	204

Net New Trips: 162 additional AM trips, 204 additional PM trips

Previous Traffic Study

Parking

Proposed Use	LMC Code Requirement	Parking Required
		CUP Application
Deer Valley Day Skier Parking	NA	1050
Deer Valley Employee Parking	NA	450
Event Center	1 stall per 5 seats	251
General Commercial	4 stalls per 1,000 nsf	107
Hotel	1 stall per room or suite	206
Residential	1.5 stalls per unit	198
Subtotal		2262
Parking Reduction		452
Total		1810

Proposed 1,810 total parking spots, which was a 20% reduction from what the LMC code required with proposed land uses (2,262 total).

Proposed Updates

Parking

Proposing build out of full 2,262 stalls required by LMC code, with no reductions.

Proposed Updates

Trip Generation

Modified reductions to account for no reduced parking. Internal capture and resort internal capture for retail were still assumed.

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%	3.0%	-	1.9%	-	541	541	1,082
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	2.3%	3.0%	7.5%	1.9%	-	517	517	1,034
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	2.3%	3.0%	7.5%	-	90.0%	53	53	106
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	2.3%	3.0%	7.5%	1.9%	-	120	120	240
Net Weekday Trips				3,850								1,231	1,231	2,462
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%	3.0%	-	3.7%	-	14	46	60
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	2.8%	3.0%	7.5%	3.7%	-	48	19	67
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	2.8%	3.0%	7.5%	-	96.2%	1	1	2
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	2.8%	3.0%	7.5%	3.7%	-	28	18	46
Net Saturday AM Peak Hour Trips				224								91	84	175
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%	1.2%	3.0%	-	10.6%	-	52	35	87
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	1.2%	3.0%	7.5%	10.6%	-	46	60	106
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	1.2%	3.0%	7.5%	-	96.2%	3	2	5
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	1.2%	3.0%	7.5%	10.6%	-	14	13	27
Net Saturday PM Peak Hour Trips				385								115	110	225

Result: AM Peak: Previous – 162 trips, New – 175 trips, 13 additional trips
PM Peak: Previous – 204 trips, New – 225 trips, 21 additional trips

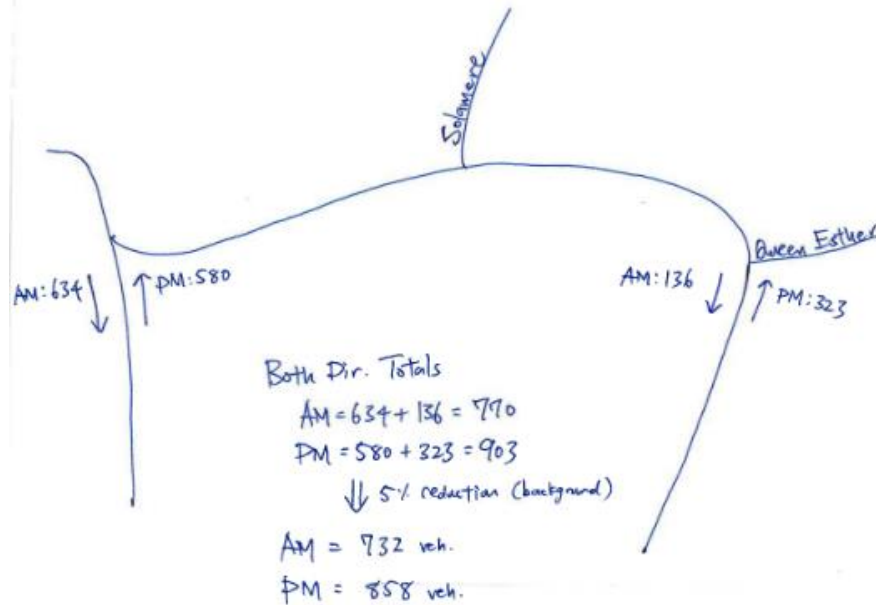
Proposed Updates

Day Skier Trips

- Previous study did not account for increase in day skier trips.
- Updated plan proposes full 2,262 stalls, which 1,500 are allocated for day skiers/employees
 - This is an increase of 150 stalls, compared to the 1,350 existing stalls for day skiers/employees
- To account for increase in stalls for day skiers/employees, propose adding trips based on calculated parking rates from existing counts

Proposed Updates

Day Skier Trips



Current Total stalls = 1350 stalls

Rates

AM rates = 732 veh / 1350 stalls = 0.54 vehs/stall

PM rates = 858 veh / 1350 stalls = 0.64 vehs/stall

Calculated parking rates from existing counts

1. Existing trips (Inbound AM, outbound PM)
2. Reduced 5% to account for background traffic (e.g. Solamere, Queen Esther, etc.)
3. Calculated veh/stall rates based on existing 1350 stalls
4. Applied calculated rates to 150 additional stalls

Result: AM Peak: (0.54 veh/stall)x(150 stalls) = 82 additional trips

PM Peak: (0.64 veh/stall)x(150 stalls) = 96 additional trips

Proposed Updates

Total New Trips

- Added proposed new trip generation (slide 5) and estimated new day skier/employee trips (slide 7) for the peak hours to estimate the proposed total new trips

Result: AM Peak: 175 trips + 82 trips = 257 total trips

PM Peak: 225 trips + 96 trips = 321 total trips

AM Peak Hour			PM Peak Hour		
Trips Entering	Trips Exiting	Total	Trips Entering	Trips Exiting	Total
173	84	257	115	206	321

Comparison to previous study: AM Peak: Previous 162 trips, +95 trips
PM Peak: Previous 204 trips, +117 trips

Snow Park Village

Transportation Analysis – Transit Priority Alternative

Prepared for:
Deer Valley

November 2022

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 study presents analysis results from what is referred to as the *Transit Priority Alternative*, one of two alternatives for area traffic circulation and multimodal facilities along the Deer Valley Drive loop. Analysis results from the other alternative under consideration, the *Bike Priority Alternative*, are presented in a second, parallel report.

This circulation plan includes a seasonal one-way transit lane 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 a flex transit lane 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 transit lane 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 C. 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, six 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 C 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. Solamere Drive / Deer Valley Drive East intersection is shown to operate at a LOS D with full build-out in 2040. It can be mitigated to result in a LOS A with a traffic signal. A full signal warrant study will be conducted upon full buildout of the project. The intersection of Queen Esther functions at a LOS C.



Parking provided as part of the Snow Park Village Proposal will be provided at levels roughly 20% lower than required by code. Reduced parking demand 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 162 trips and the PM peak hour is 204 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	-	2 / A	15 / B	-	2 / A	16 / B	-	2 / A	4 / A
		PM	-	2 / A	5 / A	-	2 / A	5 / A	-	2 / A	7 / A
2	Doe Pass Rd / Deer Valley Dr West	AM	-	10 / B	7 / A	-	10 / B	8 / A	-	10 / B	9 / A
		PM	-	12 / B	5 / A	-	15 / B	7 / A	-	16 / C	6 / A
3	Queen Esther Dr / Deer Valley Dr East	AM	6 / A	7 / A	8 / A	6 / A	7 / A	7 / A	7 / A	7 / A	8 / A
		PM	9 / A	8 / A	15 / C	8 / A	10 / B	16 / C	9 / A	>300 / F	20 / C
4	Deer Valley Dr East / Solamere Dr	AM	7 / A	7 / A	8 / A	6 / A	8 / A	7 / A	8 / A	8 / A	9 / A
		PM	11 / B	13 / B	20 / C	11 / B	12 / B	18 / C	15 / C	>300 / F	32 / D ³
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	15 / C	11 / B	7 / A	14 / B	13 / B	7 / A	17 / C	33 / D	8 / A
		PM	39 / E	164 / F	17 / B	41 / E	74 / F	16 / B	112 / F	135 / F	27 / C
6	Deer Valley Drive / Marsac Avenue	AM	11 / B	12 / B	12 / B	11 / B	13 / B	13 / B	16 / C	20 / C	20 / C
		PM	11 / B	13 / B	13 / B	11 / B	14 / B	14 / B	11 / B	11 / B	11 / B
7	Deer Valley Dr / Bonanza Dr	AM	11 / B	11 / B	11 / B	11 / B	12 / B	12 / B	18 / B	15 / B	23 / C
		PM	21 / C	26 / C	24 / C	20 / C	24 / C	24 / C	59 / E	97 / F	67 / E
8	Deer Valley Dr / Park Ave / Empire Ave	AM	77 / E	78 / E	76 / E	82 / F	79 / E	78 / E	83 / F	82 / F	83 / F
		PM	84 / F	86 / F	87 / F	85 / F	88 / F	88 / F	90 / F	90 / F	91 / F
9	Bonanza Dr / Monitor Dr / SR-248	AM	12 / B	12 / B	13 / B	13 / B	13 / B	13 / B	16 / B	17 / B	15 / B
		PM	20 / C	20 / C	20 / C	20 / C	21 / C	23 / 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, 2022



1.4 Conclusion / Recommendations

With proposed mitigations in place, all study intersections with one exception (LOS D at Solamere) 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 transit flex 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 (July 2022), save for some minor but impactful updates:

1. Assumed distributions of arrival and departure traffic have been modified slightly to better reflect assumed operations and more closely mirror existing traffic patterns
2. The geometry and traffic control of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection has been refined following multiple rounds of third-party review
3. The geometry at Solamere Drive / Deer Valley Drive East and Queen Esther Drive / Deer Valley Drive East intersections have been refined to address access concerns from the third-party reviewer.

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

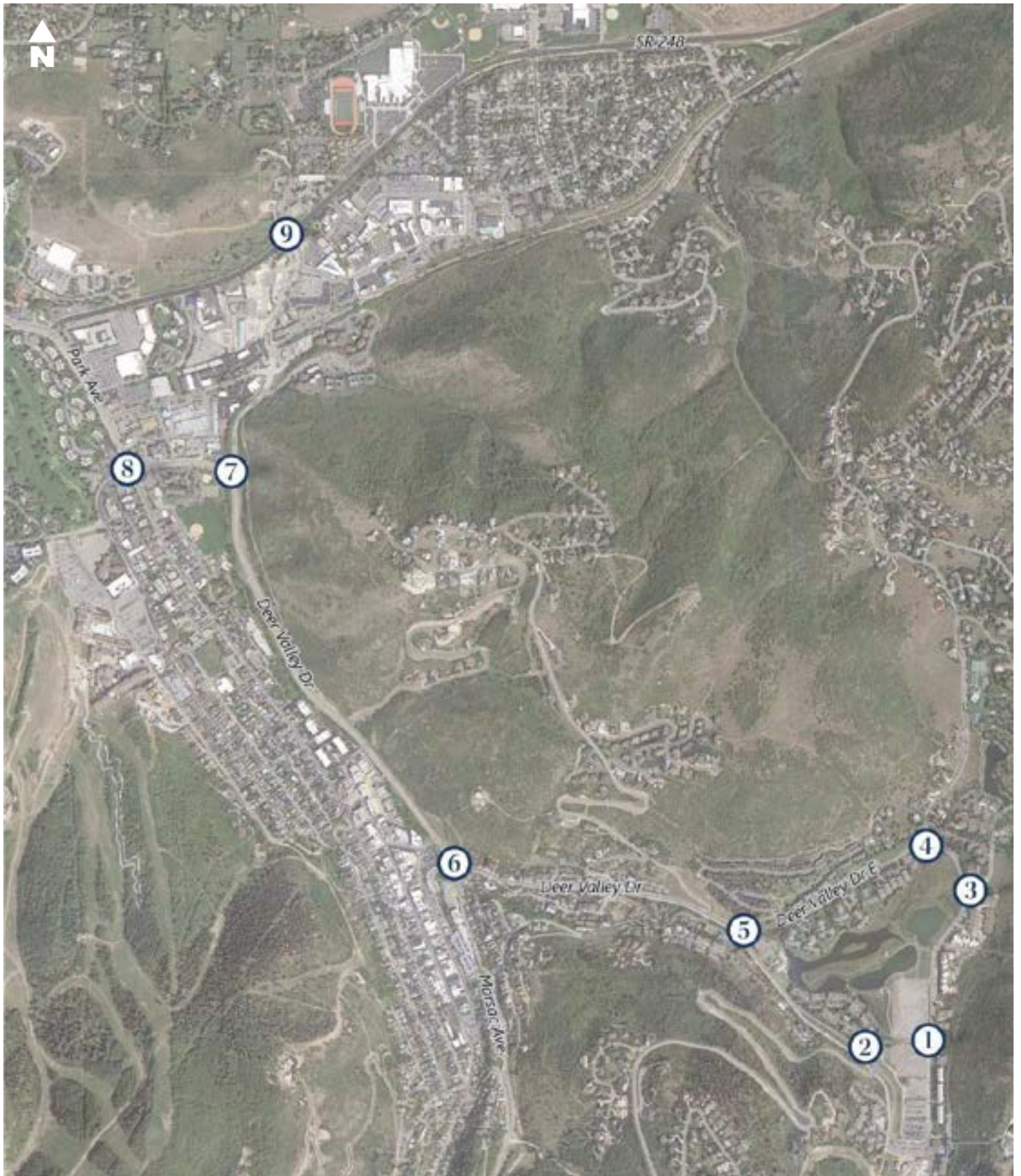


Figure 2
Study Intersections



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 3** 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 C for all intersections under its control.

Table 3: Level of Service Descriptions

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

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

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

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

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



3. Existing (2020) Background Conditions

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

3.1 Roadway System

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

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



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

3.2 Traffic Volumes

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

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

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

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

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

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



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

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

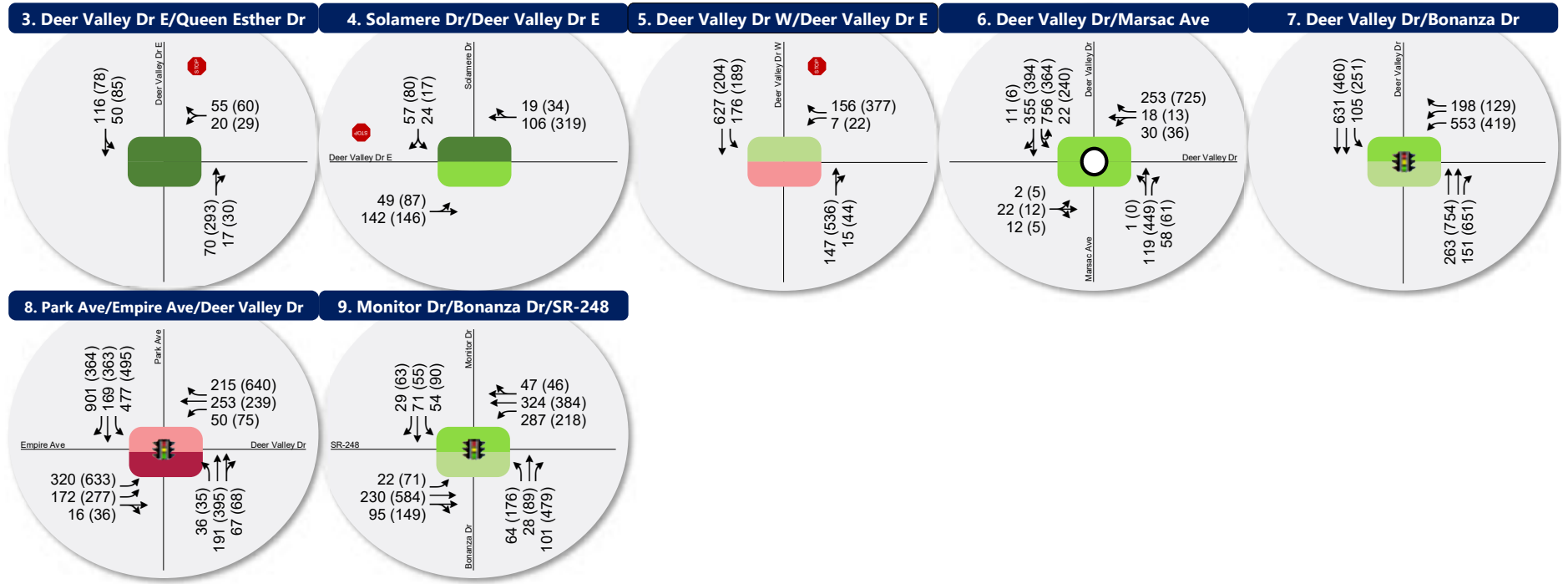
To address comments from City Staff and community members, turning movement counts were collected at study intersections 3 and 4 to better understand how project-generated traffic might affect local intersections not included in the original study scope. The turning movement counts were collected on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

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

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

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

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



LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions

65

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 4** (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 4: 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 4**, all study intersections operated within acceptable LOS (LOS C 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

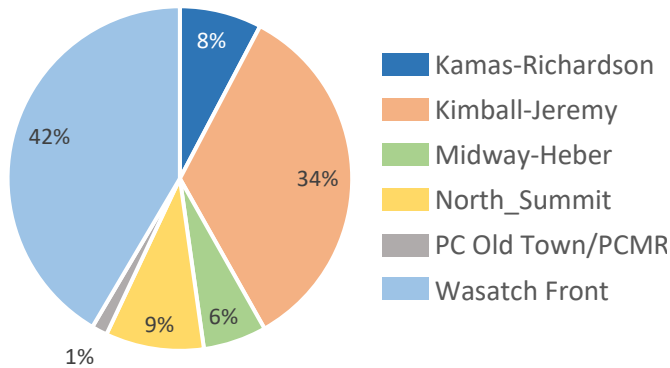
The concept master plan for Snow Park Village shows reconfiguration and signalization of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for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

3.5 Origin-Destination Data

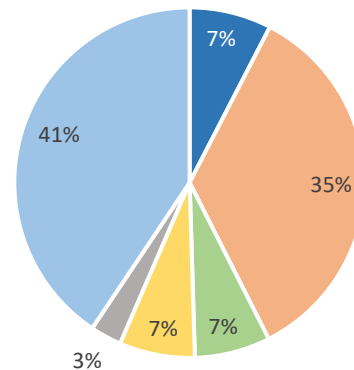
To understand the distribution of origins from which travelers access Deer Valley, Fehr & Peers employed origin-destination data provided by StreetLight Data. StreetLight Data collects samples of trips using anonymized mobile phone data (location-based services, or LBS) and aggregates it to provide estimates 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 5 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 5** 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 5: 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.

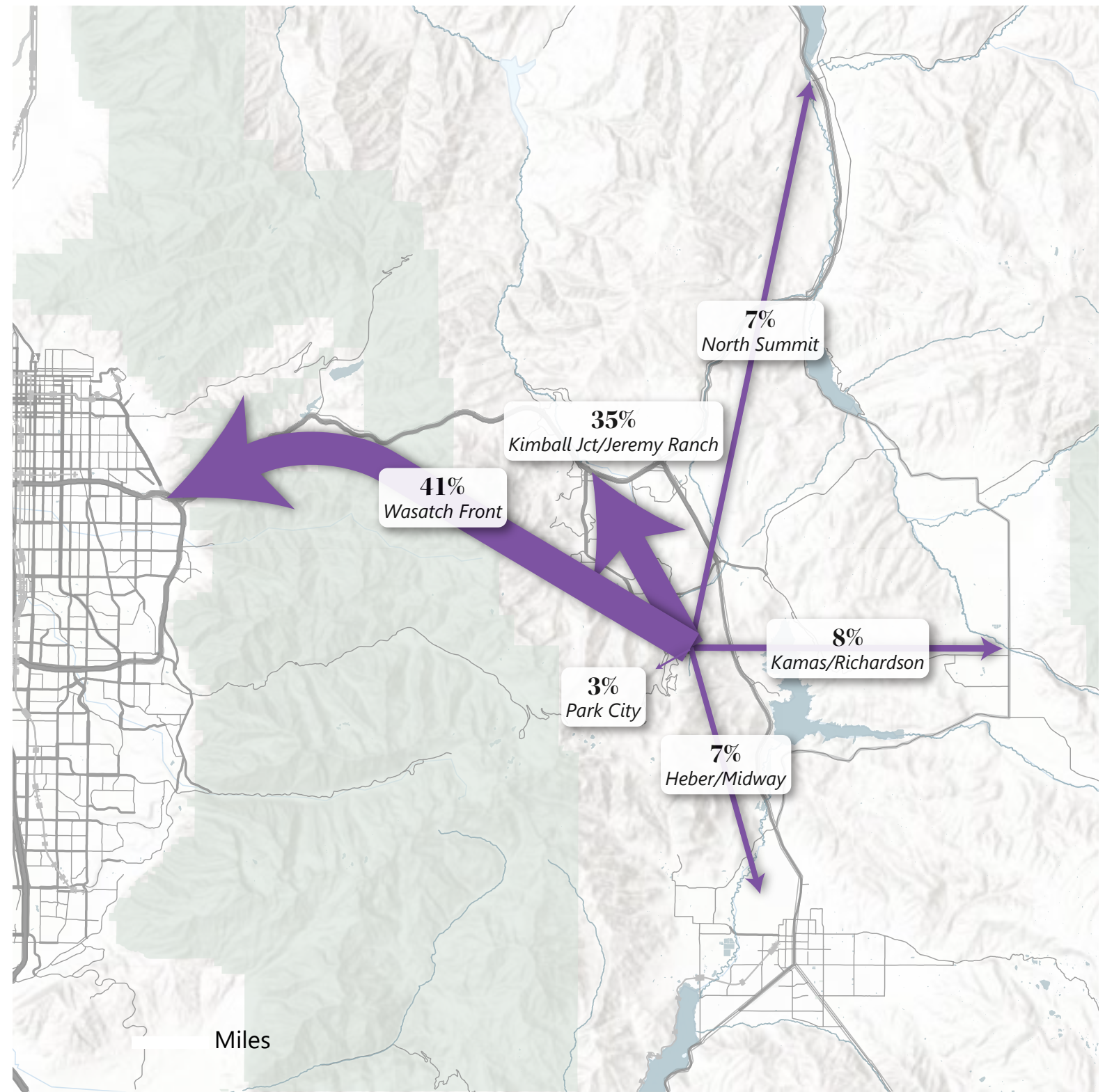
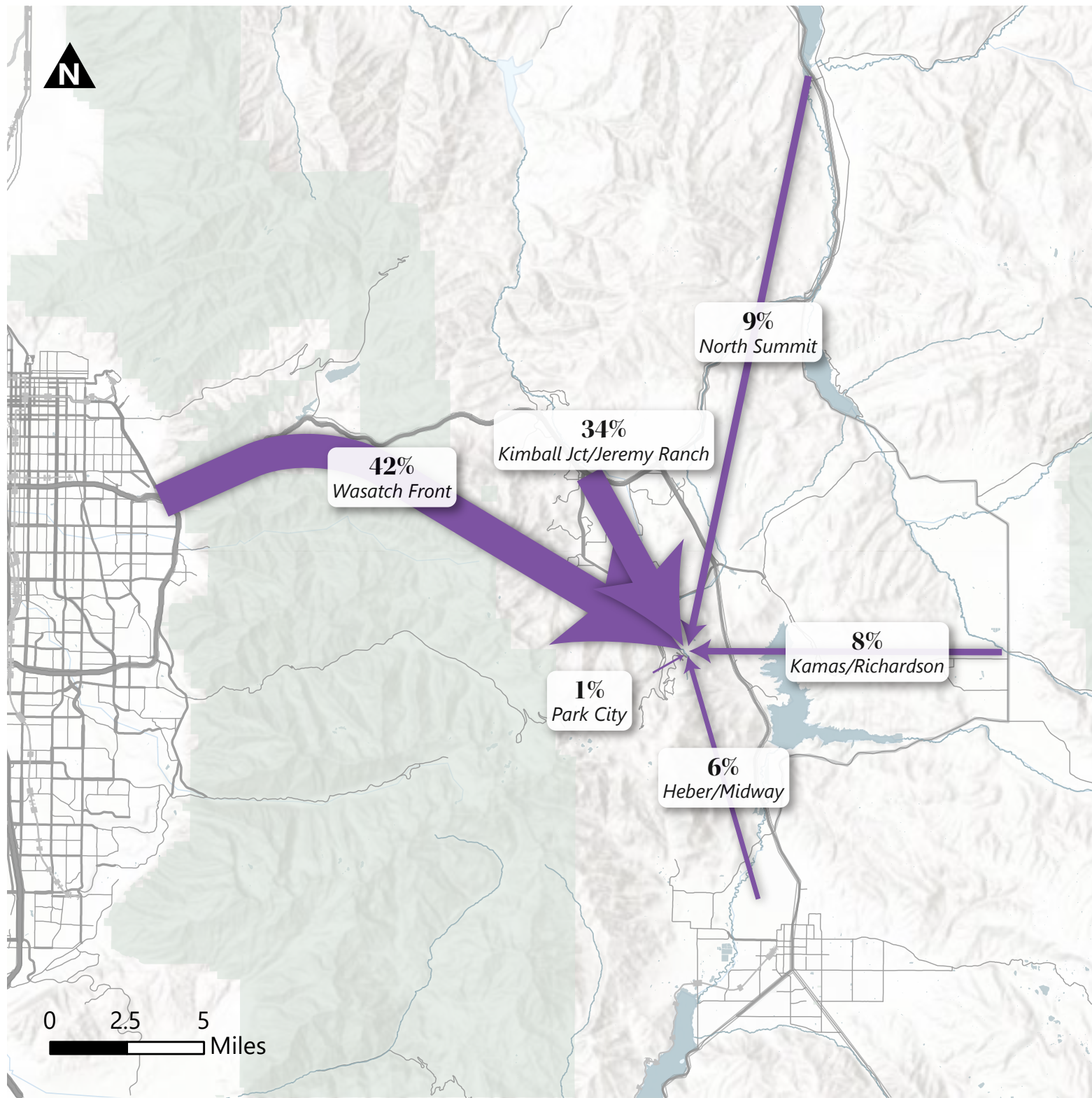


Figure 4
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends



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 transit lane. It will function in a counterclockwise manner. After ski season, the transit lane will be open to bicycle traffic. Management and enforcement, year-round, will be a City responsibility.

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

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



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

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

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



Figure 5
Conceptual Site Plan 



4.2 Trip Generation

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

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

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

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

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

- Employment



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

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

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

The development is proposed to support the current Deer Valley Resort and other land uses in adjacent to the resort. It should be noted that the land uses supporting the ski resort will not be substantial traffic generators; rather, the ski resort will be the primary generator of traffic, and the support land uses serve as accessories to the resort. The current traffic accessing the ski resort were assumed to cover the trip generation for the ski resort and the support land uses independent of the Snow Park Village proposal. **Table 6** 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. This results in a more conservative and defensible analysis; however, it does not account for potential changes to transit service in Park City, including potential development of remote park and ride lots, 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.

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 6** 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 6** 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 6: 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%	4.6%	3.0%	-	1.9%	-	527	527	1,054
(330) - Resort Hotel	193	Rooms	6.27	1,210	50%	50%	4.6%	3.0%	15.0%	1.9%	-	457	457	914
(820) - Shopping Center	25.9	1,000 Sq. Ft	46.12	1,195	50%	50%	4.6%	3.0%	15.0%	-	90.0%	47	47	94
(495) Recreational Community Center	30.9	1,000 Sq. Ft	9.10	281	50%	50%	4.6%	3.0%	15.0%	1.9%	-	107	107	214
Net Weekday Trips				3,850								1,138	1,138	2,276
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%	5.6%	1.9%	-	3.7%	-	14	45	59
(330) - Resort Hotel	193	Rooms	0.41	79	72%	28%	5.6%	1.9%	15.0%	3.7%	-	43	17	60
(820) - Shopping Center	25.9	1,000 Sq. Ft	0.94	24	62%	38%	5.6%	1.9%	15.0%	-	96.2%	1	1	2
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.76	54	62%	38%	5.6%	1.9%	15.0%	3.7%	-	25	16	41
Net Saturday AM Peak Hour Trips				224								83	79	162
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%	3.4%	2.9%	-	10.6%	-	50	34	84
(330) - Resort Hotel	193	Rooms	0.70	135	43%	57%	3.4%	2.9%	15.0%	10.6%	-	40	53	93
(820) - Shopping Center	25.9	1,000 Sq. Ft	4.50	117	52%	48%	3.4%	2.9%	15.0%	-	96.2%	2	2	4
(495) Recreational Community Center	30.9	1,000 Sq. Ft	1.07	33	52%	48%	3.4%	2.9%	15.0%	10.6%	-	12	11	23
Net Saturday PM Peak Hour Trips				385								104	100	204

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.

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%; 15% 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.

Source: Fehr & Peers

4.3 Trip Distribution and Assignment

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

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

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

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

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

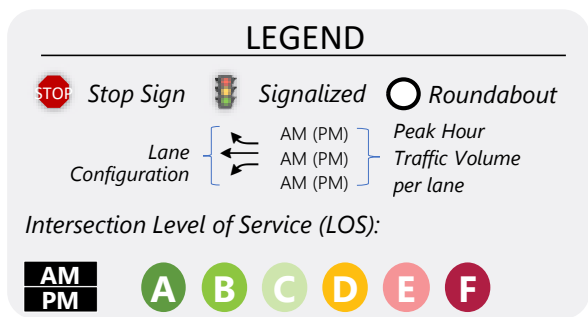
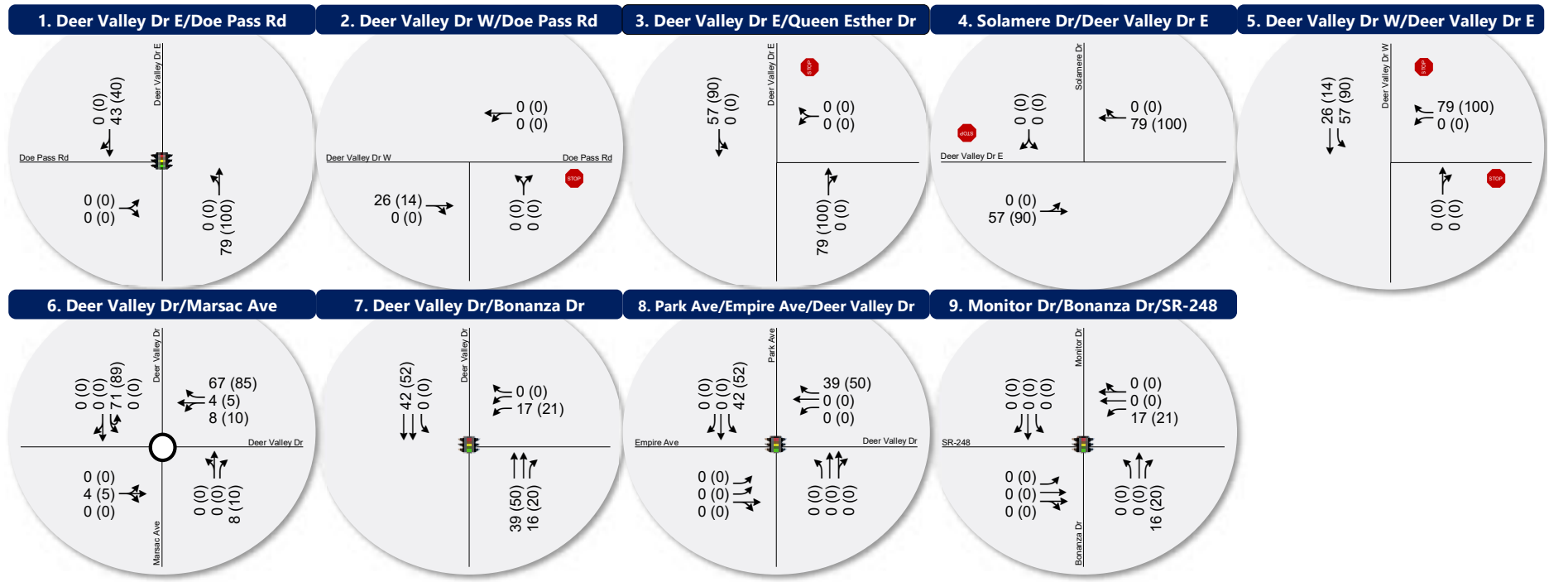


Figure 6
Saturday AM & PM Peak Hour Trip Generation and Distribution



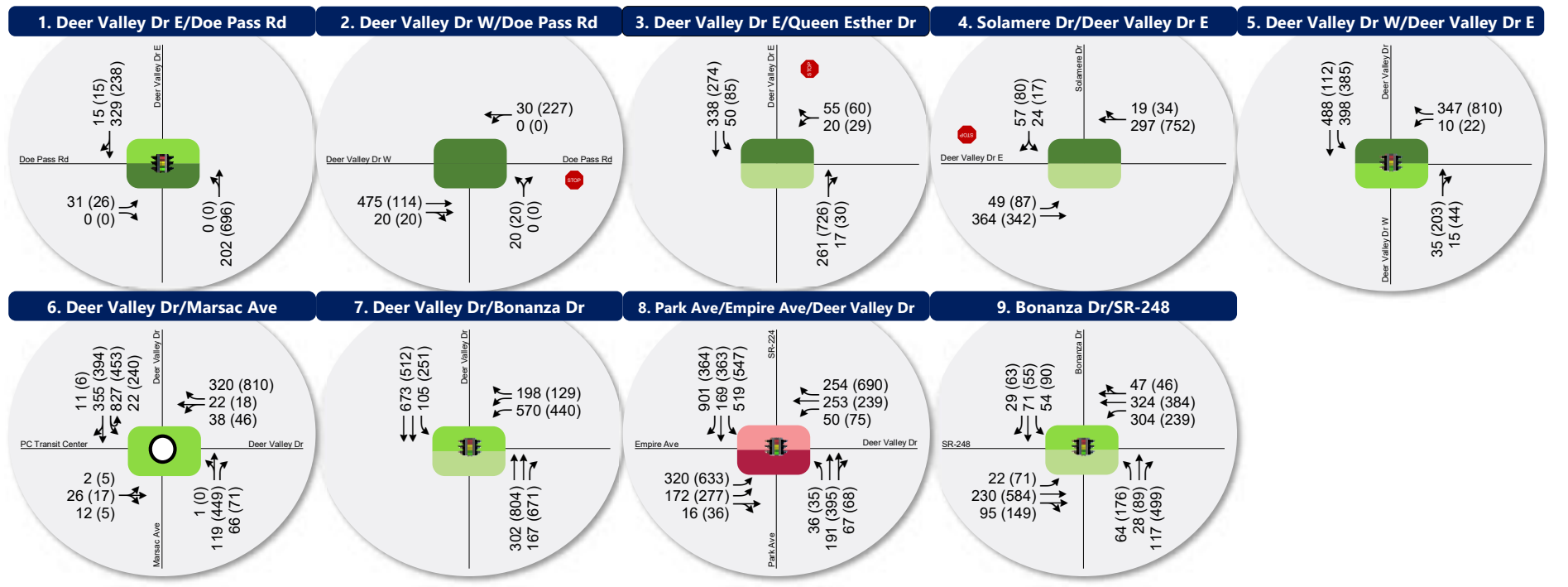


5. Existing 2020 plus Project Conditions

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

5.1 Traffic Volumes

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



LEGEND

Stop Sign
 Signalized
 Roundabout

Lane Configuration: AM (PM) Traffic Volume per lane

Intersection Level of Service (LOS):

A
 B
 C
 D
 E
 F

Figure 7
Existing 2020 Plus Project Saturday AM & PM Peak Hour Traffic Conditions

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 7** (see Appendix for the detailed LOS report).

Table 7: 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	-	-	-	2	A
		PM		-	-	-	2	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	10	B	-	-
		PM		NB Left	12	B	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	8	A	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	13	B	-	-
5	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	164	F
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	12	B
		PM		-	-	-	13	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	26	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	78	E
		PM		-	-	-	86	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).
3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
4. Side-street stop control.

Source: Fehr & Peers.



As shown in **Table 7**, all study intersections operated within acceptable LOS (LOS C 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 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 / 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 7** 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 account for this shift in traffic on Deer Valley Drives East and West stemming from intersection realignment, proposed wayfinding, and the placement of site access along Deer Valley Drive East, analyses presented in this report assume that roughly 40% of the total traffic would use Deer Valley Drive East and roughly 60% of the total traffic would use Deer Valley Drive West inbound in the AM peak hour, and roughly 80% of the traffic would use Deer Valley Drive East and roughly 20% of the traffic would use Deer Valley Drive West outbound in the PM peak hour. This yields conservative results with regards to changes in travel behavior and will rely on various on- and off-site improvements to be realistically achieved. Background traffic was shifted and modified to account for the proposed shift in circulation. Importantly, this distribution of traffic accounts for the relocation of key drop-off points for ski school, other Deer Valley-run programs,



and general skier traffic, as well as the quantity of parking accessible via driveways on Doe Pass Road (presumably accessed via Deer Valley Drive West) and Deer Valley Drive East. This is a change from the existing traffic distribution, but not so drastic a shift that the assumed distribution is unrealistic. Results from a sensitivity analysis on alternative traffic distributions and downstream effects is presented in Section 11 of this report.

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 8** (see Appendix for the detailed LOS report). As shown in **Table 8**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS A and LOS B in the AM and PM peak hours, respectively.

With the redistributed traffic due to the proposed circulation, 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 8: 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	-	-	-	15	B
		PM		-	-	-	5	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	7	A	-	-
		PM		NB Left	5	A	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Left	15	C	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	20	C	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	7	A
		PM		-	-	-	17	B
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	12	B
		PM		-	-	-	13	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	11	B
		PM		-	-	-	24	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	76	E
		PM		-	-	-	87	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

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 9** (see Appendix for the detailed LOS report).

Table 9: 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 9**, all study intersections operated within acceptable LOS (LOS C 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.

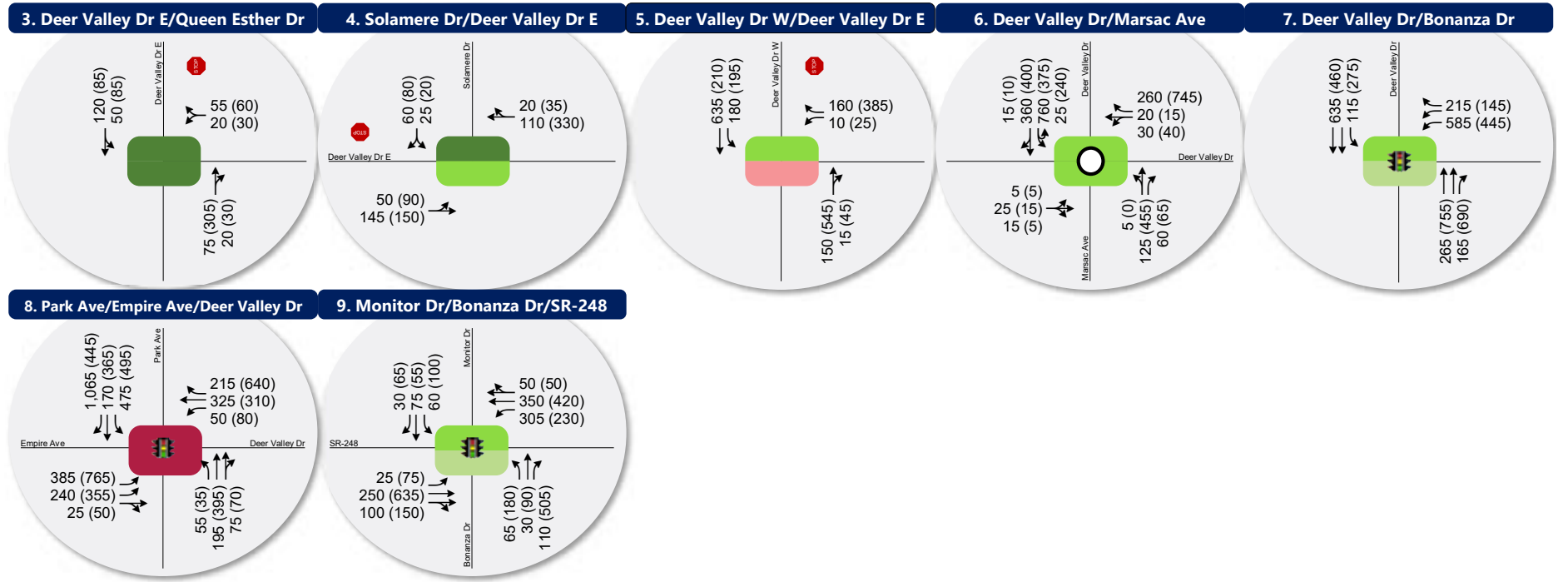


- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
 - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

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.



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

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

92



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 10** (see Appendix for the detailed LOS report).

Table 10: 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	-	-	-	2	A
		PM		-	-	-	2	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	10	B	-	-
		PM		NB Left	15	B	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	10	B	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	8	A	-	-
		PM		SB Left	12	B	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	13	B	-	-
		PM		WB Right	74	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	13	B
		PM		-	-	-	14	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	24	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	79	E
		PM		-	-	-	88	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	21	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 10**, all study intersections operated within acceptable LOS (LOS C 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 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 / 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 10** 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 account for this shift in traffic on Deer Valley Drives East and West stemming from intersection realignment, proposed wayfinding, and the placement of site access along Deer Valley Drive East, analyses presented in this report assume that roughly 40% of the total traffic would use Deer Valley Drive East and roughly 60% of the total traffic would use Deer Valley Drive West inbound in the AM peak hour, and roughly 80% of the traffic would use Deer Valley Drive East and roughly 20% of the traffic would use Deer Valley Drive West outbound in the PM peak hour. This yields conservative results with regards to changes in travel behavior and will rely on various on- and off-site improvements to be realistically achieved. Background traffic was shifted and modified to account for the proposed shift in circulation.

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 11** (see Appendix for the detailed LOS report). As shown in **Table 11**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS C and LOS B in the AM and PM peak hour, respectively.

With the redistributed traffic due to the proposed circulation, 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 11: Opening Year 2024 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

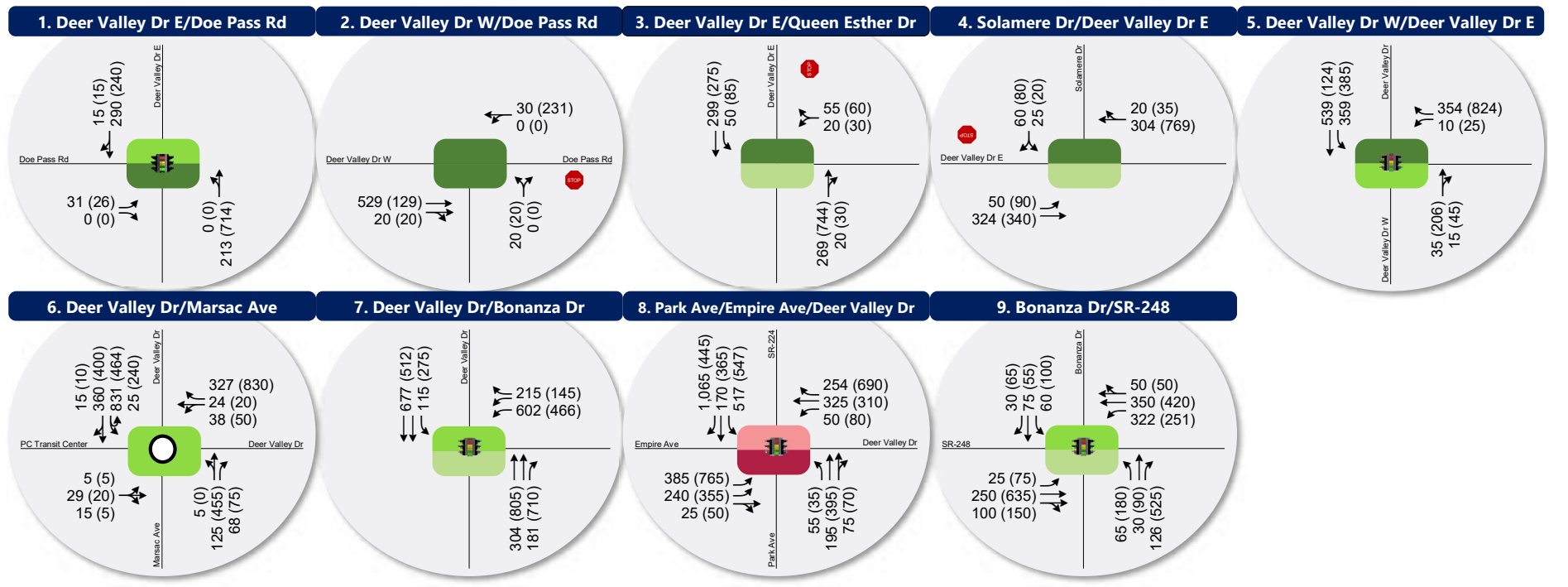
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	16	B
		PM		-	-	-	5	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	8	A	-	-
		PM		NB Left	7	A	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	7	A	-	-
		PM		WB Left	16	C	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	7	A	-	-
		PM		SB Left	18	C	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	7	A
		PM		-	-	-	16	B
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	13	B
		PM		-	-	-	14	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	12	B
		PM		-	-	-	24	C
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	78	E
		PM		-	-	-	88	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	13	B
		PM		-	-	-	23	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

Source: Fehr & Peers.



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

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 12** (see Appendix for the detailed LOS report).

Table 12: 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 12**, all study intersections operated within acceptable LOS (LOS C or better), with the exception of the following locations:

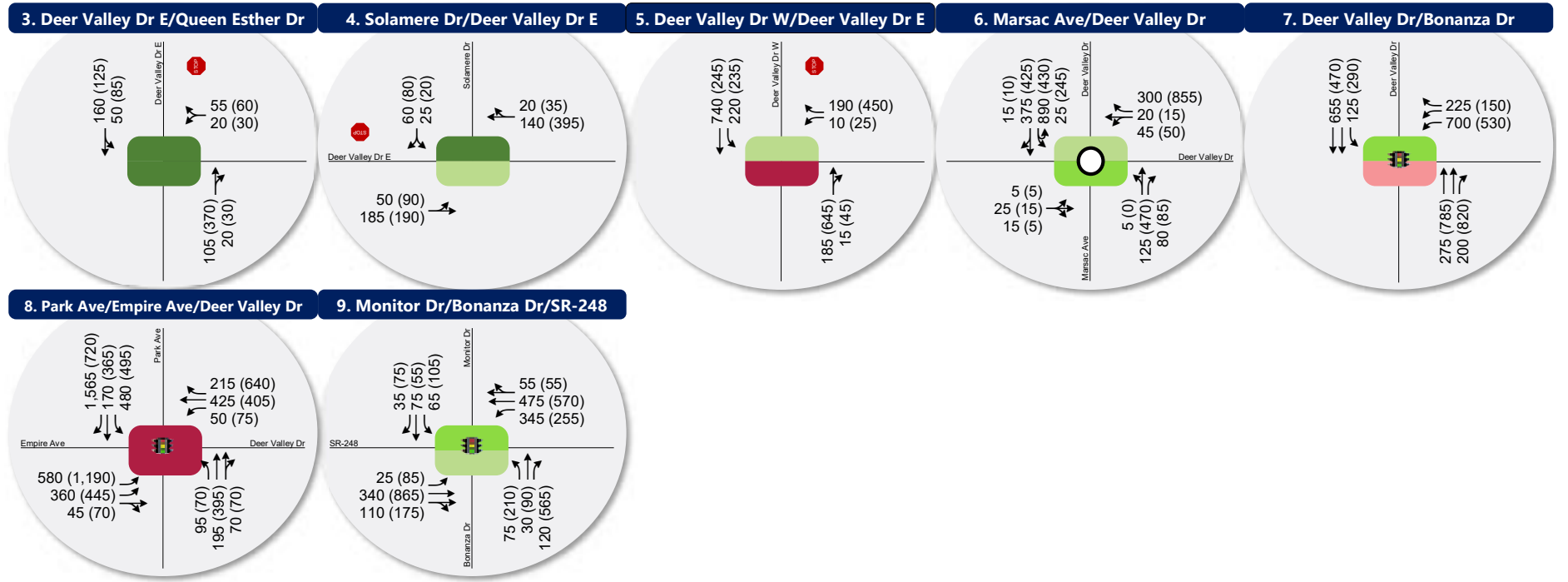
- Deer Valley Drive East / Deer Valley Drive West: LOS F in the PM peak hour
 - This is caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive West. The westbound approach is stop-controlled, making it difficult for vehicles to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



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

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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 13** (see Appendix for the detailed LOS report).

Table 13: 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	-	-	-	2	A
		PM		-	-	-	2	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	10	B	-	-
		PM		NB Left	16	C	-	-
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	8	A	-	-
		PM		SB Left	>300	F	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	SSSC	WB Left	33	D	-	-
		PM		WB Right	135	F	-	-
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	20	C
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	15	B
		PM		-	-	-	97	F
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	82	F
		PM		-	-	-	90	F
9	Bonanza Dr / Monitor Dr / SR-248	AM	Signal	-	-	-	17	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 13**, all study intersections operated within acceptable LOS (LOS C or better), with the exception of the following locations:

- Queen Esther Drive / Deer Valley Drive East: LOS F in the PM peak hour
 - This is caused by the vehicles attempting to turn left into Queen Esther Drive, trying to find a gap in the opposing traffic of vehicles exiting Deer Valley.
- Deer Valley Drive East / Solamere Drive: LOS F in the PM peak hour



- This is caused by the vehicles attempting to turn left into Solamere Drive, trying to find a gap in the opposing traffic of vehicles exiting Deer Valley.
- Deer Valley Drive East / Deer Valley Drive West: LOS D in the AM peak hour and 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 13** 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 account for this shift in traffic on Deer Valley Drives East and West stemming from intersection realignment, proposed wayfinding, and the placement of site access along Deer Valley Drive East, analyses presented in this report assume that roughly 40% of the total traffic would use Deer Valley Drive East and roughly 60% of the total traffic would use Deer Valley Drive West inbound in the AM peak hour, and roughly 80% of the traffic would use Deer Valley Drive East and roughly 20% of the traffic would use Deer Valley



Drive West outbound in the PM peak hour. This yields conservative results with regards to changes in travel behavior and will rely on various on- and off-site improvements to be realistically achieved. Background traffic was shifted and modified to account for the proposed shift in circulation.

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 14** (see Appendix for the detailed LOS report). As shown in **Table 14**, the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection operates at LOS B in the AM and PM peak hours.

With the redistributed traffic due to the proposed circulation, 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.

The Deer Valley Drive East / Solamere Drive intersection operates at LOS D as a side-street stop-controlled intersection and an additional turn lane and receiving lane, as mentioned above, which is considered unacceptable by Park City standards. A signal at this location will mitigate the intersection to a LOS A. It is recommended that the intersections at Deer Valley Drive East / Solamere Drive and Deer Valley Drive East / Queen Esther Drive be monitored and determine if further traffic control is needed when warranted to improve traffic flow and safety.

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

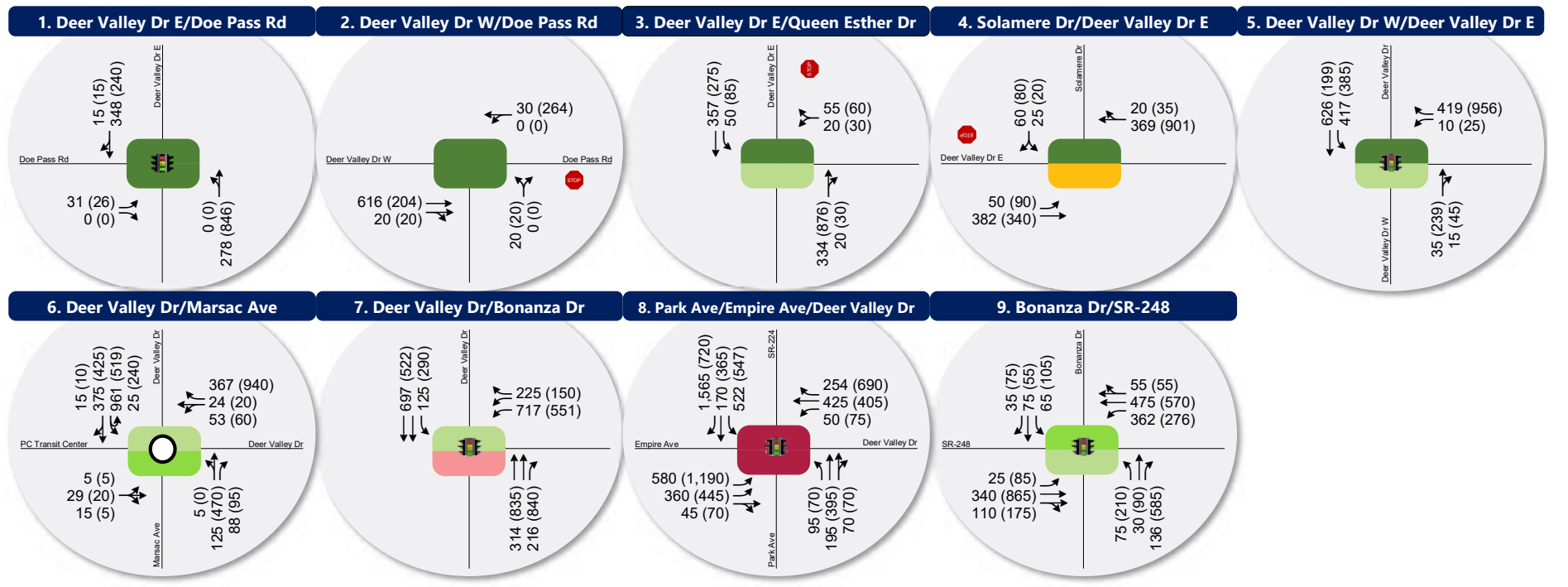
Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Doe Pass Rd / Deer Valley Dr East	AM	Signal	-	-	-	4	A
		PM		-	-	-	7	A
2	Doe Pass Rd / Deer Valley Dr West	AM	SSSC ⁴	NB Left	9	A	-	-
		PM		NB Left	6	A	-	-
3	Queen Esther Dr / Deer Valley Dr East	AM	SSSC	WB Left	8	A	-	-
		PM		WB Left	20	C	-	-
4	Deer Valley Dr East / Solamere Dr	AM	SSSC	SB Left	9	A	-	-
		PM		SB Left	32	D⁴	-	-
5	Deer Valley Dr / Deer Valley Dr East / Deer Valley Dr West	AM	Signal	-	-	-	8	A
		PM		-	-	-	27	C
6	Deer Valley Drive / Marsac Avenue	AM	Roundabout	-	-	-	20	C
		PM		-	-	-	11	B
7	Deer Valley Dr / Bonanza Dr	AM	Signal	-	-	-	23	C
		PM		-	-	-	67	E
8	Deer Valley Dr / Park Ave / Empire Ave	AM	Signal	-	-	-	83	F
		PM		-	-	-	91	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. 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.



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

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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 15**. 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 15** shows the peak hour two-way capacity estimates for a 2-lane roadway in areas over 5,000 population not in urbanized areas.

Table 15: 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.

As stated previously, the concept master plan for Snow Park Village shows Deer Valley Drive West as the primary inbound vehicular route, and Deer Valley Drive East as the primary outbound vehicular route. The same assumption used for previous analyses (40% of total traffic using Deer Valley Drive East and 60% of total traffic using Deer Valley Drive West for inbound AM peak, and 80% of total traffic using Deer Valley Drive East and 20% of total traffic using Deer Valley Drive West for outbound PM peak) were applied for the roadway volumes.

Table 16 shows the peak hour roadway LOS analysis for each scenario. As shown in **Table 16**, all internal roadways are expected to operate at LOS C or better with the current 2-lane configuration for all scenarios.



Table 16: 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	550	A/B	770	A/B
	PM	390	A/B	1,270	C
Opening Year 2024 plus Project	AM	600	A/B	740	A/B
	PM	400	A/B	1,280	C
Future 2040 plus Project	AM	690	A/B	870	C
	PM	510	A/B	1,420	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 60%/40% split of traffic using Deer Valley Drive West versus Deer Valley Drive East inbound in the AM peak hour
- Assumed roughly 20%/80% split of traffic using Deer Valley Drive West versus Deer Valley Drive East outbound in the PM peak hour
- 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
- 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
- The dwell time for the pick-up/drop-off users were modeled ranging between 90 seconds and 180 seconds

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 17 below (see Appendix for the detailed LOS reports) shows the intersection delay and LOS results from the VISSIM simulation model. As shown in **Table 17**, all study intersections operate at acceptable LOS with the exception of the following locations:

- P4 Parking / Deer Valley Drive East: LOS D in the PM peak hour
 - This is caused by vehicles attempting to exit the garage for stop controlled movements onto a queue caused by the pick-up/drop-off area.

Table 17: 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	16	C	-	-
		PM		NB Left	10	B	-	-
2	Doe Pass Rd / P1 Parking	AM	SSSC	NB Right	7	A	-	-
		PM		NB Right	7	A	-	-
3	Doe Pass Rd / Mobility Hub Entrance	AM	SSSC	WB Through	1	A	-	-
		PM		WB Through	1	A	-	-
4	Doe Pass Rd / Mobility Hub Exit	AM	SSSC	NB Left	11	B	-	-
		PM		NB Left	12	B	-	-
5	P2 Parking / Deer Valley Dr East	AM	SSSC	EB Left	8	A	-	-
		PM		EB Left	12	B	-	-
6	P3 Parking / Deer Valley Dr East	AM	SSSC	EB Left	10	B	-	-
		PM		EB Left	11	B	-	-
7	P4 Parking / Deer Valley Dr East	AM	SSSC	EB Left	17	C	-	-
		PM		EB Right	34	D	-	-
8	Snow Park Lodge Pick-up/Drop-off	AM	-	SB Through	13	B	-	-
		PM		SB Through	14	B	-	-

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 factors such as land use, pick-up/drop-off locations, as well as the quantity of parking accessible via driveways on Doe Pass Road and Deer Valley Drive East. 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 affect on traffic operations.

In the PM peak hour, a sensitivity analysis shows that the “Y” intersection is less sensitive to different traffic splits. The assumption of outbound traffic being assigned at 80% Deer Valley Drive East and 20% Deer Valley Drive West is due to the location of most parking exits on Deer Valley Drive East and discouragement of cut-through traffic on Doe Pass Road that presents conflicts between vehicles and buses using the proposed mobility hub. A sensitivity analysis revealed that shifting outbound traffic 40% using Deer Valley Drive West and 60% Deer Valley Drive East, very similar to existing traffic patterns, still leads to the Y functioning at acceptable levels of service.

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.

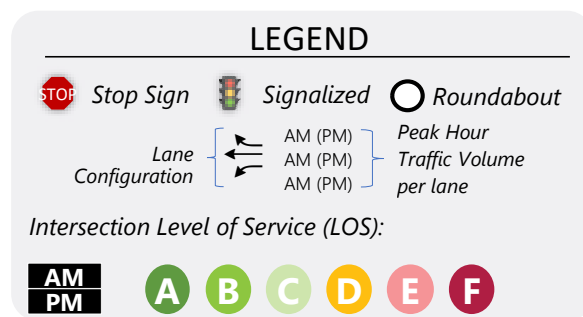
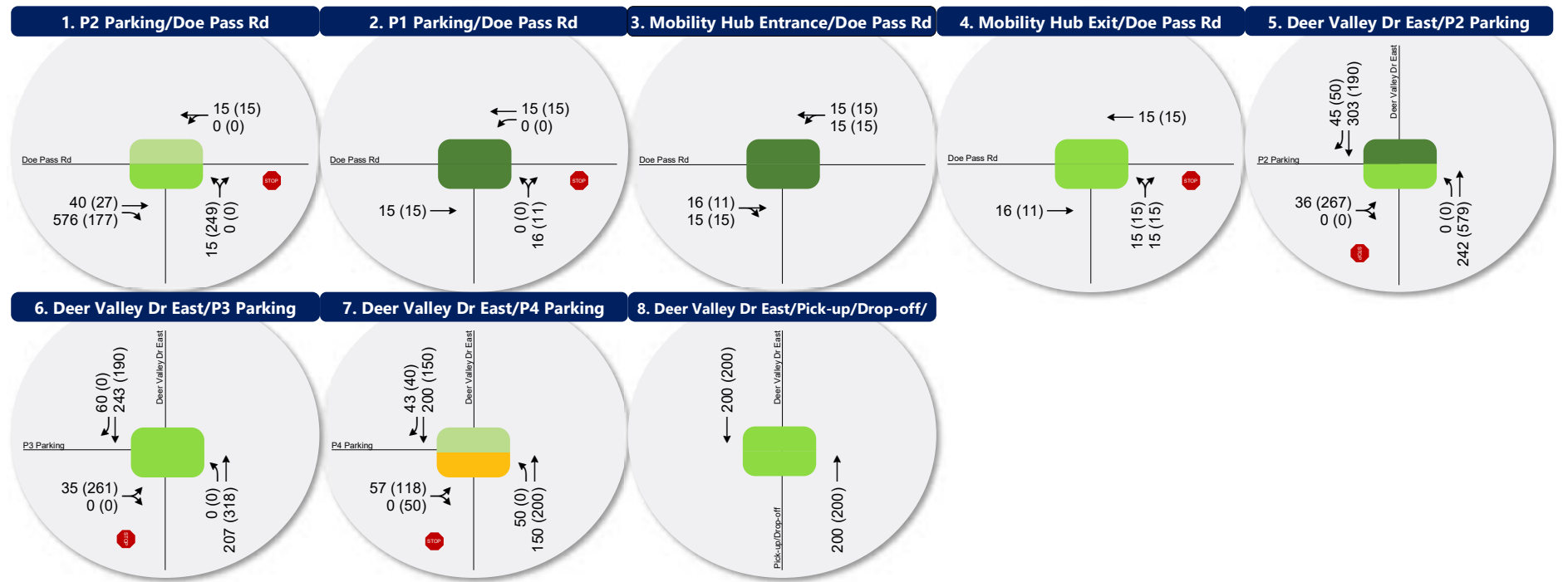


Figure 13
2040 Site Circulation Analysis Intersection LOS Results





Table 18 (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 less than 30 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
 - Northbound queues occasionally extend past the P2 Parking Garage Access. The average queue, however, is 96 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 30 feet, and the queue spillback is not expected to be a common occurrence.
- Deer Valley Drive East / Pick-up and Drop-off
 - Southbound queues occasionally extend past the P4 Parking Garage Access. This is caused by queues due to inefficient pick-up/drop-off that the VISSIM simulation has limitations in. This can likely be mitigated by efficient operations assisted by Deer Valley staff.
- Deer Valley Drive East / Deer Valley Drive West
 - The simulation shows average maximum queues of over 800 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 18: 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	175
			SB	250
			EB	50
		PM	NB	400
			SB	200
			EB	50
2	Doe Pass Rd / Deer Valley Dr West	AM	NB	50
			EB	325
			WB	0
		PM	NB	50
			EB	25
			WB	0
3	Queen Esther Dr / Deer Valley Dr East	AM	NB	0
			SB	50
			WB	75
		PM	NB	25
			SB	100
			WB	75
4	Deer Valley Dr East / Solamere Dr	AM	SB	75
			EB	50
			WB	0
		PM	SB	75
			EB	100
			WB	25
5	Deer Valley Dr East / Deer Valley Dr West	AM	NB	100
			SB	275
			WB	175
		PM	NB	300
			SB	275
			WB	850
6	Doe Pass Rd / P2 Parking	AM	NB	50
			EB	225
			WB	0



Intersection				Average Maximum Queues (feet) ²
ID	Location	Period	Approach ¹	
7	Doe Pass Rd / P1 Parking	PM	NB	125
			EB	25
			WB	0
		AM	NB	75
			EB	0
			WB	0
		PM	NB	75
			EB	0
			WB	0
8	Doe Pass Rd / Mobility Hub Entrance	AM	EB	0
			WB	125
		PM	EB	0
			WB	125
9	Doe Pass Rd / Mobility Hub Exit	AM	NB	175
			EB	0
			WB	25
		PM	NB	175
			EB	0
			WB	25
10	P2 Parking / Deer Valley Dr East	AM	NB	0
			SB	0
			EB	125
		PM	NB	150
			SB	0
			EB	125
11	P3 Parking / Deer Valley Dr East	AM	NB	100
			SB	125
			EB	100
		PM	NB	125
			SB	100
			EB	100
12	P4 Parking / Deer Valley Dr East	AM	NB	25
			SB	25
			EB	100
		PM	NB	0

Intersection				Average Maximum Queues (feet) ²
ID	Location	Period	Approach ¹	
13	Snow Park Lodge Pick-up/Drop-off		SB	25
			EB	175
		AM	NB	25
			SB	125
		PM	NB	50
			SB	200

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 17** and **Table 18** 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.

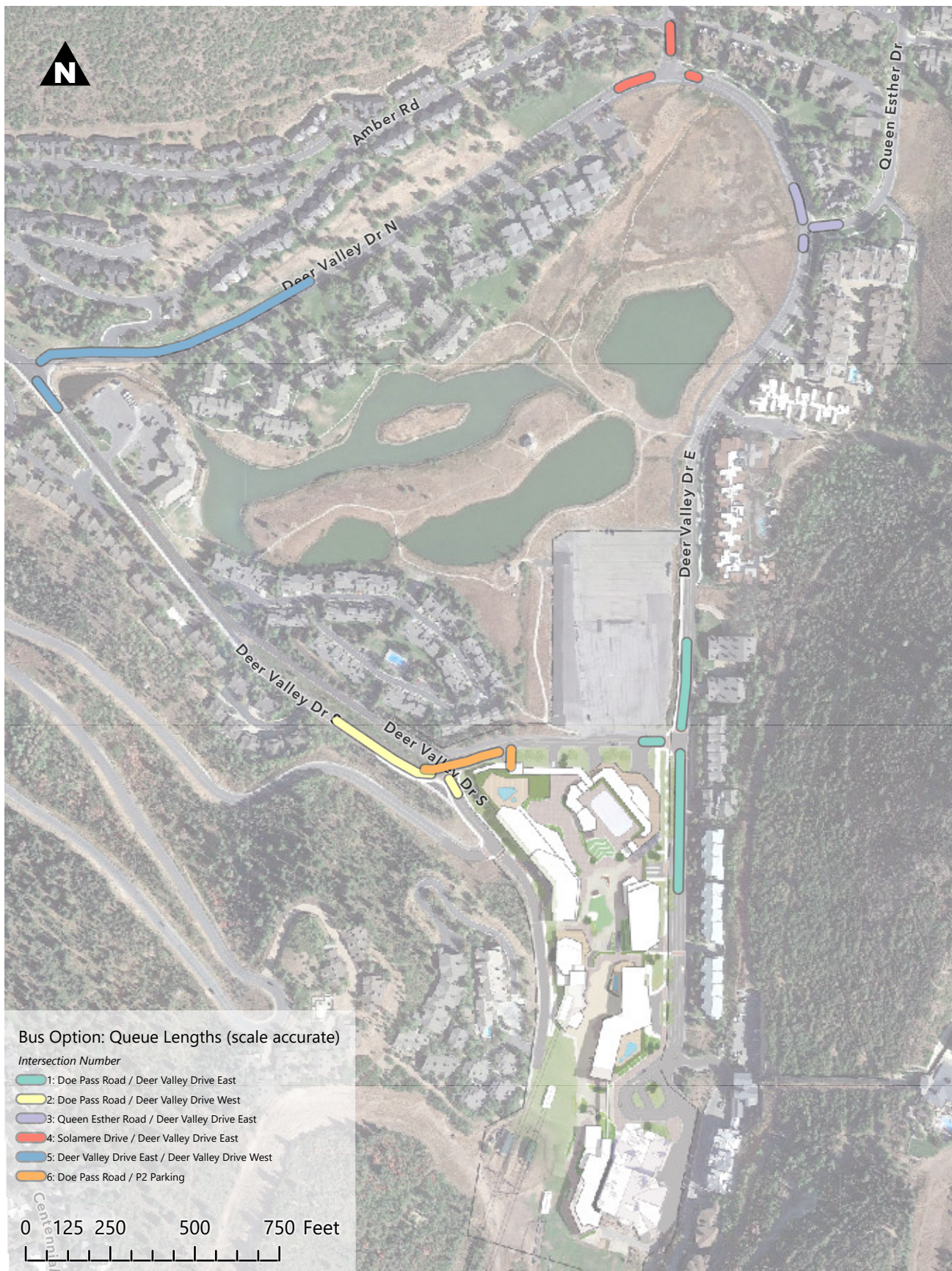


Figure 14
2040 Site Circulation Analysis Queue Results: Bus Option



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.

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.

Fehr & Peers applied the methodology outlined in Urban Land Institute's (ULI) *Shared Parking Manual, 3rd Edition* and its associated spreadsheet tool, to determine the recommended number of parking spaces at Snow Park Village. The methods outlined in *Shared Parking* are considered national state-of-the-practice for right-sizing parking supplies to be shared by multiple land uses. It provides instruction for reducing parking requirements for mixed use developments.

The ULI manual includes baseline parking rates that are informed by parking counts performed across the United States. While these are generally acceptable in many land use contexts, the baseline ULI parking rates are based on nationwide suburban area parking counts and do not consider the unique travel patterns in the study area, nor the atypical land use context (adjacent to a destination ski resort). Therefore, this analysis was performed using parking rates based on the parking requirements outlined in Park City zoning code.

Fehr & Peers estimated the required number of parking spaces at the development using the following factors:



- Proposed land use characteristics as described in the introduction
- Recommended parking rates from IBI Group which are comparable to Park City Zoning Code minima
- Monthly adjustment factors from *Shared Parking*
- Time-of-day adjustment factors from *Shared Parking*
- Noncaptive ratios (internal capture) rates calculated using ULI's *Shared Parking* spreadsheet tool
- Mode adjustment (walking, biking, transit) rates calculated using ULI's *Shared Parking* spreadsheet tool
- Parking counts at the resort collected during ski season from 2015-2016, 2016-2017, 2018-2019, and 2019-2020
 - These counts showed an average February Saturday parking rate of 1,433 stalls at the resort. This was rounded up to assume 1,500 stalls for day skiers and employees

From the proposed land uses that generate parking demand, and the recommended rates from the Park City zoning code, the minimum required parking supply was calculated to be 2,236 stalls. This however does not account for paid parking (which is proposed in future plans for the parking structure) and shared parking among uses. For the shared parking analysis, a reduction of up to 9% was calculated due to the factors listed above, resulting in a parking supply of 2,041 stalls based on shared parking reductions alone.

A reduction of up to 17% in daily parking demand due to paid parking was calculated using methods derived from *The Price Elasticity of Parking: a Meta-Analysis* (Lehner, Peer; 2018), which evaluates price sensitivities to the implementation of paid parking from 50 separate studies. Given that many Deer Valley guests are likely to be less price sensitive than the general public, this study assumes less reduction in demand due to paid parking. It is worth noting, however, that many day skiers visiting from points along the Wasatch Front are more likely to be influenced by the implementation from paid parking.

This results in a potential reduction of up to 26% in recommended parking due to paid parking and shared parking. For this study, to present a more conservative reduction and resulting parking supply, a 20% reduction was assumed to be applicable due to factors such as existing and proposed land uses and expected growth, and was applied to the base required parking. **Table 19** outlines the number of recommended stalls with the reduction due to paid parking and shared parking. Shared parking calculations are attached in the Appendix.

Table 19: Snow Park Village Parking Analysis Summary

Base Recommended Stalls	% Reduction (Paid Parking and Shared Parking)	Stalls Reduced (Paid Parking and Shared Parking)	Net Recommended Stalls
2,236	20%	447	1,789

Source: Fehr & Peers



As shown in **Table 19**, with the expected reductions due to paid parking and shared parking, it is recommended that a minimum of 1,789 stalls be provided for the proposed Snow Park Village development. Snow Park Village will provide 1,810 parking stalls, slightly exceeding the minimum recommended supply of parking but also reducing parking supply from what would typically be required by Park City code. It should be noted that phasing and ongoing refinement of the land use program may adjust the base parking rates and recommendations.

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 for the transit priority alternative includes a proposed seasonal one-way transit lane 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 a flex transit lane 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 flex transit lane 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 transit lane 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 both this *Transit Priority Alternative* and the *Bike Priority Alternative* travel in near free-flow conditions. Therefore, no differences in bus travel time were observed through the simulation model between the two alternatives. However, the transit 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 20**.

Table 20: 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

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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 : 1

Groups Printed- General Traffic

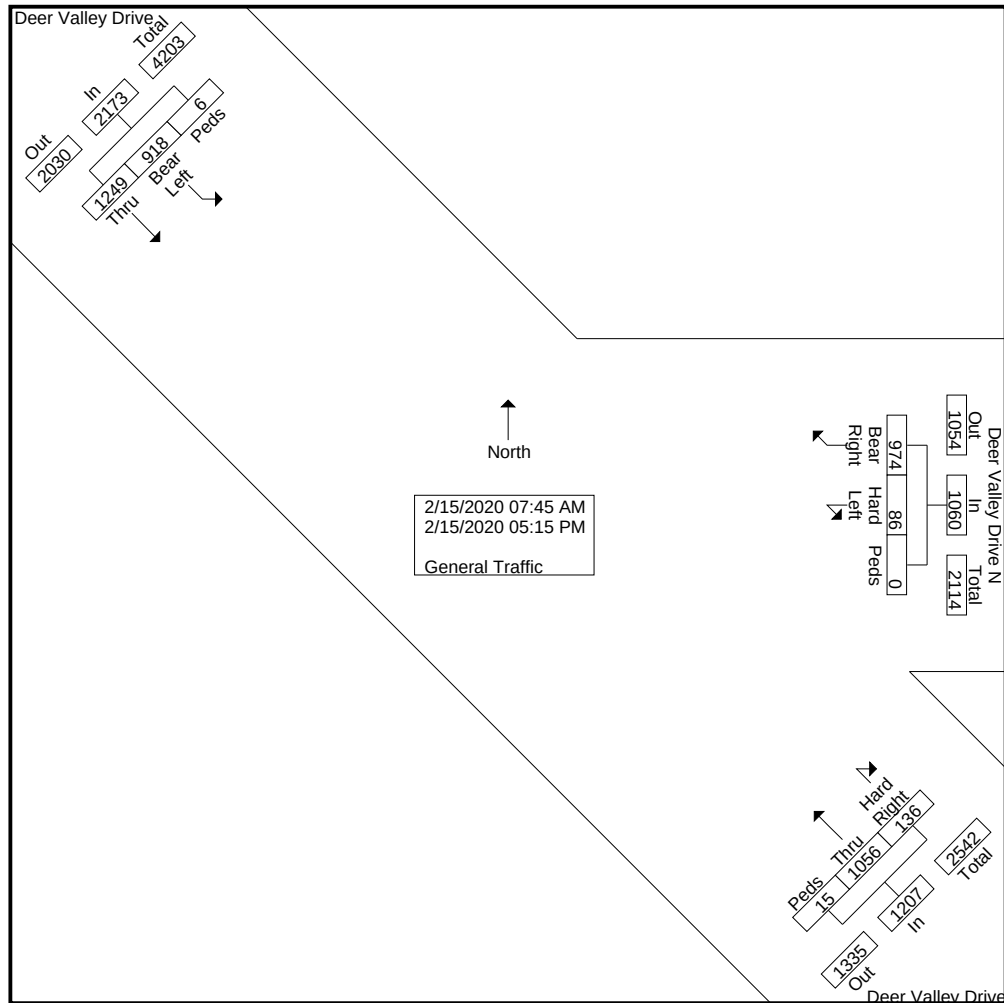
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Total	71	123	0	194	19	4	0	23	2	18	0	20	237
08:00 AM	110	101	0	211	34	2	0	36	5	21	1	27	274
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	53	10	0	63	4	29	0	33	268
08:45 AM	125	46	0	171	48	7	0	55	6	32	4	42	268
Total	476	272	0	748	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	

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File Name : Deer Valley Dr & Deer Valley Dr N - D1
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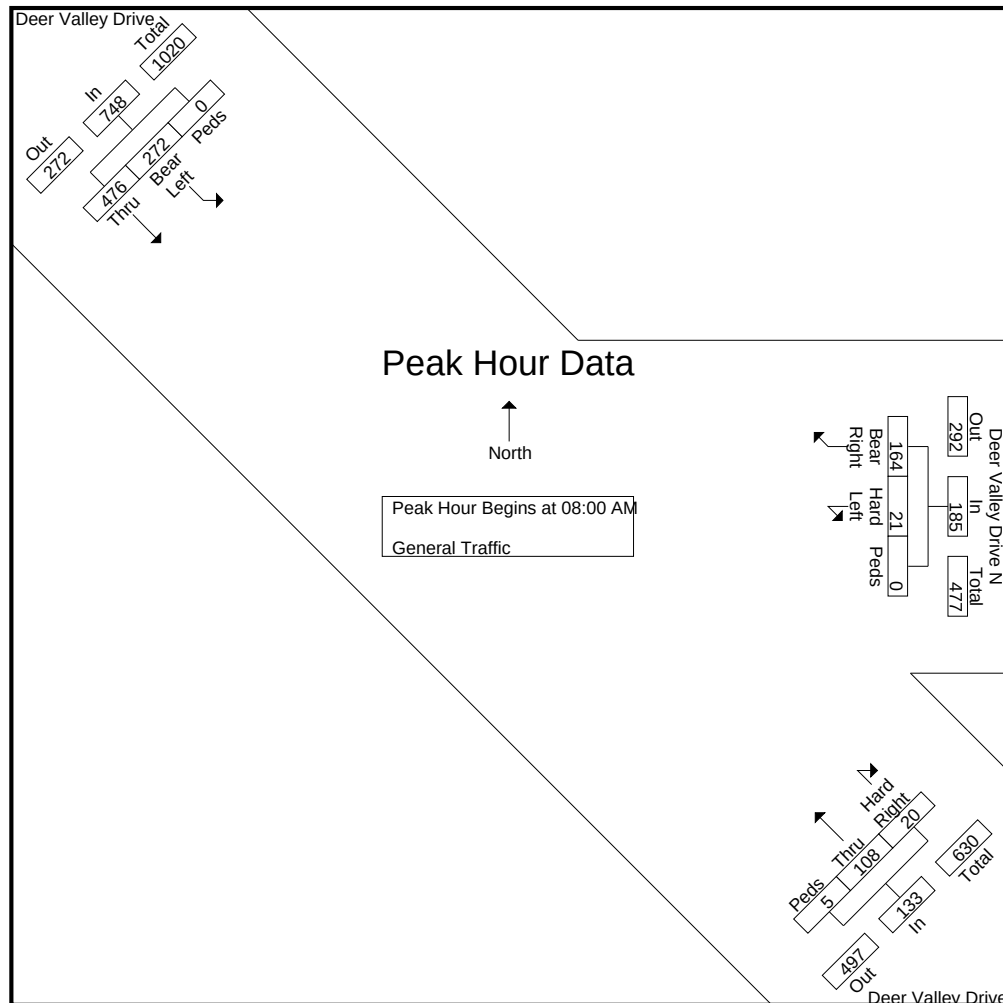
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Peak Hour for Entire Intersection Begins at 08:00 AM													
08:00 AM	110	101	0	211	34	2	0	36	5	21	1	27	274
08:15 AM	124	70	0	194	29	2	0	31	5	26	0	31	256
08:30 AM	117	55	0	172	53	10	0	63	4	29	0	33	268
08:45 AM	125	46	0	171	48	7	0	55	6	32	4	42	268
Total Volume	476	272	0	748	164	21	0	185	20	108	5	133	1066
% App. Total	63.6	36.4	0		88.6	11.4	0		15	81.2	3.8		
PHF	.952	.673	.000	.886	.774	.525	.000	.734	.833	.844	.313	.792	.973

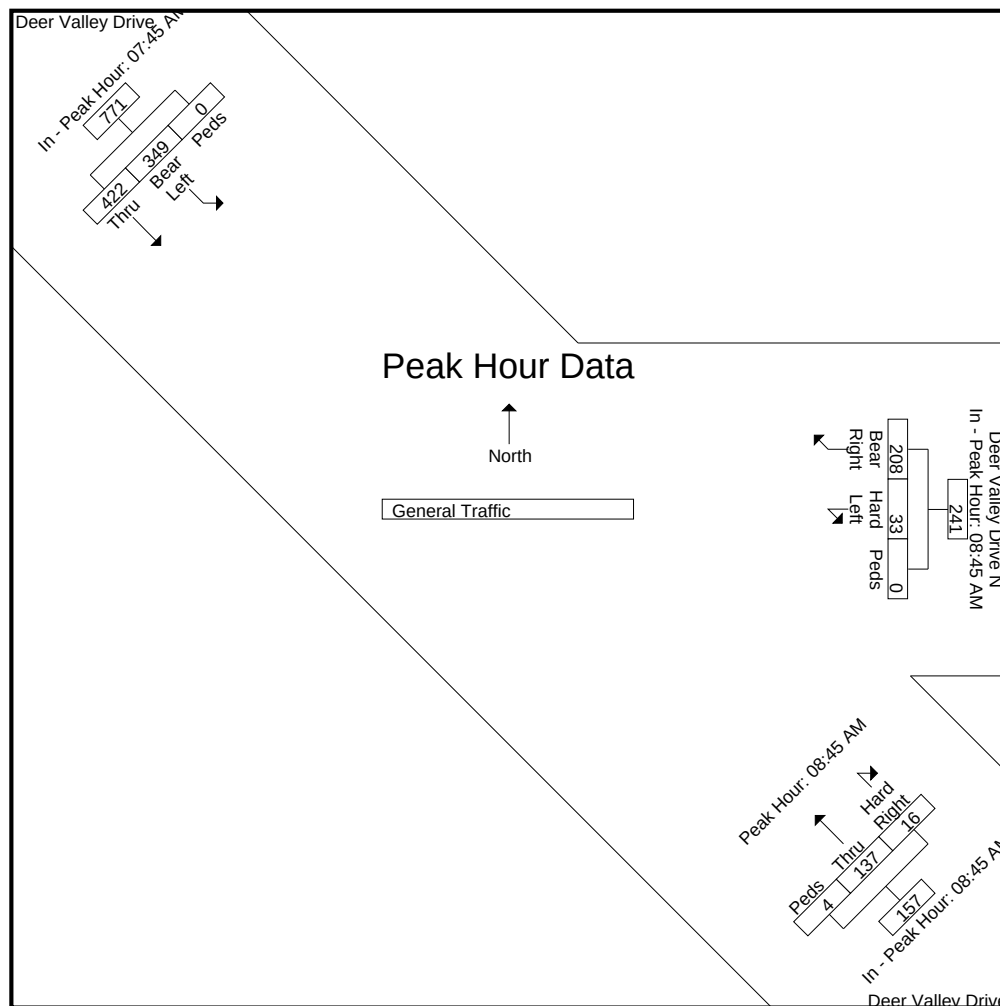


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File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
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Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1													
Peak Hour for Each Approach Begins at:													
	07:45 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	



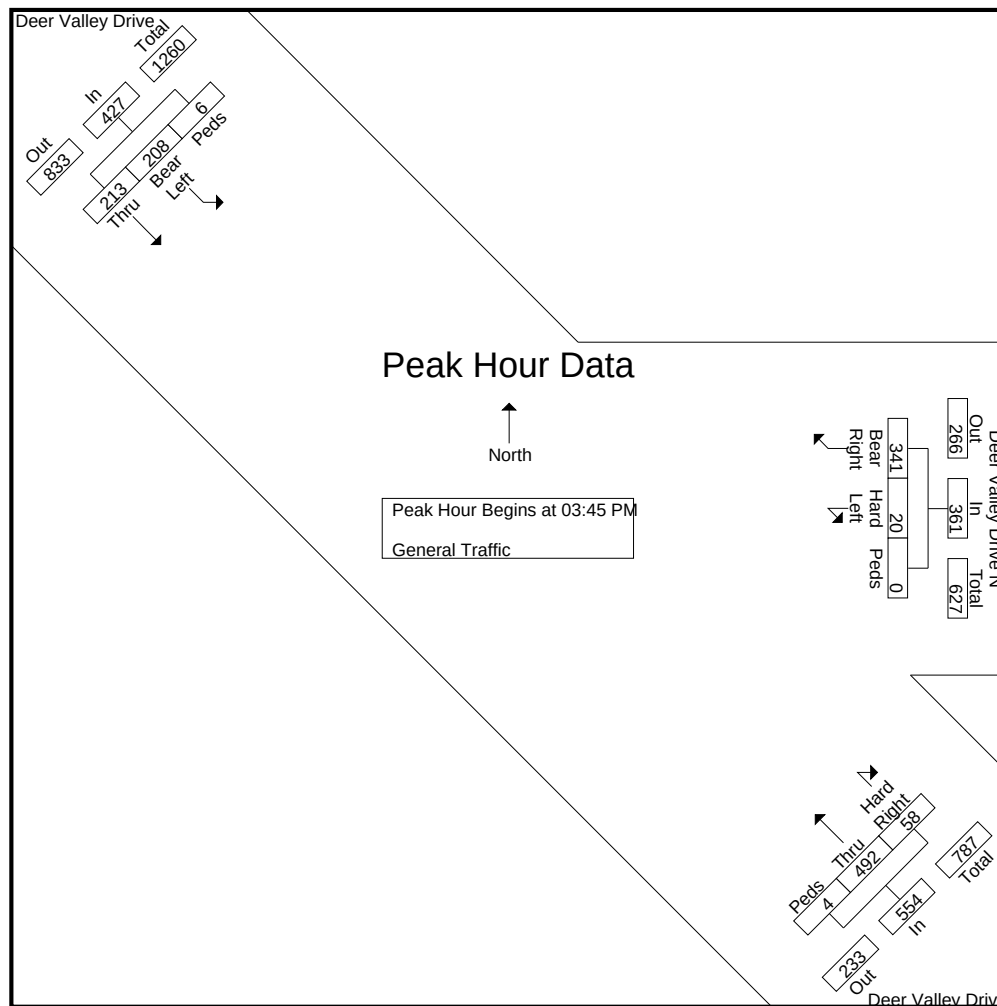
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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
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File Name : Deer Valley Dr & Deer Valley Dr N - D1
Site Code : Day 1
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	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



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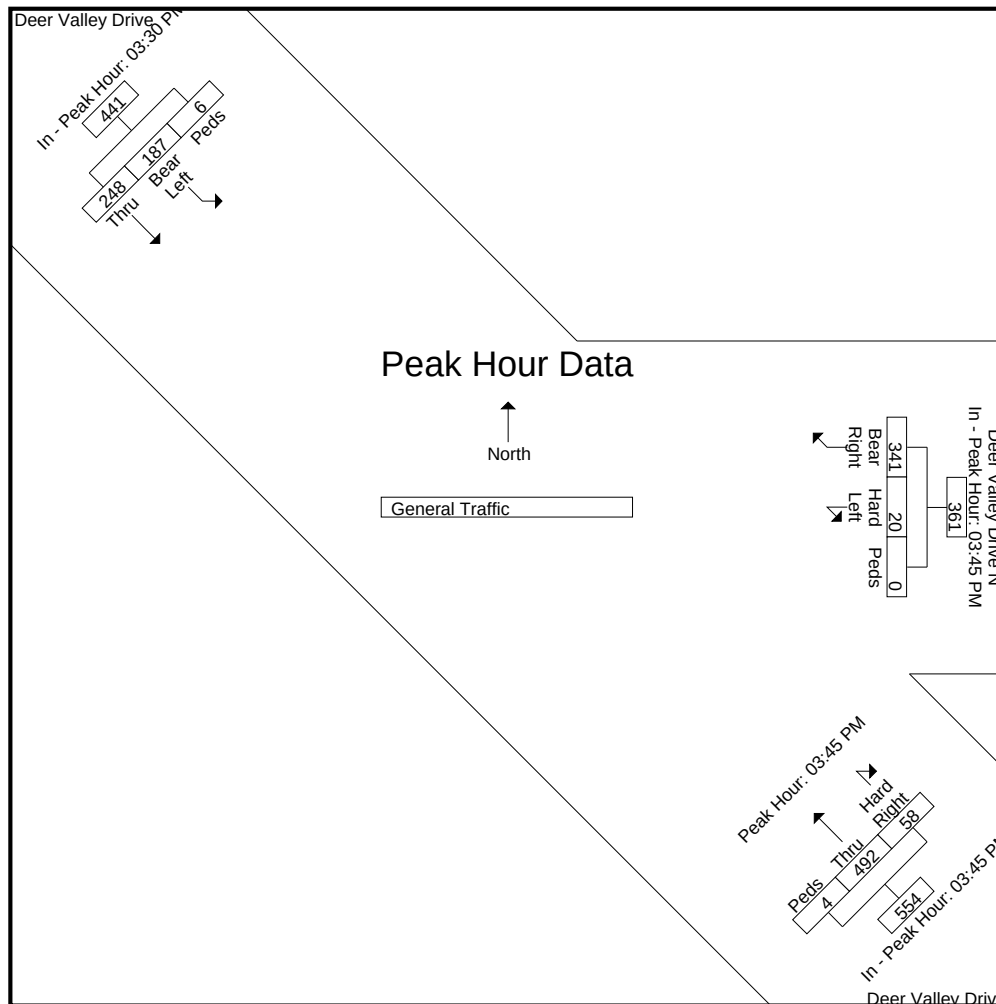
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Start Date : 2/15/2020
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Start Time	Thru	Bear Left	Peds	App. Total	Bear Right	Hard Left	Peds	App. Total	Hard Right	Thru	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM				03:45 PM				03:45 PM			
+0 mins.	81	47	0	128	81	7	0	88	16	98	3	117
+15 mins.	55	50	0	105	83	8	0	91	11	130	0	141
+30 mins.	66	41	0	107	73	3	0	76	18	155	0	173
+45 mins.	46	49	6	101	104	2	0	106	13	109	1	123
Total Volume	248	187	6	441	341	20	0	361	58	492	4	554
% App. Total	56.2	42.4	1.4		94.5	5.5	0		10.5	88.8	0.7	
PHF	.765	.935	.250	.861	.820	.625	.000	.851	.806	.794	.333	.801



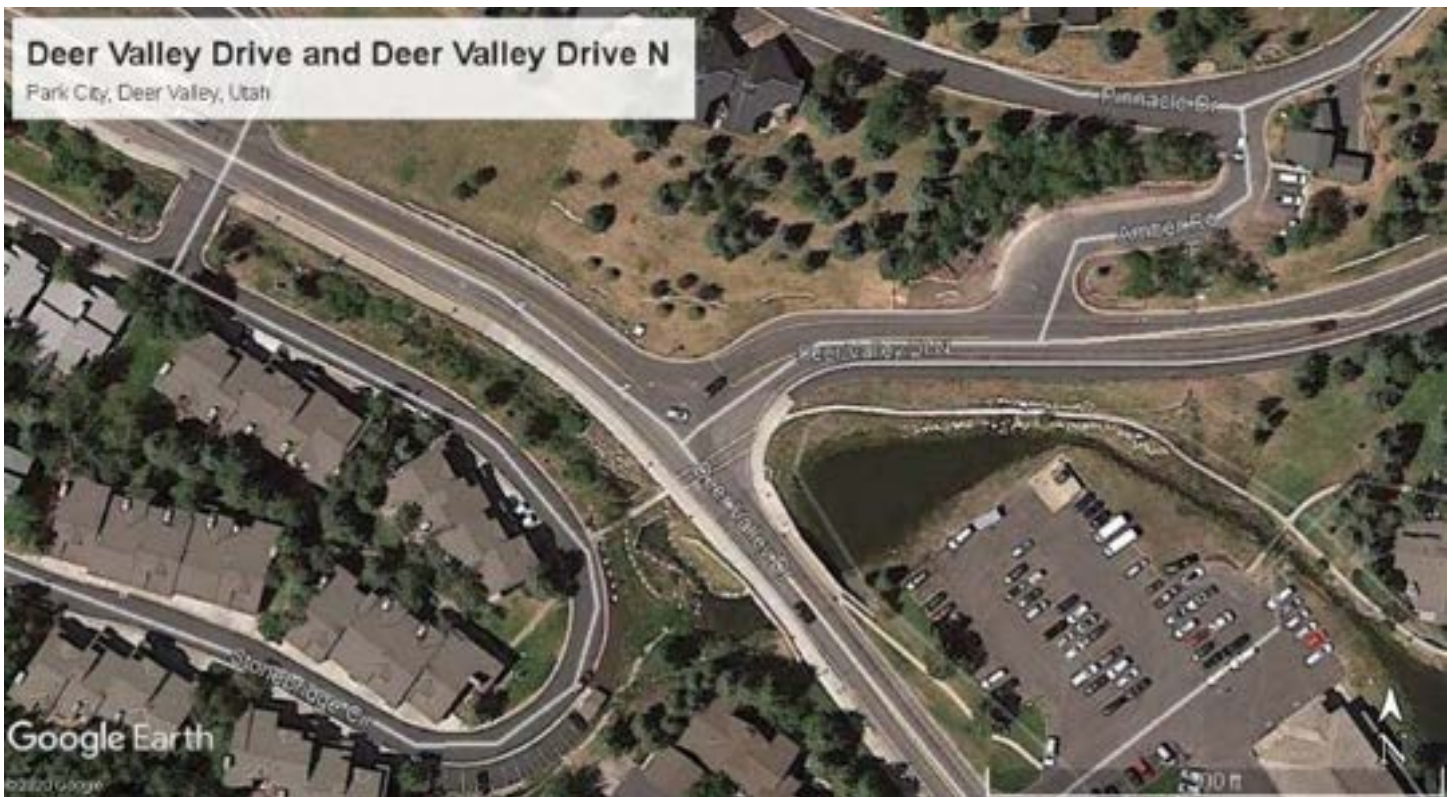
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Image 1



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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

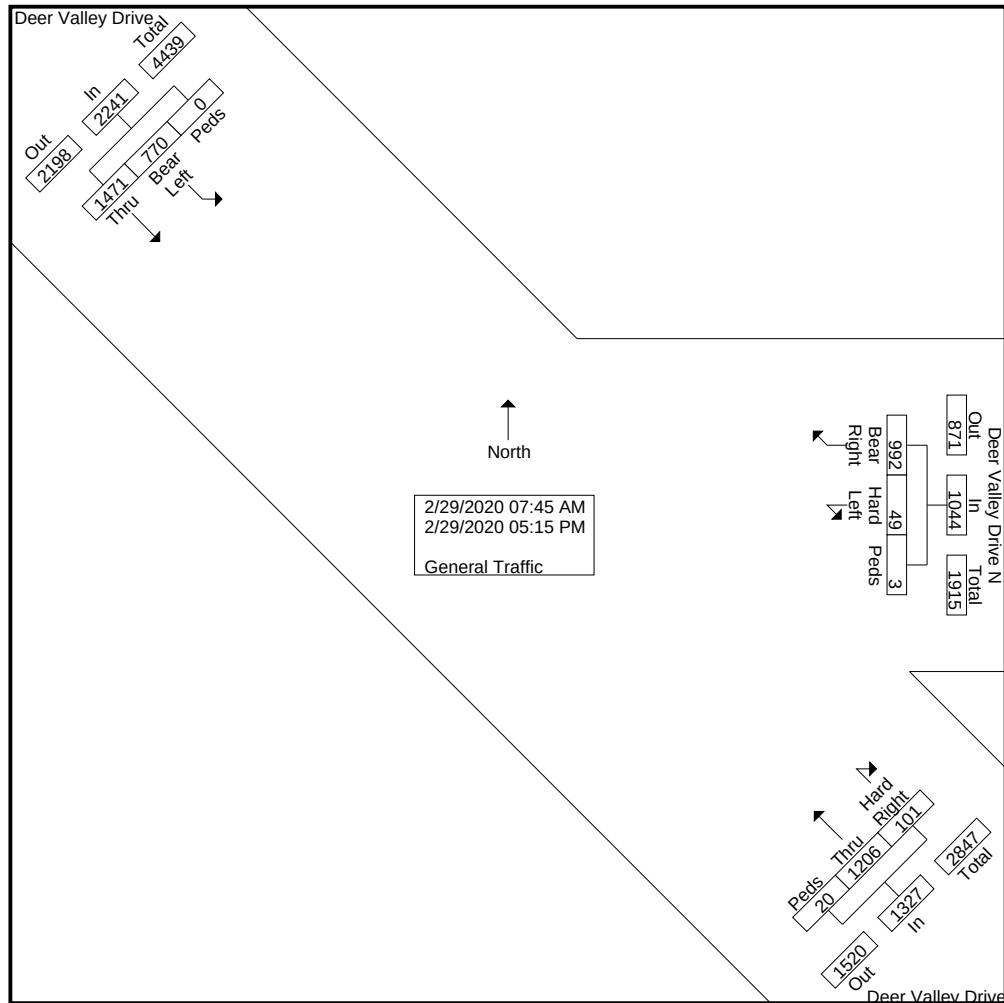
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Total	53	73	0	126	21	1	0	22	2	21	0	23	171
08:00 AM	104	59	0	163	38	0	0	38	2	19	0	21	222
08:15 AM	150	70	0	220	32	1	0	33	3	19	0	22	275
08:30 AM	160	35	0	195	36	5	0	41	5	33	0	38	274
08:45 AM	173	39	0	212	38	1	0	39	2	48	0	50	301
Total	587	203	0	790	144	7	0	151	12	119	0	131	1072
09:00 AM	144	32	0	176	50	0	0	50	5	47	1	53	279
09:15 AM	128	36	0	164	53	4	0	57	2	42	0	44	265
09:30 AM	149	35	0	184	43	5	0	48	2	31	1	34	266
Total	421	103	0	524	146	9	0	155	9	120	2	131	810
03:30 PM	66	48	0	114	103	3	1	107	10	111	0	121	342
03:45 PM	51	54	0	105	95	4	0	99	10	116	1	127	331
Total	117	102	0	219	198	7	1	206	20	227	1	248	673
04:00 PM	43	45	0	88	102	8	0	110	12	159	1	172	370
04:15 PM	63	52	0	115	76	8	2	86	9	140	0	149	350
04:30 PM	47	38	0	85	104	2	0	106	13	121	1	135	326
04:45 PM	57	61	0	118	66	2	0	68	6	97	4	107	293
Total	210	196	0	406	348	20	2	370	40	517	6	563	1339
05:00 PM	52	44	0	96	80	4	0	84	11	113	2	126	306
05:15 PM	31	49	0	80	55	1	0	56	7	89	9	105	241
Grand Total	1471	770	0	2241	992	49	3	1044	101	1206	20	1327	4612
Apprch %	65.6	34.4	0		95	4.7	0.3		7.6	90.9	1.5		
Total %	31.9	16.7	0	48.6	21.5	1.1	0.1	22.6	2.2	26.1	0.4	28.8	

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Study: FEHR0119
Intersection: Deer Valley/ 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



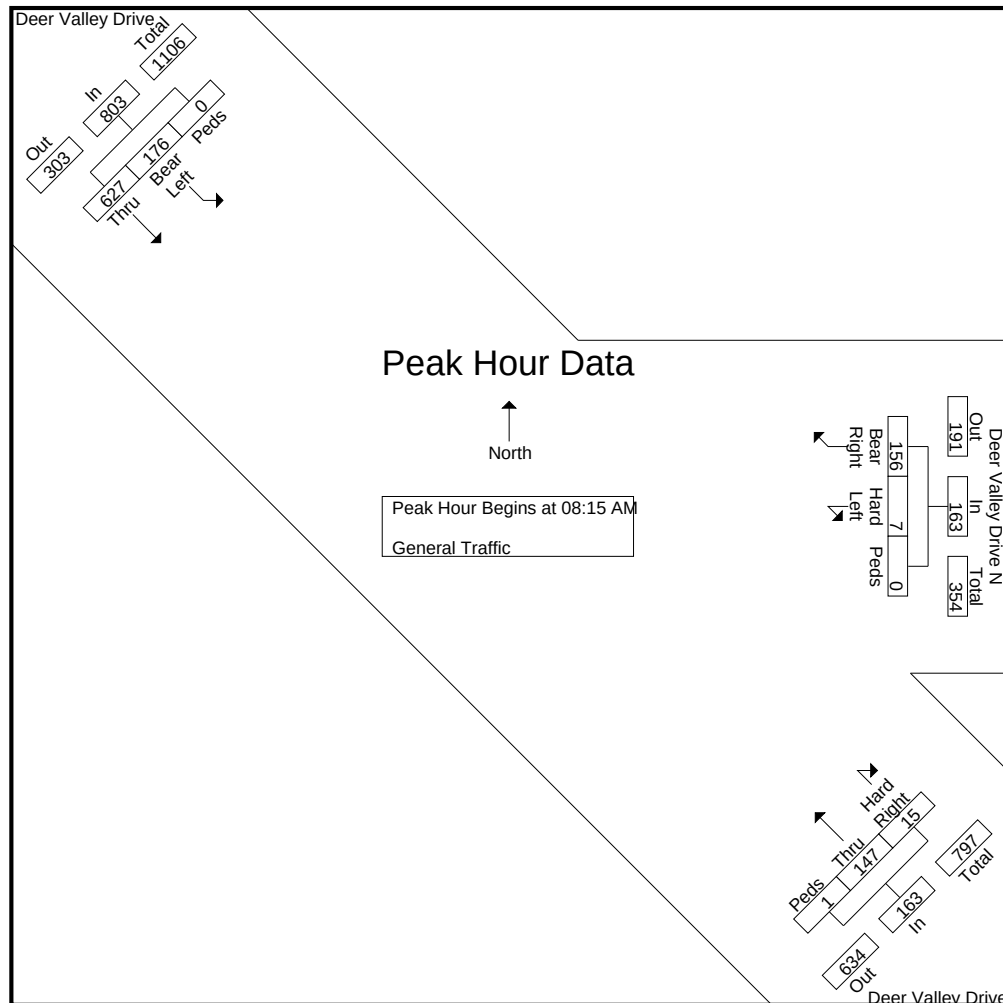
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File Name : Deer Valley Dr & Deer Valley Dr N - D2
Site Code : Day 2
Start Date : 2/29/2020
Page No : 3

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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



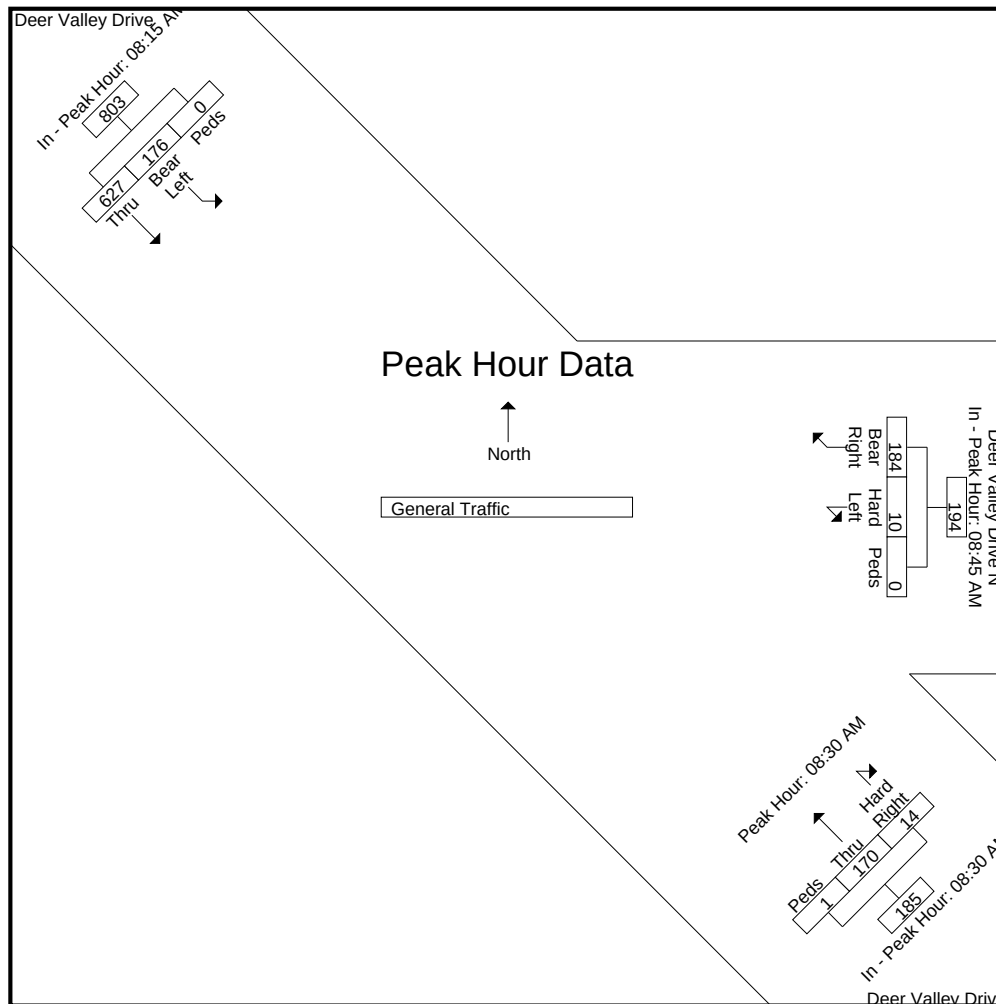
L2 Data Collection

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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	



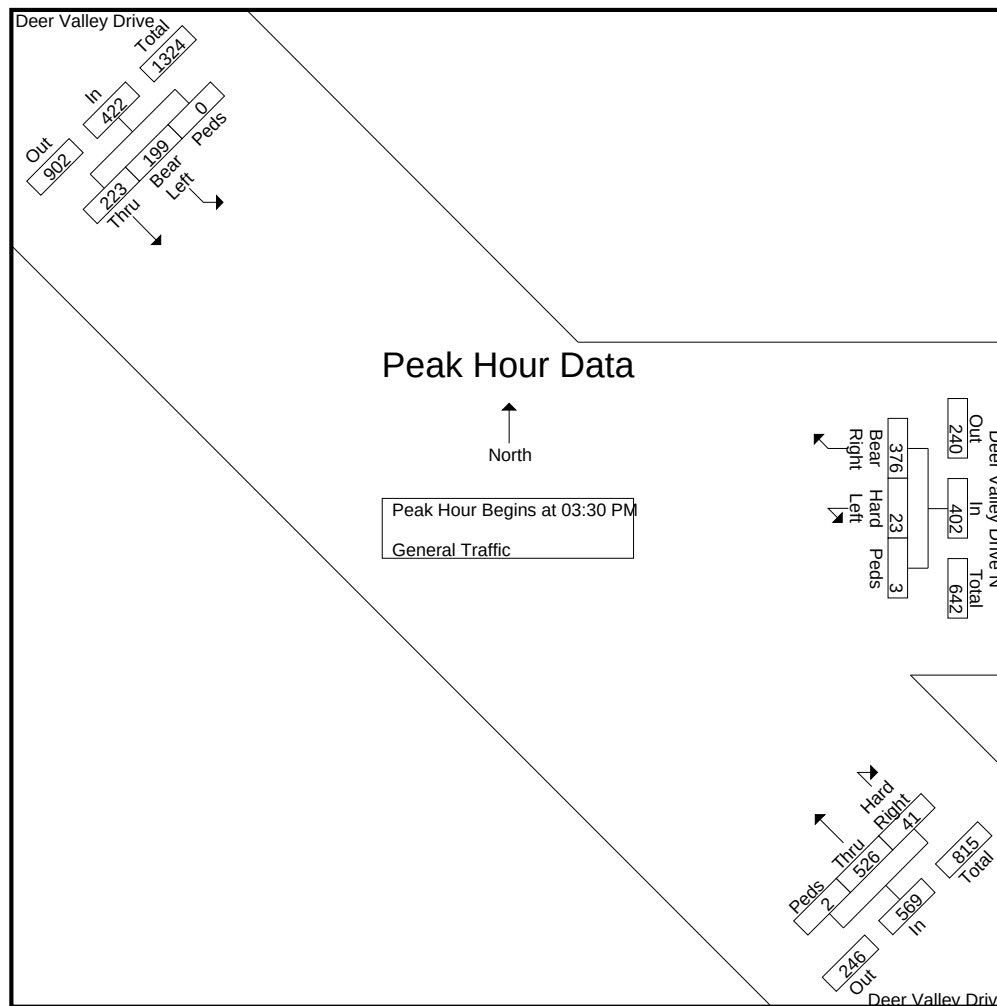
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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

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



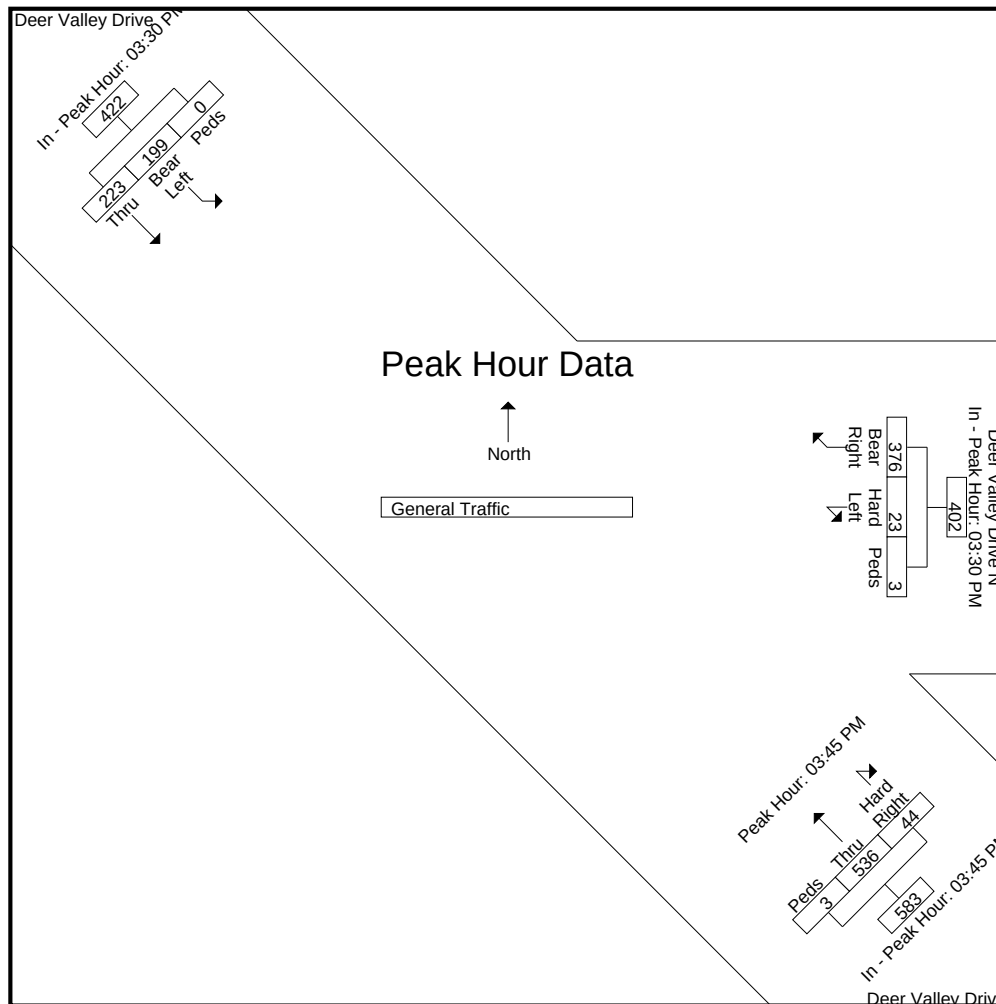
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Study: FEHR0119
Intersection: Deer Valley/ Deer Valley N
City, State: Deer Valley, Utah
Control: Stop Sign

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	



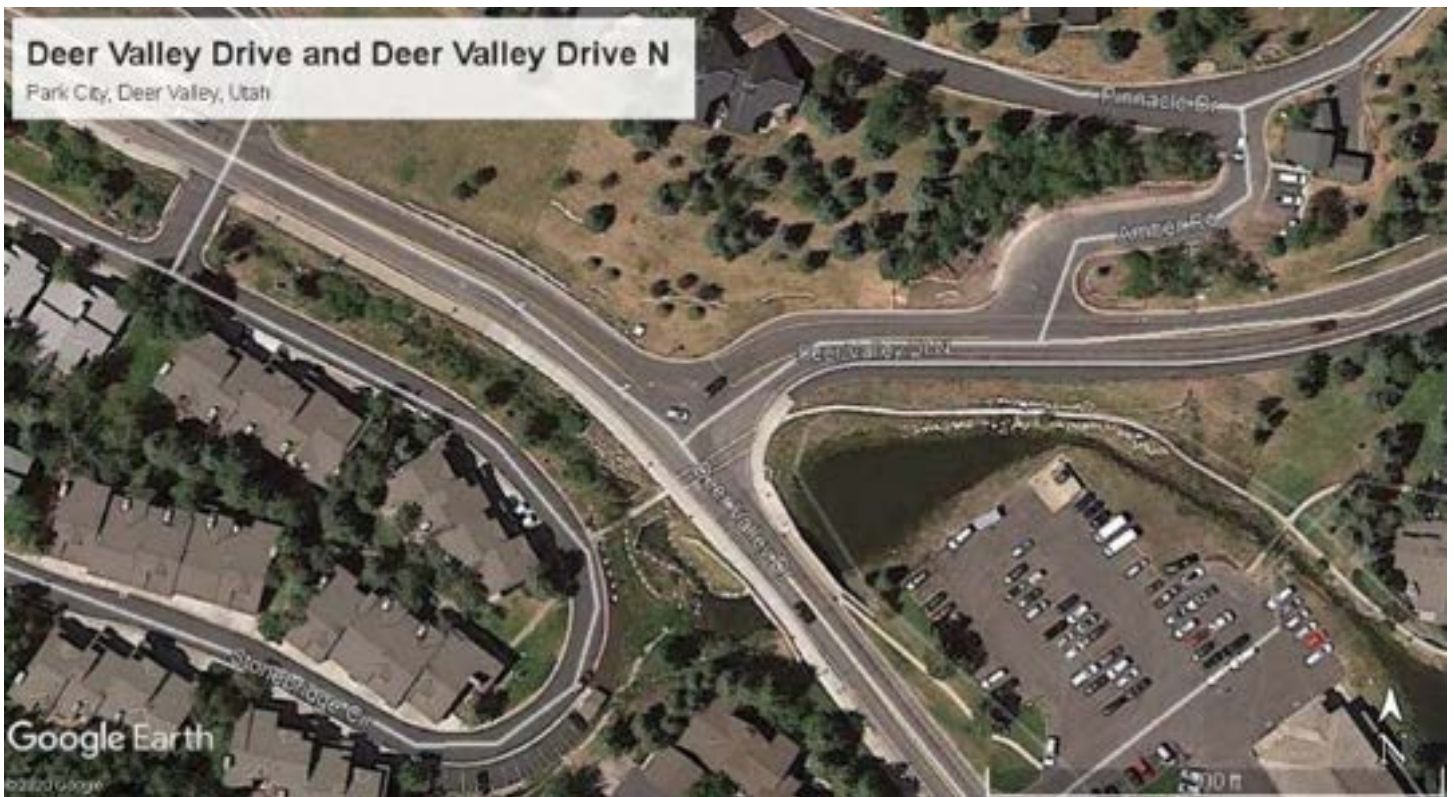
L2 Data Collection

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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



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Study: FEHR0124

Intersection: Deer Valley Dr / Marsac Av

City, State: Park City, Utah

Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT

Site Code : Saturday

Start Date : 12/19/2020

Page No : 1

Groups Printed- General Traffic - Turns

Start Time	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
Total	1	105	141	0	247	37	2	5	0	44	3	19	0	1	23	1	3	1	0	5	319
08:00 AM	2	59	173	0	234	30	2	1	0	33	12	23	0	1	36	1	3	0	1	5	308
08:15 AM	3	78	171	0	252	46	3	4	0	53	12	22	0	1	35	0	3	0	2	5	345
08:30 AM	1	79	171	0	251	39	4	11	0	54	13	22	0	2	37	3	7	0	1	11	353
08:45 AM	2	74	178	0	254	55	4	6	2	67	16	26	1	3	46	3	6	1	4	14	381
Total	8	290	693	0	991	170	13	22	2	207	53	93	1	7	154	7	19	1	8	35	1387
09:00 AM	3	70	140	0	213	74	4	4	2	84	8	31	0	8	47	4	3	1	6	14	358
09:15 AM	1	74	114	3	192	63	2	6	2	73	9	31	0	1	41	0	4	0	1	5	311
09:30 AM	1	66	116	0	183	75	0	2	2	79	7	35	0	0	42	0	3	1	1	5	309

Total	5	210	370	3	588	212	6	12	6	236	24	97	0	9	130	4	10	2	8	24	978

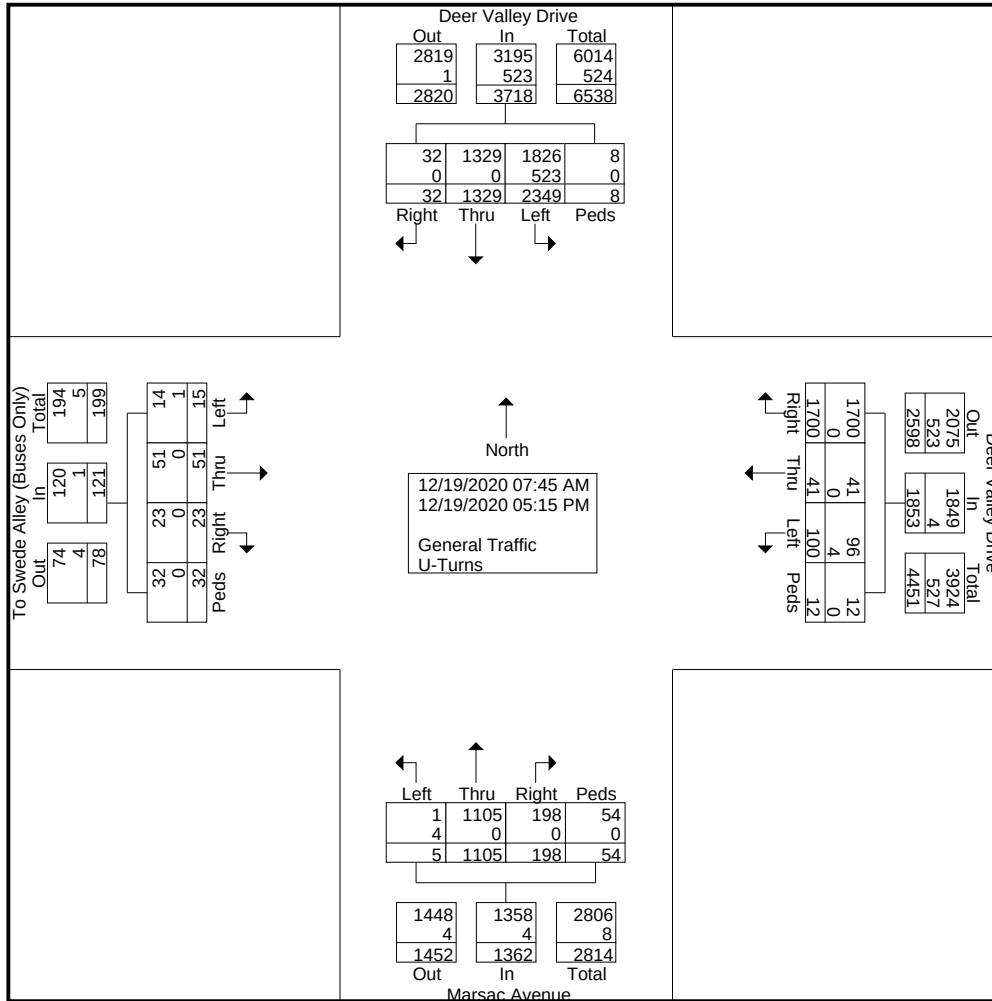
03:30 PM	5	97	155	0	257	155	2	7	0	164	18	97	0	5	120	4	0	3	0	7	548
03:45 PM	2	90	162	0	254	157	4	9	0	170	17	116	0	7	140	2	4	1	4	11	575
Total	7	187	317	0	511	312	6	16	0	334	35	213	0	12	260	6	4	4	4	18	1123
04:00 PM	1	101	141	0	243	177	1	12	0	190	9	106	1	7	123	1	2	0	3	6	562
04:15 PM	1	93	129	5	228	180	3	9	1	193	16	106	1	2	125	0	3	0	2	5	551
04:30 PM	2	91	144	0	237	176	4	5	0	185	16	100	0	7	123	2	2	4	1	9	554
04:45 PM	3	83	145	0	231	139	3	10	0	152	16	135	1	3	155	0	4	1	0	5	543
Total	7	368	559	5	939	672	11	36	1	720	57	447	3	19	526	3	11	5	6	25	2210
05:00 PM	1	74	135	0	210	129	3	5	1	138	11	104	0	3	118	1	2	1	2	6	472
05:15 PM	3	95	134	0	232	168	0	4	2	174	15	132	1	3	151	1	2	1	4	8	565
Grand Total	32	1329	2349	8	3718	1700	41	100	12	1853	198	1105	5	54	1362	23	51	15	32	121	7054
Apprch %	0.9	35.7	63.2	0.2		91.7	2.2	5.4	0.6		14.5	81.1	0.4	4		19	42.1	12.4	26.4		
Total %	0.5	18.8	33.3	0.1	52.7	24.1	0.6	1.4	0.2	26.3	2.8	15.7	0.1	0.8	19.3	0.3	0.7	0.2	0.5	1.7	
General Traffic	32	1329	1826	8	3195	1700	41	96	12	1849	198	1105	1	54	1358	23	51	14	32	120	6522
% General Traffic	100	100	77.7	100	85.9	100	100	96	100	99.8	100	100	20	100	99.7	100	100	93.3	100	99.2	92.5
U-Turns	0	0	523	0	523	0	0	4	0	4	0	0	4	0	4	0	0	1	0	1	532
% U-Turns	0	0	22.3	0	14.1	0	0	4	0	0.2	0	0	80	0	0.3	0	0	6.7	0	0.8	7.5

L2 Data Collection

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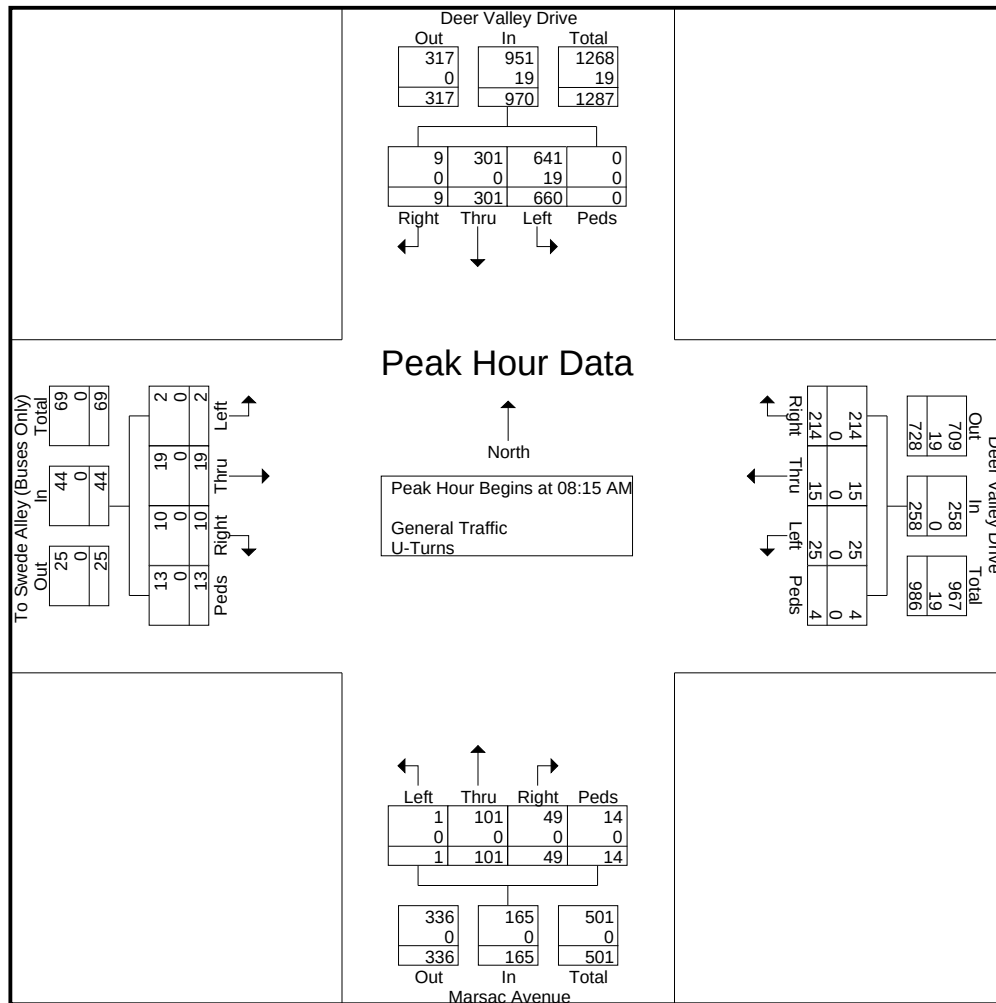
Study: FEHR0124
Intersection: Deer Valley Dr / Marsac Av
City, State: Park City, Utah
Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 2



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

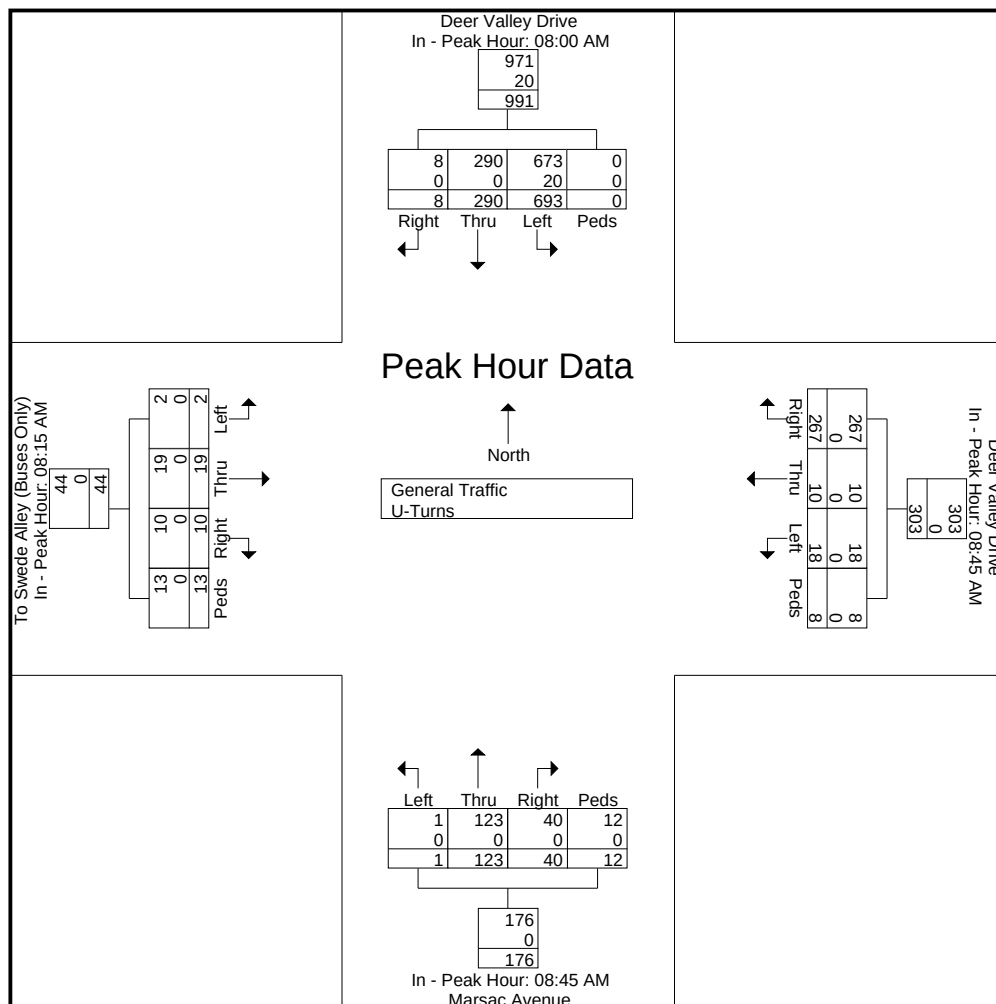
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 4

	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



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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

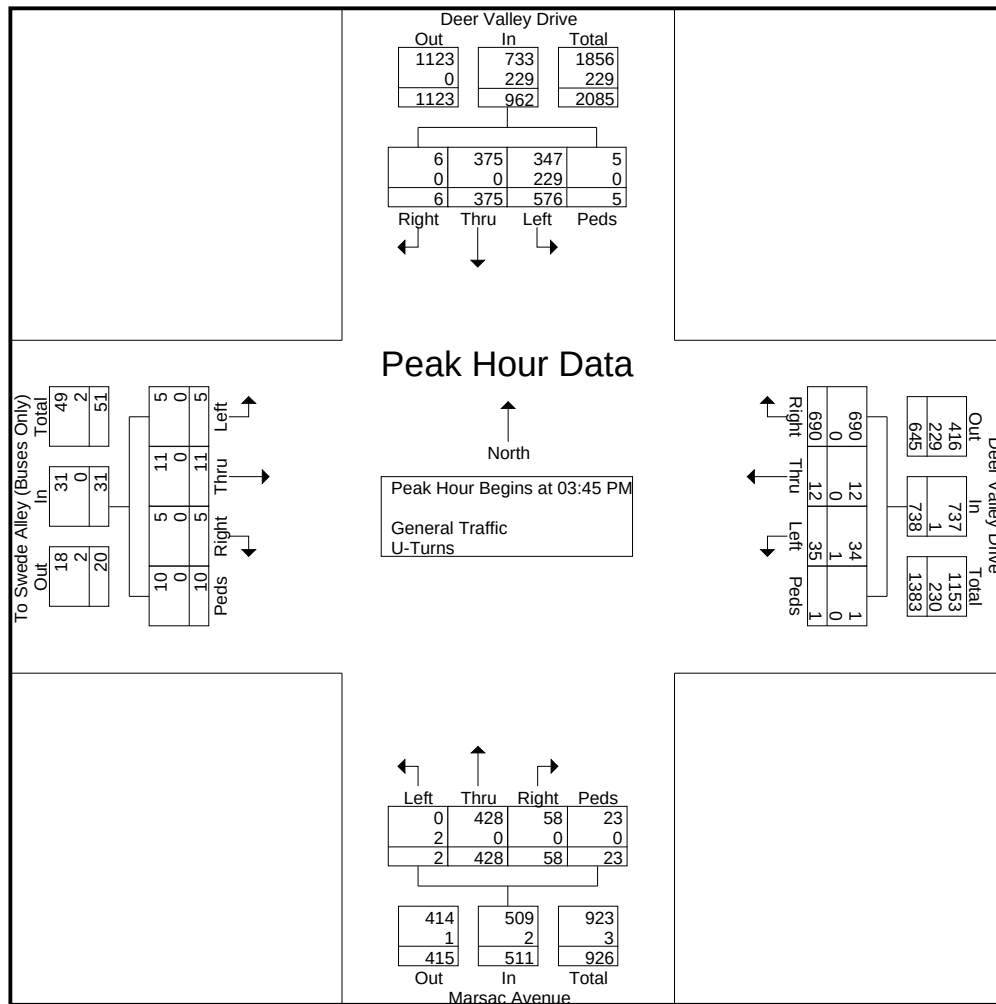
Page No : 5

	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



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

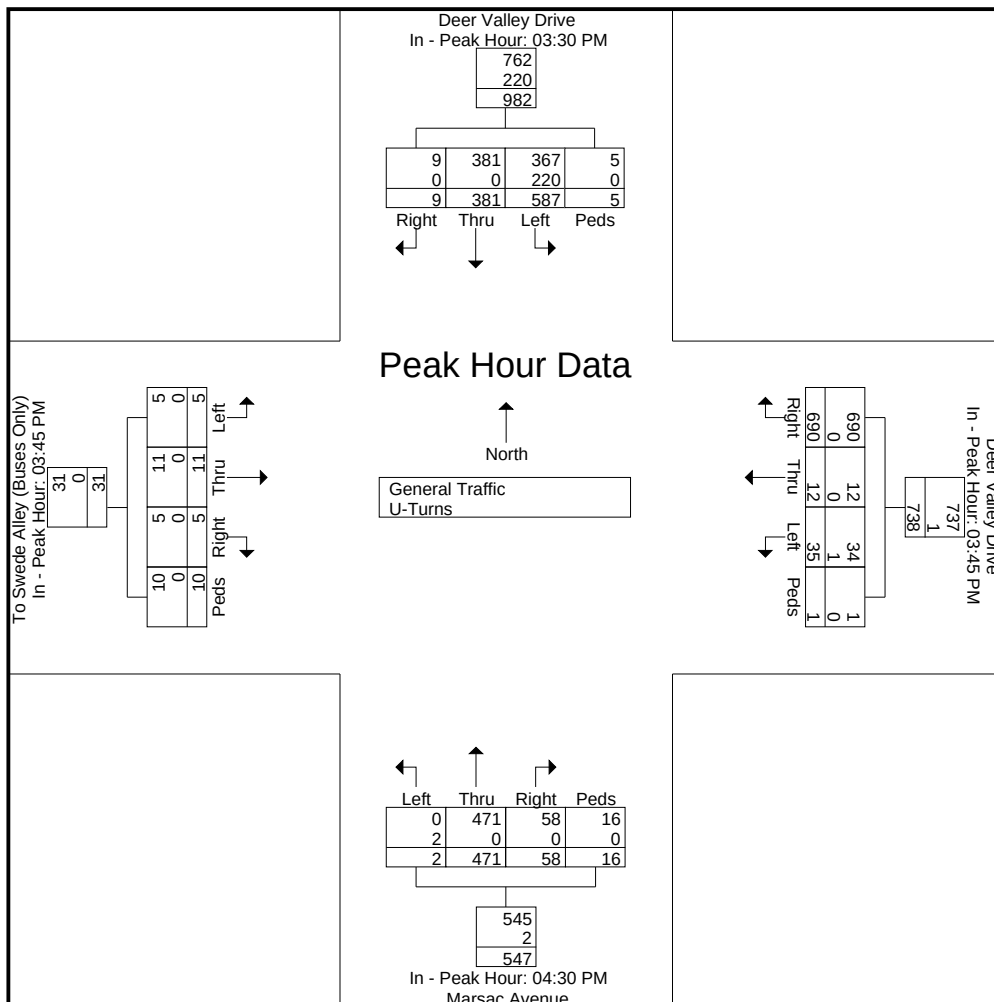
File Name : Deer Valley Dr & Marsac Ave RDBT
Site Code : Saturday
Start Date : 12/19/2020
Page No : 6

	Deer Valley Drive From North					Deer Valley Drive From East					Marsac Avenue From South					To Swede Alley (Buses Only) From West					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total

Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	03:30 PM					03:45 PM					04:30 PM					03:45 PM				
+0 mins.	5	97	155	0	257	157	4	9	0	170	16	100	0	7	123	2	4	1	4	11
+15 mins.	2	90	162	0	254	177	1	12	0	190	16	135	1	3	155	1	2	0	3	6
+30 mins.	1	101	141	0	243	180	3	9	1	193	11	104	0	3	118	0	3	0	2	5
+45 mins.	1	93	129	5	228	176	4	5	0	185	15	132	1	3	151	2	2	4	1	9
Total Volume	9	381	587	5	982	690	12	35	1	738	58	471	2	16	547	5	11	5	10	31
% App. Total	0.9	38.8	59.8	0.5		93.5	1.6	4.7	0.1		10.6	86.1	0.4	2.9		16.1	35.5	16.1	32.3	
PHF	.450	.943	.906	.250	.955	.958	.750	.729	.250	.956	.906	.872	.500	.571	.882	.625	.688	.313	.625	.705
General Traffic	9	381	367	5	762	690	12	34	1	737	58	471	0	16	545	5	11	5	10	31
% General Traffic	100	100	62.5	100	77.6	100	100	97.1	100	99.9	100	100	0	100	99.6	100	100	100	100	100
U-Turns	0	0	220	0	220	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0
% U-Turns	0	0	37.5	0	22.4	0	0	2.9	0	0.1	0	0	100	0	0.4	0	0	0	0	0



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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 : 7

Image 1



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 : 1

Groups Printed- General Traffic

Start Time	Bonanza Drive From Northeast				Deer Valley Drive From South				Deer Valley Drive From West				Int. Total
	Bear Right	Bear Left	Peds	App. Total	Bear Right	Left	Peds	App. Total	Right	Bear Left	Peds	App. Total	
07:45 AM	34	138	0	172	21	37	0	58	137	13	0	150	380
Total	34	138	0	172	21	37	0	58	137	13	0	150	380
08:00 AM	26	111	0	137	30	42	0	72	147	8	0	155	364
08:15 AM	49	115	0	164	24	60	0	84	141	14	0	155	403
08:30 AM	51	113	0	164	23	48	0	71	137	23	0	160	395
08:45 AM	40	130	0	170	32	58	0	90	137	23	0	160	420
Total	166	469	0	635	109	208	0	317	562	68	0	630	1582
09:00 AM	28	111	0	139	49	57	0	106	120	29	0	149	394
09:15 AM	22	85	0	107	27	70	0	97	112	34	0	146	350
09:30 AM	26	90	0	116	38	54	0	92	121	30	0	151	359

Total	76	286	0	362	114	181	0	295	353	93	0	446	1103

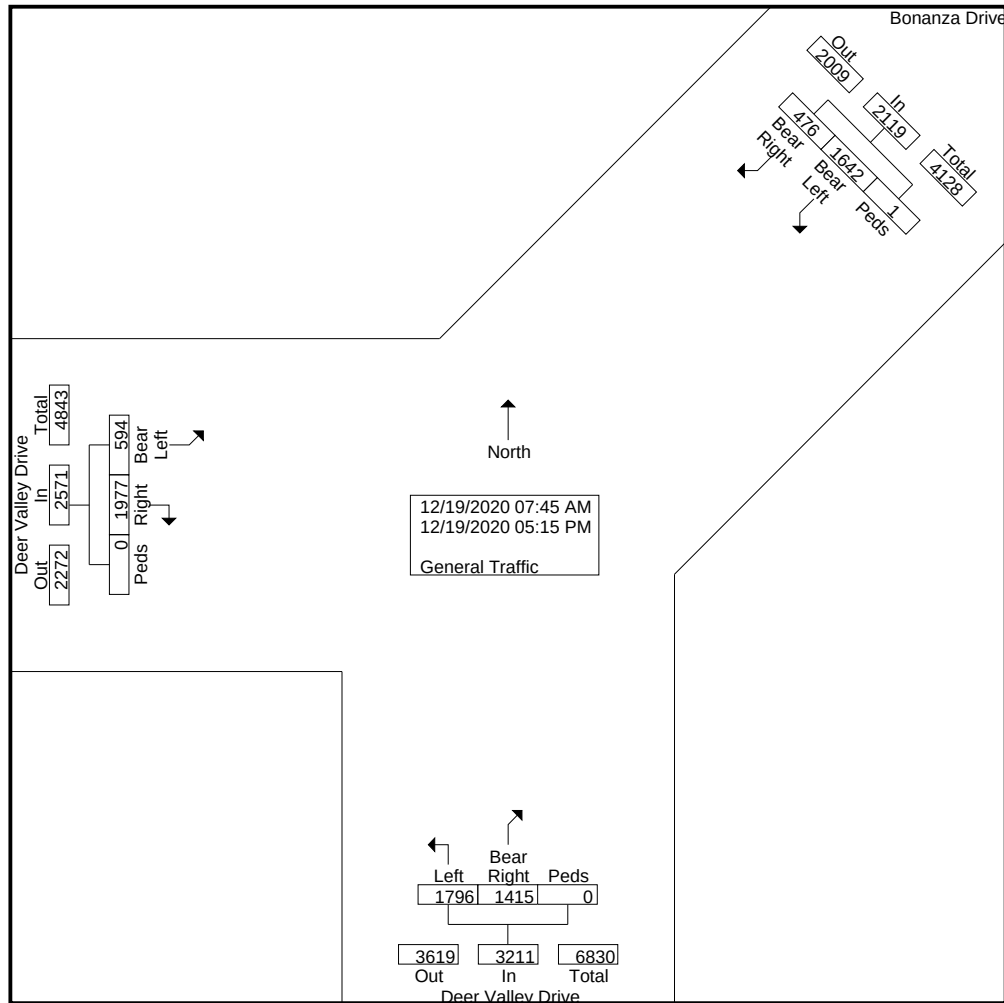
03:30 PM	23	90	0	113	146	174	0	320	120	58	0	178	611
03:45 PM	41	110	1	152	147	184	0	331	110	67	0	177	660
Total	64	200	1	265	293	358	0	651	230	125	0	355	1271
04:00 PM	25	92	0	117	155	175	0	330	119	59	0	178	625
04:15 PM	26	103	0	129	142	177	0	319	110	63	0	173	621
04:30 PM	31	94	0	125	176	182	0	358	99	50	0	149	632
04:45 PM	17	86	0	103	130	166	0	296	121	44	0	165	564
Total	99	375	0	474	603	700	0	1303	449	216	0	665	2442
05:00 PM	21	81	0	102	136	171	0	307	110	41	0	151	560
05:15 PM	16	93	0	109	139	141	0	280	136	38	0	174	563
Grand Total	476	1642	1	2119	1415	1796	0	3211	1977	594	0	2571	7901
Apprch %	22.5	77.5	0		44.1	55.9	0		76.9	23.1	0		
Total %	6	20.8	0	26.8	17.9	22.7	0	40.6	25	7.5	0	32.5	

L2 Data Collection

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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



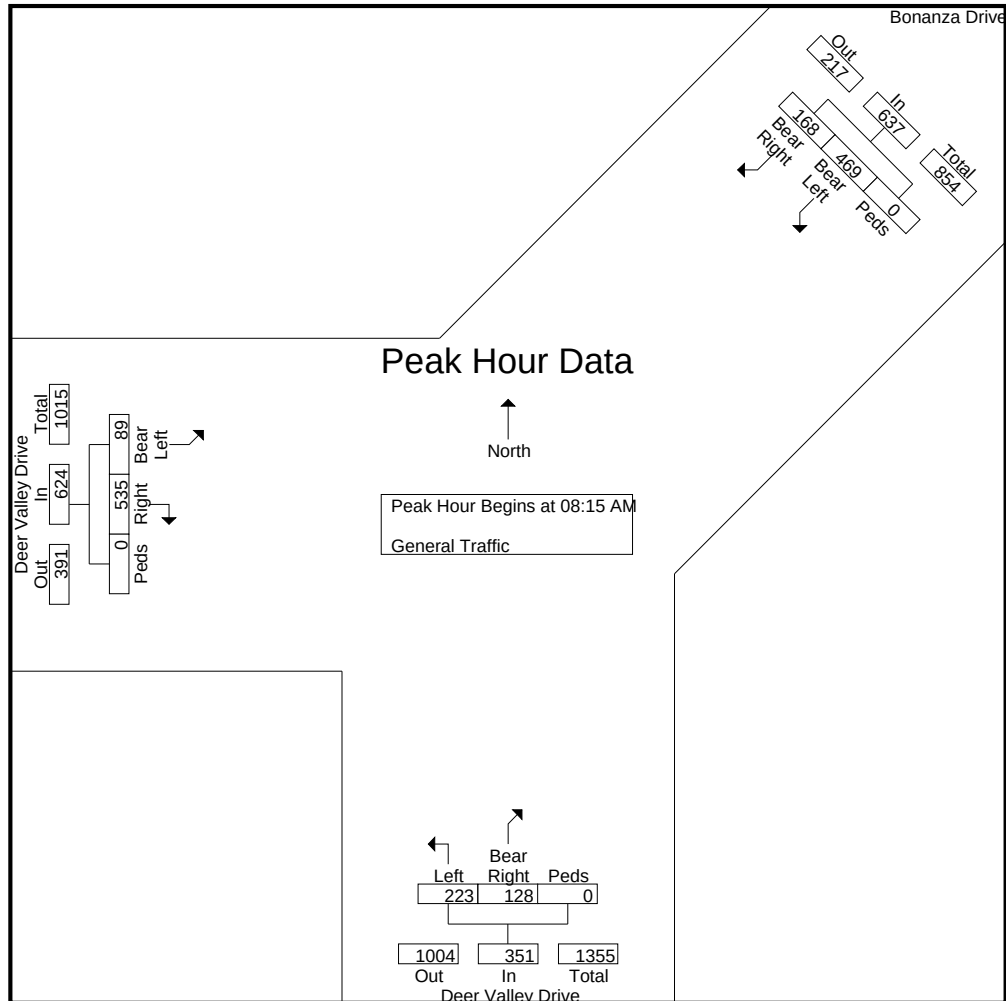
L2 Data Collection

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



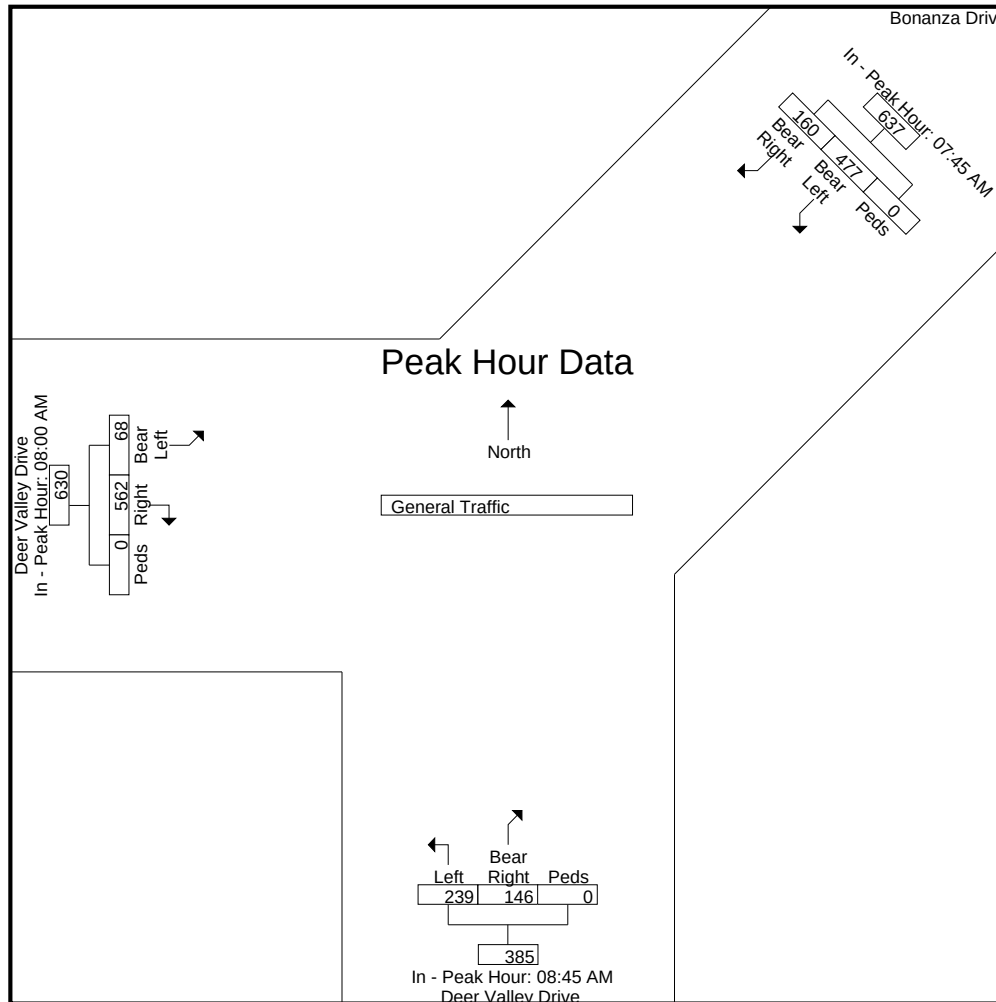
L2 Data Collection

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 : 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	



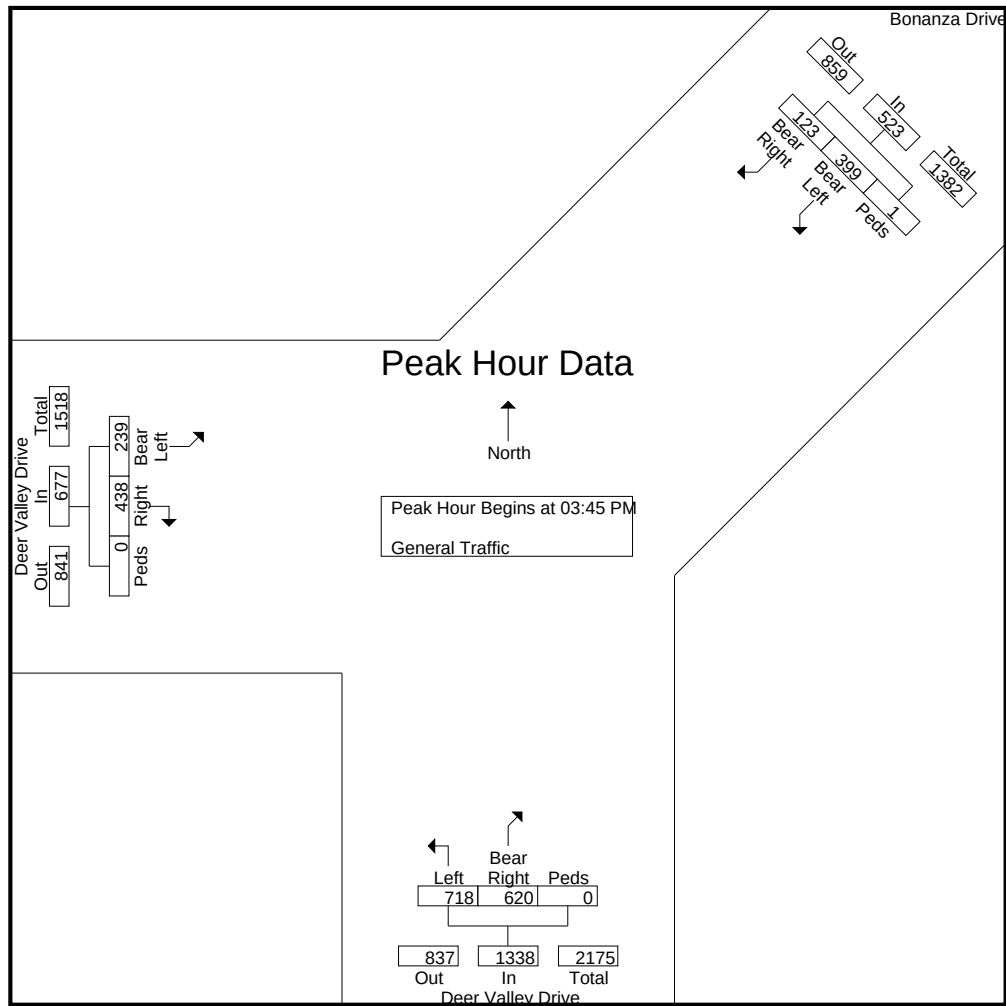
L2 Data Collection

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 : 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



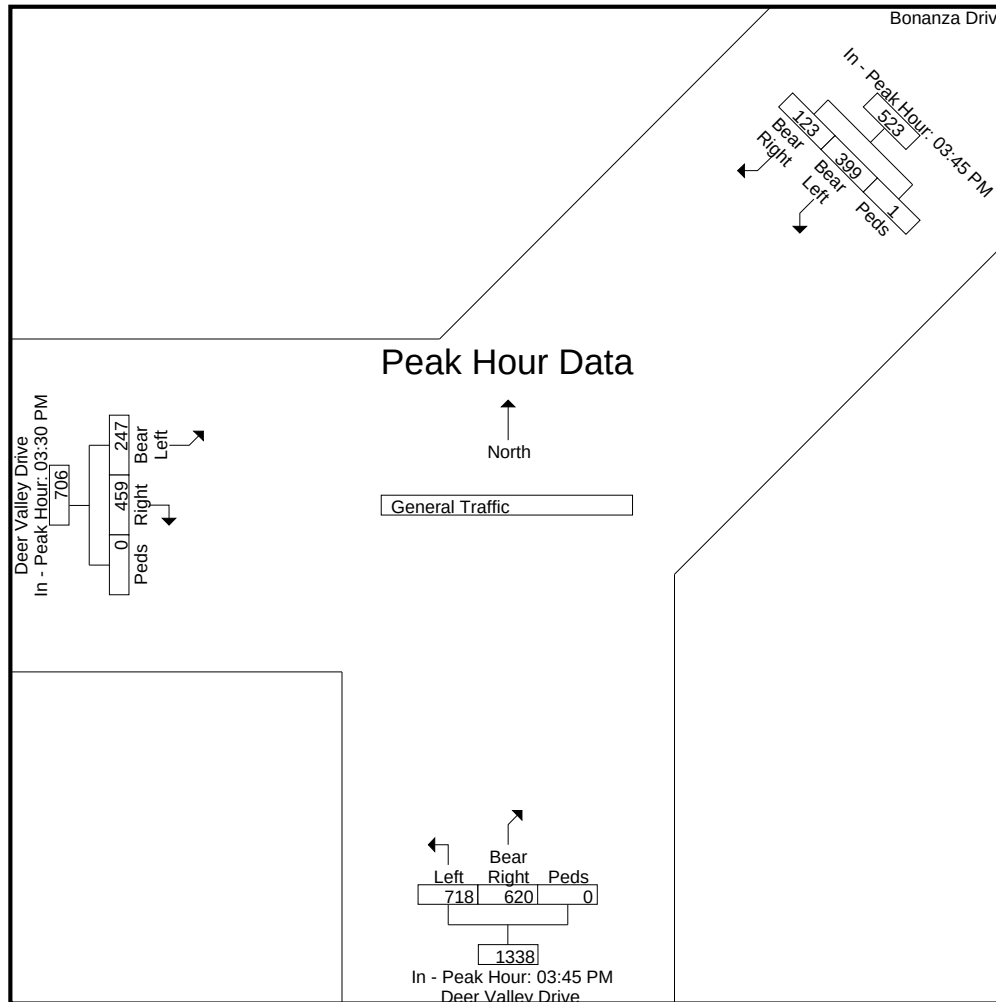
L2 Data Collection

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

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 : 7

Image 1



Intersection Turning Movement Summary

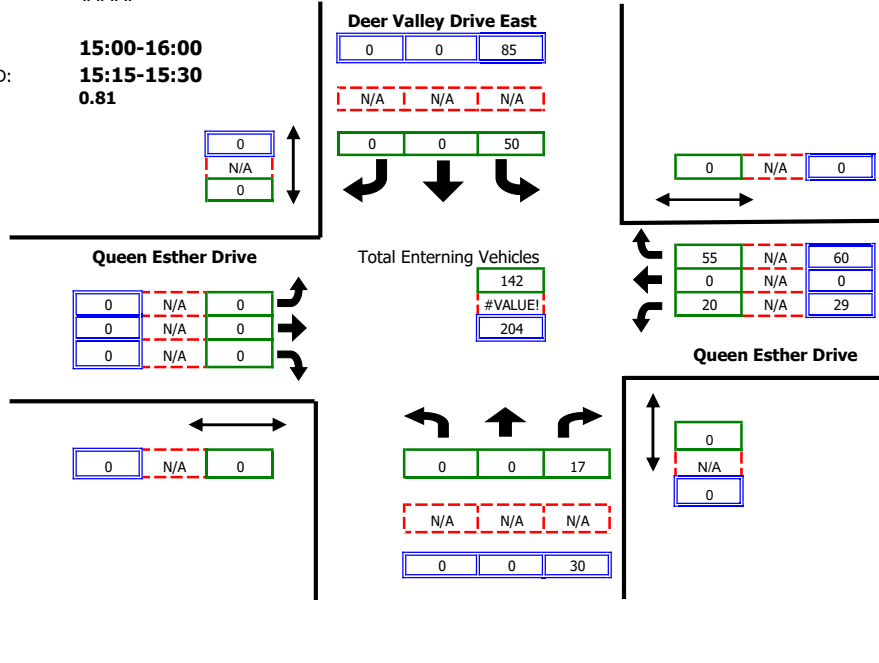
Intersection:	Deer Valley Drive East/Queen Esther Drive
North/South:	Deer Valley Drive East
East/West:	Queen Esther Drive
Jurisdiction:	Park City
Project Title:	Snow Park Development
Project No:	UT20-2245
Weather:	

Date:	3-3-22, Thu
Day of Week Adjustment:	100.0%
Month of Year Adjustment:	100.0%
Adjustment Station #:	
Growth Rate:	0.0%
Number of Years:	0

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



Legend

AM

Noon

PM

RAW COUNT SUMMARIES	Deer Valley Drive East				Deer Valley Drive East				Queen Esther Drive				Queen Esther Drive			
	Northbound				Southbound				Eastbound				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[illegible]

PM PERIOD COUNTS	
10:00-10:15	1
10:15-10:30	1
10:30-10:45	1
10:45-11:00	1
11:00-11:15	1
11:15-11:30	1
11:30-11:45	1
11:45-12:00	1
12:00-12:15	1
12:15-12:30	1
12:30-12:45	1
12:45-1:00	1
1:00-1:15	1
1:15-1:30	1
1:30-1:45	1
1:45-2:00	1
2:00-2:15	1
2:15-2:30	1
2:30-2:45	1
2:45-3:00	1
3:00-3:15	1
3:15-3:30	1
3:30-3:45	1
3:45-4:00	1
4:00-4:15	1
4:15-4:30	1
4:30-4:45	1
4:45-5:00	1
5:00-5:15	1
5:15-5:30	1
5:30-5:45	1
5:45-6:00	1
6:00-6:15	1
6:15-6:30	1
6:30-6:45	1
6:45-7:00	1
7:00-7:15	1
7:15-7:30	1
7:30-7:45	1
7:45-8:00	1
8:00-8:15	1
8:15-8:30	1
8:30-8:45	1
8:45-9:00	1
9:00-9:15	1
9:15-9:30	1
9:30-9:45	1
9:45-10:00	1
10:00-10:15	1
10:15-10:30	1
10:30-10:45	1
10:45-11:00	1
11:00-11:15	1
11:15-11:30	1
11:30-11:45	1
11:45-12:00	1
12:00-12:15	1
12:15-12:30	1
12:30-12:45	1
12:45-1:00	1
1:00-1:15	1
1:15-1:30	1
1:30-1:45	1
1:45-2:00	1
2:00-2:15	1
2:15-2:30	1
2:30-2:45	1
2:45-3:00	1
3:00-3:15	1
3:15-3:30	1
3:30-3:45	1
3:45-4:00	1
4:00-4:15	1
4:15-4:30	1
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5:45-6:00	1
6:00-6:15	1
6:15-6:30	1
6:30-6:45	1
6:45-7:00	1
7:00-7:15	1
7:15-7:30	1
7:30-7:45	1
7:45-8:00	1
8:00-8:15	1
8:15-8:30	1
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8:45-9:00	1
9:00-9:15	1
9:15-9:30	1
9:30-9:45	1
9:45-10:00	1
10:00-10:15	1
10:15-10:30	1
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2:00-2:15	1
2:15-2:30	1
2:30-2:45	1
2:45-3:00	1
3:00-3:15	1
3:15-3:30	1
3:30-3:45	1
3:45-4:00	1
4:00-4:15	1
4:15-4:30	1
4:30-4:45	1
4:45-5:00	1
5:00-5:15	1
5:15-5:30	1
5:30-5:45	1
5:45-6:00	1
6:00-6:15	1
6:15-6:30	1
6:30-6:45	1
6:45-7:00	1
7:00-7:15	1
7:15-7:30	1
7:30-7:45	1
7:45-8:00	1
8:00-8:15	1
8:15-8:30</	

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

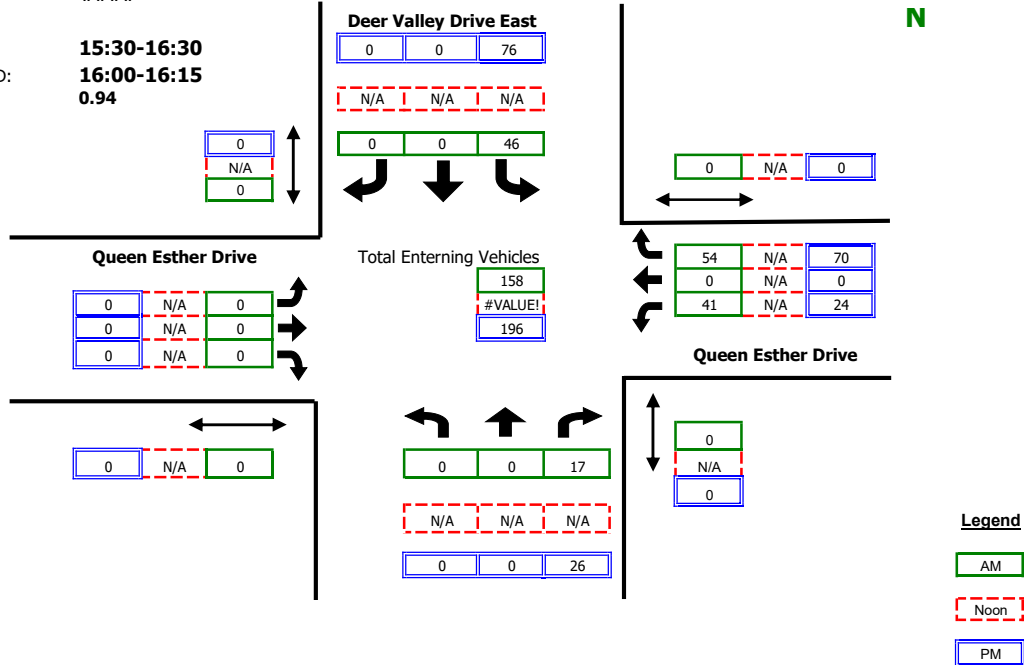
Intersection Turning Movement Summary

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

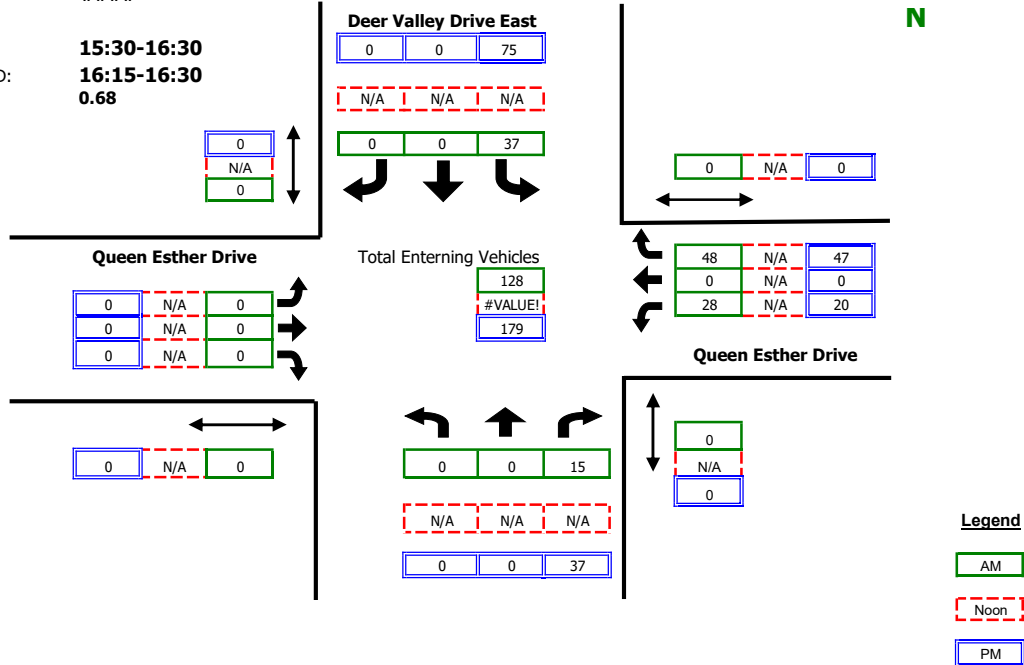
Intersection Turning Movement Summary

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

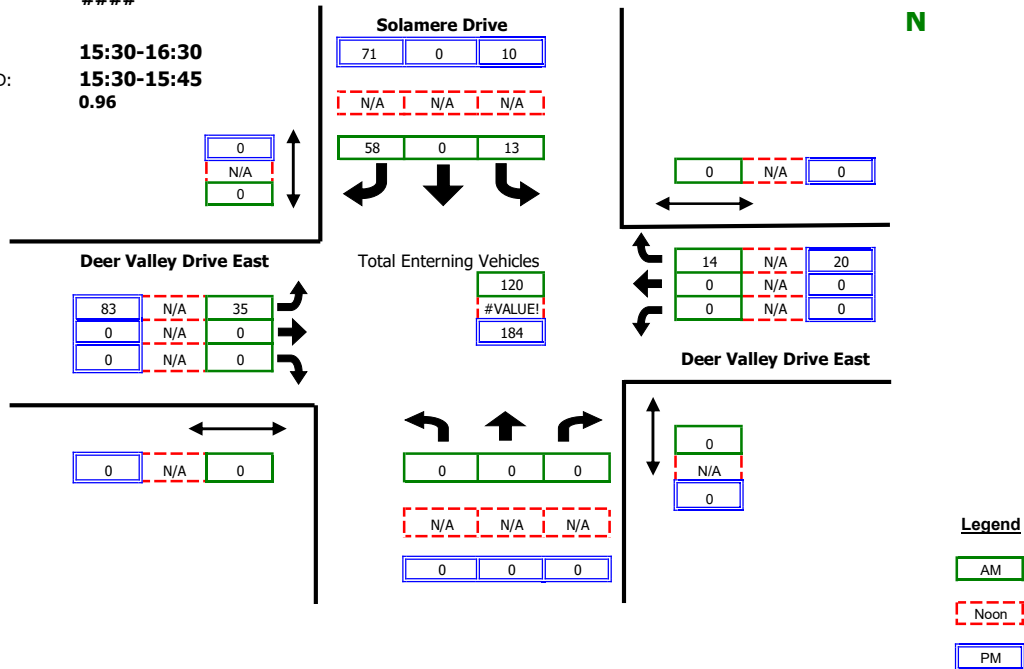
Intersection Turning Movement Summary

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
15:45-14:00	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	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

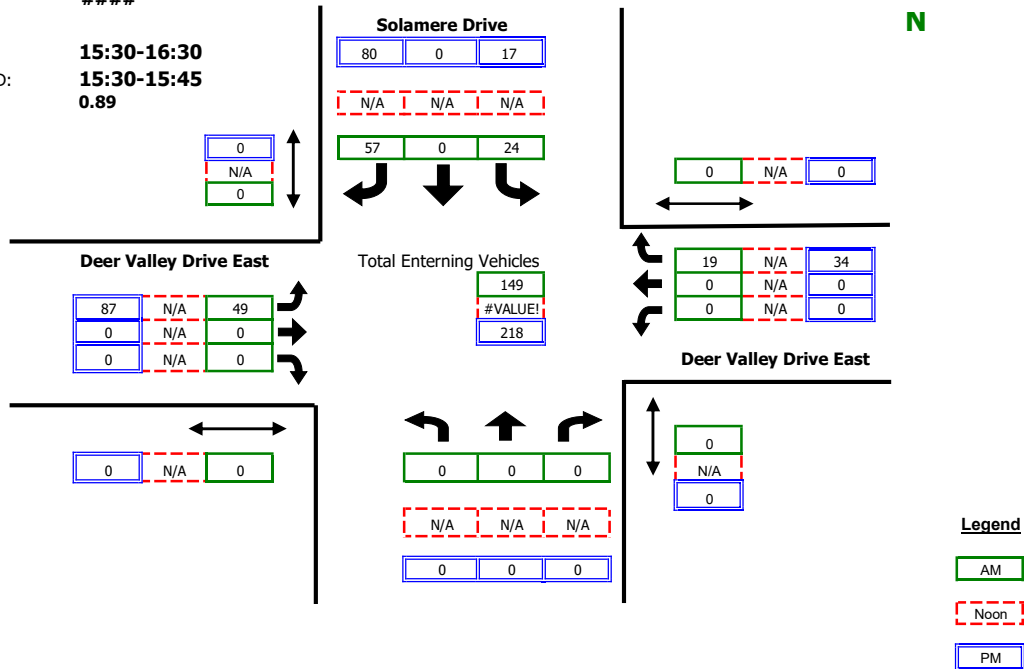
Intersection Turning Movement Summary

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

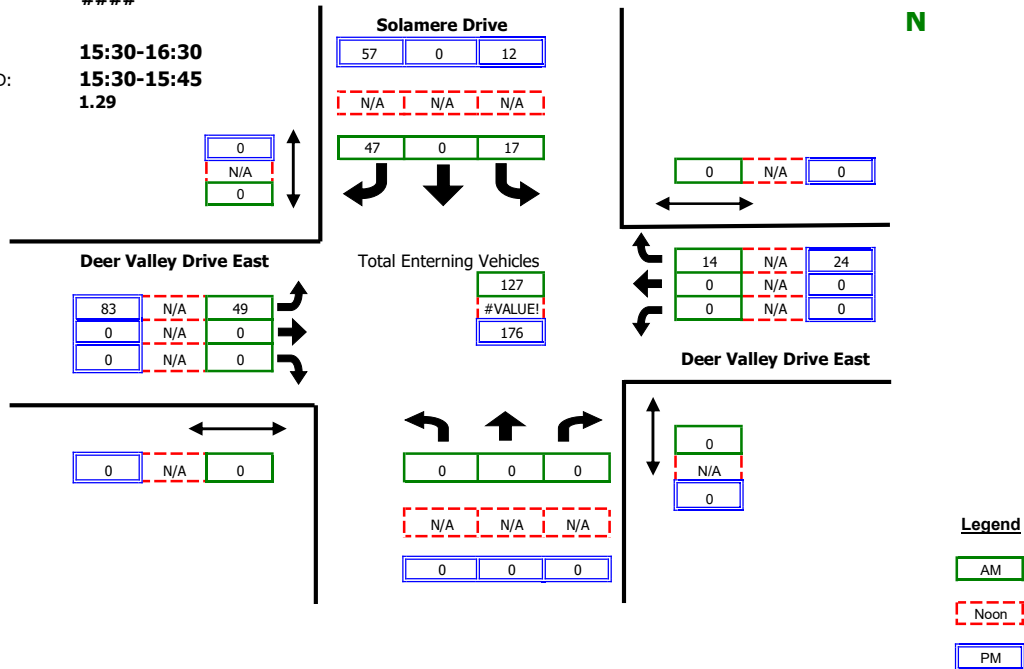
Intersection Turning Movement Summary

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

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	8	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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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	90	88	97.6%	1.5	1.1	A
	Through						
	Right Turn						
	Subtotal	90	88	97.6%	1.5	1.1	A
SB	Left Turn	164	165	100.7%	1.5	0.7	A
	Through						
	Right Turn						
	Subtotal	179	180	100.3%	1.4	0.6	A
EB	Left Turn	31	31	99.0%	8.0	1.2	A
	Through						
	Right Turn						
	Subtotal	31	31	99.0%	8.0	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		300	298	99.4%	2.1	0.7	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%	9.7	3.5	A
	Through						
	Right Turn						
	Subtotal	20	20	100.5%	9.7	3.5	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	640	644	100.6%	3.7	0.4	A
	Through						
	Right Turn						
	Subtotal	660	661	100.2%	3.6	0.4	A
WB	Left Turn	142	143	100.6%	0.3	0.1	A
	Through						
	Right Turn						
	Subtotal	142	143	100.6%	0.3	0.1	A
Total		822	824	100.2%	3.3	0.4	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	149	150	100.3%	0.8	0.2	A
	Right Turn	17	16	93.5%	1.1	0.7	A
	Subtotal	166	165	99.6%	0.8	0.2	A
SB	Left Turn	50	49	97.2%	4.3	0.4	A
	Through	173	173	99.9%	1.1	0.3	A
	Right Turn						
	Subtotal	223	222	99.3%	1.7	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	21	105.0%	6.9	2.0	A
	Through						
	Right Turn	55	57	103.1%	5.8	0.9	A
	Subtotal	75	78	103.6%	6.1	0.9	A
Total		464	465	100.1%	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	23	95.0%	7.3	1.6	A
	Through						
	Right Turn	57	60	105.6%	5.9	0.9	A
	Subtotal	81	83	102.5%	6.3	1.1	A
EB	Left Turn	49	45	91.6%	4.0	0.6	A
	Through	199	197	99.0%	1.5	0.5	A
	Right Turn						
	Subtotal	248	242	97.5%	2.0	0.4	A
WB	Left Turn						
	Through	185	187	100.9%	0.9	0.2	A
	Right Turn	19	19	100.0%	0.5	0.5	A
	Subtotal	204	206	100.8%	0.8	0.2	A
Total		533	531	99.5%	2.2	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	147	149	101.2%	1.0	0.3	A
	Right Turn	15	15	96.7%	0.6	1.0	A
	Subtotal	162	163	100.7%	1.0	0.3	A
SB	Left Turn	233	226	97.0%	5.8	0.6	A
	Through	653	651	99.8%	3.7	0.3	A
	Right Turn						
	Subtotal	886	877	99.0%	4.2	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	7	6	85.7%	16.7	13.8	C
	Through						
	Right Turn	235	238	101.4%	5.4	1.0	A
	Subtotal	242	244	100.9%	5.7	1.2	A
Total		1,290	1,285	99.6%	4.1	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	302	303	100.4%	13.2	2.9	B
	Right Turn	167	169	101.3%	2.8	0.7	A
	Subtotal	469	472	100.7%	9.5	2.1	A
SB	Left Turn	105	93	88.6%	13.2	2.3	B
	Through	673	644	95.7%	9.2	1.8	A
	Right Turn						
	Subtotal	778	737	94.7%	9.8	1.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	570	569	99.8%	15.8	1.7	B
	Through						
	Right Turn	198	192	97.2%	4.9	0.6	A
	Subtotal	768	761	99.1%	12.9	1.5	B
Total		2,015	1,971	97.8%	11.0	1.5	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	37	103.3%	35.5	8.5	D
	Through	191	189	99.1%	52.9	5.9	D
	Right Turn	67	68	101.9%	17.6	9.5	B
	Subtotal	294	295	100.2%	42.0	4.7	D
SB	Left Turn	519	434	83.7%	211.5	15.3	F
	Through	169	142	84.0%	177.8	16.0	F
	Right Turn	901	773	85.8%	57.3	10.5	E
	Subtotal	1,589	1,349	84.9%	120.8	10.5	F
EB	Left Turn	320	319	99.7%	39.0	6.0	D
	Through	172	170	98.9%	30.1	8.8	C
	Right Turn	16	18	111.9%	23.3	15.1	C
	Subtotal	508	507	99.8%	35.2	6.4	D
WB	Left Turn	50	51	101.6%	65.8	13.5	E
	Through	253	280	110.6%	47.2	5.2	D
	Right Turn	254	249	98.1%	9.1	2.4	A
	Subtotal	557	580	104.1%	33.0	4.6	C
Total		2,948	2,731	92.6%	77.9	3.3	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	59	92.5%	20.6	3.0	C
	Through	28	29	102.9%	24.3	4.9	C
	Right Turn	117	111	94.7%	3.2	0.6	A
	Subtotal	209	199	95.1%	10.9	1.4	B
SB	Left Turn	54	53	97.4%	19.8	2.9	B
	Through	71	73	103.1%	22.9	4.2	C
	Right Turn	29	28	96.2%	4.2	1.0	A
	Subtotal	154	154	99.8%	18.2	1.7	B
EB	Left Turn	22	22	99.5%	12.0	3.8	B
	Through	230	233	101.4%	15.7	2.1	B
	Right Turn	95	99	103.8%	7.5	2.0	A
	Subtotal	347	354	102.0%	13.3	2.2	B
WB	Left Turn	304	296	97.2%	13.4	1.6	B
	Through	324	336	103.6%	8.1	1.2	A
	Right Turn	47	51	108.9%	3.8	1.4	A
	Subtotal	675	682	101.1%	10.2	1.0	B
Total		1,385	1,389	100.3%	12.0	0.9	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	0.178	14.8	LOS B	0.6	16.2	0.65	0.65	0.65	33.2
8	T1	127	3.0	0.178	8.7	LOS A	0.6	16.3	0.65	0.65	0.65	33.9
18b	R3	70	3.0	0.178	8.7	LOS A	0.6	16.3	0.65	0.65	0.65	32.1
Approach		198	3.5	0.178	8.7	LOS A	0.6	16.3	0.65	0.65	0.65	33.2
SouthEast: RoadName												
3bx	L3	40	3.0	0.179	4.6	LOS A	0.7	19.1	0.30	0.18	0.30	35.8
3ax	L1	23	100.0	0.179	7.5	LOS A	0.7	19.1	0.30	0.18	0.30	34.3
18ax	R1	340	3.0	0.179	4.6	LOS A	0.8	19.8	0.30	0.18	0.30	35.4
Approach		404	8.6	0.179	4.8	LOS A	0.8	19.8	0.30	0.18	0.30	35.4
North: Deer Valley Drive												
7u	U	23	3.0	0.806	17.4	LOS C	10.7	273.9	0.67	0.37	0.67	29.2
7a	L1	880	3.0	0.806	17.4	LOS C	10.7	273.9	0.67	0.37	0.67	28.4
4	T1	378	3.0	0.806	8.8	LOS A	10.7	273.9	0.37	0.20	0.37	33.2
14	R2	12	100.0	0.220	7.4	LOS A	1.0	25.6	0.23	0.11	0.23	34.3
Approach		1293	3.9	0.806	14.8	LOS B	10.7	273.9	0.58	0.32	0.58	29.7
West: Transit Center												
5	L2	2	100.0	0.191	20.8	LOS C	0.3	13.9	0.71	0.71	0.71	28.8
12a	R1	28	100.0	0.191	20.8	LOS C	0.3	13.9	0.71	0.71	0.71	28.4
12	R2	13	100.0	0.191	20.8	LOS C	0.3	13.9	0.71	0.71	0.71	27.8
Approach		43	100.0	0.191	20.8	LOS C	0.3	13.9	0.71	0.71	0.71	28.2
All Vehicles		1937	6.9	0.806	12.2	LOS B	10.7	273.9	0.53	0.33	0.53	31.0

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\July 2022 TIS Update\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	363	357	98.5%	1.3	0.7	A
	Through						
	Right Turn						
	Subtotal	363	357	98.5%	1.3	0.7	A
SB	Left Turn	132	137	103.5%	1.3	0.3	A
	Through						
	Right Turn						
	Subtotal	147	152	103.1%	1.2	0.4	A
EB	Left Turn	26	25	96.9%	7.9	1.1	A
	Through						
	Right Turn						
	Subtotal	26	25	96.9%	7.9	1.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		536	534	99.6%	1.6	0.6	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	22	109.0%	12.4	3.1	B
	Through						
	Right Turn						
	Subtotal	20	22	109.0%	12.4	3.1	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	220	225	102.0%	1.4	0.3	A
	Through						
	Right Turn						
	Subtotal	240	244	101.8%	1.4	0.3	A
WB	Left Turn	560	566	101.1%	2.4	0.1	A
	Through						
	Right Turn						
	Subtotal	560	566	101.1%	2.4	0.1	A
Total		820	832	101.5%	2.4	0.2	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	393	393	100.1%	1.2	0.3	A
	Right Turn	30	32	106.0%	1.3	0.7	A
	Subtotal	423	425	100.5%	1.2	0.3	A
SB	Left Turn	85	82	96.1%	4.9	0.4	A
	Through	168	177	105.6%	1.6	0.6	A
	Right Turn						
	Subtotal	253	259	102.4%	2.7	0.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	27	91.7%	8.3	1.8	A
	Through						
	Right Turn	60	65	108.3%	6.7	0.8	A
	Subtotal	89	92	102.9%	7.3	0.6	A
Total		765	776	101.4%	2.5	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	18	107.6%	13.1	5.2	B
	Through						
	Right Turn	80	80	99.4%	8.2	1.8	A
	Subtotal	97	98	100.8%	9.0	2.0	A
EB	Left Turn	87	79	90.7%	6.1	1.1	A
	Through	236	240	101.5%	2.1	0.8	A
	Right Turn						
	Subtotal	323	318	98.6%	3.0	0.8	A
WB	Left Turn						
	Through	419	422	100.8%	1.2	0.2	A
	Right Turn	34	35	102.4%	1.0	0.6	A
	Subtotal	453	457	100.9%	1.2	0.1	A
Total		873	873	100.0%	2.7	0.4	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	536	546	101.9%	2.7	0.3	A
	Right Turn	44	45	102.5%	1.9	0.8	A
	Subtotal	580	592	102.0%	2.7	0.3	A
SB	Left Turn	279	272	97.4%	9.4	2.3	A
	Through	218	221	101.3%	1.9	0.4	A
	Right Turn						
	Subtotal	497	493	99.1%	6.1	1.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	23	105.5%	78.8	35.7	F
	Through						
	Right Turn	477	465	97.4%	78.8	38.6	F
	Subtotal	499	488	97.8%	78.8	38.5	F
Total		1,576	1,572	99.7%	28.3	12.5	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	804	792	98.5%	35.4	16.9	D
	Right Turn	671	687	102.4%	29.5	22.9	C
	Subtotal	1,475	1,479	100.3%	32.7	19.6	C
SB	Left Turn	251	197	78.6%	19.0	2.2	B
	Through	512	433	84.6%	8.5	1.6	A
	Right Turn						
	Subtotal	763	630	82.6%	11.8	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	440	434	98.7%	26.2	7.2	C
	Through						
	Right Turn	129	132	102.6%	12.4	5.0	B
	Subtotal	569	567	99.6%	23.1	6.6	C
Total		2,807	2,676	95.3%	25.9	11.6	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	34	96.3%	33.4	9.2	C
	Through	395	388	98.3%	50.2	6.5	D
	Right Turn	68	70	102.2%	30.1	7.8	C
	Subtotal	498	491	98.7%	46.1	5.6	D
SB	Left Turn	547	388	70.9%	219.3	16.6	F
	Through	363	259	71.3%	173.1	10.9	F
	Right Turn	364	251	69.1%	49.7	7.7	D
	Subtotal	1,274	898	70.5%	157.9	13.8	F
EB	Left Turn	633	529	83.5%	83.1	5.9	F
	Through	277	238	86.0%	60.9	11.1	E
	Right Turn	36	33	92.2%	63.7	15.2	E
	Subtotal	946	800	84.6%	75.5	7.4	E
WB	Left Turn	75	71	94.9%	67.7	13.3	E
	Through	239	293	122.5%	46.6	7.8	D
	Right Turn	690	659	95.5%	50.5	4.9	D
	Subtotal	1,004	1,023	101.9%	50.7	4.7	D
Total		3,722	3,213	86.3%	86.0	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	176	177	100.7%	32.0	4.1	C
	Through	89	95	107.0%	33.6	4.2	C
	Right Turn	499	469	93.9%	11.1	2.5	B
	Subtotal	764	741	97.0%	19.3	1.9	B
SB	Left Turn	90	92	101.9%	27.3	6.9	C
	Through	55	52	94.5%	35.4	4.5	D
	Right Turn	63	66	104.3%	5.2	1.1	A
	Subtotal	208	209	100.7%	22.7	3.4	C
EB	Left Turn	71	69	96.6%	13.6	2.9	B
	Through	584	592	101.4%	25.6	2.6	C
	Right Turn	149	150	100.9%	19.0	4.5	B
	Subtotal	804	811	100.8%	23.4	2.4	C
WB	Left Turn	239	232	97.0%	20.4	2.7	C
	Through	384	393	102.4%	12.3	2.4	B
	Right Turn	46	46	100.4%	7.0	2.9	A
	Subtotal	669	671	100.3%	14.8	1.6	B
Total		2,445	2,433	99.5%	19.7	1.4	B

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	0.385	15.4	LOS C	1.8	47.1	0.68	0.73	0.84	32.3
8	T1	454	3.0	0.385	10.4	LOS B	1.8	47.1	0.68	0.73	0.84	33.1
18b	R3	72	3.0	0.385	10.4	LOS B	1.8	47.1	0.68	0.73	0.84	31.5
Approach		526	3.2	0.385	10.4	LOS B	1.8	47.1	0.68	0.73	0.84	32.9
SouthEast: RoadName												
3bx	L3	46	3.0	0.634	16.9	LOS C	4.9	129.2	0.78	1.00	1.44	30.6
3ax	L1	18	100.0	0.634	21.7	LOS C	4.9	129.2	0.78	1.00	1.44	29.3
18ax	R1	818	3.0	0.634	16.7	LOS C	5.1	130.4	0.79	1.00	1.44	29.9
Approach		883	5.0	0.634	16.8	LOS C	5.1	130.4	0.79	1.00	1.44	30.0
North: Deer Valley Drive												
7u	U	242	3.0	0.684	12.1	LOS B	6.6	168.0	0.47	0.25	0.47	31.1
7a	L1	458	3.0	0.684	12.1	LOS B	6.6	168.0	0.47	0.25	0.47	30.2
4	T1	398	3.0	0.684	7.7	LOS A	6.6	168.0	0.33	0.17	0.33	33.4
14	R2	6	100.0	0.187	7.1	LOS A	0.8	21.1	0.22	0.10	0.22	34.4
Approach		1104	3.5	0.684	10.5	LOS B	6.6	168.0	0.42	0.22	0.42	31.5
West: Transit Center												
5	L2	5	100.0	0.105	15.9	LOS C	0.2	7.7	0.65	0.65	0.65	30.4
12a	R1	17	100.0	0.105	15.9	LOS C	0.2	7.7	0.65	0.65	0.65	29.9
12	R2	5	100.0	0.105	15.9	LOS C	0.2	7.7	0.65	0.65	0.65	29.3
Approach		27	100.0	0.105	15.9	LOS C	0.2	7.7	0.65	0.65	0.65	29.9
All Vehicles		2540	5.0	0.684	12.7	LOS B	6.6	168.0	0.60	0.60	0.86	31.2

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
Existing Plus Project - Bus Option - Mitigated
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						
	Through	202	207	102.7%	13.1	1.6	B
	Right Turn						
	Subtotal	202	207	102.7%	13.1	1.6	B
SB	Left Turn						
	Through	329	334	101.6%	15.0	2.0	B
	Right Turn	15	15	101.3%	14.2	5.2	B
	Subtotal	344	349	101.5%	14.9	1.8	B
EB	Left Turn	31	29	92.3%	29.1	6.8	C
	Through						
	Right Turn						
	Subtotal	31	29	92.3%	29.1	6.8	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		577	585	101.4%	14.9	1.0	B

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	94.0%	7.1	2.2	A
	Through						
	Right Turn						
	Subtotal	20	19	94.0%	7.1	2.2	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	475	484	101.9%	1.1	0.1	A
	Right Turn	20	19	93.0%	1.0	0.6	A
	Subtotal	495	502	101.5%	1.1	0.1	A
WB	Left Turn						
	Through	30	30	98.3%	0.9	0.2	A
	Right Turn						
	Subtotal	30	30	98.3%	0.9	0.2	A
Total		545	551	101.0%	1.3	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
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	261	267	102.4%	0.3	0.1	A
	Right Turn	17	16	92.9%	0.1	0.1	A
	Subtotal	278	283	101.8%	0.3	0.1	A
SB	Left Turn	50	50	99.8%	4.2	0.5	A
	Through	338	345	102.2%	0.5	0.1	A
	Right Turn						
	Subtotal	388	395	101.9%	1.0	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	21	102.5%	8.3	2.6	A
	Through						
	Right Turn	55	56	101.8%	6.1	0.7	A
	Subtotal	75	77	102.0%	6.5	0.7	A
Total		741	755	101.8%	1.4	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	24	24	101.7%	7.7	1.4	A
	Through						
	Right Turn	57	58	100.9%	6.7	0.8	A
	Subtotal	81	82	101.1%	7.0	0.7	A
EB	Left Turn	49	47	96.5%	6.0	1.3	A
	Through	364	368	101.1%	2.2	0.3	A
	Right Turn						
	Subtotal	413	415	100.6%	2.7	0.4	A
WB	Left Turn						
	Through	297	301	101.3%	0.4	0.1	A
	Right Turn	19	19	101.6%	0.3	0.3	A
	Subtotal	316	320	101.4%	0.4	0.1	A
Total		810	818	100.9%	2.3	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
AM Peak Hour

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	35	32	92.0%	16.0	7.3	B
	Right Turn	15	15	100.0%	6.3	4.7	A
	Subtotal	50	47	94.4%	13.6	6.9	B
SB	Left Turn	398	399	100.2%	9.1	1.3	A
	Through	488	489	100.2%	6.4	0.9	A
	Right Turn						
	Subtotal	886	888	100.2%	7.6	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	114.0%	16.7	11.3	B
	Through						
	Right Turn	347	348	100.2%	4.1	0.4	A
	Subtotal	357	359	100.6%	4.5	0.4	A
Total		1,293	1,294	100.1%	7.0	0.7	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	302	306	101.2%	14.4	2.0	B
	Right Turn	167	166	99.5%	3.7	0.9	A
	Subtotal	469	472	100.6%	10.6	1.5	B
SB	Left Turn	105	94	89.0%	13.6	3.4	B
	Through	673	634	94.2%	8.8	1.8	A
	Right Turn						
	Subtotal	778	728	93.5%	9.4	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	570	574	100.7%	16.1	2.4	B
	Through						
	Right Turn	198	202	101.9%	6.1	1.2	A
	Subtotal	768	776	101.0%	13.4	2.1	B
Total		2,015	1,975	98.0%	11.3	1.0	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
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	37	103.9%	30.1	11.2	C
	Through	191	187	98.0%	48.4	4.6	D
	Right Turn	67	68	100.9%	13.0	7.2	B
	Subtotal	294	292	99.4%	37.4	4.2	D
SB	Left Turn	519	435	83.7%	213.2	12.3	F
	Through	169	147	87.2%	177.6	19.9	F
	Right Turn	901	775	86.0%	49.4	14.7	D
	Subtotal	1,589	1,357	85.4%	118.5	5.8	F
EB	Left Turn	320	324	101.2%	40.6	4.7	D
	Through	172	168	97.5%	26.0	3.6	C
	Right Turn	16	16	102.5%	15.1	8.3	B
	Subtotal	508	508	100.0%	35.2	3.3	D
WB	Left Turn	50	51	102.2%	67.0	26.5	E
	Through	253	286	113.1%	49.7	8.4	D
	Right Turn	254	252	99.1%	10.1	3.0	B
	Subtotal	557	589	105.7%	33.5	7.8	C
Total		2,948	2,746	93.1%	75.7	4.0	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	56	87.3%	20.2	6.0	C
	Through	28	30	105.4%	23.5	5.5	C
	Right Turn	117	114	97.3%	3.2	0.8	A
	Subtotal	209	199	95.3%	10.9	1.4	B
SB	Left Turn	54	54	99.1%	22.2	3.5	C
	Through	71	74	103.5%	22.2	4.1	C
	Right Turn	29	30	103.4%	4.7	1.4	A
	Subtotal	154	157	101.9%	19.1	2.6	B
EB	Left Turn	22	20	90.9%	8.4	3.9	A
	Through	230	234	101.9%	17.5	2.6	B
	Right Turn	95	97	102.0%	11.2	3.8	B
	Subtotal	347	351	101.2%	15.3	2.5	B
WB	Left Turn	304	299	98.4%	14.1	2.4	B
	Through	324	331	102.0%	8.3	1.0	A
	Right Turn	47	45	94.7%	3.9	1.9	A
	Subtotal	675	674	99.9%	10.7	1.3	B
Total		1,385	1,382	99.8%	12.9	1.4	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
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						
	Through	696	692	99.4%	5.5	2.1	A
	Right Turn						
	Subtotal	696	692	99.4%	5.5	2.1	A
SB	Left Turn						
	Through	238	239	100.4%	3.2	1.4	A
	Right Turn	15	14	90.0%	2.0	2.6	A
	Subtotal	253	253	99.8%	3.2	1.4	A
EB	Left Turn	26	26	101.5%	14.4	6.7	B
	Through						
	Right Turn						
	Subtotal	26	26	101.5%	14.4	6.7	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		975	970	99.5%	5.1	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	20	100.0%	5.2	0.7	A
	Through						
	Right Turn						
	Subtotal	20	20	100.0%	5.2	0.7	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	114	118	103.3%	0.3	0.2	A
	Right Turn	20	19	96.5%	0.3	0.3	A
	Subtotal	134	137	102.3%	0.3	0.1	A
WB	Left Turn						
	Through	227	223	98.2%	2.0	0.1	A
	Right Turn						
	Subtotal	227	223	98.2%	2.0	0.1	A
Total		381	380	99.7%	1.5	0.1	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
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	726	729	100.5%	0.7	0.1	A
	Right Turn	30	31	103.7%	0.5	0.1	A
	Subtotal	756	760	100.6%	0.6	0.1	A
SB	Left Turn	85	92	108.5%	7.7	1.4	A
	Through	274	273	99.6%	0.4	0.1	A
	Right Turn						
	Subtotal	359	365	101.7%	2.4	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	29	26	89.3%	15.4	4.8	C
	Through						
	Right Turn	60	60	99.5%	11.1	6.5	B
	Subtotal	89	86	96.2%	12.9	5.3	B
Total		1,204	1,211	100.6%	2.0	0.7	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	15	87.6%	20.4	17.6	C
	Through						
	Right Turn	80	83	103.4%	15.4	5.5	C
	Subtotal	97	98	100.6%	16.4	6.2	C
EB	Left Turn	87	82	93.7%	10.4	2.8	B
	Through	342	346	101.3%	2.0	0.3	A
	Right Turn						
	Subtotal	429	428	99.7%	3.6	0.7	A
WB	Left Turn						
	Through	752	751	99.8%	1.0	0.1	A
	Right Turn	34	37	109.1%	0.6	0.1	A
	Subtotal	786	788	100.2%	1.0	0.1	A
Total		1,312	1,313	100.1%	2.9	0.8	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
PM Peak Hour

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	203	198	97.4%	36.8	6.7	D
	Right Turn	44	47	106.1%	27.7	11.2	C
	Subtotal	247	245	99.0%	34.8	7.0	C
SB	Left Turn	385	380	98.6%	9.3	3.1	A
	Through	112	115	102.7%	3.2	1.2	A
	Right Turn						
	Subtotal	497	495	99.5%	7.8	2.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	22	21	97.3%	49.7	15.9	D
	Through						
	Right Turn	810	805	99.4%	16.0	5.7	B
	Subtotal	832	827	99.3%	16.9	6.0	B
Total		1,576	1,566	99.3%	16.8	4.4	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	804	791	98.4%	34.5	8.1	C
	Right Turn	671	671	100.0%	23.4	8.4	C
	Subtotal	1,475	1,463	99.2%	29.4	8.2	C
SB	Left Turn	251	198	79.0%	20.8	3.0	C
	Through	512	436	85.1%	8.1	1.1	A
	Right Turn						
	Subtotal	763	634	83.1%	12.0	1.5	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	440	445	101.2%	24.7	2.8	C
	Through						
	Right Turn	129	127	98.3%	10.8	3.1	B
	Subtotal	569	572	100.5%	21.7	2.8	C
Total		2,807	2,669	95.1%	23.6	5.4	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Existing Plus Project - Bus Option - Mitigated
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	35	100.6%	33.6	8.7	C
	Through	395	400	101.2%	50.3	3.2	D
	Right Turn	68	66	97.5%	31.6	11.3	C
	Subtotal	498	501	100.6%	46.7	3.8	D
SB	Left Turn	547	388	70.9%	225.4	13.0	F
	Through	363	263	72.3%	177.2	11.9	F
	Right Turn	364	265	72.9%	48.7	7.0	D
	Subtotal	1,274	916	71.9%	161.9	8.6	F
EB	Left Turn	633	536	84.7%	84.6	5.2	F
	Through	277	233	84.2%	64.2	12.6	E
	Right Turn	36	29	79.2%	51.0	12.6	D
	Subtotal	946	798	84.3%	77.5	5.9	E
WB	Left Turn	75	68	90.5%	72.5	7.9	E
	Through	239	287	120.0%	45.1	7.8	D
	Right Turn	690	643	93.2%	49.1	5.0	D
	Subtotal	1,004	998	99.4%	49.5	3.8	D
Total		3,722	3,212	86.3%	86.7	2.3	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	94.2%	37.8	12.8	D
	Through	89	95	107.2%	33.2	8.0	C
	Right Turn	499	470	94.1%	11.6	3.3	B
	Subtotal	764	731	95.6%	20.4	5.6	C
SB	Left Turn	90	86	95.2%	28.3	7.1	C
	Through	55	55	100.5%	38.5	8.9	D
	Right Turn	63	62	98.7%	4.5	0.4	A
	Subtotal	208	203	97.7%	24.2	4.2	C
EB	Left Turn	71	65	91.0%	13.6	3.1	B
	Through	584	599	102.6%	26.5	2.7	C
	Right Turn	149	149	100.2%	20.3	1.5	C
	Subtotal	804	813	101.1%	24.3	2.2	C
WB	Left Turn	239	237	99.2%	19.2	2.8	B
	Through	384	394	102.6%	9.9	1.3	A
	Right Turn	46	48	103.5%	7.7	3.0	A
	Subtotal	669	679	101.4%	13.1	1.6	B
Total		2,445	2,426	99.2%	19.9	2.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
AM Peak Hour

Intersection 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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Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\July 2022 TIS Update\SIDRA\DeerValleyDrRoundabout.sip8

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 3 **Deer Valley Drive East/Queen Esther Drive** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	305	317	103.8%	1.0	0.2	A
	Right Turn	30	32	108.0%	0.9	0.7	A
	Subtotal	335	349	104.1%	1.0	0.2	A
SB	Left Turn	85	86	100.8%	5.1	0.7	A
	Through	85	84	99.3%	1.8	0.9	A
	Right Turn						
	Subtotal	170	170	100.1%	3.3	0.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	25	83.7%	8.2	2.8	A
	Through						
	Right Turn	60	61	102.3%	5.8	0.5	A
	Subtotal	90	87	96.1%	6.5	0.9	A
Total		595	606	101.8%	2.4	0.3	A

Intersection 4 **Solamere Drive/Deer Valley Drive East** **Side-street Stop**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
SB	Left Turn	20	19	93.0%	11.2	4.5	B
	Through						
	Right Turn	80	80	99.9%	6.5	0.7	A
	Subtotal	100	99	98.5%	7.3	1.1	A
EB	Left Turn	90	89	99.1%	5.8	1.1	A
	Through	150	149	99.3%	1.8	0.6	A
	Right Turn						
	Subtotal	240	238	99.3%	3.3	0.8	A
WB	Left Turn						
	Through	330	339	102.6%	1.1	0.1	A
	Right Turn	35	38	108.6%	1.4	0.5	A
	Subtotal	365	377	103.2%	1.1	0.1	A
Total		705	713	101.2%	2.7	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 5

Deer Valley Drive West/Deer Valley Drive East

Side-street Stop

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	545	547	100.3%	3.6	0.4	A
	Right Turn	45	45	100.9%	1.8	0.7	A
	Subtotal	590	592	100.3%	3.5	0.3	A
SB	Left Turn	195	191	98.1%	8.7	2.1	A
	Through	210	209	99.6%	1.7	0.4	A
	Right Turn						
	Subtotal	405	401	98.9%	5.1	1.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	108.0%	41.3	27.9	E
	Through						
	Right Turn	385	390	101.3%	36.6	16.7	E
	Subtotal	410	417	101.7%	36.7	16.9	E
Total		1,405	1,410	100.3%	13.6	5.5	B

Intersection 7

Deer Valley Drive/Bonanza Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn						
	Through	755	743	98.4%	27.5	2.6	C
	Right Turn	690	696	100.9%	17.7	1.5	B
	Subtotal	1,445	1,440	99.6%	22.9	1.9	C
SB	Left Turn	275	204	74.3%	20.6	3.6	C
	Through	460	376	81.8%	7.6	1.8	A
	Right Turn						
	Subtotal	735	581	79.0%	12.2	1.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	445	444	99.7%	25.4	4.0	C
	Through						
	Right Turn	145	148	101.7%	10.0	2.0	A
	Subtotal	590	591	100.2%	21.6	3.2	C
Total		2,770	2,611	94.3%	20.1	1.3	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Background
PM Peak Hour

Intersection 8

SR-224-Park Avenue/Empire Avenue-Deer Valley Drive

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	35	34	97.1%	33.2	6.1	C
	Through	395	399	101.0%	50.8	4.0	D
	Right Turn	70	77	110.6%	29.5	7.9	C
	Subtotal	500	510	102.0%	46.6	3.9	D
SB	Left Turn	495	370	74.7%	223.0	17.6	F
	Through	365	274	75.2%	174.9	13.5	F
	Right Turn	445	334	75.0%	47.8	7.2	D
	Subtotal	1,305	978	75.0%	151.2	13.7	F
EB	Left Turn	765	500	65.3%	84.9	4.7	F
	Through	355	231	65.1%	62.3	12.7	E
	Right Turn	50	37	73.6%	54.3	17.3	D
	Subtotal	1,170	768	65.6%	77.0	6.3	E
WB	Left Turn	80	76	94.8%	81.2	17.1	F
	Through	310	357	115.0%	63.5	15.9	E
	Right Turn	640	630	98.4%	37.7	7.7	D
	Subtotal	1,030	1,062	103.1%	49.3	9.0	D
Total		4,005	3,318	82.8%	84.7	2.6	F

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	180	175	97.0%	32.9	5.9	C
	Through	90	93	103.3%	31.5	5.6	C
	Right Turn	505	468	92.6%	12.2	2.4	B
	Subtotal	775	735	94.9%	19.7	2.1	B
SB	Left Turn	100	99	99.4%	34.1	6.9	C
	Through	55	58	105.6%	39.6	4.9	D
	Right Turn	65	66	101.5%	6.1	1.7	A
	Subtotal	220	224	101.6%	28.0	3.2	C
EB	Left Turn	75	76	101.2%	16.2	3.3	B
	Through	635	642	101.0%	25.9	2.6	C
	Right Turn	150	147	97.9%	20.9	3.6	C
	Subtotal	860	864	100.5%	24.3	2.2	C
WB	Left Turn	230	223	97.0%	19.6	3.8	B
	Through	420	430	102.4%	11.5	2.2	B
	Right Turn	50	51	102.8%	8.4	3.4	A
	Subtotal	700	705	100.7%	13.8	1.9	B
Total		2,555	2,528	98.9%	20.4	1.5	C

MOVEMENT SUMMARY

 Site: 101 [2024 BG PM]

Deer Valley Drive / Marsac Avenue Roundabout
Site Category: (None)
Roundabout

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.356	13.9	LOS B	1.6	41.4	0.65	0.67	0.73	32.8
8	T1	460	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.6
18b	R3	66	3.0	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	32.0
Approach		526	3.2	0.356	9.3	LOS A	1.6	41.5	0.65	0.67	0.73	33.4
SouthEast: RoadName												
3bx	L3	40	3.0	0.582	15.1	LOS C	4.0	106.0	0.75	0.94	1.29	31.4
3ax	L1	15	100.0	0.582	19.9	LOS C	4.0	106.0	0.75	0.94	1.29	30.0
18ax	R1	753	3.0	0.582	15.0	LOS B	4.2	107.0	0.76	0.94	1.29	30.7
Approach		808	4.8	0.582	15.1	LOS C	4.2	107.0	0.76	0.94	1.29	30.7
North: Deer Valley Drive												
7u	U	242	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	31.7
7a	L1	379	3.0	0.636	10.7	LOS B	5.6	143.3	0.40	0.20	0.40	30.8
4	T1	404	3.0	0.636	7.5	LOS A	5.6	143.3	0.30	0.14	0.30	33.4
14	R2	10	100.0	0.174	6.9	LOS A	0.7	19.3	0.20	0.09	0.20	34.6
Approach		1035	3.9	0.636	9.4	LOS A	5.6	143.3	0.35	0.17	0.35	32.0
West: Transit Center												
5	L2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.9
12a	R1	15	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
12	R2	5	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	29.8
Approach		25	100.0	0.090	14.6	LOS B	0.1	6.7	0.62	0.62	0.62	30.4
All Vehicles		2395	5.1	0.636	11.4	LOS B	5.6	143.3	0.56	0.55	0.75	31.8

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Site tab).

Roundabout LOS Method: Same as Sign Control.

Vehicle movement LOS values are based on average delay and v/c ratio (degree of saturation) per movement.

LOS F will result if v/c > 1 irrespective of movement delay value (does not apply for approaches and intersection).

Intersection and Approach LOS values are based on average delay for all movements (v/c not used as specified in HCM 6).

Roundabout Capacity Model: US HCM 6.

HCM Delay Formula option is used. Control Delay does not include Geometric Delay since Exclude Geometric Delay option applies.

Gap-Acceptance Capacity: Traditional M1.

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
AM Peak Hour

Intersection 1 **Deer Valley Drive East/Doe Pass Road** **Signal**

Direction	Movement	Demand Volume (vph)	Served Volume (vph)		Total Delay (sec/veh)		
			Average	Percent	Average	Std. Dev.	LOS
NB	Left Turn	98	100	101.6%	1.0	0.9	A
	Through						
	Right Turn						
	Subtotal	98	100	101.6%	1.0	0.9	A
SB	Left Turn	168	168	100.1%	1.4	0.5	A
	Through						
	Right Turn						
	Subtotal	183	182	99.2%	1.4	0.5	A
EB	Left Turn	31	29	92.9%	7.3	0.8	A
	Through						
	Right Turn						
	Subtotal	31	29	92.9%	7.3	0.8	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		312	310	99.3%	1.8	0.7	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	99.5%	10.0	4.2	B
	Through						
	Right Turn						
	Subtotal	20	20	99.5%	10.0	4.2	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	651	653	100.4%	3.2	0.3	A
	Through						
	Right Turn						
	Subtotal	671	674	100.4%	3.2	0.3	A
WB	Left Turn	145	146	100.8%	1.8	0.5	A
	Through						
	Right Turn						
	Subtotal	145	146	100.8%	1.8	0.5	A
Total		836	840	100.5%	3.2	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project
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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	154	155	100.6%	0.4	0.2	A
	Right Turn	20	20	99.0%	0.5	0.7	A
	Subtotal	174	175	100.4%	0.4	0.2	A
SB	Left Turn	50	51	101.6%	4.2	0.5	A
	Through	177	176	99.5%	1.2	0.3	A
	Right Turn						
	Subtotal	227	227	100.0%	1.9	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	21	104.0%	7.1	3.5	A
	Through						
	Right Turn	55	55	99.5%	5.7	0.9	A
	Subtotal	75	76	100.7%	6.3	1.0	A
Total		476	477	100.2%	2.0	0.4	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	106.0%	7.9	2.1	A
	Through						
	Right Turn	60	62	103.0%	5.4	0.3	A
	Subtotal	85	88	103.9%	6.2	0.8	A
EB	Left Turn	50	49	98.8%	4.2	1.1	A
	Through	202	199	98.4%	1.5	0.4	A
	Right Turn						
	Subtotal	252	248	98.5%	2.0	0.6	A
WB	Left Turn						
	Through	189	186	98.4%	0.9	0.1	A
	Right Turn	20	21	104.0%	0.8	0.6	A
	Subtotal	209	207	98.9%	0.9	0.1	A
Total		546	543	99.5%	2.3	0.4	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	150	152	101.1%	1.2	0.4	A
	Right Turn	15	15	98.7%	0.6	0.7	A
	Subtotal	165	167	100.9%	1.1	0.3	A
SB	Left Turn	237	233	98.1%	6.0	0.7	A
	Through	661	661	100.1%	3.7	0.2	A
	Right Turn						
	Subtotal	898	894	99.5%	4.3	0.3	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	10	98.0%	13.4	11.0	B
	Through						
	Right Turn	239	236	98.6%	5.1	0.4	A
	Subtotal	249	245	98.6%	5.6	0.7	A
Total		1,312	1,306	99.5%	4.1	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	304	305	100.4%	14.0	1.8	B
	Right Turn	181	176	97.2%	3.2	0.7	A
	Subtotal	485	481	99.2%	10.2	1.3	B
SB	Left Turn	115	100	86.9%	13.5	3.6	B
	Through	677	641	94.7%	9.4	1.8	A
	Right Turn						
	Subtotal	792	741	93.5%	9.9	1.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	602	604	100.4%	17.1	2.9	B
	Through						
	Right Turn	215	212	98.4%	6.2	1.5	A
	Subtotal	817	816	99.9%	14.2	2.7	B
Total		2,094	2,038	97.3%	11.7	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	58	104.5%	29.4	9.7	C
	Through	195	199	102.0%	51.1	5.7	D
	Right Turn	75	75	99.7%	18.5	5.4	B
	Subtotal	325	331	101.9%	39.7	5.7	D
SB	Left Turn	517	414	80.0%	214.0	13.8	F
	Through	170	135	79.6%	182.7	10.5	F
	Right Turn	1,065	859	80.6%	64.2	14.8	E
	Subtotal	1,752	1,408	80.4%	121.5	10.6	F
EB	Left Turn	385	369	95.9%	42.2	8.6	D
	Through	240	230	95.8%	27.8	12.6	C
	Right Turn	25	25	101.2%	23.3	30.1	C
	Subtotal	650	624	96.0%	36.1	9.9	D
WB	Left Turn	50	45	90.4%	82.7	18.0	F
	Through	325	354	108.9%	59.7	15.8	E
	Right Turn	254	252	99.0%	11.5	1.6	B
	Subtotal	629	651	103.4%	42.3	10.3	D
Total		3,356	3,014	89.8%	78.5	5.3	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	55	84.3%	22.5	4.9	C
	Through	30	27	91.3%	30.1	7.4	C
	Right Turn	126	124	98.7%	3.1	0.6	A
	Subtotal	221	207	93.4%	11.5	3.2	B
SB	Left Turn	60	58	96.3%	19.3	3.5	B
	Through	75	71	94.7%	24.7	4.7	C
	Right Turn	30	32	107.3%	5.1	0.8	A
	Subtotal	165	161	97.6%	18.8	3.2	B
EB	Left Turn	25	25	101.6%	10.1	2.9	B
	Through	250	248	99.0%	17.8	3.2	B
	Right Turn	100	99	99.1%	9.3	3.4	A
	Subtotal	375	372	99.2%	15.2	3.0	B
WB	Left Turn	322	320	99.4%	13.8	1.2	B
	Through	350	339	96.7%	8.2	1.6	A
	Right Turn	50	53	106.4%	4.6	1.4	A
	Subtotal	722	712	98.6%	10.5	1.0	B
Total		1,483	1,451	97.9%	12.7	1.4	B

MOVEMENT SUMMARY

 **Site: 101 [2024 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	0.196	15.4	LOS C	0.7	17.8	0.65	0.65	0.65	33.2
8	T1	133	3.0	0.196	9.2	LOS A	0.7	18.0	0.65	0.65	0.65	33.5
18b	R3	72	3.0	0.196	9.1	LOS A	0.7	18.0	0.66	0.66	0.66	31.9
Approach		211	5.4	0.196	9.3	LOS A	0.7	18.0	0.66	0.66	0.66	32.9
SouthEast: RoadName												
3bx	L3	40	3.0	0.188	4.8	LOS A	0.7	20.1	0.33	0.20	0.33	35.6
3ax	L1	26	100.0	0.188	7.7	LOS A	0.7	20.1	0.33	0.20	0.33	34.2
18ax	R1	348	3.0	0.188	4.8	LOS A	0.8	20.8	0.33	0.21	0.33	35.3
Approach		414	9.0	0.188	5.0	LOS A	0.8	20.8	0.33	0.21	0.33	35.2
North: Deer Valley Drive												
7u	U	27	3.0	0.829	19.0	LOS C	11.5	293.3	0.76	0.44	0.76	28.6
7a	L1	884	3.0	0.829	19.0	LOS C	11.5	293.3	0.76	0.44	0.76	27.8
4	T1	383	3.0	0.829	9.7	LOS A	11.5	293.3	0.42	0.23	0.42	32.8
14	R2	16	100.0	0.227	7.6	LOS A	1.0	26.3	0.25	0.13	0.25	34.3
Approach		1310	4.2	0.829	16.1	LOS C	11.5	293.3	0.65	0.38	0.65	29.2
West: Transit Center												
5	L2	5	100.0	0.236	22.5	LOS C	0.4	17.5	0.72	0.72	0.73	28.1
12a	R1	31	100.0	0.236	22.5	LOS C	0.4	17.5	0.72	0.72	0.73	27.7
12	R2	16	100.0	0.236	22.5	LOS C	0.4	17.5	0.72	0.72	0.73	27.2
Approach		52	100.0	0.236	22.5	LOS C	0.4	17.5	0.72	0.72	0.73	27.6
All Vehicles		1986	7.8	0.829	13.3	LOS B	11.5	293.3	0.59	0.38	0.59	30.6

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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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
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	375	369	98.4%	1.3	0.5	A
	Through						
	Right Turn						
	Subtotal	375	369	98.4%	1.3	0.5	A
SB	Left Turn	140	138	98.3%	1.1	0.7	A
	Through						
	Right Turn						
	Subtotal	155	153	98.6%	1.1	0.7	A
EB	Left Turn	26	24	91.9%	8.2	1.6	A
	Through						
	Right Turn						
	Subtotal	26	24	91.9%	8.2	1.6	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		556	546	98.2%	1.6	0.5	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%	14.5	5.7	B
	Through						
	Right Turn						
	Subtotal	20	19	95.5%	14.5	5.7	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	229	227	99.3%	1.6	0.4	A
	Through						
	Right Turn						
	Subtotal	249	246	98.8%	1.5	0.4	A
WB	Left Turn	570	568	99.6%	2.4	0.1	A
	Through						
	Right Turn						
	Subtotal	570	568	99.6%	2.4	0.1	A
Total		839	833	99.2%	2.5	0.2	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	405	398	98.2%	1.2	0.2	A
	Right Turn	30	35	116.3%	1.1	0.7	A
	Subtotal	435	433	99.5%	1.2	0.2	A
SB	Left Turn	85	84	99.3%	5.4	0.5	A
	Through	175	180	102.6%	1.9	0.5	A
	Right Turn						
	Subtotal	260	264	101.5%	3.0	0.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	29	96.0%	10.0	3.5	A
	Through						
	Right Turn	60	59	99.0%	7.2	1.5	A
	Subtotal	90	88	98.0%	8.2	2.0	A
Total		785	785	100.0%	2.6	0.4	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	98.0%	11.8	4.9	B
	Through						
	Right Turn	80	82	102.6%	8.2	1.7	A
	Subtotal	100	102	101.7%	8.9	1.6	A
EB	Left Turn	90	90	99.9%	6.7	1.6	A
	Through	240	242	100.7%	2.7	0.6	A
	Right Turn						
	Subtotal	330	332	100.5%	3.7	0.8	A
WB	Left Turn						
	Through	430	421	97.9%	1.2	0.2	A
	Right Turn	35	34	96.6%	1.0	0.3	A
	Subtotal	465	455	97.8%	1.2	0.2	A
Total		895	888	99.2%	3.0	0.6	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 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	540	99.0%	2.5	0.4	A
	Right Turn	45	47	104.9%	1.6	0.8	A
	Subtotal	590	587	99.4%	2.5	0.4	A
SB	Left Turn	285	283	99.3%	8.5	1.2	A
	Through	224	223	99.6%	1.9	0.5	A
	Right Turn						
	Subtotal	509	506	99.4%	5.6	1.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	88.4%	70.1	29.9	F
	Through						
	Right Turn	485	475	97.8%	73.8	26.4	F
	Subtotal	510	497	97.4%	73.7	26.4	F
Total		1,609	1,590	98.8%	26.4	8.3	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	805	798	99.1%	32.8	6.7	C
	Right Turn	710	708	99.7%	25.2	6.5	C
	Subtotal	1,515	1,506	99.4%	29.3	6.2	C
SB	Left Turn	275	201	73.0%	19.9	3.8	B
	Through	512	415	81.1%	7.8	1.0	A
	Right Turn						
	Subtotal	787	616	78.2%	11.9	1.3	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	466	461	98.9%	26.2	4.0	C
	Through						
	Right Turn	145	150	103.7%	13.6	3.3	B
	Subtotal	611	611	100.0%	23.2	3.5	C
Total		2,913	2,733	93.8%	24.0	3.7	C

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	35	35	99.4%	30.4	6.5	C
	Through	395	392	99.2%	55.8	4.1	E
	Right Turn	70	74	105.1%	34.2	10.3	C
	Subtotal	500	500	100.1%	50.9	4.8	D
SB	Left Turn	547	378	69.2%	234.7	15.2	F
	Through	365	237	65.0%	183.4	14.0	F
	Right Turn	445	301	67.5%	53.1	7.5	D
	Subtotal	1,357	916	67.5%	162.2	8.0	F
EB	Left Turn	765	516	67.4%	86.1	3.5	F
	Through	355	244	68.6%	56.4	7.9	E
	Right Turn	50	34	67.0%	42.7	9.9	D
	Subtotal	1,170	793	67.7%	75.3	4.1	E
WB	Left Turn	80	77	96.0%	87.3	25.5	F
	Through	310	356	114.8%	59.4	14.6	E
	Right Turn	690	654	94.8%	47.8	7.1	D
	Subtotal	1,080	1,087	100.6%	55.2	7.2	E
Total		4,107	3,296	80.2%	87.8	2.3	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	97.1%	40.9	7.6	D
	Through	90	92	101.9%	31.0	6.1	C
	Right Turn	525	471	89.8%	13.0	2.5	B
	Subtotal	795	738	92.8%	22.1	2.1	C
SB	Left Turn	100	94	94.4%	34.6	9.2	C
	Through	55	55	99.6%	42.8	7.3	D
	Right Turn	65	69	106.0%	5.9	1.2	A
	Subtotal	220	218	99.1%	27.8	4.6	C
EB	Left Turn	75	74	98.7%	14.5	2.2	B
	Through	635	645	101.5%	26.7	1.8	C
	Right Turn	150	145	96.9%	21.3	2.1	C
	Subtotal	860	864	100.5%	24.7	1.6	C
WB	Left Turn	251	250	99.5%	21.1	2.3	C
	Through	420	419	99.7%	11.3	2.6	B
	Right Turn	50	51	101.2%	6.4	2.1	A
	Subtotal	721	719	99.7%	14.3	1.5	B
Total		2,596	2,539	97.8%	21.3	1.1	C

MOVEMENT SUMMARY

 **Site: 101 [2024 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	0.398	15.9	LOS C	1.9	49.8	0.69	0.75	0.88	32.1
8	T1	460	3.0	0.398	10.8	LOS B	1.9	49.9	0.69	0.75	0.88	32.9
18b	R3	76	3.0	0.398	10.8	LOS B	1.9	49.9	0.69	0.75	0.88	31.3
Approach		536	3.2	0.398	10.8	LOS B	1.9	49.9	0.69	0.75	0.88	32.7
SouthEast: RoadName												
3bx	L3	51	3.0	0.657	18.0	LOS C	5.3	140.5	0.79	1.04	1.53	30.1
3ax	L1	20	100.0	0.657	22.8	LOS C	5.3	140.5	0.79	1.04	1.53	28.9
18ax	R1	838	3.0	0.657	17.8	LOS C	5.5	141.8	0.80	1.04	1.52	29.5
Approach		909	5.2	0.657	17.9	LOS C	5.5	141.8	0.80	1.04	1.52	29.5
North: Deer Valley Drive												
7u	U	242	3.0	0.704	12.8	LOS B	7.0	179.3	0.52	0.29	0.52	30.8
7a	L1	469	3.0	0.704	12.8	LOS B	7.0	179.3	0.52	0.29	0.52	29.9
4	T1	404	3.0	0.704	8.2	LOS A	7.0	179.3	0.36	0.19	0.36	33.2
14	R2	10	100.0	0.193	7.2	LOS A	0.8	21.7	0.23	0.11	0.23	34.5
Approach		1125	3.9	0.704	11.1	LOS B	7.0	179.3	0.46	0.25	0.46	31.2
West: Transit Center												
5	L2	5	100.0	0.118	16.5	LOS C	0.2	8.7	0.65	0.65	0.65	30.2
12a	R1	20	100.0	0.118	16.5	LOS C	0.2	8.7	0.65	0.65	0.65	29.7
12	R2	5	100.0	0.118	16.5	LOS C	0.2	8.7	0.65	0.65	0.65	29.1
Approach		30	100.0	0.118	16.5	LOS C	0.2	8.7	0.65	0.65	0.65	29.7
All Vehicles		2601	5.3	0.704	13.5	LOS B	7.0	179.3	0.63	0.63	0.92	30.9

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 - Mitigated
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						
	Through	213	207	97.4%	13.7	1.5	B
	Right Turn						
	Subtotal	213	207	97.4%	13.7	1.5	B
SB	Left Turn						
	Through	290	292	100.6%	15.7	2.9	B
	Right Turn	15	16	104.7%	10.3	4.2	B
	Subtotal	305	308	100.8%	15.4	2.9	B
EB	Left Turn	31	29	94.2%	28.4	6.1	C
	Through						
	Right Turn						
	Subtotal	31	29	94.2%	28.4	6.1	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		549	544	99.1%	15.6	1.7	B

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	94.5%	7.9	3.0	A
	Through						
	Right Turn						
	Subtotal	20	19	94.5%	7.9	3.0	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	529	538	101.7%	1.2	0.2	A
	Right Turn	20	18	91.5%	1.1	0.6	A
	Subtotal	549	557	101.4%	1.2	0.2	A
WB	Left Turn						
	Through	30	32	106.7%	0.9	0.3	A
	Right Turn						
	Subtotal	30	32	106.7%	0.9	0.3	A
Total		599	607	101.4%	1.4	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
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	269	268	99.7%	0.3	0.1	A
	Right Turn	20	22	111.0%	0.2	0.2	A
	Subtotal	289	290	100.5%	0.3	0.1	A
SB	Left Turn	50	51	101.0%	4.3	0.7	A
	Through	299	303	101.5%	0.5	0.1	A
	Right Turn						
	Subtotal	349	354	101.4%	1.0	0.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	20	99.0%	6.5	2.0	A
	Through						
	Right Turn	55	58	105.3%	6.0	1.2	A
	Subtotal	75	78	103.6%	6.2	1.2	A
Total		713	722	101.3%	1.3	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	25	99.6%	7.4	1.9	A
	Through						
	Right Turn	60	59	97.8%	7.1	1.5	A
	Subtotal	85	84	98.4%	7.0	1.1	A
EB	Left Turn	50	47	93.8%	6.5	1.5	A
	Through	324	327	101.0%	1.9	0.4	A
	Right Turn						
	Subtotal	374	374	100.0%	2.5	0.5	A
WB	Left Turn						
	Through	304	307	101.1%	0.4	0.1	A
	Right Turn	20	19	92.5%	0.2	0.1	A
	Subtotal	324	326	100.6%	0.4	0.1	A
Total		783	784	100.1%	2.1	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
AM Peak Hour

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	35	32	92.0%	12.8	6.4	B
	Right Turn	15	18	120.7%	5.8	2.4	A
	Subtotal	50	50	100.6%	9.7	4.3	A
SB	Left Turn	359	354	98.5%	8.9	1.6	A
	Through	539	541	100.3%	7.0	1.0	A
	Right Turn						
	Subtotal	898	894	99.6%	7.7	1.0	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	10	103.0%	11.3	10.8	B
	Through						
	Right Turn	354	353	99.8%	4.2	0.8	A
	Subtotal	364	364	99.9%	4.7	0.7	A
Total		1,312	1,308	99.7%	7.0	0.9	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	304	307	101.1%	12.7	2.4	B
	Right Turn	181	186	102.8%	3.2	0.4	A
	Subtotal	485	493	101.7%	9.1	1.5	A
SB	Left Turn	115	99	85.9%	13.1	2.5	B
	Through	677	633	93.4%	9.5	0.9	A
	Right Turn						
	Subtotal	792	731	92.3%	10.0	0.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	602	614	101.9%	16.9	1.7	B
	Through						
	Right Turn	215	208	96.7%	6.1	1.4	A
	Subtotal	817	822	100.6%	14.2	1.6	B
Total		2,094	2,046	97.7%	11.5	0.9	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
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	56	102.4%	31.7	7.7	C
	Through	195	193	98.8%	51.7	4.2	D
	Right Turn	75	72	95.3%	21.0	6.1	C
	Subtotal	325	321	98.6%	41.5	3.4	D
SB	Left Turn	517	415	80.2%	213.1	13.2	F
	Through	170	135	79.1%	183.3	15.2	F
	Right Turn	1,065	852	80.0%	63.6	12.3	E
	Subtotal	1,752	1,401	80.0%	120.7	5.5	F
EB	Left Turn	385	383	99.5%	48.6	8.0	D
	Through	240	238	99.1%	30.7	8.5	C
	Right Turn	25	29	115.6%	23.9	14.8	C
	Subtotal	650	650	100.0%	41.1	6.9	D
WB	Left Turn	50	48	96.4%	83.5	12.5	F
	Through	325	352	108.3%	61.7	17.7	E
	Right Turn	254	255	100.5%	10.9	2.1	B
	Subtotal	629	656	104.2%	44.8	11.9	D
Total		3,356	3,027	90.2%	78.3	3.6	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	94.2%	22.5	4.0	C
	Through	30	27	89.7%	22.2	8.0	C
	Right Turn	126	122	96.9%	3.2	0.6	A
	Subtotal	221	210	95.1%	10.8	1.4	B
SB	Left Turn	60	58	96.7%	19.2	3.2	B
	Through	75	77	102.8%	23.1	3.8	C
	Right Turn	30	31	102.7%	4.3	1.0	A
	Subtotal	165	166	100.5%	18.4	3.0	B
EB	Left Turn	25	24	97.2%	13.2	4.3	B
	Through	250	257	102.6%	18.2	3.0	B
	Right Turn	100	99	99.1%	9.5	2.0	A
	Subtotal	375	380	101.3%	15.6	2.2	B
WB	Left Turn	322	318	98.8%	14.0	1.4	B
	Through	350	358	102.2%	8.0	1.6	A
	Right Turn	50	50	100.4%	6.2	2.5	A
	Subtotal	722	726	100.6%	10.5	1.1	B
Total		1,483	1,482	99.9%	12.7	0.7	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
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						
	Through	714	704	98.6%	4.9	2.2	A
	Right Turn						
	Subtotal	714	704	98.6%	4.9	2.2	A
SB	Left Turn						
	Through	240	247	103.1%	3.4	1.9	A
	Right Turn	15	18	118.7%	2.1	1.7	A
	Subtotal	255	265	104.0%	3.3	1.8	A
EB	Left Turn	26	26	101.2%	13.8	6.1	B
	Through						
	Right Turn						
	Subtotal	26	26	101.2%	13.8	6.1	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		995	995	100.0%	4.7	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	19	97.0%	6.6	1.9	A
	Through						
	Right Turn						
	Subtotal	20	19	97.0%	6.6	1.9	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	129	132	102.3%	0.3	0.2	A
	Right Turn	20	20	98.5%	0.2	0.3	A
	Subtotal	149	152	101.8%	0.3	0.1	A
WB	Left Turn						
	Through	231	232	100.5%	2.1	0.1	A
	Right Turn						
	Subtotal	231	232	100.5%	2.1	0.1	A
Total		400	403	100.8%	1.6	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
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	744	746	100.2%	0.6	0.1	A
	Right Turn	30	28	93.0%	0.5	0.2	A
	Subtotal	774	773	99.9%	0.6	0.1	A
SB	Left Turn	85	85	100.1%	7.7	1.1	A
	Through	275	287	104.3%	0.4	0.1	A
	Right Turn						
	Subtotal	360	372	103.3%	2.0	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	101.7%	16.0	5.6	C
	Through						
	Right Turn	60	60	99.7%	10.7	2.5	B
	Subtotal	90	90	100.3%	12.6	2.7	B
Total		1,224	1,236	100.9%	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	20	19	93.5%	17.9	7.6	C
	Through						
	Right Turn	80	80	100.4%	13.7	3.7	B
	Subtotal	100	99	99.0%	15.0	3.7	B
EB	Left Turn	90	84	93.2%	11.1	2.2	B
	Through	340	349	102.7%	2.1	0.5	A
	Right Turn						
	Subtotal	430	433	100.7%	3.7	0.5	A
WB	Left Turn						
	Through	769	769	99.9%	1.0	0.1	A
	Right Turn	35	34	97.4%	0.6	0.1	A
	Subtotal	804	803	99.8%	1.0	0.1	A
Total		1,334	1,335	100.1%	2.8	0.4	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
PM Peak Hour

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	206	204	99.2%	36.1	4.5	D
	Right Turn	45	47	104.2%	26.1	5.7	C
	Subtotal	251	251	100.1%	34.2	3.6	C
SB	Left Turn	385	386	100.3%	10.1	2.4	B
	Through	124	124	100.3%	3.5	1.1	A
	Right Turn						
	Subtotal	509	510	100.3%	8.5	2.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	27	106.4%	47.1	14.7	D
	Through						
	Right Turn	824	816	99.1%	14.4	2.6	B
	Subtotal	849	843	99.3%	15.4	2.5	B
Total		1,609	1,605	99.7%	16.2	1.6	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	805	786	97.6%	30.7	5.5	C
	Right Turn	710	721	101.6%	25.2	10.6	C
	Subtotal	1,515	1,507	99.5%	28.1	7.9	C
SB	Left Turn	275	197	71.7%	20.7	2.3	C
	Through	512	407	79.6%	9.9	1.9	A
	Right Turn						
	Subtotal	787	605	76.8%	13.6	1.7	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	466	461	98.9%	25.0	3.6	C
	Through						
	Right Turn	145	149	102.8%	12.7	4.6	B
	Subtotal	611	610	99.9%	22.2	3.4	C
Total		2,913	2,722	93.4%	23.6	4.9	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
Opening Year Plus Project - Mitigated
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	37	106.6%	34.5	9.5	C
	Through	395	394	99.8%	49.1	4.6	D
	Right Turn	70	68	97.3%	34.6	8.5	C
	Subtotal	500	500	99.9%	46.1	4.2	D
SB	Left Turn	547	383	69.9%	235.5	15.7	F
	Through	365	248	67.9%	179.1	10.5	F
	Right Turn	445	300	67.3%	48.7	5.5	D
	Subtotal	1,357	930	68.5%	161.5	7.3	F
EB	Left Turn	765	523	68.3%	87.5	5.4	F
	Through	355	236	66.6%	67.4	14.1	E
	Right Turn	50	36	72.4%	60.4	15.7	E
	Subtotal	1,170	795	68.0%	80.8	8.1	F
WB	Left Turn	80	76	94.5%	75.6	18.7	E
	Through	310	344	110.9%	54.3	10.4	D
	Right Turn	690	658	95.3%	47.3	3.0	D
	Subtotal	1,080	1,077	99.7%	51.5	5.0	D
Total		4,107	3,302	80.4%	88.3	3.8	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	92.1%	41.0	12.5	D
	Through	90	96	107.1%	31.8	5.3	C
	Right Turn	525	496	94.5%	13.3	3.1	B
	Subtotal	795	758	95.4%	21.7	4.0	C
SB	Left Turn	100	100	100.1%	34.9	3.9	C
	Through	55	57	102.9%	40.1	8.9	D
	Right Turn	65	62	95.7%	5.8	0.8	A
	Subtotal	220	219	99.5%	28.2	4.2	C
EB	Left Turn	75	71	95.1%	17.2	3.9	B
	Through	635	642	101.1%	30.1	4.0	C
	Right Turn	150	156	103.8%	25.5	6.7	C
	Subtotal	860	869	101.0%	28.3	4.1	C
WB	Left Turn	251	256	101.8%	20.7	2.9	C
	Through	420	422	100.5%	12.0	2.1	B
	Right Turn	50	49	98.6%	8.9	4.2	A
	Subtotal	721	727	100.8%	14.7	1.8	B
Total		2,596	2,572	99.1%	22.5	2.5	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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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						
	Through	128	133	104.1%	1.2	0.6	A
	Right Turn						
	Subtotal	128	133	104.1%	1.2	0.6	A
SB	Left Turn						
	Through	208	213	102.4%	1.7	0.6	A
	Right Turn	15	14	94.7%	1.4	1.2	A
	Subtotal	223	227	101.8%	1.7	0.5	A
EB	Left Turn	31	30	97.4%	7.0	1.2	A
	Through						
	Right Turn						
	Subtotal	31	30	97.4%	7.0	1.2	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		382	391	102.2%	1.9	0.6	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	22	108.5%	9.6	3.3	A
	Through						
	Right Turn						
	Subtotal	20	22	108.5%	9.6	3.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	756	754	99.7%	3.4	0.2	A
	Right Turn	20	21	103.0%	3.4	1.8	A
	Subtotal	776	775	99.8%	3.4	0.2	A
WB	Left Turn						
	Through	180	177	98.2%	1.9	0.1	A
	Right Turn						
	Subtotal	180	177	98.2%	1.9	0.1	A
Total		976	973	99.7%	3.3	0.2	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	184	191	104.0%	0.6	0.1	A
	Right Turn	20	20	101.5%	0.4	0.5	A
	Subtotal	204	212	103.8%	0.5	0.1	A
SB	Left Turn	50	53	106.8%	4.4	0.7	A
	Through	217	224	103.0%	1.1	0.3	A
	Right Turn						
	Subtotal	267	277	103.7%	1.8	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	19	95.0%	6.5	1.6	A
	Through						
	Right Turn	55	58	105.6%	5.5	0.8	A
	Subtotal	75	77	102.8%	5.8	0.7	A
Total		546	566	103.6%	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	25	24	97.6%	7.8	2.8	A
	Through						
	Right Turn	60	59	98.8%	6.6	1.0	A
	Subtotal	85	84	98.5%	7.0	1.3	A
EB	Left Turn	50	47	94.8%	4.9	1.0	A
	Through	242	251	103.7%	1.7	0.3	A
	Right Turn						
	Subtotal	292	298	102.2%	2.1	0.3	A
WB	Left Turn						
	Through	219	231	105.5%	1.0	0.1	A
	Right Turn	20	18	90.5%	0.4	0.4	A
	Subtotal	239	249	104.3%	0.9	0.1	A
Total		616	631	102.5%	2.4	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	185	183	98.8%	1.3	0.3	A
	Right Turn	15	16	106.7%	1.6	1.3	A
	Subtotal	200	199	99.4%	1.3	0.3	A
SB	Left Turn	277	282	101.8%	7.7	1.4	A
	Through	766	758	98.9%	4.7	0.6	A
	Right Turn						
	Subtotal	1,043	1,040	99.7%	5.5	0.8	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	11	105.0%	33.3	22.6	D
	Through						
	Right Turn	269	280	104.1%	7.3	1.7	A
	Subtotal	279	291	104.1%	8.2	1.9	A
Total		1,522	1,529	100.4%	5.5	0.6	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	314	306	97.3%	21.0	10.9	C
	Right Turn	216	217	100.6%	3.3	0.7	A
	Subtotal	530	523	98.6%	13.9	7.0	B
SB	Left Turn	125	98	78.3%	12.2	1.4	B
	Through	697	587	84.2%	8.9	1.2	A
	Right Turn						
	Subtotal	822	685	83.3%	9.4	1.1	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	717	722	100.7%	22.8	8.0	C
	Through						
	Right Turn	225	222	98.8%	13.5	15.2	B
	Subtotal	942	944	100.2%	20.7	9.6	C
Total		2,294	2,152	93.8%	15.4	5.6	B

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	89	93.8%	34.0	7.9	C
	Through	195	200	102.3%	49.5	5.0	D
	Right Turn	70	71	101.1%	23.4	9.3	C
	Subtotal	360	359	99.8%	40.9	5.1	D
SB	Left Turn	522	330	63.1%	81.7	10.2	F
	Through	170	108	63.6%	70.1	11.1	E
	Right Turn	1,565	1,008	64.4%	120.1	3.4	F
	Subtotal	2,257	1,445	64.0%	107.6	3.2	F
EB	Left Turn	580	535	92.3%	75.7	8.1	E
	Through	360	332	92.1%	53.2	15.6	D
	Right Turn	45	44	97.1%	48.1	17.2	D
	Subtotal	985	911	92.4%	66.1	10.3	E
WB	Left Turn	50	47	94.0%	111.8	11.8	F
	Through	425	404	95.2%	99.5	6.2	F
	Right Turn	254	230	90.4%	15.3	4.1	B
	Subtotal	729	681	93.4%	71.2	4.4	E
Total		4,331	3,396	78.4%	82.2	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	75	69	91.6%	31.3	7.4	C
	Through	30	27	90.3%	30.1	10.9	C
	Right Turn	136	126	92.8%	3.7	0.9	A
	Subtotal	241	222	92.1%	15.6	4.0	B
SB	Left Turn	65	64	98.8%	23.3	3.7	C
	Through	75	77	102.1%	33.5	6.5	C
	Right Turn	35	39	110.3%	5.3	1.1	A
	Subtotal	175	179	102.5%	23.9	4.0	C
EB	Left Turn	25	27	106.0%	14.7	5.8	B
	Through	340	342	100.6%	22.6	1.5	C
	Right Turn	110	107	97.5%	14.9	2.5	B
	Subtotal	475	476	100.2%	20.4	1.2	C
WB	Left Turn	362	369	102.0%	18.8	2.0	B
	Through	475	485	102.0%	9.9	0.9	A
	Right Turn	55	56	101.6%	7.3	3.1	A
	Subtotal	892	910	102.0%	13.5	1.3	B
Total		1,783	1,787	100.2%	16.6	1.4	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	0.245	18.2	LOS C	0.8	22.1	0.71	0.71	0.71	32.3
8	T1	133	3.0	0.245	11.2	LOS B	0.9	22.3	0.71	0.71	0.71	32.5
18b	R3	94	3.0	0.245	11.1	LOS B	0.9	22.3	0.71	0.71	0.71	31.0
Approach		232	5.2	0.245	11.3	LOS B	0.9	22.3	0.71	0.71	0.71	31.9
SouthEast: RoadName												
3bx	L3	56	3.0	0.213	5.1	LOS A	0.8	23.4	0.33	0.21	0.33	35.4
3ax	L1	26	100.0	0.213	8.0	LOS A	0.8	23.4	0.33	0.21	0.33	33.9
18ax	R1	390	3.0	0.213	5.0	LOS A	0.9	24.2	0.34	0.21	0.34	35.1
Approach		472	8.2	0.213	5.2	LOS A	0.9	24.2	0.34	0.21	0.34	35.1
North: Deer Valley Drive												
7u	U	27	3.0	0.939	31.6	LOS D	47.7	1222.0	1.00	1.00	1.71	24.8
7a	L1	1022	3.0	0.939	31.6	LOS D	47.7	1222.0	1.00	1.00	1.71	24.2
4	T1	399	3.0	0.939	12.6	LOS B	47.7	1222.0	0.48	0.39	0.68	31.5
14	R2	16	100.0	0.257	8.0	LOS A	1.1	30.6	0.28	0.15	0.28	34.1
Approach		1464	4.1	0.939	26.2	LOS D	47.7	1222.0	0.85	0.82	1.42	25.9
West: Transit Center												
5	L2	5	100.0	0.274	27.3	LOS D	0.5	21.2	0.76	0.83	0.98	26.5
12a	R1	31	100.0	0.274	27.3	LOS D	0.5	21.2	0.76	0.83	0.98	26.2
12	R2	16	100.0	0.274	27.3	LOS D	0.5	21.2	0.76	0.83	0.98	25.7
Approach		52	100.0	0.274	27.3	LOS D	0.5	21.2	0.76	0.83	0.98	26.0
All Vehicles		2220	7.3	0.939	20.2	LOS C	47.7	1222.0	0.72	0.68	1.10	28.0

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	440	444	100.8%	2.0	2.2	A
	Through						
	Right Turn						
	Subtotal	440	444	100.8%	2.0	2.2	A
SB	Left Turn	180	178	98.8%	1.4	0.6	A
	Through						
	Right Turn						
	Subtotal	195	193	99.2%	1.3	0.6	A
EB	Left Turn	26	26	99.6%	9.0	4.1	A
	Through						
	Right Turn						
	Subtotal	26	26	99.6%	9.0	4.1	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		661	663	100.3%	2.1	1.6	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	21	107.0%	16.3	7.1	C
	Through						
	Right Turn						
	Subtotal	20	21	107.0%	16.3	7.1	C
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	264	265	100.4%	1.7	0.3	A
	Through						
	Right Turn						
	Subtotal	284	283	99.6%	1.7	0.3	A
WB	Left Turn	670	679	101.3%	2.6	0.1	A
	Through						
	Right Turn						
	Subtotal	670	679	101.3%	2.6	0.1	A
Total		974	983	100.9%	2.7	0.3	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	470	454	96.5%	117.8	82.3	F
	Right Turn	30	32	105.3%	116.9	92.6	F
	Subtotal	500	485	97.0%	118.4	83.1	F
SB	Left Turn	85	83	98.1%	4.6	0.7	A
	Through	215	218	101.3%	1.3	0.3	A
	Right Turn						
	Subtotal	300	301	100.4%	2.2	0.4	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	26	87.7%	413.9	364.1	F
	Through						
	Right Turn	60	52	87.2%	433.0	356.0	F
	Subtotal	90	79	87.3%	157.5	186.7	F
Total		890	865	97.2%	75.3	46.6	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	15	74.5%	396.6	289.0	F
	Through						
	Right Turn	80	55	68.9%	394.9	266.5	F
	Subtotal	100	70	70.0%	215.4	148.1	F
EB	Left Turn	90	92	102.0%	5.0	0.9	A
	Through	280	283	100.9%	2.2	0.4	A
	Right Turn						
	Subtotal	370	374	101.2%	2.9	0.3	A
WB	Left Turn						
	Through	495	451	91.1%	144.6	23.4	F
	Right Turn	35	36	101.4%	143.0	39.8	F
	Subtotal	530	486	91.7%	144.3	24.3	F
Total		1,000	931	93.1%	90.2	20.7	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	645	654	101.4%	3.0	0.3	A
	Right Turn	45	47	104.7%	2.5	1.0	A
	Subtotal	690	701	101.6%	3.0	0.3	A
SB	Left Turn	325	328	101.0%	13.3	4.7	B
	Through	259	262	101.0%	2.6	0.7	A
	Right Turn						
	Subtotal	584	590	101.0%	8.6	2.6	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	22	86.0%	166.7	37.2	F
	Through						
	Right Turn	550	436	79.3%	134.9	10.2	F
	Subtotal	575	458	79.6%	136.7	10.9	F
Total		1,849	1,748	94.6%	40.2	0.7	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	835	798	95.5%	141.2	68.0	F
	Right Turn	840	793	94.3%	174.1	91.5	F
	Subtotal	1,675	1,590	94.9%	157.4	78.4	F
SB	Left Turn	290	182	62.6%	21.2	3.7	C
	Through	522	355	68.0%	8.4	1.3	A
	Right Turn						
	Subtotal	812	536	66.1%	12.7	1.8	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	551	560	101.7%	33.6	8.1	C
	Through						
	Right Turn	150	153	102.1%	22.3	8.8	C
	Subtotal	701	713	101.8%	31.0	8.2	C
Total		3,188	2,840	89.1%	97.3	41.9	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	67	95.1%	41.0	8.8	D
	Through	395	394	99.7%	52.3	3.9	D
	Right Turn	70	73	104.7%	35.5	12.6	D
	Subtotal	535	534	99.7%	48.6	4.0	D
SB	Left Turn	547	362	66.2%	224.7	12.9	F
	Through	365	241	65.9%	185.1	14.0	F
	Right Turn	720	478	66.3%	59.8	9.2	E
	Subtotal	1,632	1,080	66.2%	141.8	10.7	F
EB	Left Turn	1,190	530	44.5%	86.6	4.6	F
	Through	445	201	45.2%	62.9	11.5	E
	Right Turn	70	34	49.0%	53.9	19.0	D
	Subtotal	1,705	766	44.9%	79.2	6.3	E
WB	Left Turn	75	66	88.3%	118.6	18.3	F
	Through	405	397	97.9%	94.0	6.3	F
	Right Turn	690	578	83.7%	40.9	5.2	D
	Subtotal	1,170	1,040	88.9%	66.4	2.9	E
Total		5,042	3,420	67.8%	89.9	2.3	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	188	89.4%	62.1	22.8	E
	Through	90	90	99.8%	44.4	14.3	D
	Right Turn	585	515	88.0%	22.8	10.6	C
	Subtotal	885	793	89.5%	35.3	13.9	D
SB	Left Turn	105	102	97.4%	39.6	9.8	D
	Through	55	52	93.8%	46.7	10.1	D
	Right Turn	75	74	98.0%	6.3	1.1	A
	Subtotal	235	227	96.8%	30.2	5.6	C
EB	Left Turn	85	88	103.2%	22.0	3.0	C
	Through	865	867	100.2%	42.7	5.2	D
	Right Turn	175	177	101.0%	41.1	7.7	D
	Subtotal	1,125	1,131	100.6%	40.9	5.3	D
WB	Left Turn	276	275	99.6%	24.4	4.5	C
	Through	570	564	98.9%	12.4	1.7	B
	Right Turn	55	52	95.3%	9.3	3.7	A
	Subtotal	901	891	98.9%	15.9	1.8	B
Total		3,146	3,042	96.7%	31.5	4.1	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	0.447	17.6	LOS C	2.3	59.9	0.71	0.81	1.01	31.4
8	T1	475	3.0	0.447	12.3	LOS B	2.3	60.0	0.71	0.81	1.01	32.2
18b	R3	96	3.0	0.447	12.3	LOS B	2.3	60.0	0.71	0.81	1.01	30.7
Approach		572	3.2	0.447	12.3	LOS B	2.3	60.0	0.71	0.81	1.01	32.0
SouthEast: RoadName												
3bx	L3	61	3.0	0.753	23.4	LOS C	7.7	202.0	0.85	1.21	1.93	28.1
3ax	L1	20	100.0	0.753	28.3	LOS D	7.7	202.0	0.85	1.21	1.93	27.0
18ax	R1	949	3.0	0.753	23.2	LOS C	7.9	203.4	0.86	1.21	1.92	27.6
Approach		1030	4.9	0.753	23.3	LOS C	7.9	203.4	0.86	1.21	1.92	27.6
North: Deer Valley Drive												
7u	U	242	3.0	0.762	15.2	LOS C	8.6	220.1	0.62	0.36	0.62	29.9
7a	L1	524	3.0	0.762	15.2	LOS C	8.6	220.1	0.62	0.36	0.62	29.0
4	T1	429	3.0	0.762	9.3	LOS A	8.6	220.1	0.41	0.23	0.41	32.7
14	R2	10	100.0	0.208	7.4	LOS A	0.9	23.8	0.25	0.13	0.25	34.4
Approach		1206	3.8	0.762	13.0	LOS B	8.6	220.1	0.54	0.31	0.54	30.5
West: Transit Center												
5	L2	5	100.0	0.128	18.1	LOS C	0.2	9.4	0.68	0.68	0.68	29.6
12a	R1	20	100.0	0.128	18.1	LOS C	0.2	9.4	0.68	0.68	0.68	29.2
12	R2	5	100.0	0.128	18.1	LOS C	0.2	9.4	0.68	0.68	0.68	28.6
Approach		30	100.0	0.128	18.1	LOS C	0.2	9.4	0.68	0.68	0.68	29.1
All Vehicles		2838	5.1	0.762	16.7	LOS C	8.6	220.1	0.69	0.74	1.14	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: Saturday, July 23, 2022 11:31:23 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
2040 Plus Project - Mitigated
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						
	Through	278	274	98.7%	3.1	1.6	A
	Right Turn						
	Subtotal	278	274	98.7%	3.1	1.6	A
SB	Left Turn						
	Through	348	345	99.2%	4.6	1.9	A
	Right Turn	15	15	102.0%	3.2	3.6	A
	Subtotal	363	361	99.3%	4.5	1.9	A
EB	Left Turn	31	30	97.7%	11.3	5.4	B
	Through						
	Right Turn						
	Subtotal	31	30	97.7%	11.3	5.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		672	665	99.0%	4.2	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	22	107.5%	8.8	3.6	A
	Through						
	Right Turn						
	Subtotal	20	22	107.5%	8.8	3.6	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	616	622	100.9%	1.3	0.1	A
	Right Turn	20	19	94.0%	1.6	1.4	A
	Subtotal	636	641	100.7%	1.3	0.1	A
WB	Left Turn						
	Through	30	32	105.3%	1.0	0.3	A
	Right Turn						
	Subtotal	30	32	105.3%	1.0	0.3	A
Total		686	694	101.1%	1.5	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
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	334	328	98.2%	0.3	0.1	A
	Right Turn	20	23	113.5%	0.2	0.1	A
	Subtotal	354	351	99.1%	0.3	0.1	A
SB	Left Turn	50	48	95.4%	4.4	0.6	A
	Through	357	356	99.7%	0.5	0.1	A
	Right Turn						
	Subtotal	407	404	99.1%	1.0	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	20	23	113.0%	7.7	2.7	A
	Through						
	Right Turn	55	55	100.5%	6.4	0.8	A
	Subtotal	75	78	103.9%	6.8	1.1	A
Total		836	832	99.5%	1.2	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	104.4%	8.5	2.8	A
	Through						
	Right Turn	60	61	101.2%	7.5	1.4	A
	Subtotal	85	87	102.1%	7.9	1.7	A
EB	Left Turn	50	51	102.4%	6.7	1.2	A
	Through	382	377	98.6%	2.3	0.3	A
	Right Turn						
	Subtotal	432	428	99.1%	2.8	0.4	A
WB	Left Turn						
	Through	369	364	98.7%	0.4	0.1	A
	Right Turn	20	19	95.0%	0.2	0.3	A
	Subtotal	389	383	98.5%	0.4	0.1	A
Total		906	898	99.1%	2.2	0.3	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
AM Peak Hour

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	35	37	106.0%	17.2	6.4	B
	Right Turn	15	15	98.7%	5.7	2.9	A
	Subtotal	50	52	103.8%	13.9	4.4	B
SB	Left Turn	417	412	98.9%	9.6	1.6	A
	Through	626	622	99.3%	7.3	1.8	A
	Right Turn						
	Subtotal	1,043	1,034	99.1%	8.2	1.7	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	10	12	116.0%	27.0	15.0	C
	Through						
	Right Turn	419	410	97.9%	4.7	0.9	A
	Subtotal	429	422	98.3%	5.3	0.9	A
Total		1,522	1,508	99.1%	7.6	1.3	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	314	313	99.8%	46.8	25.6	D
	Right Turn	216	218	100.9%	4.8	0.7	A
	Subtotal	530	531	100.2%	29.3	15.6	C
SB	Left Turn	125	103	82.4%	14.5	2.3	B
	Through	697	585	83.9%	9.9	1.6	A
	Right Turn						
	Subtotal	822	688	83.7%	10.6	1.4	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	717	694	96.7%	30.7	15.0	C
	Through						
	Right Turn	225	224	99.4%	30.2	27.0	C
	Subtotal	942	917	97.4%	30.8	17.4	C
Total		2,294	2,136	93.1%	23.4	10.2	C

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
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	95	99.5%	33.7	6.6	C
	Through	195	194	99.4%	52.8	6.7	D
	Right Turn	70	72	102.4%	22.8	9.2	C
	Subtotal	360	360	100.0%	41.3	4.6	D
SB	Left Turn	522	337	64.5%	86.7	19.1	F
	Through	170	112	65.8%	78.3	16.3	E
	Right Turn	1,565	1,005	64.2%	121.7	3.7	F
	Subtotal	2,257	1,453	64.4%	110.5	4.8	F
EB	Left Turn	580	531	91.5%	71.5	3.2	E
	Through	360	326	90.6%	49.3	6.9	D
	Right Turn	45	42	93.8%	43.4	12.1	D
	Subtotal	985	899	91.3%	62.1	4.3	E
WB	Left Turn	50	43	86.8%	117.8	9.9	F
	Through	425	413	97.1%	100.1	6.7	F
	Right Turn	254	227	89.4%	14.3	2.6	B
	Subtotal	729	683	93.7%	74.4	4.0	E
Total		4,331	3,396	78.4%	83.2	2.4	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	73	96.7%	28.5	5.3	C
	Through	30	28	92.7%	30.9	12.1	C
	Right Turn	136	125	92.0%	3.7	0.8	A
	Subtotal	241	225	93.5%	16.2	2.9	B
SB	Left Turn	65	70	107.1%	23.1	7.2	C
	Through	75	78	103.6%	30.0	5.3	C
	Right Turn	35	35	99.1%	5.1	1.6	A
	Subtotal	175	182	104.0%	22.5	4.3	C
EB	Left Turn	25	24	94.8%	14.1	3.7	B
	Through	340	336	98.7%	19.8	2.1	B
	Right Turn	110	114	103.5%	12.5	2.7	B
	Subtotal	475	473	99.6%	17.6	2.1	B
WB	Left Turn	362	357	98.5%	17.5	2.3	B
	Through	475	475	99.9%	9.5	1.1	A
	Right Turn	55	55	99.5%	7.7	2.0	A
	Subtotal	892	886	99.3%	12.6	1.0	B
Total		1,783	1,767	99.1%	15.4	1.1	B

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
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	846	846	100.0%	7.0	2.8	A
	Through						
	Right Turn						
	Subtotal	846	846	100.0%	7.0	2.8	A
SB	Left Turn	240	237	98.7%	3.2	1.1	A
	Through						
	Right Turn						
	Subtotal	255	257	100.6%	3.1	1.1	A
EB	Left Turn	26	25	94.6%	22.8	9.6	C
	Through						
	Right Turn						
	Subtotal	26	25	94.6%	22.8	9.6	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,127	1,127	100.0%	6.5	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	20	98.0%	5.9	1.1	A
	Through						
	Right Turn						
	Subtotal	20	20	98.0%	5.9	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn	204	208	102.2%	0.4	0.2	A
	Through						
	Right Turn						
	Subtotal	224	229	102.2%	0.5	0.1	A
WB	Left Turn	264	263	99.6%	2.0	0.1	A
	Through						
	Right Turn						
	Subtotal	264	263	99.6%	2.0	0.1	A
Total		508	511	100.7%	1.5	0.2	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
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	876	882	100.6%	0.7	0.1	A
	Right Turn	30	30	100.0%	0.4	0.2	A
	Subtotal	906	912	100.6%	0.7	0.1	A
SB	Left Turn	85	83	98.1%	8.1	1.6	A
	Through	275	279	101.3%	0.4	0.1	A
	Right Turn						
	Subtotal	360	362	100.6%	2.1	0.2	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	30	31	104.7%	20.0	9.0	C
	Through						
	Right Turn	60	61	101.0%	17.4	5.7	C
	Subtotal	90	92	102.2%	18.2	6.5	C
Total		1,356	1,366	100.7%	2.2	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	20	99.5%	32.0	18.2	D
	Through						
	Right Turn	80	79	99.1%	25.9	8.7	D
	Subtotal	100	99	99.2%	28.0	10.0	D
EB	Left Turn	90	89	98.4%	14.2	2.6	B
	Through	340	337	99.1%	1.9	0.4	A
	Right Turn						
	Subtotal	430	426	99.0%	4.4	0.9	A
WB	Left Turn						
	Through	901	905	100.4%	1.2	0.1	A
	Right Turn	35	33	93.7%	0.8	0.2	A
	Subtotal	936	937	100.1%	1.2	0.1	A
Total		1,466	1,462	99.7%	4.2	1.0	A

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
PM Peak Hour

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	239	241	100.9%	45.4	4.8	D
	Right Turn	45	45	99.3%	35.6	7.6	D
	Subtotal	284	286	100.7%	43.9	4.9	D
SB	Left Turn	385	378	98.1%	9.5	2.0	A
	Through	199	203	101.9%	3.1	0.7	A
	Right Turn						
	Subtotal	584	581	99.4%	7.2	1.5	A
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	25	25	100.0%	70.6	18.8	E
	Through						
	Right Turn	956	954	99.8%	31.2	11.1	C
	Subtotal	981	979	99.8%	32.3	11.1	C
Total		1,849	1,846	99.8%	26.5	6.6	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	835	809	96.8%	86.8	38.1	F
	Right Turn	840	817	97.2%	113.0	71.0	F
	Subtotal	1,675	1,625	97.0%	100.6	55.2	F
SB	Left Turn	290	181	62.5%	20.6	3.9	C
	Through	522	348	66.7%	8.8	1.9	A
	Right Turn						
	Subtotal	812	530	65.2%	12.7	2.1	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn	551	540	98.0%	32.3	8.0	C
	Through						
	Right Turn	150	153	102.0%	17.7	5.9	B
	Subtotal	701	693	98.8%	29.0	7.1	C
Total		3,188	2,848	89.3%	66.8	31.8	E

SimTraffic Post-Processor
Average Results from 10 Runs
Volume and Delay by Movement

Snow Park Village
2040 Plus Project - Mitigated
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	100.7%	38.1	10.0	D
	Through	395	399	101.0%	55.8	3.7	E
	Right Turn	70	69	98.7%	35.9	10.6	D
	Subtotal	535	539	100.7%	51.6	4.3	D
SB	Left Turn	547	356	65.1%	224.7	17.1	F
	Through	365	247	67.5%	179.3	6.9	F
	Right Turn	720	496	68.9%	55.9	6.8	E
	Subtotal	1,632	1,099	67.4%	142.3	12.1	F
EB	Left Turn	1,190	533	44.8%	90.0	8.8	F
	Through	445	200	45.0%	75.6	24.7	E
	Right Turn	70	30	43.4%	69.9	33.2	E
	Subtotal	1,705	764	44.8%	85.5	13.2	F
WB	Left Turn	75	61	81.1%	108.1	25.8	F
	Through	405	390	96.3%	87.0	8.4	F
	Right Turn	690	601	87.0%	42.3	6.2	D
	Subtotal	1,170	1,051	89.9%	62.0	5.7	E
Total		5,042	3,453	68.5%	90.6	4.0	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	186	88.6%	75.2	42.0	E
	Through	90	87	97.0%	52.4	22.8	D
	Right Turn	585	523	89.3%	25.1	12.1	C
	Subtotal	885	796	89.9%	40.0	19.4	D
SB	Left Turn	105	103	98.4%	37.2	7.9	D
	Through	55	55	100.0%	46.3	12.9	D
	Right Turn	75	80	106.4%	6.7	0.7	A
	Subtotal	235	238	101.3%	30.1	7.0	C
EB	Left Turn	85	83	97.4%	19.2	11.0	B
	Through	865	849	98.1%	38.5	14.1	D
	Right Turn	175	182	104.2%	37.1	15.1	D
	Subtotal	1,125	1,114	99.0%	36.9	13.8	D
WB	Left Turn	276	270	98.0%	24.0	2.5	C
	Through	570	572	100.4%	12.0	2.0	B
	Right Turn	55	55	100.7%	9.6	2.9	A
	Subtotal	901	898	99.7%	15.5	1.2	B
Total		3,146	3,046	96.8%	30.8	9.0	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	15	13	87.3%	9.8	1.1	A
	Through						
	Right Turn						
	Subtotal	15	13	87.3%	9.8	1.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	40	42	104.8%	0.1	0.1	A
	Right Turn	576	559	97.0%	16.2	4.4	C
	Subtotal	616	601	97.5%	15.1	4.2	C
WB	Left Turn						
	Through	15	14	93.3%	0.0	0.0	A
	Right Turn						
	Subtotal	15	14	93.3%	0.0	0.0	A
Total		646	628	97.2%	14.7	4.1	B

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						
	Through						
	Right Turn	16	15	93.1%	6.7	0.1	A
	Subtotal	16	15	93.1%	6.7	0.1	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	15	15	101.3%	0.8	0.5	A
	Right Turn	25	27	106.8%	0.5	0.1	A
	Subtotal	40	42	104.8%	0.6	0.1	A
WB	Left Turn						
	Through	15	14	93.3%	0.1	0.0	A
	Right Turn						
	Subtotal	15	14	93.3%	0.1	0.0	A
Total		71	71	99.7%	2.1	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	16	15	93.1%	0.0	0.0	A
	Right Turn	15	15	101.3%	0.4	0.1	A
	Subtotal	31	30	97.1%	0.2	0.0	A
WB	Left Turn	15	15	100.0%	0.0	0.0	A
	Through	15	14	93.3%	0.6	0.1	A
	Right Turn						
	Subtotal	30	29	96.7%	0.3	0.0	A
Total		61	59	96.9%	0.2	0.0	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	14	93.3%	11.4	0.9	B
	Through						
	Right Turn	15	15	100.0%	9.3	0.6	A
	Subtotal	30	29	96.7%	10.5	0.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	16	15	93.1%	0.3	0.2	A
	Right Turn						
	Subtotal	16	15	93.1%	0.3	0.2	A
WB	Left Turn						
	Through	15	15	100.0%	0.6	0.0	A
	Right Turn						
	Subtotal	15	15	100.0%	0.6	0.0	A
Total		61	59	96.6%	5.6	0.3	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	242	237	98.1%	0.7	0.2	A
	Right Turn						
	Subtotal	242	237	98.1%	0.7	0.2	A
SB	Left Turn						
	Through	303	334	110.1%	1.6	0.3	A
	Right Turn	145	47	32.1%	0.7	0.2	A
	Subtotal	448	380	84.9%	1.5	0.2	A
EB	Left Turn	36	34	93.3%	8.2	3.4	A
	Through						
	Right Turn						
	Subtotal	36	34	93.3%	8.2	3.4	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		726	651	89.7%	1.6	0.2	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	207	204	98.4%	2.7	0.6	A
	Right Turn						
	Subtotal	207	204	98.4%	2.7	0.6	A
SB	Left Turn						
	Through	243	239	98.5%	3.7	1.6	A
	Right Turn	100	94	93.8%	2.5	1.3	A
	Subtotal	343	333	97.1%	3.4	1.4	A
EB	Left Turn	35	34	96.6%	9.6	1.3	A
	Through						
	Right Turn						
	Subtotal	35	34	96.6%	9.6	1.3	A
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		585	571	97.5%	3.6	0.7	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	45	89.0%	1.6	1.3	A
	Through	150	148	98.8%	2.7	0.9	A
	Right Turn						
	Subtotal	200	193	96.4%	2.5	0.7	A
SB	Left Turn						
	Through	200	194	97.0%	8.4	10.9	A
	Right Turn	43	45	104.9%	1.8	1.0	A
	Subtotal	243	239	98.4%	7.3	9.2	A
EB	Left Turn	57	55	97.0%	17.4	1.9	C
	Through						
	Right Turn						
	Subtotal	57	55	97.0%	17.4	1.9	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		500	487	97.4%	6.3	4.5	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	193	96.5%	0.6	0.3	A
	Right Turn						
	Subtotal	200	193	96.5%	0.6	0.3	A
SB	Left Turn						
	Through	200	194	96.9%	13.4	9.6	B
	Right Turn						
	Subtotal	200	194	96.9%	13.4	9.6	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	387	96.7%	7.1	5.0	A

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	15	2	12	17	85	12	70	99	NO
	Right Turn	500	15	2	12	17	85	12	70	99	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	9	1	8	12	169	29	128	212	MAX
	Through	500	16	4	12	22	259	81	187	425	NO
SB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
EB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn	500	2	1	0	4	23	11	7	38	NO
	Through										
	Right Turn	100	7	2	5	10	167	38	114	236	MAX
	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 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	33	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	500	42	54	4	169	223	125	69	471	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	100	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 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	16	3	12	20	162	17	127	186	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	29	4	23	34	236	18	216	265	MAX
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	75	2	0	1	2	49	14	31	72	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	2	0	1	2	49	14	31	72	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 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	4	0	3	4	63	7	56	79	NO
	Left Turn										
	Through	500	4	0	4	4	63	7	56	79	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	500	1	0	0	1	32	7	20	43	NO
	Left Turn	500	0	0	0	0	2	5	0	15	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	0	0	0	0	0	0	0	0	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	1	29	7	22	43	NO
	Through	500	2	1	1	3	33	13	17	62	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	3	0	3	3	60	4	54	66	NO
	Through										
	Right Turn	500	3	0	3	4	61	4	56	67	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	Average Queue (ft)			Average	Maximum Queue (ft)			Exceeds Storage?
				Std. Dev.	Minimum	Maximum		Std. Dev.	Minimum	Maximum	
NB	U Turn	150	1	0	0	1	46	11	34	58	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	125	63	24	35	104	221	19	173	237	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	0	0	0	0	NO
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	3	0	3	3	57	2	56	62	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	1	0	1	1	105	0	105	106	MAX
	Through	100	1	0	1	1	105	0	105	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
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	100	27	6	18	39	152	22	124	183	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	100	26	4	17	32	161	18	139	184	MAX
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	100	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	75	0	0	0	0	2	5	0	15	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 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	0	0	0	0	0	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	5	0	4	6	111	9	91	120	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	3	1	2	4	83	20	59	120	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	160	4	2	1	7	122	56	46	213	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	4	1	3	5	96	6	81	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
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	14	14	6	51	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	1	0	4	8	15	0	38	NO
EB	Right Turn	75	1	1	0	4	8	15	0	38	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn	150	2	1	1	4	91	13	81	110	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
AM Peak Hour

Intersection 8 Deer Valley Drive East/Pick-up/Drop-off Uncontrolled

Direction	Movement	Storage (ft)	Average Queue (ft)				Maximum Queue (ft)				Exceeds Storage?
			Average	Std. Dev.	Minimum	Maximum	Average	Std. Dev.	Minimum	Maximum	
NB	U Turn	150	0	0	0	1	20	18	0	48	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	13	11	4	39	117	60	33	214	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 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										

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	249	226	90.7%	9.6	0.3	A
	Through						
	Right Turn						
	Subtotal	249	226	90.7%	9.6	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	27	26	95.6%	0.1	0.0	A
	Right Turn	177	180	101.5%	0.8	0.2	A
	Subtotal	204	205	100.7%	0.7	0.2	A
WB	Left Turn						
	Through	15	14	94.0%	0.2	0.2	A
	Right Turn						
	Subtotal	15	14	94.0%	0.2	0.2	A
Total		468	445	95.2%	5.1	0.2	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						
	Through						
	Right Turn	11	10	90.0%	6.7	0.3	A
	Subtotal	11	10	90.0%	6.7	0.3	A
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	15	15	100.0%	0.6	0.1	A
	Right Turn	12	11	89.2%	0.3	0.1	A
	Subtotal	27	26	95.2%	0.5	0.0	A
WB	Left Turn						
	Through	15	14	94.7%	0.1	0.1	A
	Right Turn						
	Subtotal	15	14	94.7%	0.1	0.1	A
Total		53	50	94.0%	1.5	0.2	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	11	10	90.0%	0.0	0.1	A
	Right Turn	15	15	98.7%	0.4	0.1	A
	Subtotal	26	25	95.0%	0.2	0.1	A
WB	Left Turn	15	15	100.0%	0.1	0.0	A
	Through	15	14	94.7%	0.6	0.1	A
	Right Turn						
	Subtotal	30	29	97.3%	0.3	0.0	A
Total		56	54	96.3%	0.3	0.0	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	14	94.7%	11.8	0.9	B
	Through						
	Right Turn	15	15	100.0%	9.3	0.6	A
	Subtotal	30	29	97.3%	10.7	0.6	B
SB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
EB	Left Turn						
	Through	11	10	90.0%	0.2	0.1	A
	Right Turn						
	Subtotal	11	10	90.0%	0.2	0.1	A
WB	Left Turn						
	Through	15	15	100.0%	0.8	0.4	A
	Right Turn						
	Subtotal	15	15	100.0%	0.8	0.4	A
Total		56	54	96.6%	6.2	0.4	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	579	571	98.5%	8.3	3.8	A
	Right Turn						
	Subtotal	579	571	98.5%	8.3	3.8	A
SB	Left Turn						
	Through	190	189	99.6%	1.7	0.2	A
	Right Turn	50	48	96.4%	0.7	0.4	A
	Subtotal	240	237	98.9%	1.5	0.2	A
EB	Left Turn	267	265	99.2%	12.2	2.4	B
	Through						
	Right Turn						
	Subtotal	267	265	99.2%	12.2	2.4	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		1,086	1,073	98.8%	7.9	2.5	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	318	312	98.1%	4.4	3.5	A
	Right Turn						
	Subtotal	318	312	98.1%	4.4	3.5	A
SB	Left Turn						
	Through	190	189	99.5%	3.5	2.0	A
	Right Turn						
	Subtotal	190	189	99.5%	3.5	2.0	A
EB	Left Turn	261	260	99.5%	10.5	1.6	B
	Through						
	Right Turn						
	Subtotal	261	260	99.5%	10.5	1.6	B
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		769	760	98.9%	6.4	1.9	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	217	108.3%	2.9	1.2	A
	Right Turn						
	Subtotal	200	217	108.3%	2.9	1.2	A
SB	Left Turn						
	Through	150	147	98.1%	11.2	15.7	B
	Right Turn	40	41	103.5%	2.4	4.1	A
	Subtotal	190	189	99.2%	9.5	14.1	A
EB	Left Turn	118	96	81.2%	17.5	2.9	C
	Through						
	Right Turn	50	70	140.8%	34.3	28.5	D
	Subtotal	168	166	98.9%	24.7	13.5	C
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		558	571	102.4%	11.7	8.2	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	217	108.4%	0.6	0.2	A
	Right Turn						
	Subtotal	200	217	108.4%	0.6	0.2	A
SB	Left Turn						
	Through	200	217	108.4%	14.2	9.0	B
	Right Turn						
	Subtotal	200	217	108.4%	14.2	9.0	B
EB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
WB	Left Turn						
	Through						
	Right Turn						
	Subtotal						
Total		400	434	108.4%	7.5	4.8	A

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	93	4	88	102	279	15	257	306	NO
	Right Turn	500	93	4	88	102	279	15	257	306	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	100	31	5	24	38	266	45	216	357	MAX
	Through	500	6	2	4	10	101	28	60	135	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	2	5	10	54	7	45	69	NO
	Through										
	Right Turn	100	119	41	77	205	845	126	625	999	AVG
	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	0	0	0	0	30	1	28	31	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	500	0	0	0	0	0	0	0	0	NO
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	100	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 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	96	9	84	113	394	4	387	399	MAX
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	16	3	13	23	181	33	135	249	MAX
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	75	2	1	1	2	44	9	31	57	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 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	7	1	5	8	75	10	64	97	NO
	Left Turn										
	Through	500	8	1	6	9	75	10	64	97	NO
EB	Right Turn										
	Second Right										
	U Turn										
	Second Left	500	9	2	7	14	86	13	72	109	NO
	Left Turn	500	0	0	0	0	0	0	0	0	NO
WB	Through										
	Right Turn										
	Second Right										
	U Turn										
	Second Left										
WB	Left Turn										
	Through	500	0	0	0	1	18	31	0	77	NO
	Right Turn	500	0	0	0	1	18	31	0	77	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 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	1	18	32	0	104	NO
	Right Turn	500	0	0	0	1	18	32	0	104	NO
SB	Second Right										
	U Turn										
	Second Left										
	Left Turn	500	9	2	7	11	89	16	64	109	NO
	Through	500	2	1	0	4	28	11	17	46	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	6	1	5	9	65	9	57	88	NO
	Through										
	Right Turn	500	7	1	6	9	67	9	58	89	NO
	Second Right										

Vissim Post-Processor
Average Results from 10 Runs
Queue Length

Snow Park Village
2040 Plus Project - Bus Option
PM Peak Hour

Intersection 1		P2 Parking/Doe Pass Road					Side-street Stop				
Direction	Movement	Storage (ft)	Average	Average Queue (ft)			Average	Maximum Queue (ft)			Exceeds Storage?
				Std. Dev.	Minimum	Maximum		Std. Dev.	Minimum	Maximum	
NB	U Turn	150	68	0	67	68	104	1	103	106	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	1	3	0	10	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	2	0	2	2	57	2	56	62	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	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	1	0	1	1	105	0	105	106	MAX
	Through	100	1	0	1	1	105	0	105	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	100	27	5	20	39	152	18	127	176	MAX
	Second Left										
	Left Turn	100	27	4	22	36	162	14	139	182	MAX
	Through										
SB	Right Turn										
	Second Right										
	U Turn										
	Second Left										
EB	Left Turn	100	0	0	0	0	0	0	0	0	NO
	Through										
	Right Turn										
	Second Right										
WB	U Turn	75	0	0	0	0	5	11	0	31	NO
	Second Left										
	Left Turn										
	Through										
	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	3	2	1	8	132	42	93	215	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	81	2	78	83	111	1	110	112	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	4	1	2	6	122	21	80	150	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	160	3	2	1	8	84	42	15	142	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	64	1	63	66	91	1	90	92	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	0	0	0	0	0	0	0	0	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	75	1	2	0	5	21	19	0	40	NO
	U Turn										
	Second Left										
	Left Turn										
	Through										
EB	Right Turn	150	18	11	8	43	157	26	114	188	MAX
	Second Right										
	U Turn										
	Second Left										
	Left Turn										
WB	Through	150	12	7	5	30	148	23	108	184	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	0	0	0	1	41	29	0	101	NO
	Second Left										
	Left Turn										
	Through										
	Right Turn										
SB	Second Right	150	22	13	8	45	177	29	115	209	MAX
	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

Project: UT20-2245
 Description: Snow Park Transportation Study

Park City Minimum Parking Rates Based <i>Shared</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											1 PM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	25,866	sf GLA	3.22	100%	97%	3.11	ksf GLA	3.20	100%	97%	3.09	ksf GLA	100%	100%	81	100%	100%	80
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%	87%	4.97	ksf GLA	5.73	100%	87%	4.97	ksf GLA	100%	100%	153	100%	100%	153
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	49%	100%	0.42	key	0.87	53%	100%	0.46	key	55%	60%	-	55%	60%	-
Hotel-Leisure	193	keys	0.87	50%	100%	0.43	key	0.87	50%	100%	0.43	key	65%	50%	27	65%	50%	27
Hotel Employees	193	keys	0.13	100%	100%	0.13	key	0.13	100%	100%	0.13	key	100%	50%	13	100%	50%	13
Restaurant/Lounge	5,451	sf GLA	4.24	72%	90%	2.75	ksf GLA	4.26	72%	70%	2.15	ksf GLA	100%	100%	16	100%	100%	12
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	5.50	36%	90%	1.78	ksf GLA	100%	100%	-	100%	100%	-
Convention (> 200 sq ft/key)		sf GLA	4.58	81%	90%	3.34	ksf GLA	4.58	36%	90%	1.49	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	50%	100%	-	68%	100%	-
1 Bedroom	11	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
2 Bedrooms		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
3+ Bedrooms	132	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	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	20%	100%	2	20%	100%	3
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		1,779	Customer		1,776
													Employee/Resident		56	Employee/Resident		56
													Reserved		206	Reserved		201
													Total		2,041	Total		2,032

Shared Parking
Reduction 9% 9%



Attachment A:

Trip Generation Memorandum

MEMORANDUM

Date: January 21, 2022
To: Alexandra Ananth, Park City Planning
From: Fehr & Peers
Subject: **Revised Trip Generation Estimates for the Snow Park Village Traffic Impact Study**

UT20-2245

This memorandum presents revised trip generation estimates for the proposed Snow Park Village project at Deer Valley Resort. The original trip generation estimates included in the Traffic Impact Study (April 2021) were reviewed by Park City staff and Wall Consulting Group (WCG), a third-party reviewer retained by the City. Park City staff, through WCG, requested revisions to the trip generation estimates with supporting documentation and/or rationale. Revisions presented in this memorandum are based on an updated land use plan, a local precedent study, comparable trip resort analysis, published trip generation rates from the Institute of Transportation Engineers, and mode shift assumptions derived from the Summit County travel demand model. This memorandum is an intermediate deliverable while additional details regarding site access and circulation are being resolved.

In summary, revised trip generation estimates for the Snow Park Village project show 2,276 daily trips, 162 trips in the Saturday AM peak-hour, and 204 trips in the Saturday PM peak hour. When compared with estimates included in the April 2021 traffic impact study, this results in a 60 percent increase in estimated daily trips, 80 percent increase in the Saturday AM peak-hour trips, and a 148 percent increase in the Saturday PM peak-hour trips.

Trip Generation Estimates

Trip generation estimates focus on Saturday AM and PM peak-hour operations due to the nature of how a ski resort operates: skier traffic is consistently highest on Saturdays. Updated trip generation estimates for Snow Park Village are presented below in **Table 1**.



Key Revisions

Trip generation estimates in this memorandum incorporate several key revisions, including:

- Updated resort hotel trip generation rates taken from the 2018 Canyons Village Transportation Master Plan
- Assumed mode shift away from private car taken from MXD, the Environmental Protection Agency's approved trip generation method, and the Summit County travel demand model for all proposed land uses
- Reductions in trip generation rates due to the implementation of paid parking for day skiers and most proposed land uses
- Reliance on trip internalization derived from MXD and the Summit County travel demand model for most proposed land uses
- The rate of internal capture assumed due to complementary land uses derived from analysis at a peer resort (Palisades at Tahoe, formerly known as Squaw Valley)

This combination of updates represents a much more conservative foundation for subsequent traffic analysis. Each of these changes and justification for each are described in greater detail below.

Resort Hotel Trip Generation Rates

The third-party reviewers (WCG) noted that the resort hotel trip generation rates appeared unreasonably low based on observed trip generation rates recorded during the development of the 2018 Canyons Village Transportation Master Plan. While there are a handful of key factors that might result in trip generation rates closer to those in the original Snow Park Village Traffic Impact Study, including proximity to the interstate and other complementary land uses, estimates in this memorandum used the local rates recorded at the Canyons.

Assumed Mode Shift

To avoid double-counting potential reductions, as was the case in the original Snow Park Village traffic impact study, the trip generation estimates in this memorandum rely solely on mode shift derived from the MXD methodology and underlying assumptions from the regional travel demand model. These reductions, which are shown in the columns titled "% Walk/Bike" and "% Transit," are applied to all proposed land uses. This results in a more conservative and defensible analysis,



however, it does not account for the planned changes to transit service in Park City and the world-class transit facility proposed as part of the Snow Park Village project. Potential mode shift to transit for those traveling to and from Deer Valley may be higher following such improvements.

Reduction in Vehicle Trips due to Implementation of Paid Parking

Charging for parking is a reliable method by which to influence mode choice, and Deer Valley intends to implement paid parking as part of the Snow Park Village proposal. The original Snow Park Village traffic study assumed a reduction in vehicle trips of nearly 18% and applied it to all land uses. This reduction was developed based on approximately 50 studies on the effects of paid parking from across the United States. WCG noted this reduction seemed high based on assumptions about typical Deer Valley clientele and their assumed willingness to pay for fees in addition to lift tickets, meal, lessons, and/or equipment rentals.

Reductions in trip generation due to the implementation of paid parking at Deer Valley have been scaled back to present a more conservative estimate of how parking pricing will affect trip generation. While we agree that some Deer Valley clientele may be much less sensitive to additional costs associated with a day's skiing as presented in the traffic study, almost 45% of existing trips to and from Deer Valley start and end at points along the Wasatch Front, residents of which are more likely to alter their behavior based on willingness to pay (note the massive increase in peripheral on-street parking at a greater distance to ski lifts at Deer Valley's IKON pass-sharing resort, Solitude). Lastly, reductions in trip generation due to the implementation of parking pricing are applied only to the resort hotel-, shopping center-, and recreational community center-generated trips, as proposed residential uses at the site are unlikely to require that residents pay for parking on a daily basis.

Trip Internalization Derived from MXD

A fundamental element of the Snow Park Village proposal is to provide amenities, services, and entertainment options that complement each other and the ski resort itself. This means that peak-hour trips that might occur without complementary land uses are either delayed (so that they do not occur during the peak hours) or do not require a vehicle trip due to proximity of different uses. Trip internalization rates, presented in **Table 1** under the column heading "% Internal Capture" are applied only to the residential-, resort hotel-, and recreational community center-generated trips, and present a more conservative rate of internalization than presented in the original Snow Park Village traffic impact study.



Trip Internalization Derived from Squaw Valley

While the residential, hotel, and community center uses are expected to be destinations unto themselves that will generate a measurable number of peak-hour vehicle trips, the food service and retail uses (shown in **Table 1** as “Shopping enter”) are expected to almost exclusively serve guests already at Deer Valley rather than guests traveling to Deer Valley explicitly for those services.

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

Conclusion

Trip generation estimates prepared for the original Snow Park Village traffic impact study were based on an older land use plan, double-counted some reductions in vehicle trips, applied others to incorrect land uses, and over-emphasized the potential reductions in vehicle trips derived from paid parking. However, this memorandum relies on several assumptions that are fundamental to the Snow Park Village proposal:

- Complementary land uses will reduce peak-hour vehicle trips by providing alternatives to driving
- Employees will typically arrive and depart during off-peak periods
- Charging for parking is one of the most powerful tools available for influencing mode choice, relying on an appropriate pricing structure being implemented

The trip generation estimates presented in this memorandum represent a conservative set of analyses that will inform a fully revised traffic impact study for the Snow Park Village Project.

Attachment B:

Snow Park Village Parking

Management Plan

MEMORANDUM

Date: January 21, 2022
To: Rich Wagner, Deer Valley
From: Fehr & Peers
Subject: **Snow Park Village MPD Parking Response**

UT20-2245

The current parking experience at Deer Valley follows a well-established surface parking scenario, typical of ski resorts. There are five large surface lots that hold approximately 1,340 cars. There is also a long-standing agreement with Park City to allow for overflow parking on parts of Deer Valley Drive on peak visitation days.

Parking Layout

The proposed redevelopment of the base area (Snow Park) will change the parking experience in three significant ways:

- Parking will be in structures;
- There will be a paid parking program, with variable pricing based on season and demand;
- There will be a robust parking management program that includes parking and availability information to visitors as they approach the development, parking garages, and once within, and will rely heavily on Deer Valley's high-quality customer service provided by trained staff.

For phase 1, the proposed parking garages will be on four levels. Each level will have a prescribed function as outlined below. Parking loading will be managed level by level, utilizing guest services staff and electronic messaging. To help ensure that the majority of traffic coming to Snow Park does not conflict with transit on Doe Pass Road, signing, striping, and prominent wayfinding will direct the majority of personal vehicles to use Deer Valley Drive East to enter the garages, while transit and shuttle vehicles will be directed to Deer Valley Drive West and/or Doe Pass Road. The primary entrances to the garages, for levels P2, P3, and P4, will be from Deer Valley Drive East. There are no internal garage connections between levels allowing each level of the garage to serve



as an independent programmable parking resource. The layout and uses are shown in the attached *Parking Allocation* figure.

P1 Parking – this level will be divided between two user groups with a total of 406 stalls. Hotel/condo uses will have 202 stalls. The other 204 stalls may be utilized by valet parking and/or credentialed access users. Access to this area is from Doe Pass near the intersection Deer Valley Drive west. Due to its restricted uses, demand for spaces on P1 is expected to be relatively low, with hotel patrons parking vehicles for multiple days at once. In addition, it is unlikely that all hotel patrons will need to park at times that coincide with peak day skier arrival, further reducing the expected number of vehicles on Doe Pass Road during peak hours.

P2 Parking – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing Doe Pass to add flexibility in managing egress and minimize potential congestion during periods of peak parking demand and special events.

P3 Parking – the primary users for this level will be similar to P2; day users, transient parking, special event parking as well as space dedicated to ski school drop-off/pick-up. There are 375 stalls for these uses. There are an additional 80 stalls for hotel/condo use, for a total of 455 stalls. Access is primarily to/from Deer Valley Drive, however an auxiliary entrance/exit is provided accessing Deer Valley Drive West/Royal Street intersection, which will be dedicated to hotel and condominium uses.

P4 Parking – there are 90 stalls for ski school, valet, and short-term parking on this level. “Short-term” means for visitor parking less than 30 minutes for such purposes as pick-up/drop-off, kiss ‘n’ ride, and so on. The balance of the parking on this level is 41 for hotel/condo uses.

North Parcel – The north parcel will consist of an additional 450 stalls. These will initially remain surface parking. This area will eventually consist of two levels, NP1 and NP2, and the total parking stalls will remain at 450. The north parcel will have the same level of parking management, including paid parking, and parking management technology, communications via multiple platforms, and high-touch customer service.

Structured parking layouts are shown below in **Figure 1**.



Source: IBI Group

Figure 1
Parking Level Layouts





Paid Parking

A paid parking scheme will be implemented in a manner that ensures transactions for inbound traffic do not cause delays which could impact adjacent streets. The price will vary by season and is an important tool to encourage all visitors to travel by modes other than driving alone. Signs and parking processes will be designed to maximize efficiency and minimize congestion.

Recognizing that the much of the typical clientele of Deer Valley are less price-sensitive than many potential parkers, pricing may be adjusted following initial implementation to ensure that the preferred reductions in peak parking demand are achieved.

Communications

To achieve the smoothest parking operations possible, parking information will be made available on Deer Valley's website and integrated into any platforms through which ski passes might be purchased. Additionally, hotel and condominium uses will be expected to incentivize arrival options that do not require parking on-site.

Parking availability by level will be integrated into the design of Snow Park. Parking information will be part of the dynamic wayfinding program included in the development. This information will be available to the visitor via electronic messaging at key decision points along Deer Valley Drive East, including at the newly-configured "Y" intersection of Deer Valley Drives East and West, and as the driver approaches the garage entrances. Parking communication may also be integrated into various phone and web apps operated by the resort, city, county, etc.

Once inside the parking levels, parking availability and general internal wayfinding will be incorporated into the design to improve access rates, guiding visitors to available spaces. The exact technologies and vendors have not been determined at this point, but it will employ the most appropriate and technologically advanced parking and transportation systems to ensure an efficient and user-friendly parking experience with minimal impact on adjacent streets.

Attachment C:

Snow Park Village Transportation Demand

Management Plan

Snow Park Village

TDM Plan

**Prepared for:
Deer Valley**

October 2022

UT20-2245

FEHR  PEERS

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1. Project Description and TDM Approach

This Transportation Demand Management (TDM) Plan describes the proposed approach to reduce the total number of vehicle trips at the Snow Park Village project at Deer Valley Resort in Park City, Utah. The Park City Municipal Corporation (PCMC), through its planning department review of the project application, has requested that a standalone TDM Plan be developed for the project. In addition, the City adopted a TDM Plan in 2016 that specifies how the City seeks to reduce vehicle trips through TDM strategies. A reduction in vehicle trips will reduce local pollution, greenhouse gas emissions and improve the quality of life for all who live and work in Park City by reducing vehicle traffic.

This document describes how Deer Valley intends to reduce the number of single-occupancy vehicle (SOV) trips to Snow Park Village using a variety of TDM options. This plan is based heavily on PCMC's existing TDM plan and strategies therein, adopted in August 2016.

Additionally, this plan formalizes TDM offerings that are already provided by Deer Valley to guests and employees for some time. In addition to describing existing offerings, this plan includes new TDM measures to help reduce SOV trips and monitor program effectiveness through ongoing collaboration with PCMC staff and other major destinations in Park City.

1.1 Project Description

Snow Park Village proposes to repurpose the existing surface parking lots of the Snow Park base area at Deer Valley Resort for a mixed-use development including hotel, residential, retail and events center uses. Snow Park Village is approximately 1.5 miles from downtown Park City and approximately 2.5 miles from the Park City Mountain Resort base area. Snow Park Village's location in Park City is shown in **Figure 1**.

The bulk of activity at the Snow Park Village is expected to take place during normal business hours. Parking at the site will be priced and include standard and ADA-compliant spaces. Central to the success of the project, a multimodal mobility hub is proposed on Deer Valley Drive, will facilitate non-automobile connections to key destinations in Park City, elsewhere in Summit County, and the Salt Lake Valley. Full build-out of Snow Park Village will include a network of dedicated pedestrian paths within the project, as well as connections to area cycling and pedestrian facilities.



Project Location 

1.2 TDM Approach

The success of a TDM program relies on creating a system to manage travel demand that shifts the behavior of those traveling to and from Snow Park from using single occupant vehicles to options other than driving alone. The following sections describe the menu of transportation choices that will make it easier and more convenient to use modes other than driving alone. Through an evaluation of anonymized mobile phone data, provided by a third-party vendor, this Plan has been assembled with the knowledge that a substantial portion of those traveling to and from Deer Valley do so from points around the region. The origins and destinations of Deer Valley's guests and employees are dispersed throughout northern Utah, with the largest share traveling to and from points along the Wasatch Front, as shown in **Figure 2**. This variety of travel patterns requires a robust and diverse program to reduce drive alone trips. A diverse and flexible TDM program will allow Deer Valley to match the transportation services to the travel needs of all traveling to and from Snow Park Village. The TDM Plan described in the following sections supports the project's commitment to managing vehicle traffic to and from Snow Park Village while maintaining flexibility in response to changing travel behavior and regional transportation investments.

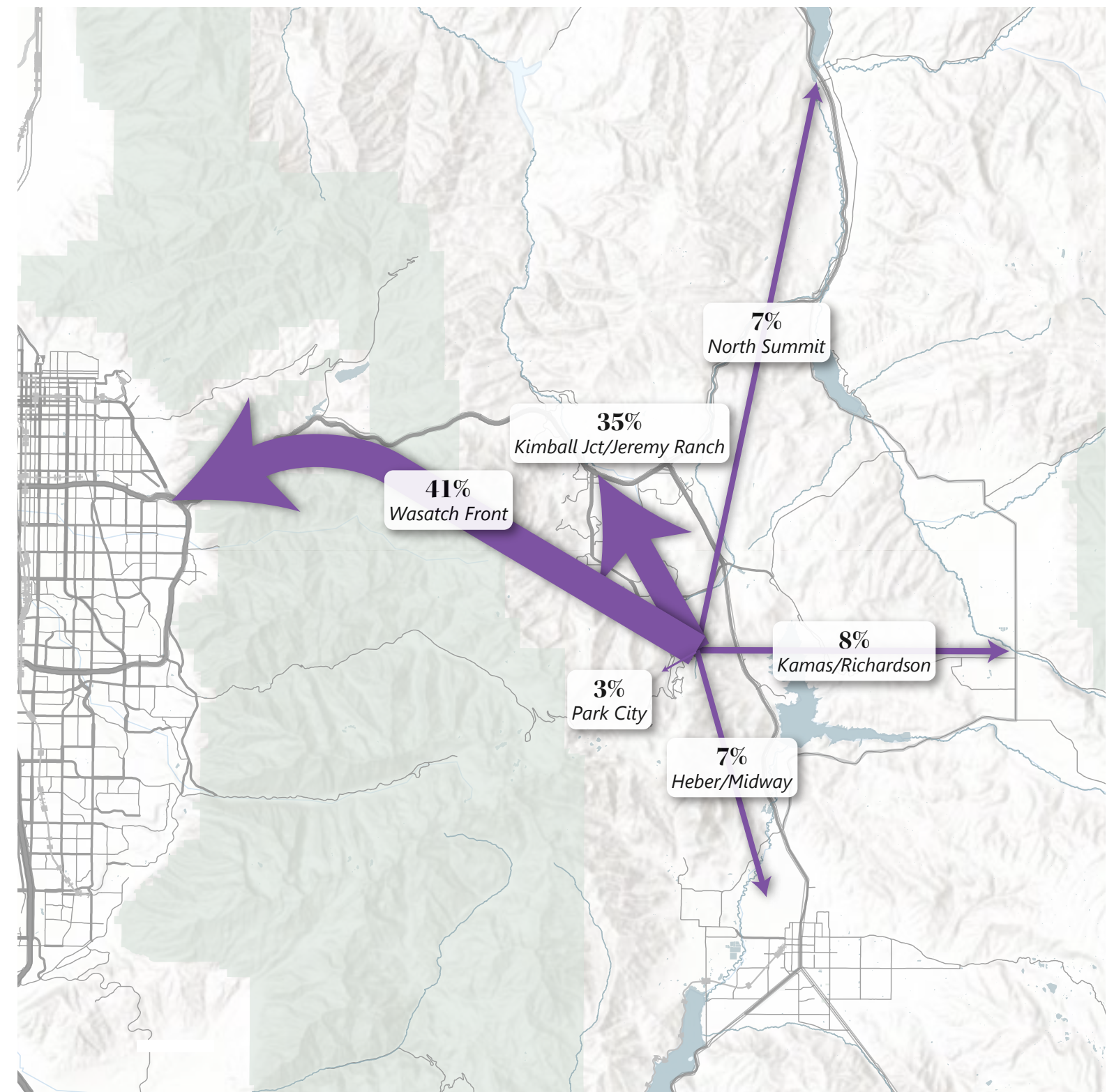
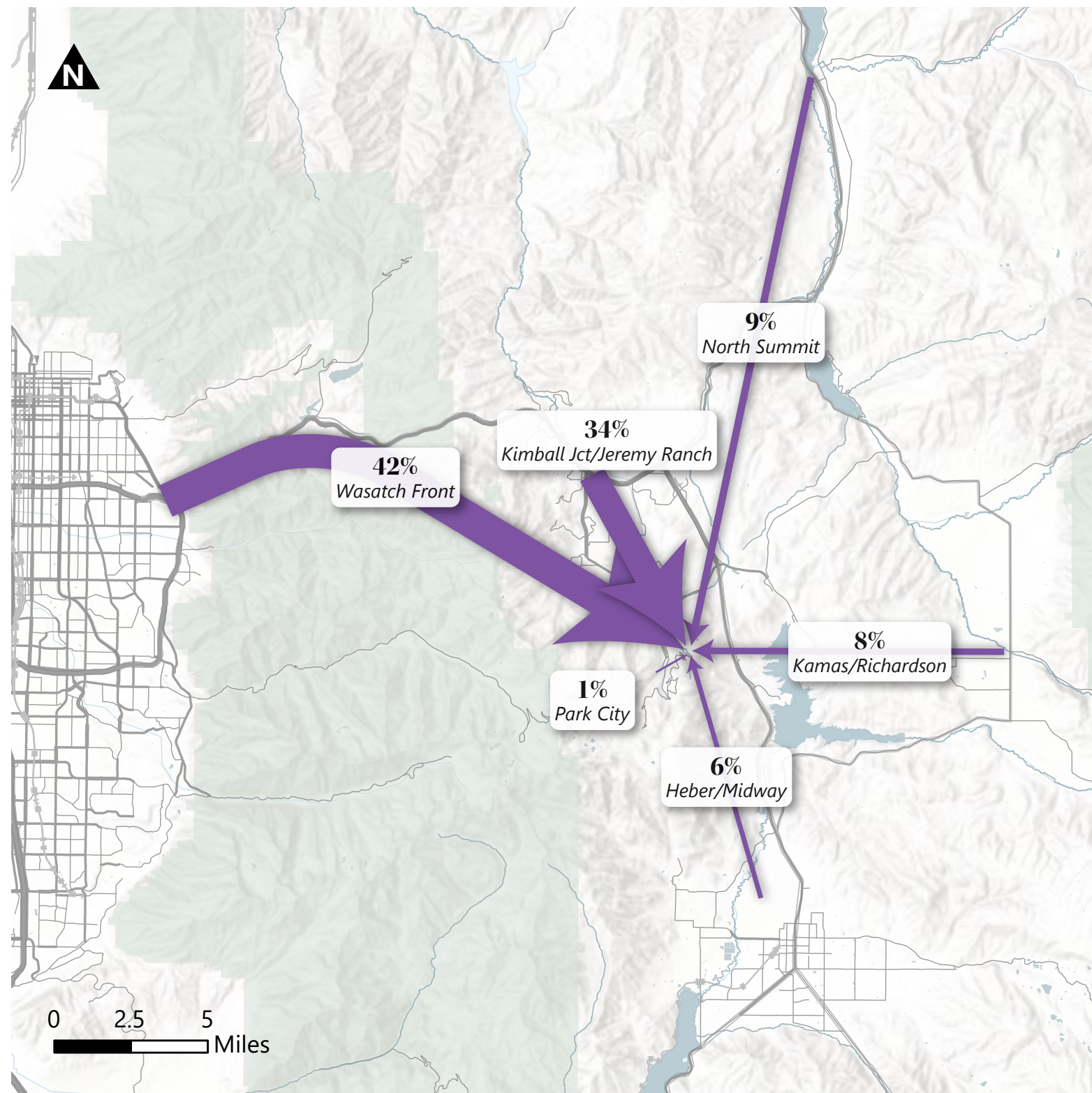


Figure 2
Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends

2. Snow Park Village TDM Program

2.1 Primary TDM measures

Deer Valley will provide a variety of opportunities for those traveling to and from Snow Park to choose travel modes that are not driving alone. These are categorized as incentivizing using transit, riding a bicycle, sharing a car, or some combination thereof. A summary of the Primary TDM measures can be found in **Table 1**.

Table 1: Primary TDM Measures

Measure	Status	Description
Transit pass subsidy	Existing Program	Subsidized UTA transit passes for Deer Valley employees living in Salt Lake Valley and Utah Valley
Bicycle Amenities and Perks	New Program	Bicycle repair tools and dedicated bicycle parking at key locations
Education and Promotion	Existing Program	Educational and promotional events to encourage travelers to use by modes other than driving alone.
Parking Management	New Program	Efficient, constrained, and priced parking to discourage drive-alone trips
Employee Transit	Existing Program	Operate designated employee transit to facilitate efficient employee commutes through an appealing alternative
Real-Time Messaging	New Program	Communicate traffic conditions in real time to travelers
Appoint a TDM Coordinator	New Program	Identify a staff member to oversee the TDM program

Source: Deer Valley

More detailed descriptions of the Primary TDM Measures can be found below.

To incentivize traveling by bicycle, Deer Valley plans to implement the bicycling-based TDM strategies listed in **Table 2**.

Table 2: Bicycling and Walking TDM Strategies

Biking/Walking Strategies	Status	Target User Groups	Description
<i>Implement Bicycle Parking at Key Destinations and Transit Stops</i>	New Program	Day Guests Commuters Employees	Snow Park Village's site plan includes the provision of safe and convenient locations to park bicycles, encouraging their use and removing barriers such as frustration in finding secure parking and bicycle theft. This includes the proposed mobility hub on Deer Valley Drive, a key connecting point for trips to and from Snow Park.
<i>Expand e-Bike Share</i>	New Program	Day Guests Commuters Employees	Snow Park Village will include a relocated PCMC e-bike-share station with direct access to the mobility hub. This will expand coverage of the existing e-bike share service in Park City and enable more non-automobile trips for people traveling to and from Snow Park Village.
<i>Install Bicycle Repair Stand</i>	New Program	Day Guests Commuters Employees	Deer Valley will install two do-it-yourself bicycle repair stands: one at the proposed mobility hub on Deer Valley Drive, and another seasonal stand at the Silver Lake Express base. The repair stands may include an air pump and basic tools to make minor bicycle repairs. Additional repair options include full-service bike shop(s) during the summer season and on-mountain assistance from Bike Patrol.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the parking-based TDM strategies listed in **Table 3**.

Table 3: Demand Management TDM Strategies

Demand Management Strategies	Status	Target User Groups	Description
<i>Implement Real-Time Information Messaging</i>	New Program	Day Skiers Employees	Deer Valley plans to work with the City, UDOT, and Summit County to deploy VMS boards and other messaging systems at key locations, including approach roads, parking areas, and ski lift bases, to inform those traveling to and from Snow Park Village of current traffic and parking conditions. Additionally, Deer Valley will use its website, social media platforms, and mobile application to notify guests in real time. This will enable

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

Source: Deer Valley

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

Table 4: Policy-Based TDM Strategies

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

Source: Deer Valley

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

Table 5: Parking TDM Strategies

Parking Strategies	Status	Target User Groups	Description
<i>Implementation of Efficient Parking Schemes</i>	Existing Program	Day Skiers Employees	Deer Valley will continue to assess the need for remote or satellite parking areas for days on which parking demand requires additional capacity beyond that which is provided at the base area itself. The only designated off-site parking location that has been used by Deer Valley is Treasure Mountain Middle School, and is used solely on days of particularly high demand.
<i>Implement Parking Demand Management</i>	New Program	Day Skiers Employees	A fundamental aspect of Snow Park Village's proposed parking system is to charge for parking, a direct incentive to those traveling to Deer Valley to more efficiently utilize vehicle capacity, specifically for day skiers. The cost of parking at Snow Park Village will be set at a level that will incentivize higher-occupancy vehicles when traveling to and from Snow Park, a direct disincentive to drive alone. While many Deer Valley patrons are likely less price sensitive to additional charges such as paid parking, available data suggests that a substantial portion of day traffic originates from points along the Wasatch Front, from where patrons are expected to be more price sensitive to parking fees, increasing their likelihood of mode shift.

Source: Deer Valley

To incentivize traveling by modes other than driving alone, Deer Valley plans to implement the programmatic TDM strategies listed in **Table 6**.

Table 6: Program-Based TDM Strategies

Programmatic Strategies	Status	Target User Groups	Description
<i>Establish a TDM Coordinator</i>	New Program	Employees Day Skiers Overnight Guests	Deer Valley will identify an existing staff member to act as the TDM coordinator, a central source for TDM program information. The TDM coordinator may fill many roles, but may be responsible for: real-time messaging of traffic conditions to travelers, distribute information on new or adapted TDM program offerings, and evaluate the effectiveness and use of TDM program elements. The TDM coordinator will also continue to explore new TDM options that best serve Deer Valley guests and/or employees. The TDM coordinator will be the main point of contact with the City and will facilitate communication in connection with the proposed monitoring program. This coordinator will meet with Park City staff on a regular basis to discuss on-going adjustments to the TDM measures.
<i>Provide Tailored Information and Promotions</i>	Existing Program	Employees Day Skiers Overnight Guests	Deer Valley will develop and distribute targeted messaging and promotions to ensure that different user groups are aware of the TDM measures most relevant to their needs. These promotions may include gamification to further incentivize non-drive alone trips. Deer Valley supports a mobile app used by employees that allows them to organize rides sharing, and identify transit, bike and walking options for their commute. The application also offers incentives to Deer Valley employees for not driving alone to work. Deer Valley will encourage all ski area-serving businesses (namely hotels and other lodging) to further emphasize their transportation offerings that allow guests to rely less on private vehicles and more on shared mobility.

Source: Deer Valley

To incentivize traveling to and from Snow Park by transit, Deer Valley plans to implement the transit-based TDM strategies listed in **Table 7**.

Table 7: Transit TDM Strategies

Transit Strategies	Status	Target User Groups	Description
<i>Provide Employee Transit</i>	Existing Program	Employees	To complement public transit service and supplement in certain areas where public transit may not yet exist, Deer Valley will continue to provide private employee transit to and from Snow Park to allow Deer Valley employees to travel longer distances (such as from Heber City) on employee shuttles. Deer Valley contracts through Le Bus to operate full-sized coach buses for their employees. In a typical (non-Covid) year, Deer Valley provides three AM peak-period and two PM peak-period shuttle runs to serve their employees living in River's Edge and Heber City.
<i>Subsidize Transit Passes for Inter-City Commuters</i>	Existing Program	Employees	Deer Valley provides subsidized Utah Transit Authority passes to employees commuting to Deer Valley from Utah and Salt Lake Valleys.

Source: Deer Valley

3. Program Monitoring and Adaptation

Deer Valley has a strong interest in making trips to and from Snow Park Village as efficient and enjoyable as possible. Doing so is not only a way to improve the overall experience for all who visit Snow Park, but it also allows Deer Valley to contribute to shared goals for reducing traffic impacts within Park City and Summit County.

3.1 Monitoring Program

Deer Valley will conduct internal monitoring to best understand how various user groups are getting to Snow Park, how best to improve their experiences, and how to optimize their experience while minimizing their impact on area traffic and the environment. Elements of the TDM program may be adapted, added, or eliminated over time as Deer Valley strives to achieve maximum effectiveness with its TDM program. The Snow Park TDM program will change over time as travel behaviors change and the transportation context around Snow Park evolves.

Ongoing, real-time traffic monitoring will be enabled by a Deer Valley-funded and managed monitoring traffic monitoring station at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection. This will allow for ongoing traffic counts, recording of queueing via still imagery, and year-over-year comparison at a crucial intersection in Park City.

The TDM coordinator will be responsible for ongoing collaboration and coordination with PCMC staff to ensure that goals are shared and TDM measures managed by Deer Valley are complementing those enacted by the City. To that end, semiannual meetings will take place among Deer Valley, PCMC staff, and other TDM coordinators:

- Prior to each ski season, relevant parties will gather to share relevant updates for the upcoming season, and identify potential opportunities for collaboration, share expectations for the coming months, and discuss performance metrics to be tracked
- Following each ski season, the same parties will meet to share lessons learned and review program performance as recorded by agreed-upon performance metrics, and establish potential action items during the off-season

With ongoing updates to local transit service operated by both Park City Transit and High Valley Transit, Deer Valley will strive to avoid duplication of transit service offerings. Deer Valley's TDM program is intended to support the use of public transit among the public rather than act as an alternative to public

transit service. As public transit coverage expands, Deer Valley will adapt its program to support local transit agencies.

3.1.1 Annual Monitoring Report

To evaluate the effectiveness of Deer Valley's TDM program, and inform potential adjustments to the program, Deer Valley will develop an annual monitoring report to be submitted to Park City staff for review. Submittal of this report will fall between semi-annual meeting with Park City staff and other TDM program managers in Park City.

To the greatest extent possible, data collected for this monitoring effort will rely on existing or to-be-implemented sources. This will improve consistency across monitoring periods and allow for flexibility around weather or other events if needed.

Deer Valley will collect the following types of data for their TDM monitoring effort:

- Seven-day vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor or Deer Valley staff, to be analyzed and summarized by a third-party consultant
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant

If additional or revised analyses are requested by the City, those requests can be reviewed and possibly scoped in advance of the first monitoring report.

TECHNICAL MEMORANDUM

Date: Monday, March 6th, 2023
To: John Robertson, City Engineer
Cc: Alexandra Ananth, Senior Planner
From: Jeremy Searle, PE, PTOE and Gary Horton, SE
Subject: **Snow Park Village Independent 3rd Party Review - Planning Commission**

Purpose & Background

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

Most recently, WCG was asked to review the updated submitted materials (November 2022), as well as the updated trip generation assumptions (February 2023) for the proposed Snow Park Village Redevelopment project at Deer Valley and provide comments. The following documents were submitted for review in November 2022 and February 2023.

1. Snow Park Village Transportation Analysis – Transit Priority Alternative, November 2022
2. Snow Park Village Transportation Analysis – Bike Priority Alternative, November 16, 2022
3. Deer Valley Drive Improvement Plan – Bus/Flex Lane Priority Option – November 16, 2022
4. Deer Valley Drive Improvement Plan – Bike Lane Priority Option – November 16, 2022
5. Snow Park Transportation & Circulation Plan, November 22, 2022
6. Snow Park Village TDM Plan, October 2022
7. Autoturn Exhibits – October 11, 2022, and follow up emails on November 30, 2022, and March 3, 2023
8. Snow Park Trip Generation Powerpoint, February 2023

Summary

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

Parking & Trip Generation Changes

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. The Applicant submitted a PowerPoint in February 2023 outlining their proposed changes to the trip generation calculations and assumptions. According to the Applicant, the anticipated increase in trips without a parking reduction is an additional 95 trips during the AM peak hour, and an additional 117 trips during the PM peak hour, for a total of 257 AM peak hour trips and 321 PM peak hour trips. WCG has reviewed the trip generation PowerPoint and has the following questions / comments:

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.
2. The diagram on slide 5 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.
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.
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.
5. Once the trip generation numbers are finalized, an updated traffic analysis is recommended to determine the impact of the additional trips.

The questions / concerns outlined above do not constitute fatal flaws but are items that can be resolved together through the review process.

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 Solarmere Drive and Queen Esther Drive.
3. Reducing parking demand by implementing paid parking and shared parking for the development.
4. Improving the active transportation network with new or improved trails, safer crossings, and multi-use paths.
5. A new on-site mobility hub with space for six buses and additional amenities.
6. A new traffic signal at the intersection of Doe Pass Road / Deer Valley Drive East with transit signal pre-emption capabilities to expedite transit service into and out of the proposed mobility hub.

7. Either dedicated bike lanes or bike lanes during the summer and dedicated transit lanes during the peak winter season, depending on which transportation alternative is chosen.
8. A detailed transportation demand management plan that outlines 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).

Identified Concerns

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

1. Park City Municipal Corporation (PCMC) has a stated goal of reducing peak-hour traffic volumes by 20% citywide. The applicant's project will add peak hour traffic in the most congested areas of the City.
 - a. It is recommended that PCMC staff and the Applicant identify specific goals that can be measured and achievable. The Deer Valley team has outlined a detailed TDM plan and a monitoring system. The next step is to finalize the plan and identify the objectives that should be met with the annual data monitoring program.
2. The Applicant's trip distribution assumptions between Deer Valley Drive East and West should be further justified and supported. If the distribution assumed in the TIS is different in reality, additional queuing will result on Deer Valley Drive East and West, as well as Doe Pass Road.
 - a. The most recent plan submitted by the Applicant includes a signal at the "Y-intersection", which alleviates much of the concern regarding the distribution and potential queuing at that intersection. The signal timing can be adjusted, and transit priority can be added to provide flexibility for different distributions and transit needs.
 - b. It is recommended that ingress into the parking garages be carefully monitored to ensure that queues do not develop and back up onto City streets. If the Applicant's distribution assumptions are not correct this could further exacerbate this concern.
 - c. Similarly, the drop-off and pick-up area east of Snow Park Lodge should be monitored to ensure queues do not develop and back up onto City streets.
3. The additional VISSIM transportation analysis does not consider actual travel conditions, downstream impacts, or other common causes of delay in the Deer Valley Loop during peak traffic hours or weather/special events. PCMC has provided actual travel times of 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.
4. The applicant does not provide enough detail about the assumptions for the pick/up drop off loop of 100 pick/up drop/off vehicles, 50 Transportation Network Company (TNC) vehicles, and 50 Valet vehicles were developed.
 - a. WCG has requested additional detail outlining what data was collected to support these assumptions and what happens to the internal circulation if these numbers are low.

5. Some driveway widths do not appear to meet LMC § [15-3-4\(C\)](#) requirements but may facilitate efficient garage ingress.
6. The intersection of Royal Street and a proposed new driveway across the street do not appear to meet LMC § [15-3-3\(H\)](#) requirements.
 - a. It is recommended that the Applicant coordinate with City Staff on adjustments to the proposed driveway to meet City code.
7. The driveway spacing of some driveways on Doe Pass Road does not appear to meet LMC § [15-3-3\(H\)](#) requirements
 - a. It is recommended that the Application coordinate with City Staff on adjustments to driveway spacing on Doe Pass Road to meet City code.
8. A review of the bus auto-turn templates show that buses can make the required turning movements.
 - a. It is recommended that another review be completed in the final design phases.

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



Park City Fire District
736 W Bitner Drive
Park City UT 84098

Monday, March 6, 2023

RE: Snow Park Vehicle Control Gate and the Associated Right of Way

The Park City Fire District has worked with the Planning Department and the developer to resolve our concerns regarding the vacation of the right of way on Deer Valley Drive. Park City Fire District understands that the developer will be installing a gate that will restrict access to the south end of Deer Valley Drive.

As part of the right-of-way vacation and the parking structure project, the developer will be providing pull-through access for emergency vehicles along the south side of the project. That will provide a pathway between the roads on the east and west sides of the parking structures.

PCFD accepts the overall project as designed with the following comments:

1. Access across the south end of the project must be designed to support vehicles of no less than 75,000 lbs.
2. Any access control through the area identified as "Emergency Vehicle Access Path" on the "Snow Storage Plan" dated February 15, 2023, must be approved by PCFD.
3. The final design and layout of the emergency path mentioned in item number 2 must be approved by PCFD. This includes turning radius specifications and pathway width.
4. The bus-only lane may be used by PCFD vehicles.
5. All gates across any fire vehicle access road must be approved by PCFD.
6. All gates across any fire vehicle access road must have KnoxBox brand key switches and siren operated sensors installed.

Battalion Chief Mike Owens
District Fire Marshal
(435) 940-2520
mowens@pcfd.org

February 22, 2022

To Whom It May Concern:

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

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

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

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

Sincerely,



Rick Finleyson

President TRAILS END LODGE

909 630 - 3676

Alexandra Ananth

From: David Live <livex002@gmail.com>
Sent: Monday, February 6, 2023 5:29 PM
To: Alexandra Ananth
Subject: [External] Snow Park development

[CAUTION] This is an external email.

As a follow up to my comment regarding the Snow Park development submitted on December 19, I do not know what the conditions were at the time of the traffic study initially done for Deer Valley, but the current conditions, particularly relating to the accumulation of piles of snow at intersections along Deer Valley Drive and their impact on visibility of approaching traffic, should be taken into consideration concerning traffic safety and the need for traffic control at intersections like Rossie Hill Dr./Sunnyside Dr. and Deer Valley Dr.

David Live

Alexandra Ananth

From: Richard Reiner <shootingstar3@earthlink.net>
Sent: Sunday, February 5, 2023 7:28 AM
To: Alexandra Ananth
Subject: [External] Re: Public Comment--Alterra, post meeting Jan 18 2023

[CAUTION] This is an external email.

Hello Alexandra,

I never received any kind of acknowledgment to the email comments below to know they were received (sent Jan 19), so I am resending them just to make sure they are in the public record and available to the Planning Dept and City Council.

Thank you so much

Richard Reiner
3160 Sun Ridge Court
Park City, Ut. 84060

On Jan 19, 2023, at 1:54 PM, Richard Reiner <shootingstar3@earthlink.net> wrote:

To the Planning Commission:

My name is Richard Reiner; I have lived in The Oaks for over 20 years and been on the Board of Trustees of the Oaks (including past president) for about 18 of them. I attended with interest the meeting of the Planning Commission for Park City discussing the proposed Alterra development in Lower Deer Valley held last night Jan 18. Thank you for all you do; frankly I was impressed with everyone I heard last night. We may not completely agree on all matters on this proposed development, but I was impressed with last night's meeting.

I am deeply connected with and to our community and committed to preserving the quality, the serenity and the beauty of our life here in Deer Valley. The past 20 years have

seen an explosive growth in visitors to Deer Valley and in changes to our Snow Park Lodge...changes in ownership, changes in management, changes in the contours of our mountains (to make better ski runs) and now an enormous development proposed by Alterra that will forever change our landscape.

There are those here who would, if they could, have no development. I am not one of them.

I did not write to criticize or belittle this project as I think it has the potential to be an enormous boon to our residents, offering unparalleled apres ski including entertainment, bars, shopping and restaurants on a 12 month basis. To have the option of going to the new Ski Beach in addition to Main Street, Kearns and Kimball Junction is a huge improvement in our way of life here. I am excited to see fruition of this development.

I am writing, however, to make public something that I (along with Wes Richards our board president) presented to Alterra a month or so ago and which I thought we were in the process of gaining additional support for.....the proposal we thought we were advancing is the idea of getting Alterra, the City, and our HOA and UDOT to address the wider traffic problem than just the circle. Every one knows the circle is bad. It's bad now. With the prospect of additional traffic that will come with the new development, it will get worse (even Fehr & Peers admitted that). I live off Solamere, which will have a D LOS once the project is complete. That is unacceptable.

Everyone who lives here knows that a couple of signals and a stop sign are not going to address the traffic flow problems. I was at last night's meeting and listened to our traffic engineer,

but respectfully strongly disagree that the signal will make a huge difference (although I support putting in one). The choke points are the roads that lead from the circle, down the 224, etc. Traffic is bad now; it will be worse then unless we look at the wider picture of traffic spilling out to the 224, to Bonanza and to Kearns and make the both the City, Alterra, the HOAs and UDOT our partners in putting together traffic mitigation measures across this wider area. Only in this way will we be able to keep the community safe, serene, and beautiful, the way it was and the way it is.

None of the proposed mitigation measures suggested by Fehr & Peers will answer residents' concerns about traffic....both as it is and as it will be if this project goes forward without what I am suggesting. Think A Christmas Carol.....the ghost of Christmas future has just presented the new Deer Valley with traffic permanently backed up all the way to Deer Crest. This is not the future we want nor it is not the future we have to have.

A note to the City...we hear that the City is very adamant to oppose UDOT's recommended traffic mitigation measures in the wider PC area because the City is focusing on preferring mass transit to private cars. This is a road to disaster. Residents in this community are well off enough that they will NOT under any circumstances abandon their cars. A lot of last night was focused on measures to increase ridership in public transport. I have lived here 20 years and am confident in my prediction that the lack of ridership 20 years from now will be the same as now, no matter what mitigation measures are proposed. We are wedded to our cars. That is not going to change, even with charging for parking at Snow Park, even with traffic signals, more traffic, and bus lanes.

Those people driving up to ski from Salt Lake, from Park Meadows, from Tuhaye are not going to take a bus up here...no matter how cheap and easy the City makes it. They can afford the \$30 parking fee and will pay it. It's a rounding error in the total cost of a ski day and evening. The bottom line is we need to accommodate more cars to make this project work, period. It's fine to hope to improve mass transit, and I am going to propose to our HOA that we buy into the Deer Valley micro bus to service our area. But we need to stop having tunnel vision focusing on the Deer valley loop, instead of partnering with the State, the City, the HOAs and Alterra to address the wider traffic issues. There are things we can do, from widening roads (I believe some small sliver of driveways may have to be 'negotiated' in exchange for better traffic flow), to additional traffic lanes, to reverse lanes ... all of which I believe UDOT has proposed (and may pay for at least on the property they own, like Kearns). We cannot leave this mitigation just to the loop. This needs to be addressed as part of this development and before we agree to any road vacation. We need to look at Deer Valley and Park City as one environment....and only in that way can we guaranty that the quality of life here will improve with the proposed development....as I know it will.

I heard about diverting traffic to the 40 as a proposed solution to our traffic issue at Snow Park. I believe that would help, but the bottle necks through the 224, Bonanza and Kearns will remain unless they are addressed directly. I know from my meetings that Alterra will help. Will the City and the Planning Commission incorporate these requirements into their recommendations?

Just my private thoughts.

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

Alexandra Ananth

From: planning
Sent: Friday, February 3, 2023 3:37 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: FW: [External] Fwd: January 18 Planning Commission Meeting Notes & Update

From: PTL <hello@protecttheloop.org>
Sent: Friday, February 3, 2023 3:29 PM
To: Sarah Hall <sarah.hall@parkcity.org>; Henry Sigg <henry.sigg@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; planning <planning@parkcity.org>; John Frontero <john.frontero@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>
Subject: [External] Fwd: January 18 Planning Commission Meeting Notes & Update

[CAUTION] This is an external email.

January 26, 2023 Email

Dear Protect The Loop Subscribers:

Thank you to everyone who attended the January 18 Planning Commission meeting in person and via Zoom. If you missed the meeting, it is available online.

[Planning Commission - Special Meeting \(granicus.com\)](#)

At this meeting, the only change Alterra proposed to its site circulation plan was the addition of a shuttle area at the skier drop off; this was included in the agenda packet as Exhibit C.

[Agenda - Other Meetings \(granicus_production_attachments.s3.amazonaws.com\)](#)

Alterra added space for 3 shuttles, but as anyone who skis Deer Valley knows and as a couple of Planning Commissioners pointed out, this is insufficient.

Planning Commission raised important considerations regarding site circulation. Many issues still need to be addressed, and the Commissioners must determine if the proposal complies with the Land Management Code. Some of the items discussed include the following:

- Commissioner Hall inquired about the sufficiency of 11-foot-wide traffic lanes around the loop to accommodate buses, delivery trucks, and other large vehicles simultaneously. Hall also asked about alternatives to traffic signals, such as a roundabout or police directing traffic. A roundabout is possible at the Y intersection, but would require a larger easement from Pinnacle, as well as retaining walls.
- Commissioner Suesser noted there was not enough information about the drop off/pick up areas to understand how they would truly function. Suesser also asked about an additional pick up/drop off area on Deer

Valley Drive West. Alterra's Jake Romney says this is not possible due to grade. However, a drop off area and garage entrances were located here on plans circulated from April 2021 through December 2021.

- Commissioner Sigg asked if the drop off area had sufficient space for rideshare vehicles, limos/shuttles, etc. Sigg also asked about traffic mitigation on Deer Valley Drive East for cars entering and exiting garages. He noted people do not want to carry skis. Alterra touts widespread behavioral change and claims people will adopt transit in significant numbers or park first, rather than head straight to skier drop off. This behavioral change is rooted in assumptions about the enjoyment of Alterra's newly designed arrival experience, including elevators, but it is not rooted in any scientific evidence or anything concrete. Sigg expressed skepticism regarding behavioral change.
- Commissioners asked what Alterra has done/will do to increase transit ridership and discussed microtransit as a possible solution. They theorized that if the City and Alterra work together to provide direct bus routes to the resort, this could drive usage. Currently, all City buses are paid for with federal funds and, therefore, none are assigned to direct routes. Alterra's direct investment in transit could fund direct routes and dedicated buses to alleviate congestion; this might also be considered a community benefit with measurable impact and quantifiable financial consideration.
- Commissioner Kenworthy noted the bus lane does not save time due to downstream chokeholds. Kenworthy asked how Alterra would enforce parking so people don't park in adjacent neighborhoods.
- Commissioners noted that offsite and overflow parking need to be included in the plans.
- Commissioners wanted to know the operation hours of the gondola from Snow Park to Silver and also more specifics on Doe Pass Road.
- Planning Commissioners all agreed that of the three options provided by Alterra and the only one advocated for by Staff, the Shared Mobility Lane (SML) option was preferred.
- Commissioner Suesser noted that City Council requested alternative plans without the ROW vacation and none were provided. As Commissioners can only make a determination on the circulation plans they have been presented and Alterra refuses to present alternatives without a ROW vacation (which is outside of the Planning Commission's purview), the majority of Commissioners agreed they are unable to continue Planning Commission discussions or advance process without a decision from City Council on the ROW vacation.

In the January 18 Special Planning Commission Meeting Summary, [January 18 Special Planning Commission Meeting Summary | News & Updates | Park City, UT](#), Planner Ananth states "the consensus of the Commission was to forward a highly qualified favorable recommendation regarding feasibility of the proposed circulation plan to the City Council for its determination of the ROW." We feel this summary is inaccurate, as no vote was taken, and the Commissioners seem largely unprepared and unwilling to forward any kind of recommendation without a determination from Council on the ROW vacation and additional vetting of Alterra's proposed circulation plan depending on the outcome.

A number of residents and homeowners have written Planning Commission, Council and PCMC staff requesting that the summary be revised and republished.

As a final note, one of the co-founders of Protect the Loop is waiting for a records release from the City to, among other things, provide clarity on the status of Alterra's application over the 279 day period Protect The Loop's consultant and others familiar with our LMC assert it was inactive. This covers the time period from the March 15 Joint Meeting to the December 19 Special Planning Commission Meeting. We will share any material findings as they are discovered.

Thank you, as always, for taking the time to engage. We intend to coordinate additional email campaigns and meeting participation efforts. If you are interested in lending your voice, please let me know and we'll get you in "the loop."

Allison Keenan

Protect the Loop



Protect The Loop Community Outreach Survey

Published Results | December 20, 2022

DEVELOPED BY NOSE IT ALL, LLC

1113

Total Responses

Date Created: Sunday, August 14, 2022

Date Closed: Tuesday, December 6, 2022

Circulated via Park Record, KPCW, community groups, HOAs, peer to peer outreach.

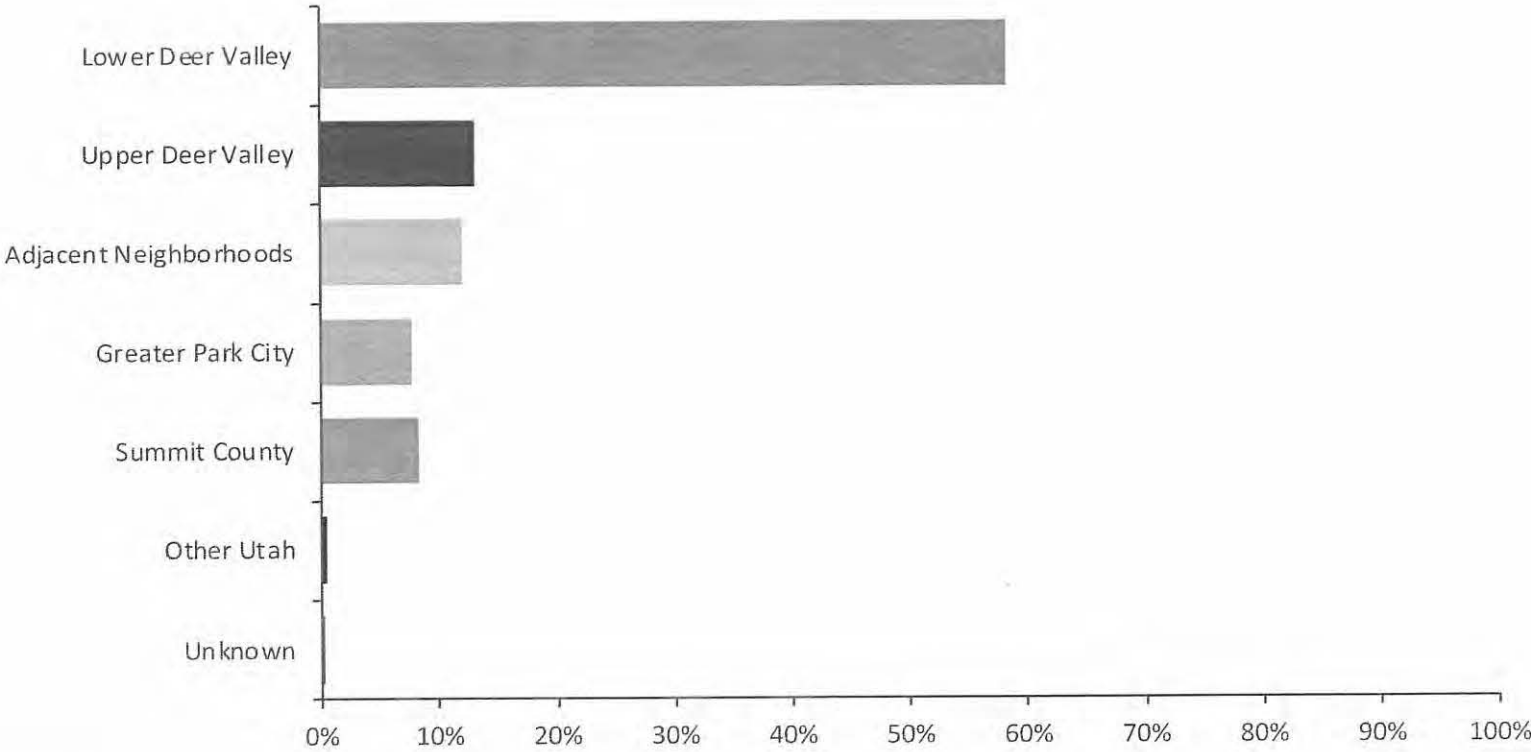
DEVELOPED BY NOSE IT ALL, LLC

CONSIDERATIONS FOR REVIEW:

1. Most questions/answers summarized in chart form. Data tables offered where granularity is important to understanding.
2. Question 1 directed respondents to select from among drop down list of Park City area HOAs and neighborhoods. These specific responses are intended to help Protect The Loop target future outreach. So as to prevent unsolicited outreach to members of certain communities and for the purpose of understanding respondents' more general geography, results have been filtered into broader geographical areas including.
 - Lower Deer Valley – examples Lakeside, The Oaks, everything along The Loop
 - Upper Deer Valley – examples American Flag, Bald Eagle, Stag Lodge
 - Adjacent Neighborhoods – examples The Aerie, Rossi Hill, Old Town, Prospector
 - Greater Park City – examples Park Meadows, Thaynes, Park City Heights
 - Summit County – Snyderville, Trailside, 84098 and the rest of Summit County
 - Other Utah – Wasatch County
 - Unknown

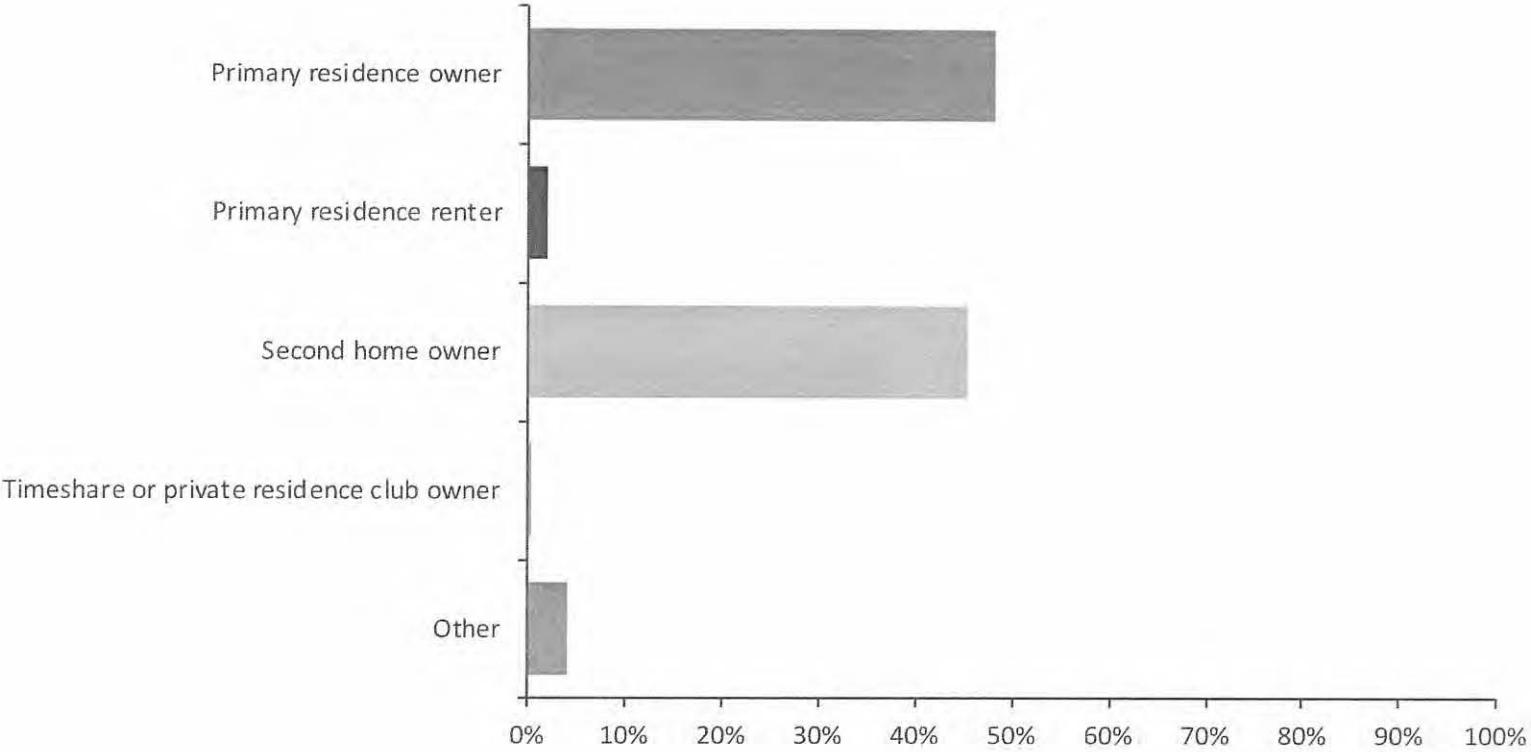
Q1: Which HOA/neighborhood/community do you primarily consider yourself a part of?

Answered: 1113 ,: 0



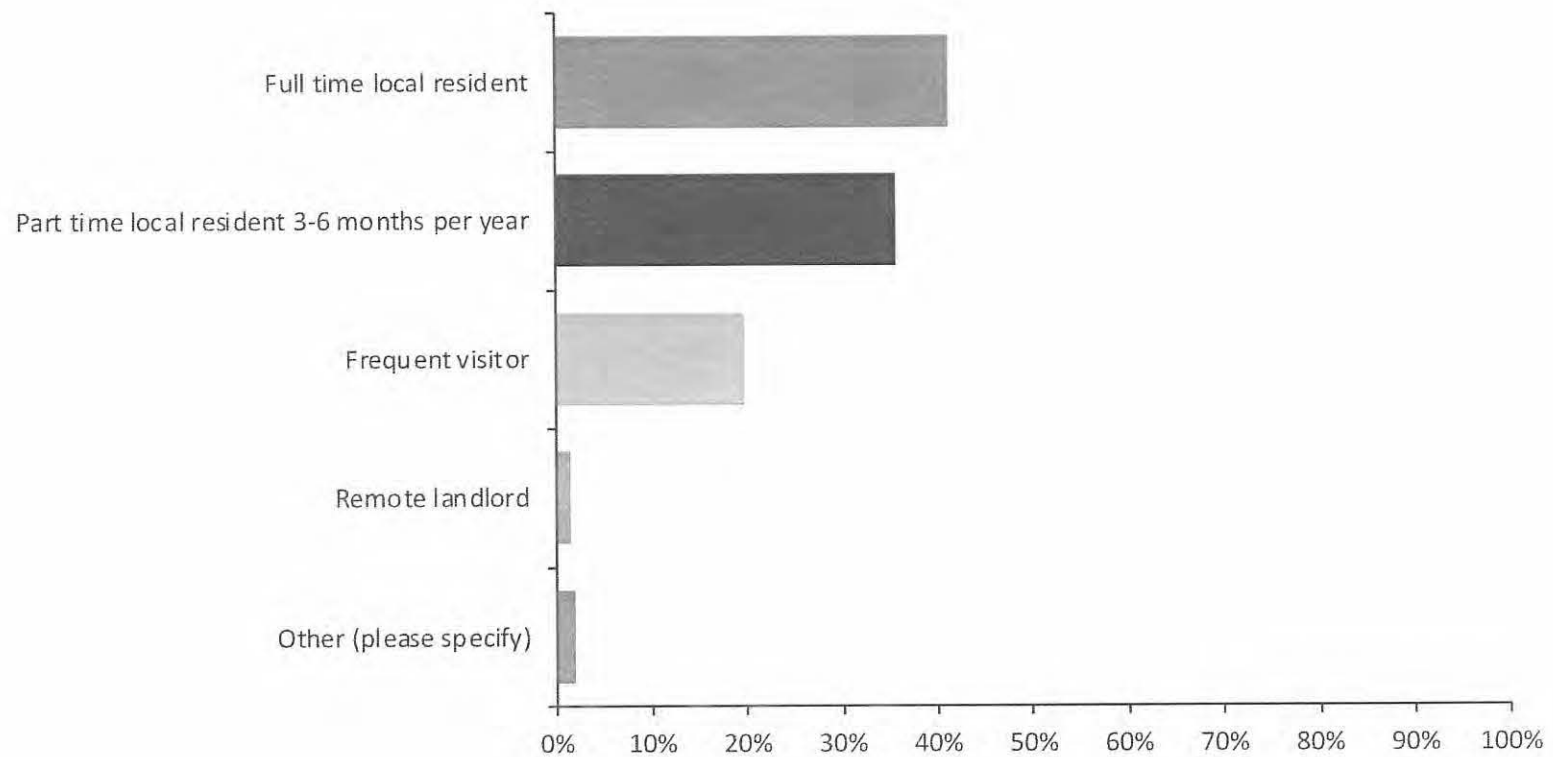
Q2: Which of the following best describes your relationship with the HOA/neighborhood/community selected above?

Answered: 1113 ; 0



Q3: Which of the following best describes you?

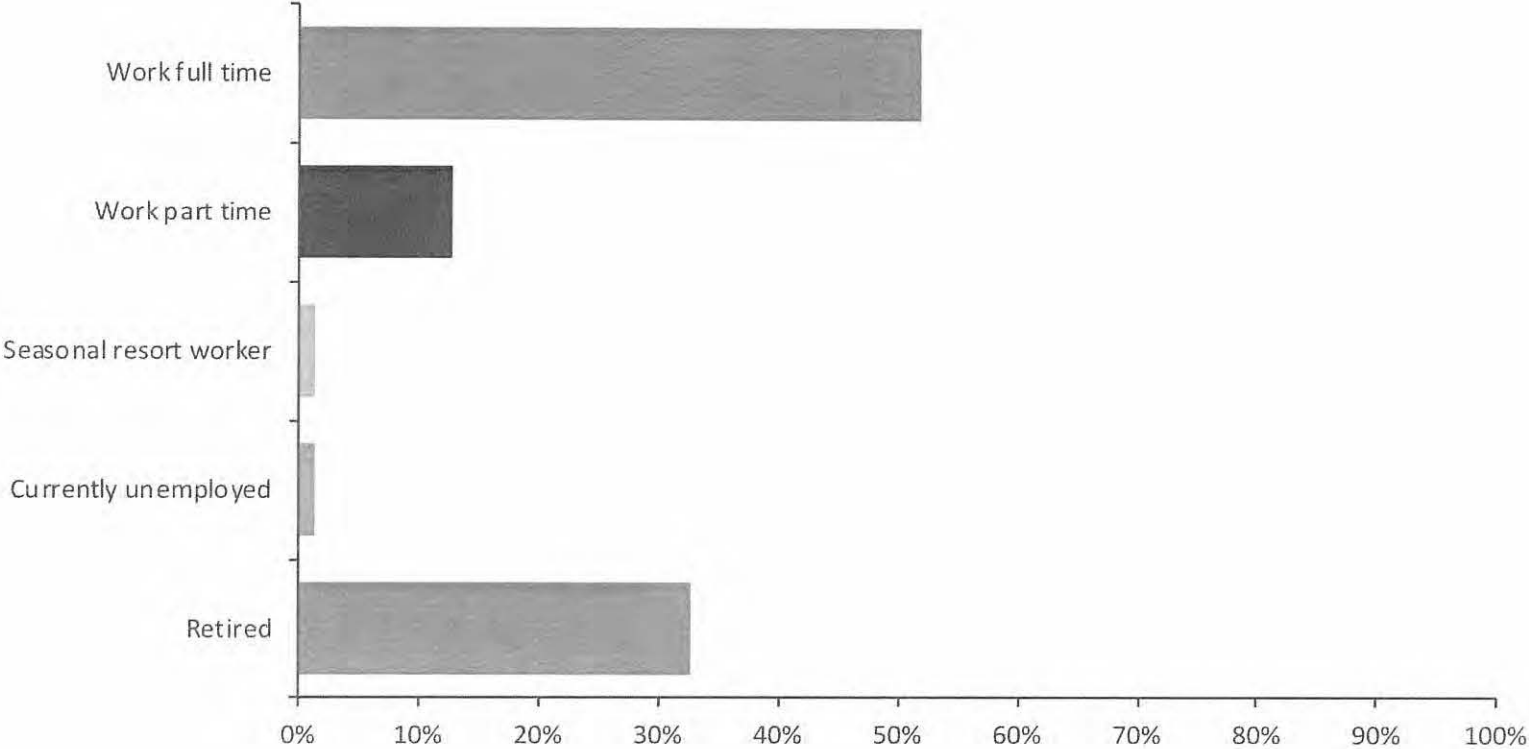
Answered: 1113 ,: 0



DEVELOPED BY NOSE IT ALL, LLC

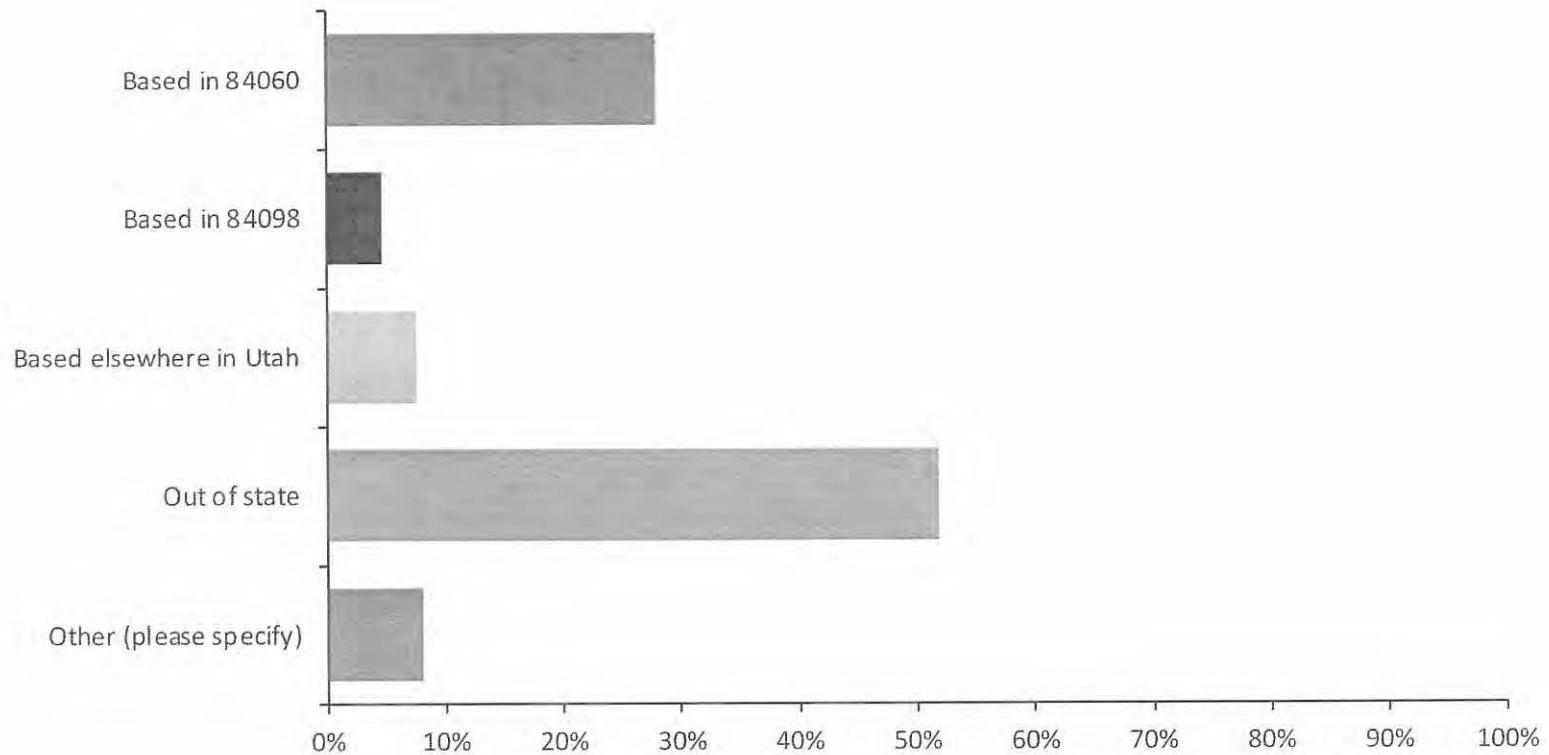
Q4: Which of the following best describes your employment?

Answered: 1113 ,: 0



Q5: If you work full or part time, which of the following best describes your primary employment?

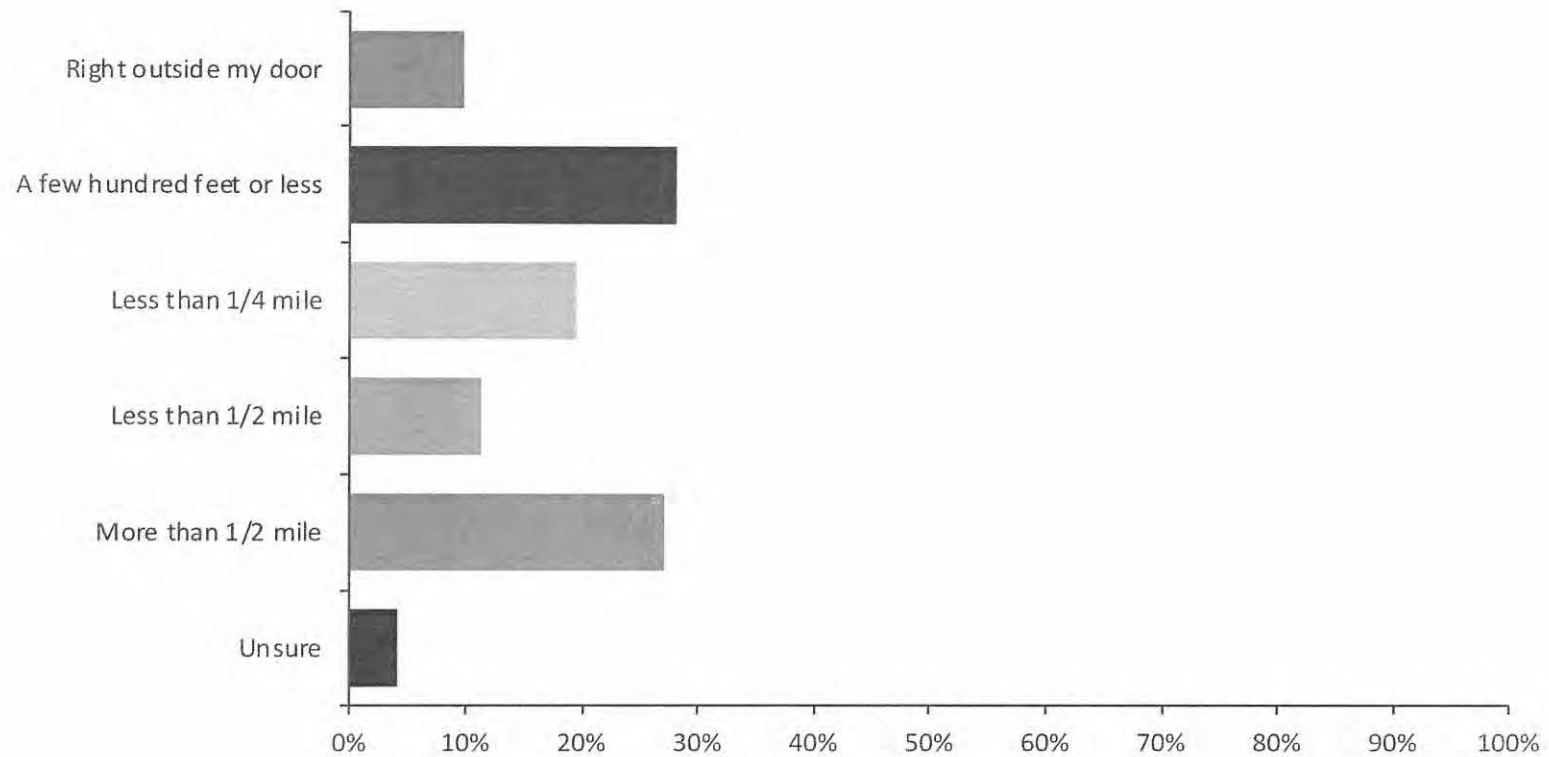
Answered: 795 Skipped: 318



DEVELOPED BY NOSE IT ALL, LLC

Q6: How far is your home from the nearest public transportation stop?

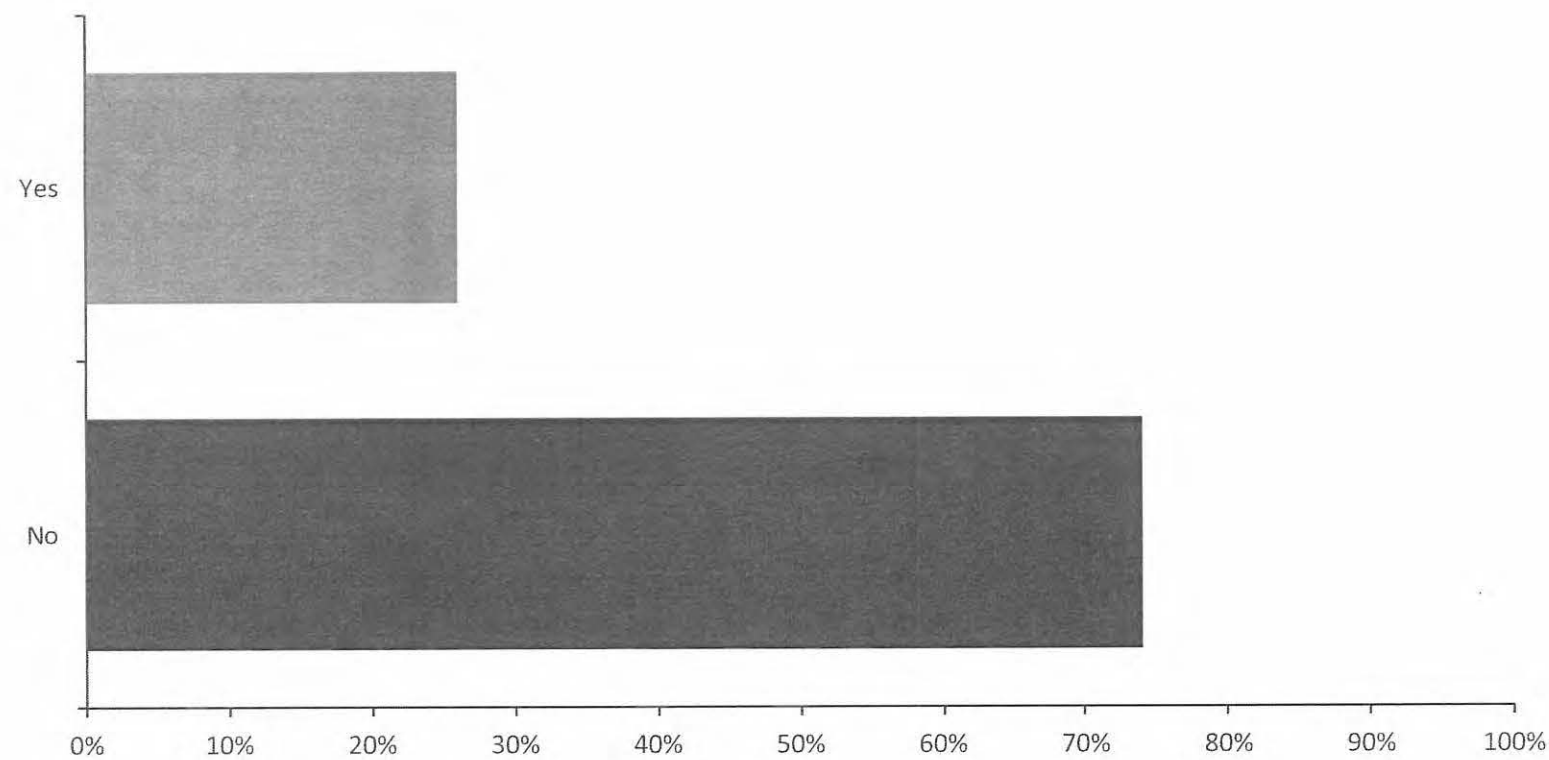
Answered: 1113 ,: 0



DEVELOPED BY NOSE IT ALL, LLC

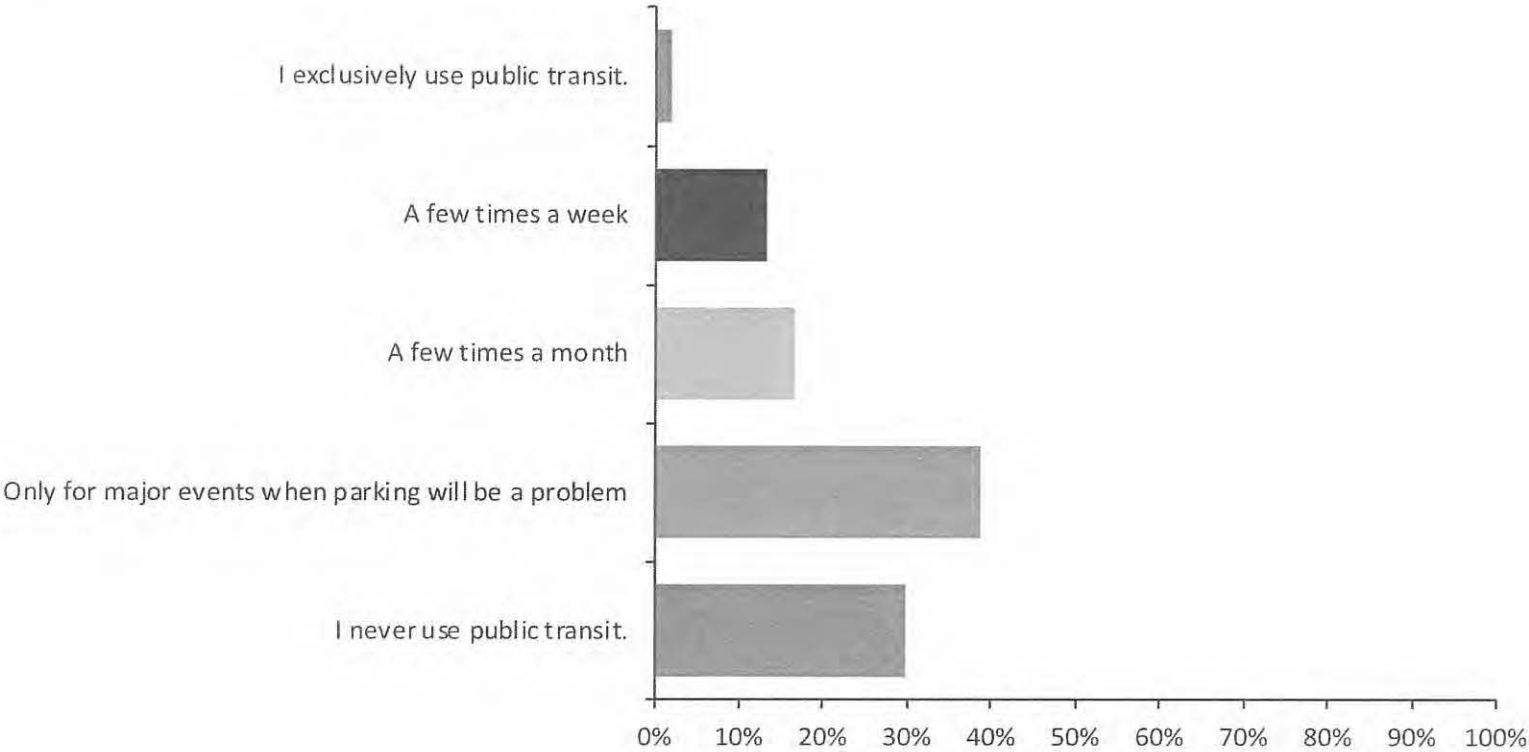
Q7: Do you ever rent or sublet your property/timeshare out either directly or through a management company?

Answered: 1076 ,: 37



Q8: How often do you currently utilize public transit to/from your home?

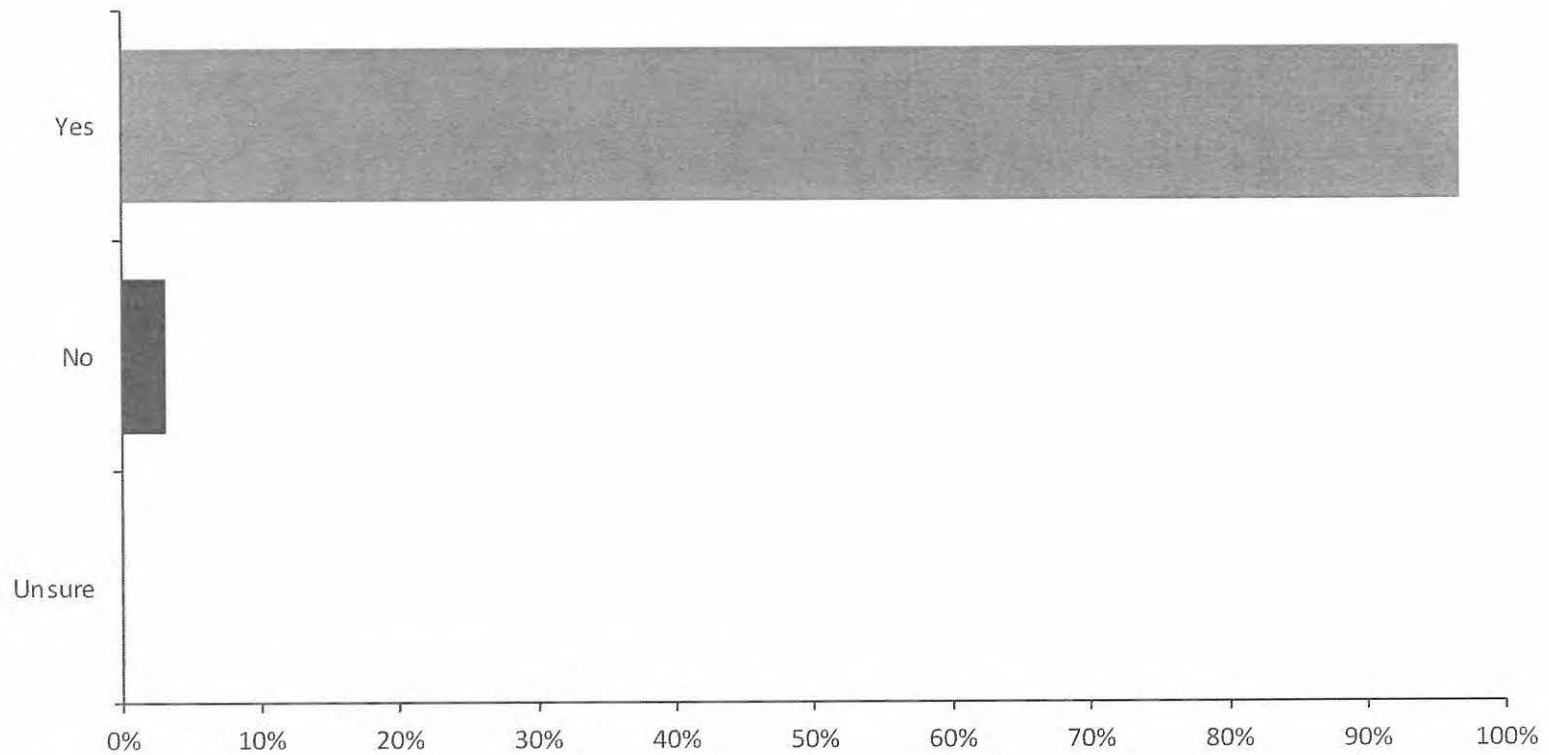
Answered: 1076 ,: 37



DEVELOPED BY NOSE IT ALL, LLC

Q9: Do you, your family, or your guests ski Deer Valley?

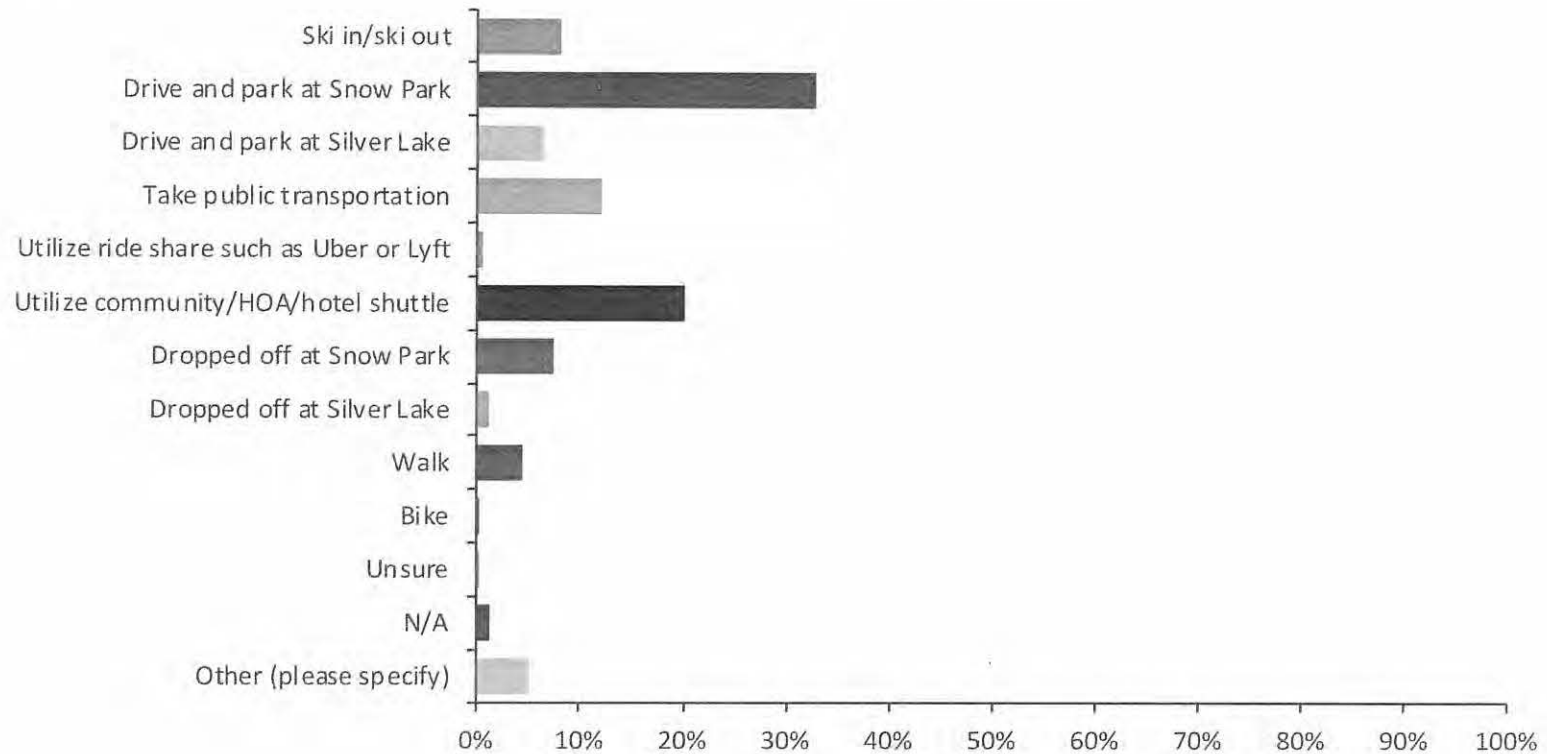
Answered: 1076 , 37



DEVELOPED BY NOSE IT ALL, LLC

Q10: How do you and your family primarily access skiing?

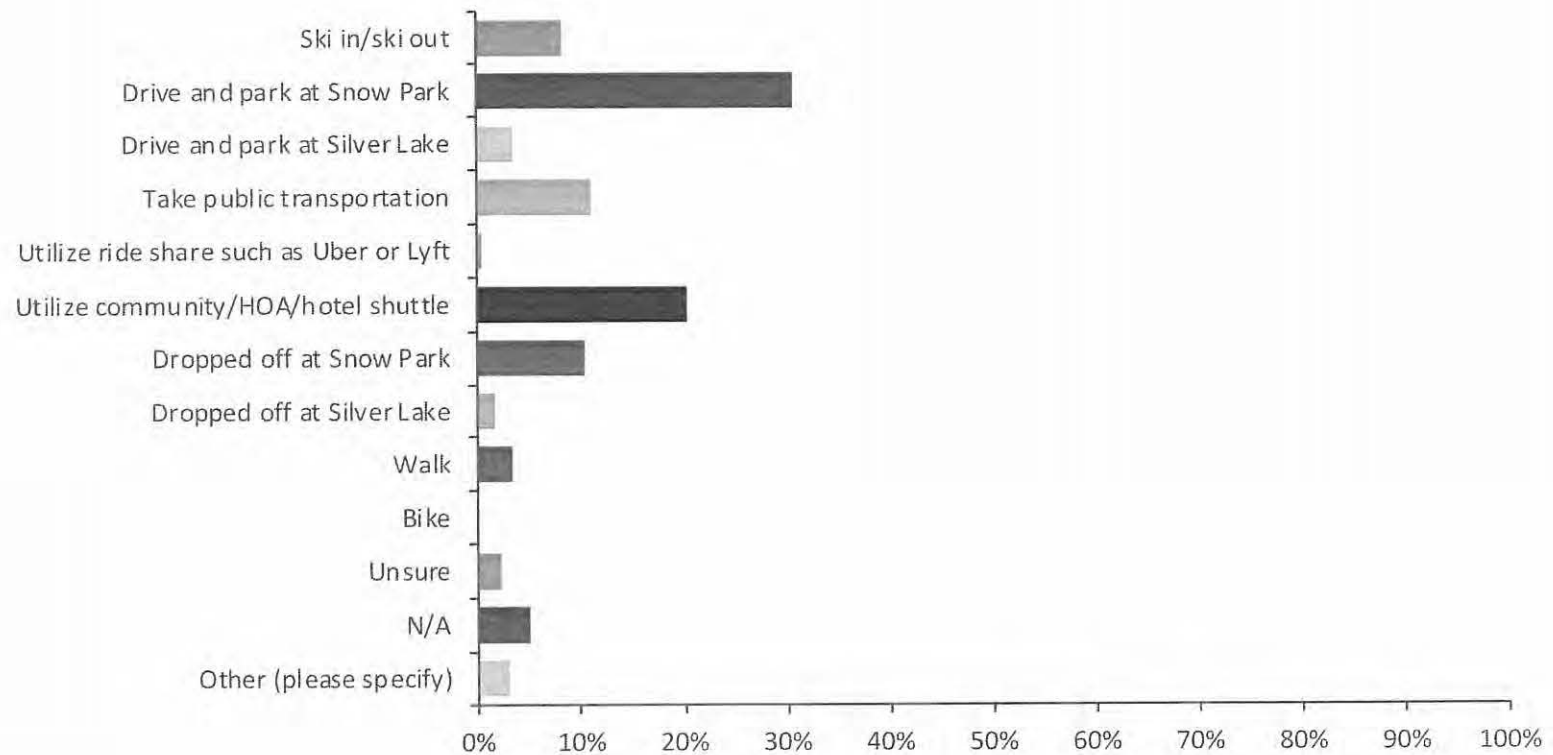
Answered: 1076 ,: 37



DEVELOPED BY NOSE IT ALL, LLC

Q11: How do your guests primarily access skiing?

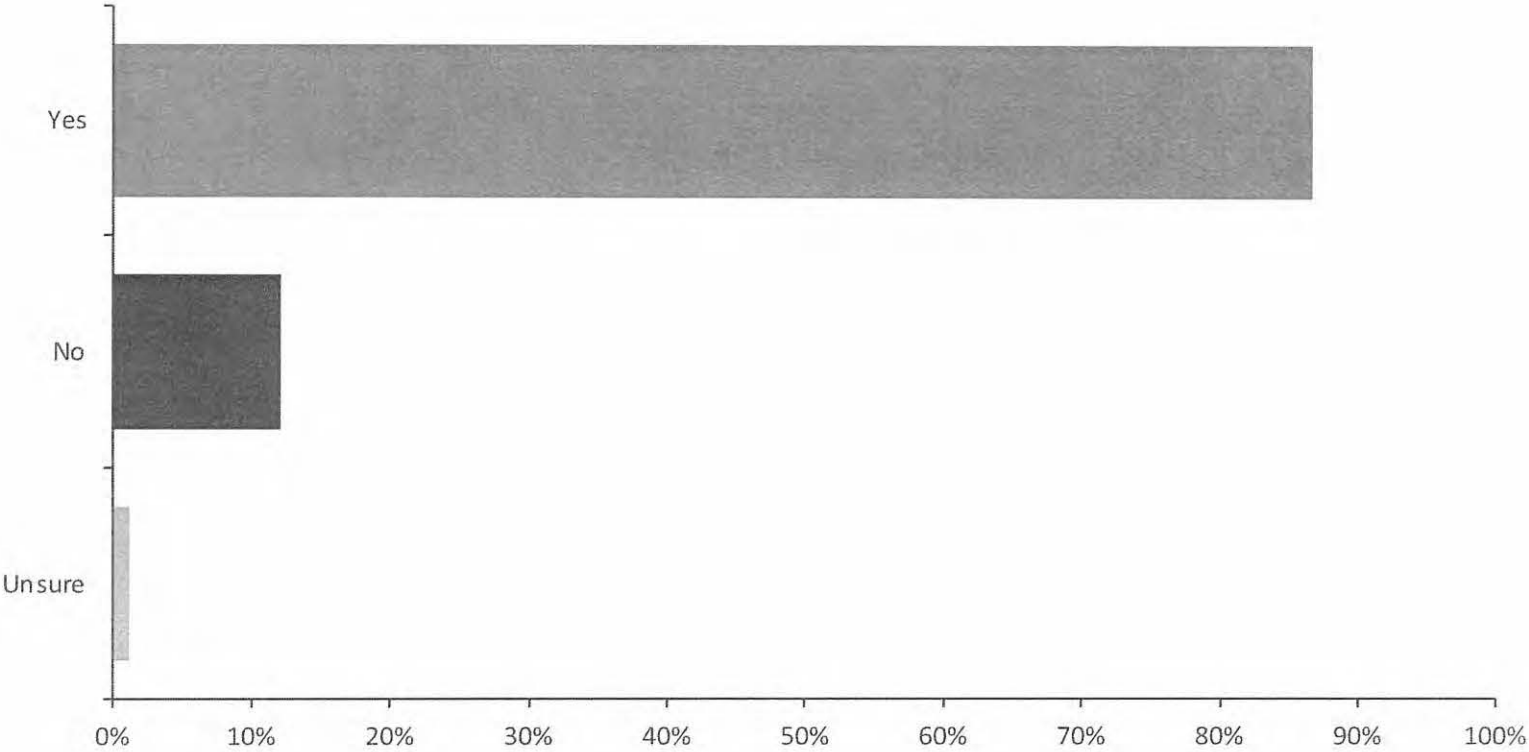
Answered: 1076 ,: 37



DEVELOPED BY NOSE IT ALL, LLC

Q12: Do you, your family, or your guests visit Deer Valley area restaurants when not skiing?

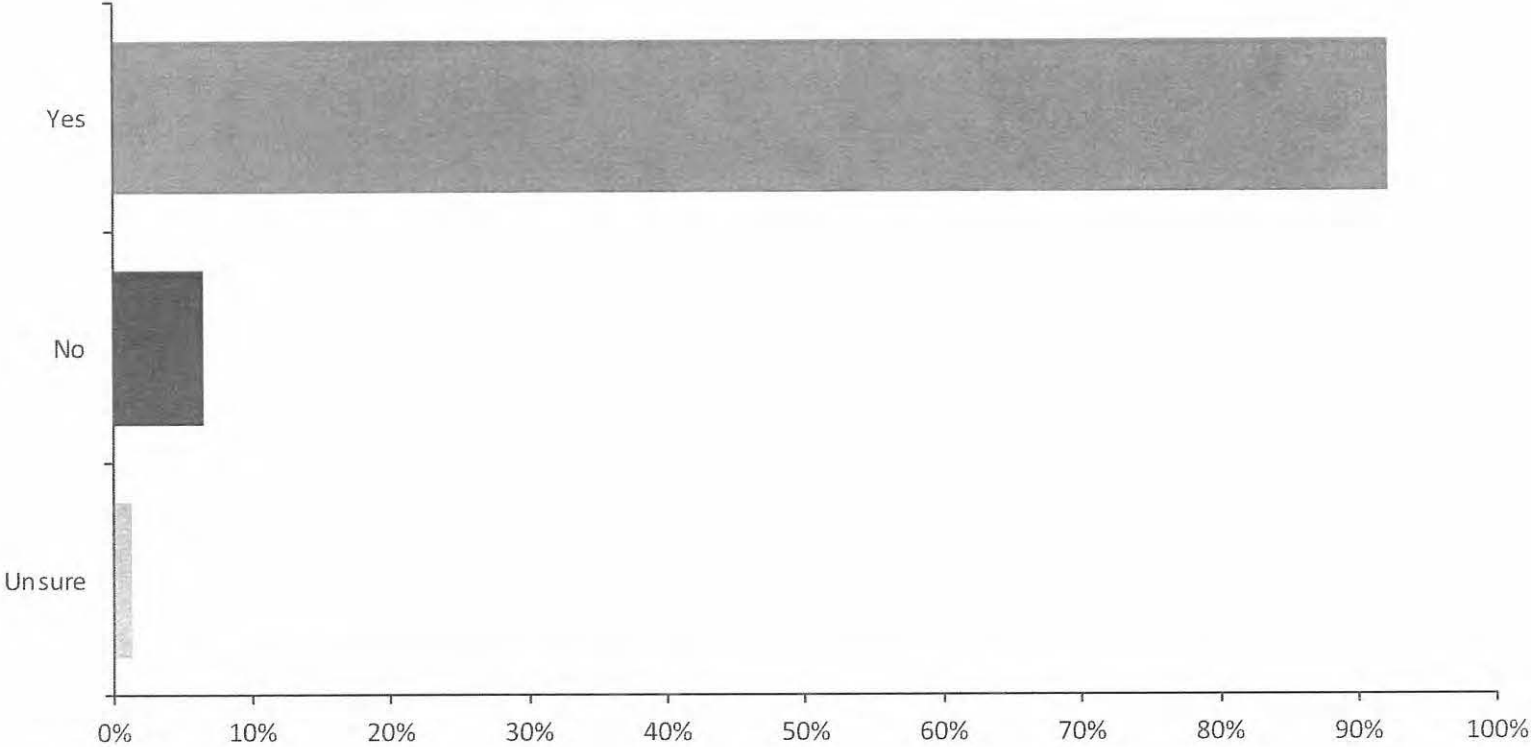
Answered: 1076 ,: 37



DEVELOPED BY NOSE IT ALL, LLC

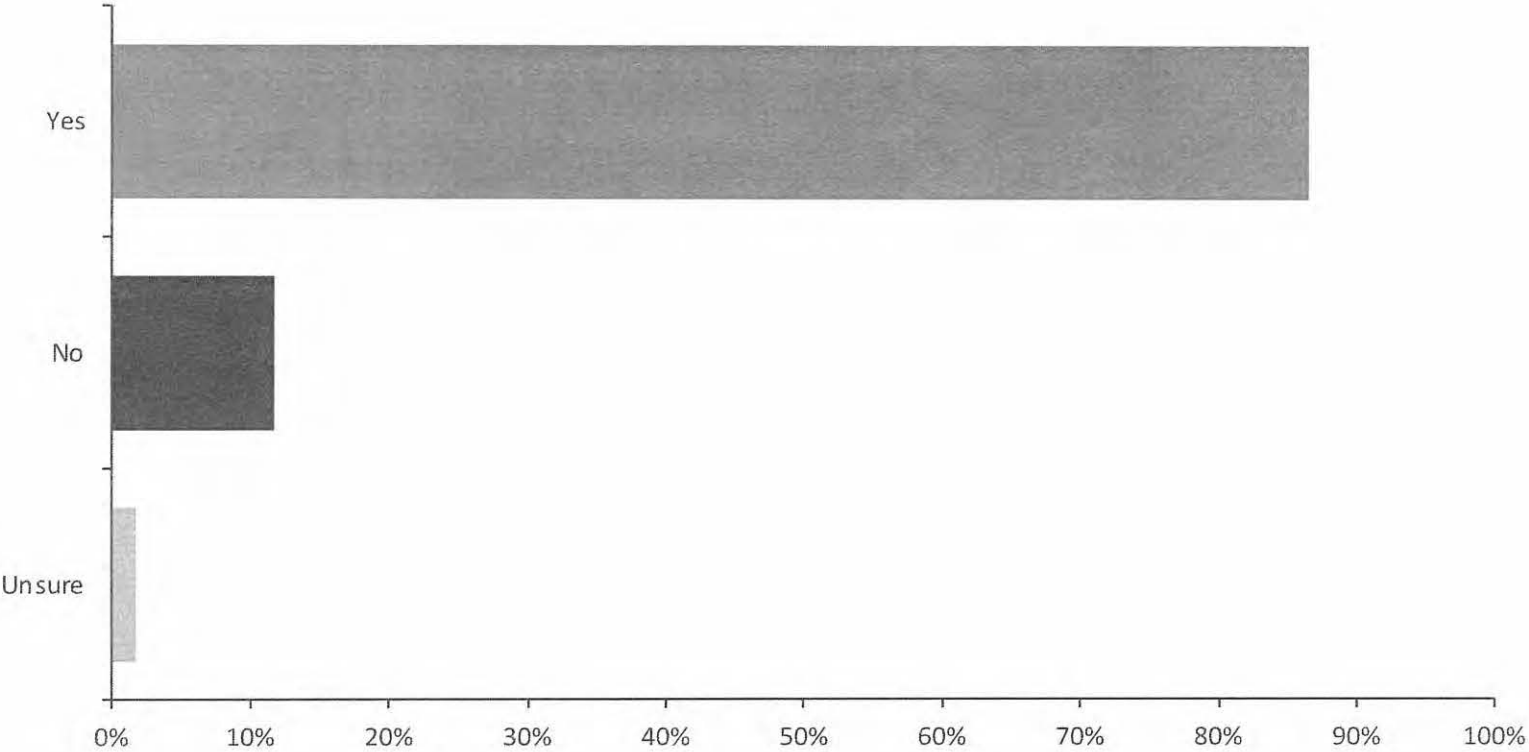
Q13: Do you, your family, or your guests bike or hike Deer Valley in the summer?

Answered: 1076 ,: 37



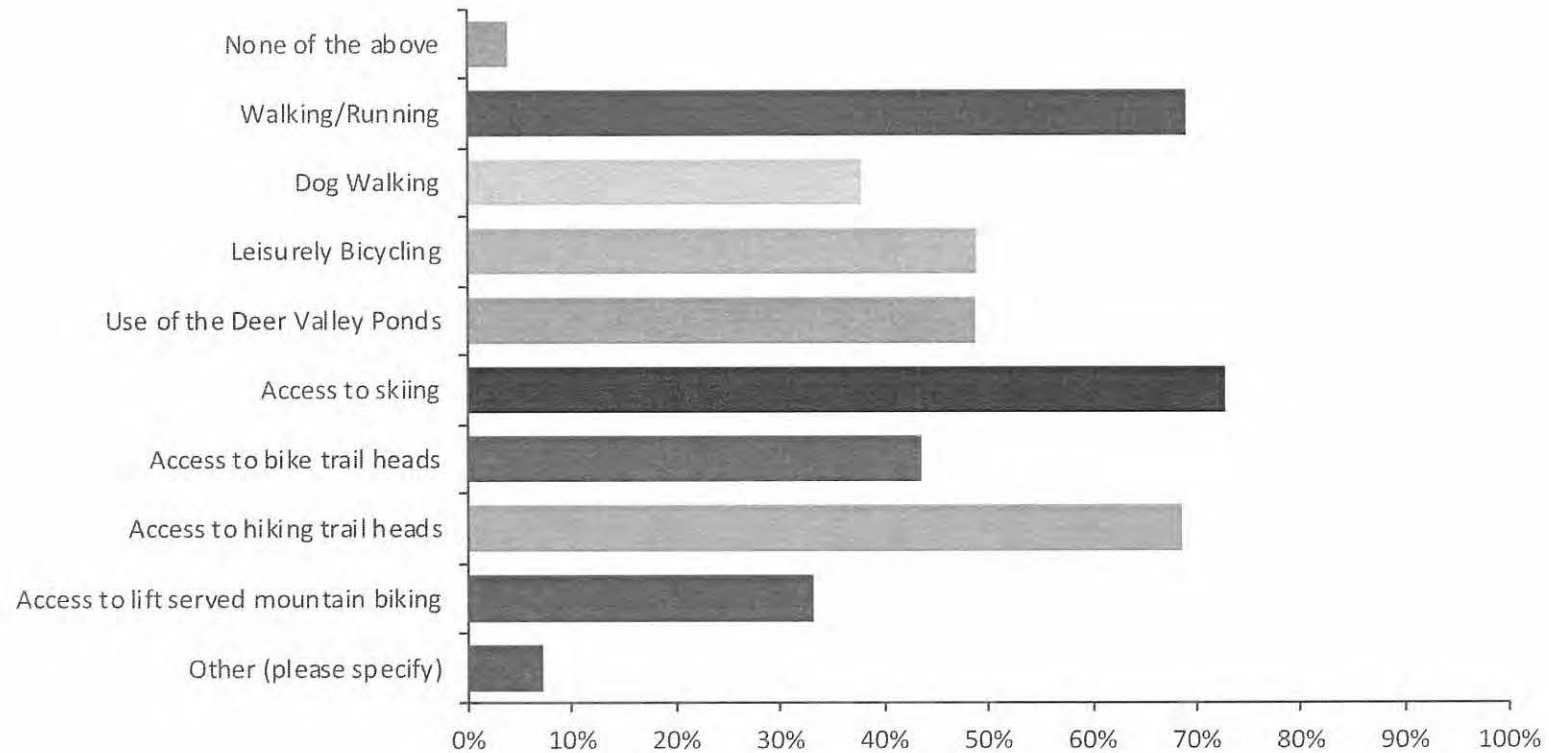
Q14: Do you, your family, or your guests use the Snow Park base area for recreation?

Answered: 1076 ,: 37



Q15: What types of recreation do you engage in around the Snow Park base area and parking lots? Please check all that apply.

Answered: 1076 ,: 37



DEVELOPED BY NOSE IT ALL, LLC

Q15: What types of recreation do you engage in around the Snow Park base area and parking lots? Please check all that apply.

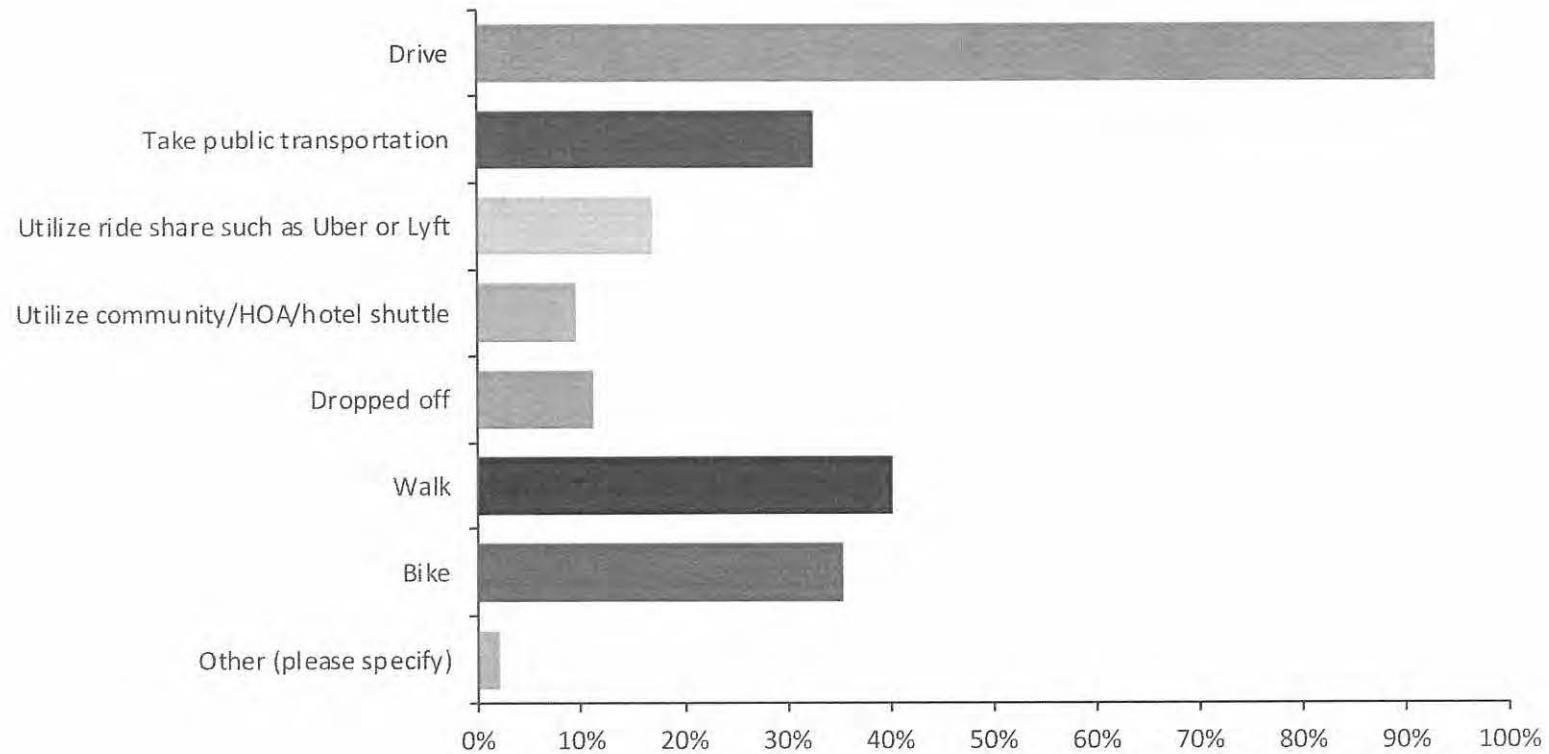
Answered: 1076 ; 37

ANSWER CHOICES	RESPONSES	
None of the above	3.90%	42
Walking/Running	69.05%	743
Dog Walking	37.83%	407
Leisurely Bicycling	48.88%	526
Use of the Deer Valley Ponds	48.79%	525
Access to skiing	72.77%	783
Access to bike trail heads	43.59%	469
Access to hiking trail heads	68.59%	738
Access to lift served mountain biking	33.18%	357
Other (please specify)	7.16%	77
TOTAL		4667

DEVELOPED BY NOSE IT ALL, LLC

Q16: How do you and your family typically commute to other activities, recreation, and places throughout Park City? Check all that apply.

Answered: 1076 ; 37



DEVELOPED BY NOSE IT ALL, LLC

Q16: How do you and your family typically commute to other activities, recreation, and places throughout Park City? Check all that apply.

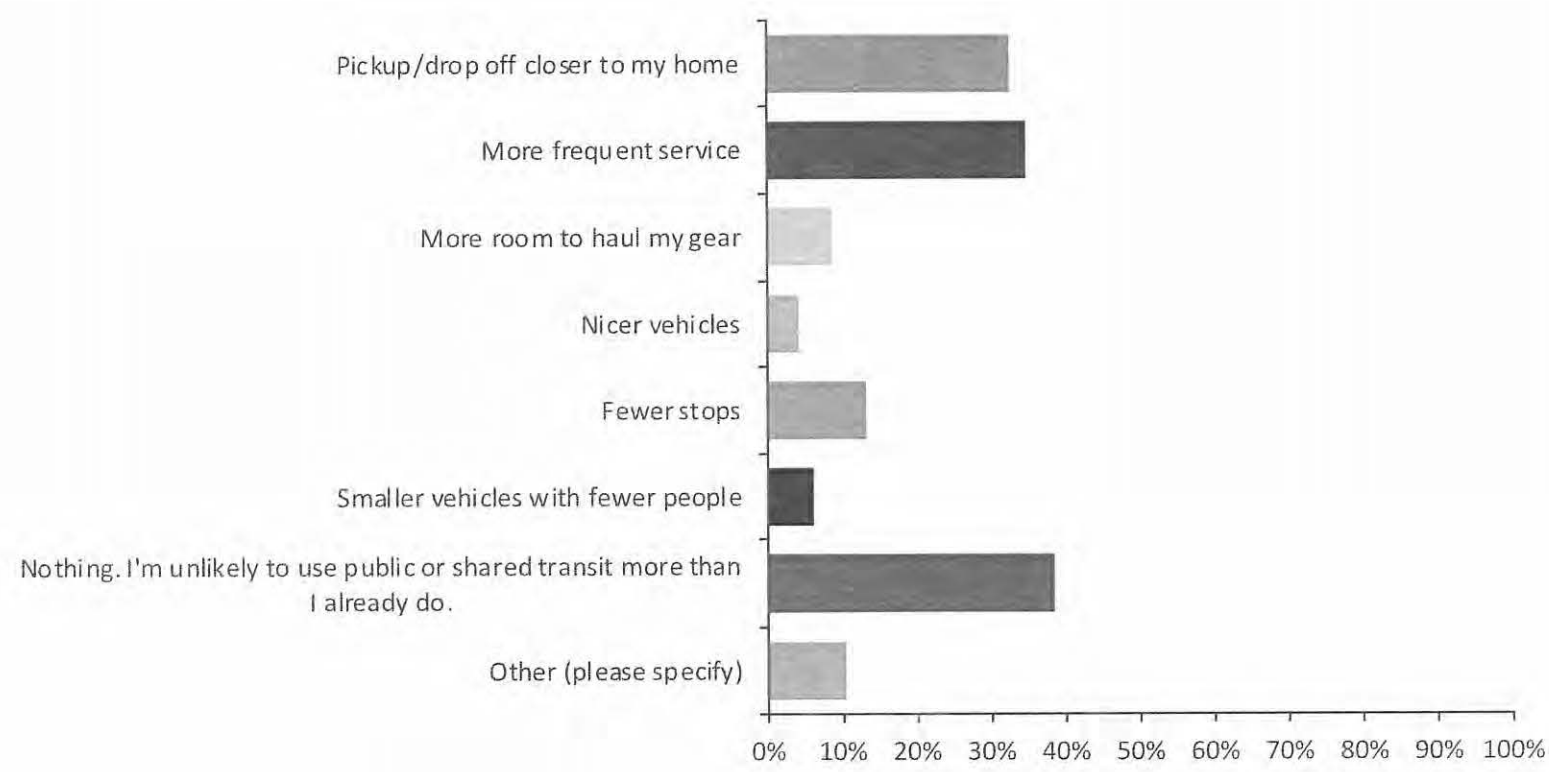
Answered: 1076 ,: 37

ANSWER CHOICES	RESPONSES	
Drive	92.94%	1000
Take public transportation	32.62%	351
Utilize ride share such as Uber or Lyft	17.01%	183
Utilize community/HOA/hotel shuttle	9.57%	103
Dropped off	11.25%	121
Walk	40.24%	433
Bike	35.41%	381
Other (please specify)	2.04%	22
TOTAL		2594

DEVELOPED BY NOSE IT ALL, LLC

Q17: What would make you more likely to use public transit or shared transit of some kind to access the Snow Park base area? Check all that apply.

Answered: 1076 ,: 37



Q17: What would make you more likely to use public transit or shared transit of some kind to access the Snow Park base area? Check all that apply.

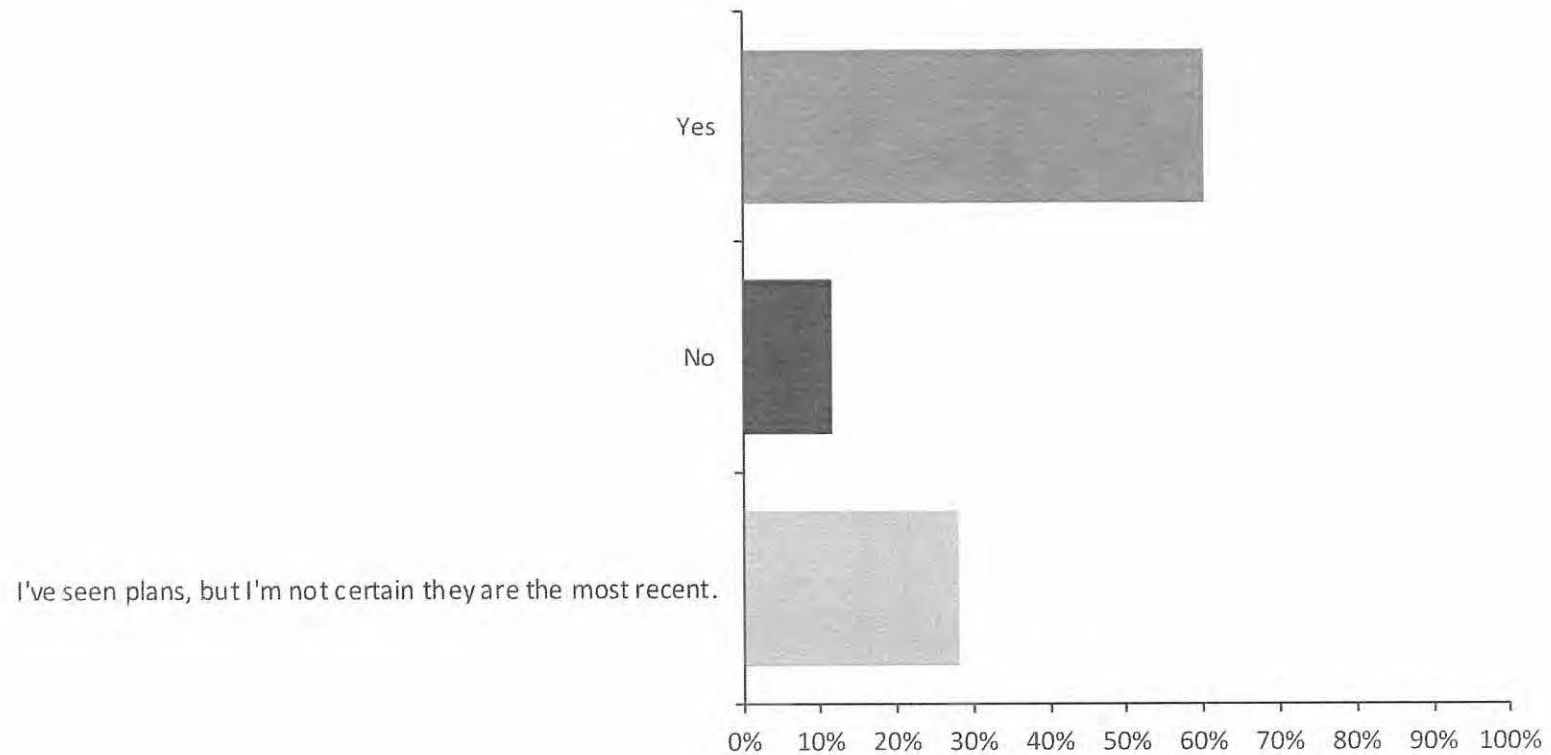
Answered: 1076 ,: 37

ANSWER CHOICES	RESPONSES	
Pickup/drop off closer to my home	32.53%	350
More frequent service	34.76%	374
More room to haul my gear	8.64%	93
Nicer vehicles	4.18%	45
Fewer stops	13.20%	142
Smaller vehicles with fewer people	6.13%	66
Nothing. I'm unlikely to use public or shared transit more than I already do.	38.48%	414
Other (please specify)	10.41%	112
TOTAL		1596

DEVELOPED BY NOSE IT ALL, LLC

Q18: Have you seen the latest version of Deer Valley's/Alterra's proposed Snow Park Village development plans?

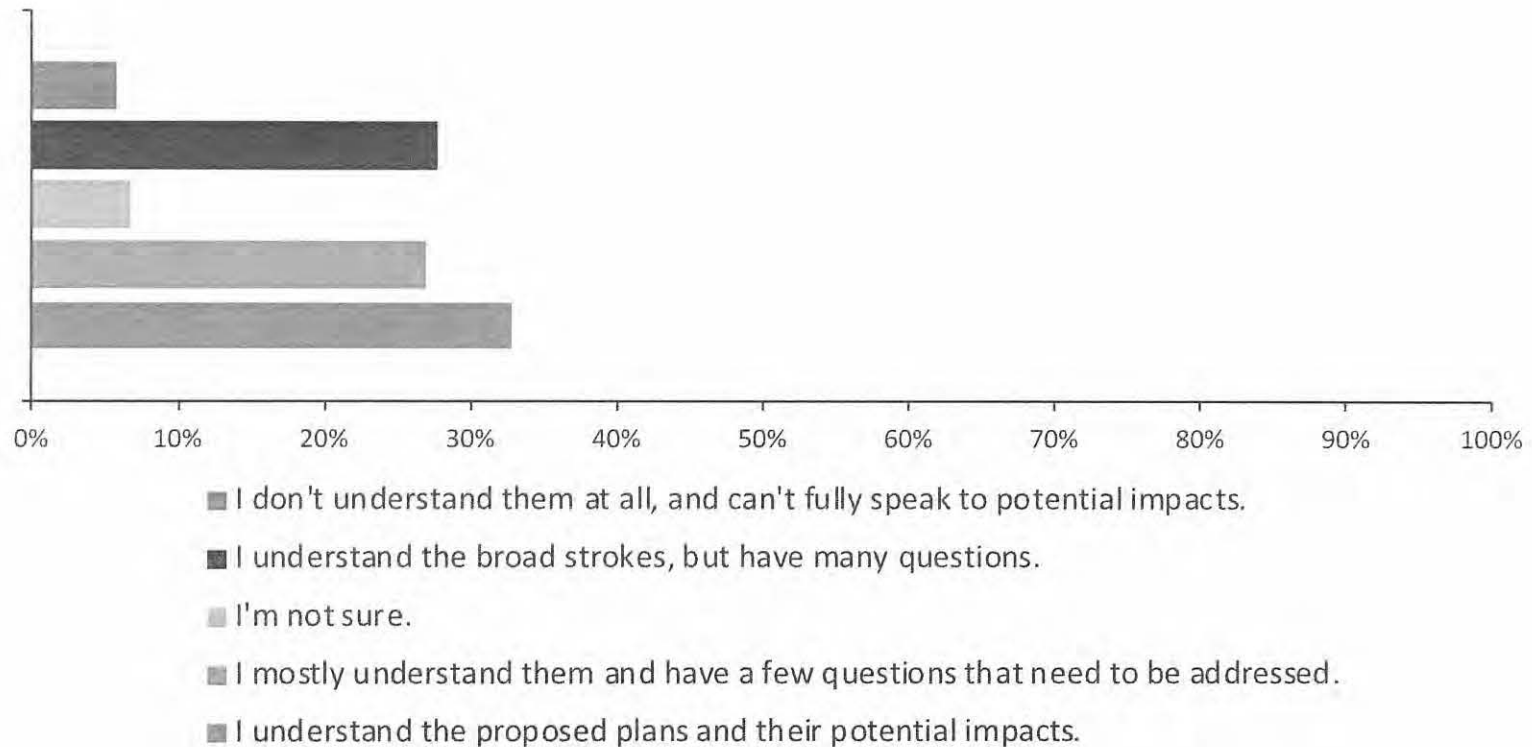
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q19: How well do you feel you understand Deer Valley's/Alterra's proposed Snow Park Village development plans?

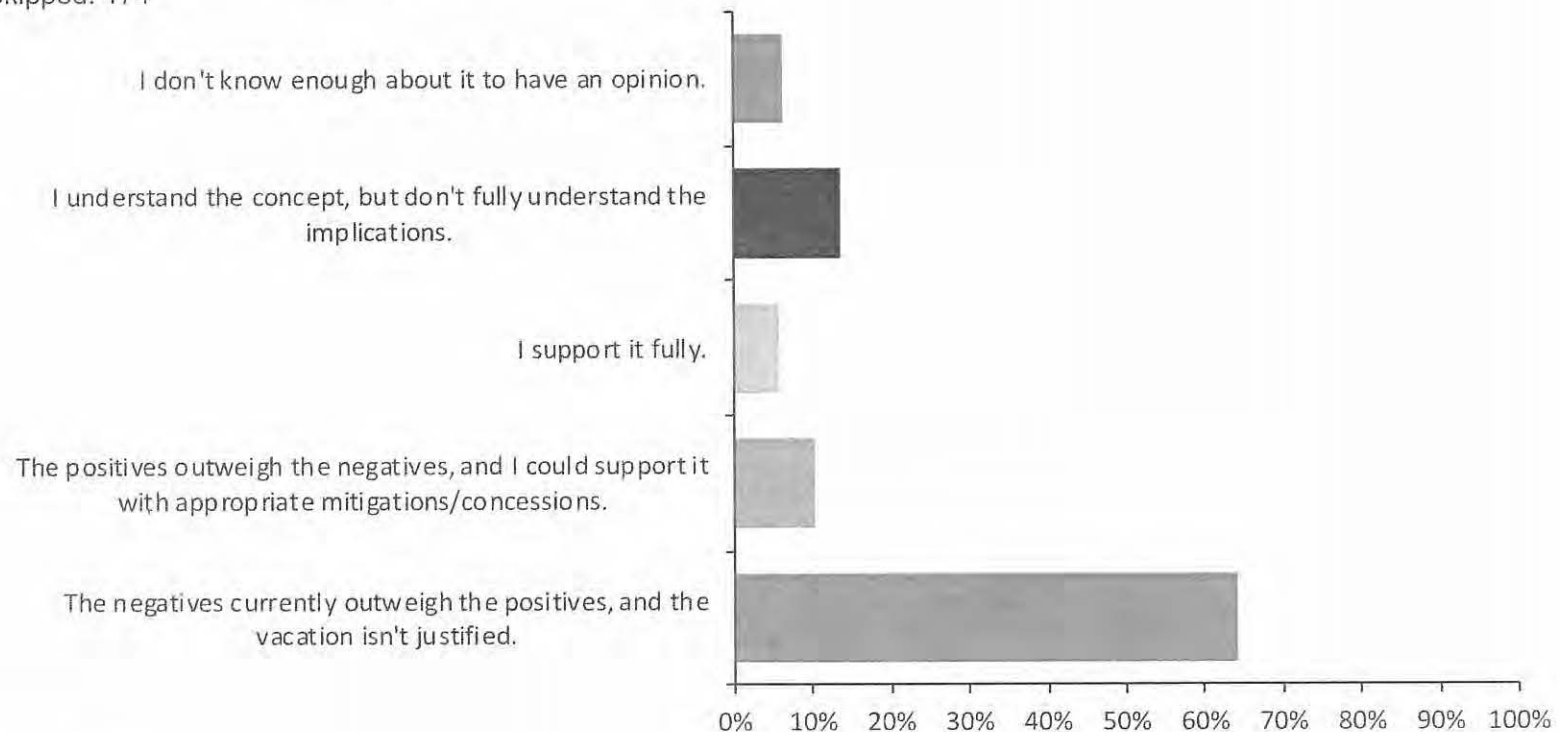
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q20: Proposed Snow Park Village plans include a "road vacation, which involves Park City Municipal Corporation transferring public right-of-way access at the south end of the loop (the current guest and public transit drop-off area) to DV/Alterra so they can convert it to private use for buildings and ski terrain. How do you feel about a potential road vacation?

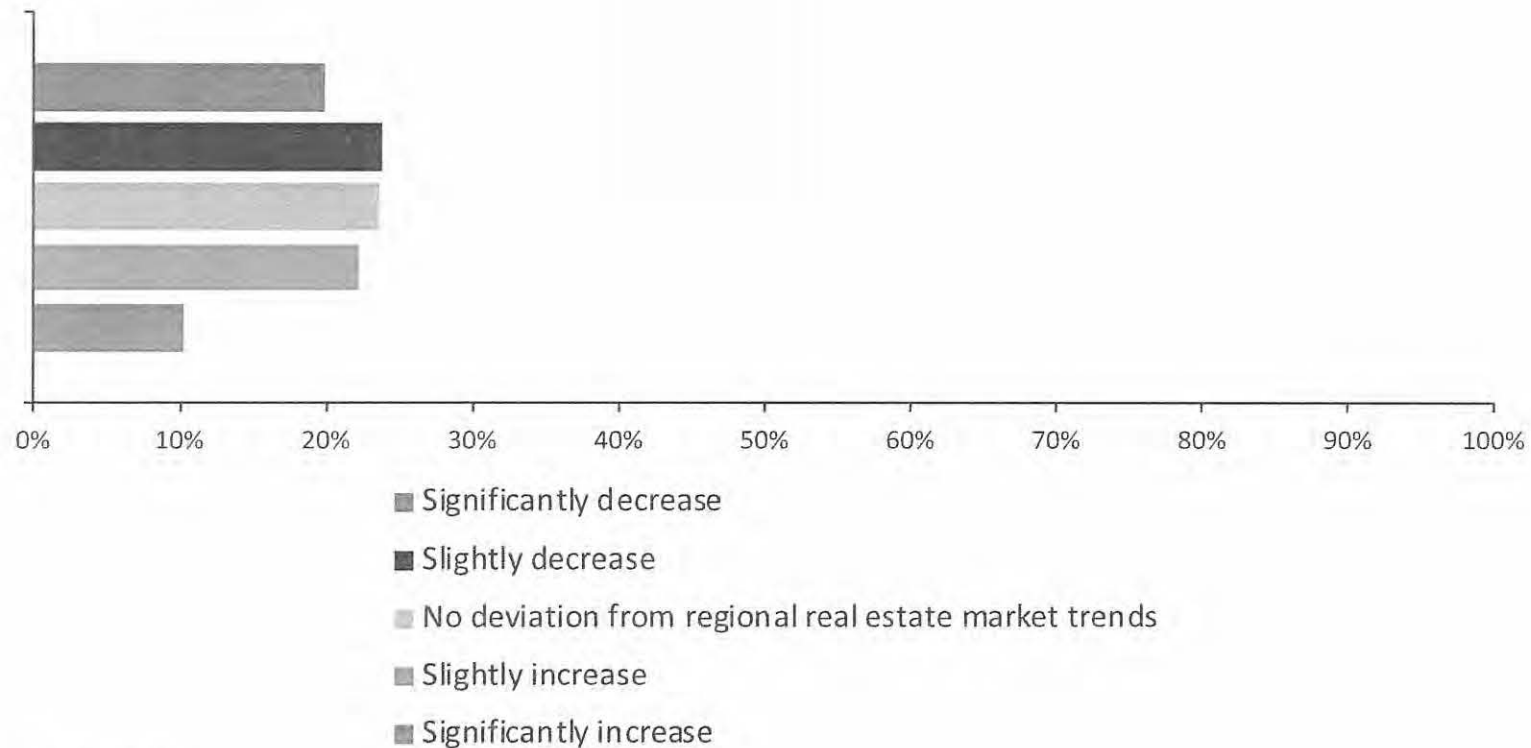
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q21: Consider impacts to home values within your HOA/neighborhood/community only. How do you think Deer Valley's/Alterra's Snow Park Village development plans will impact property values over the next 5-10 years as compared to standard market trends?

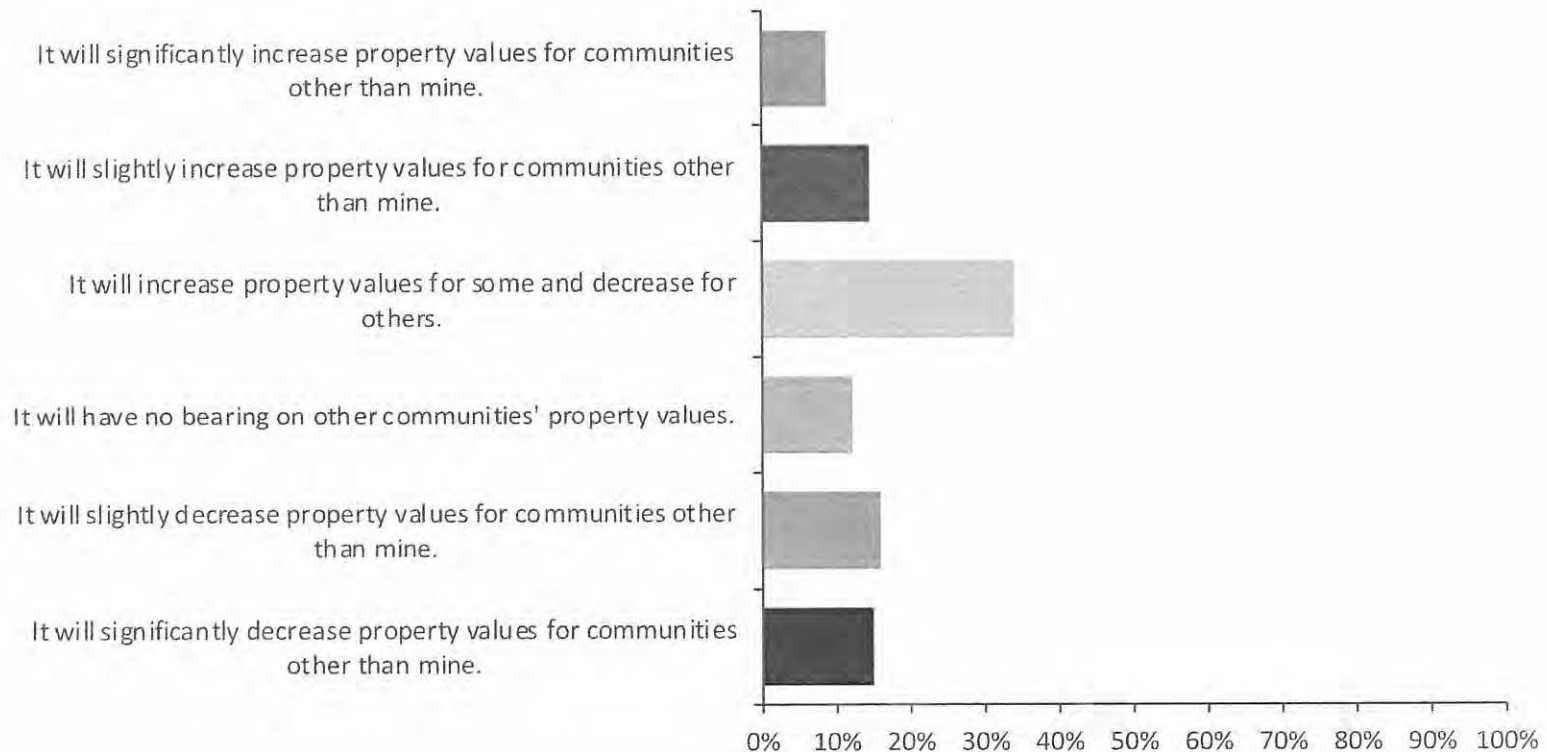
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q22: Consider impacts to home values for other HOAs/neighborhoods/communities. Which statement regarding the proposed Snow Park Village development do you most agree with?

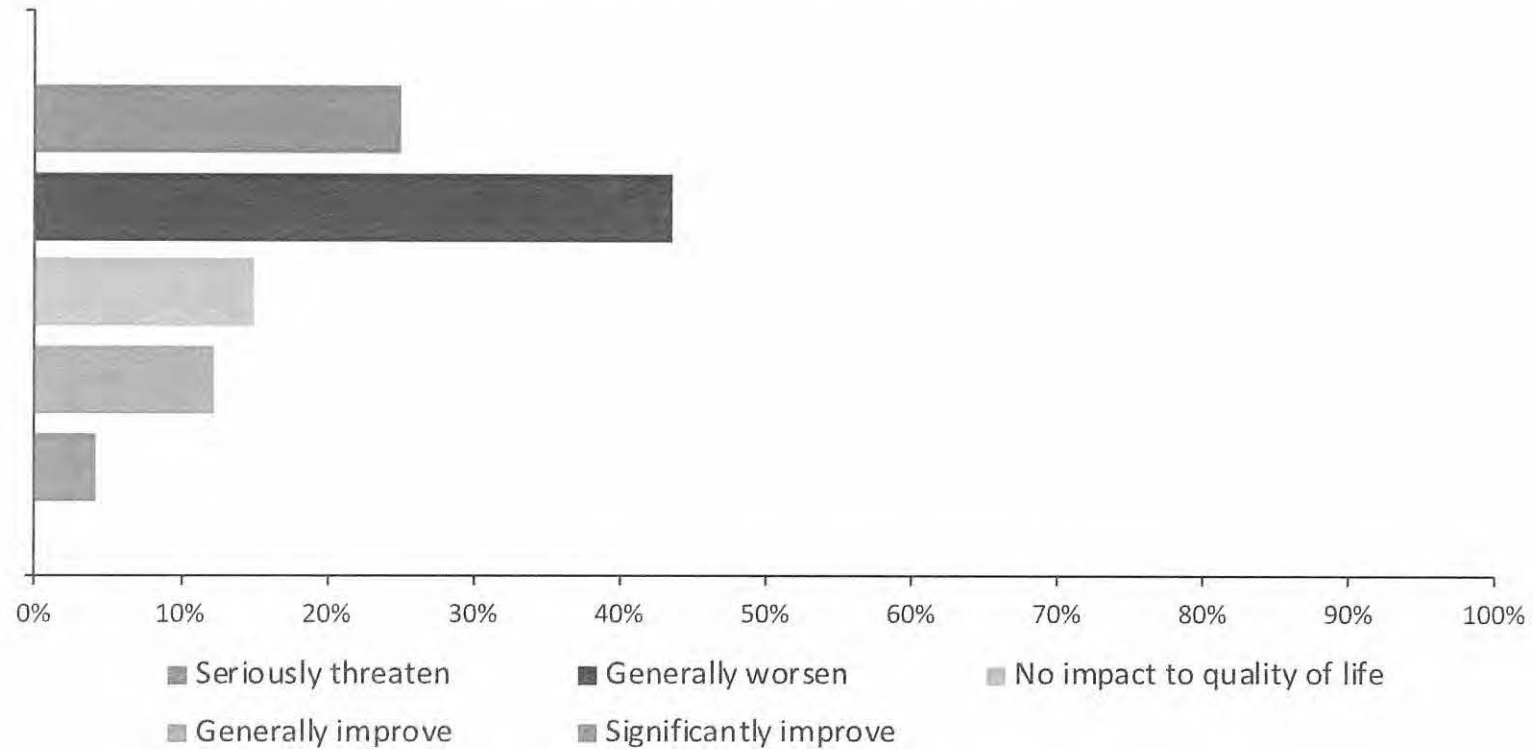
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q23: Consider impacts to your HOA/neighborhood/community only. How do you think Deer Valley's/Alterra's overall Snow Park Village development plans will impact overall quality of life for you and your neighbors?

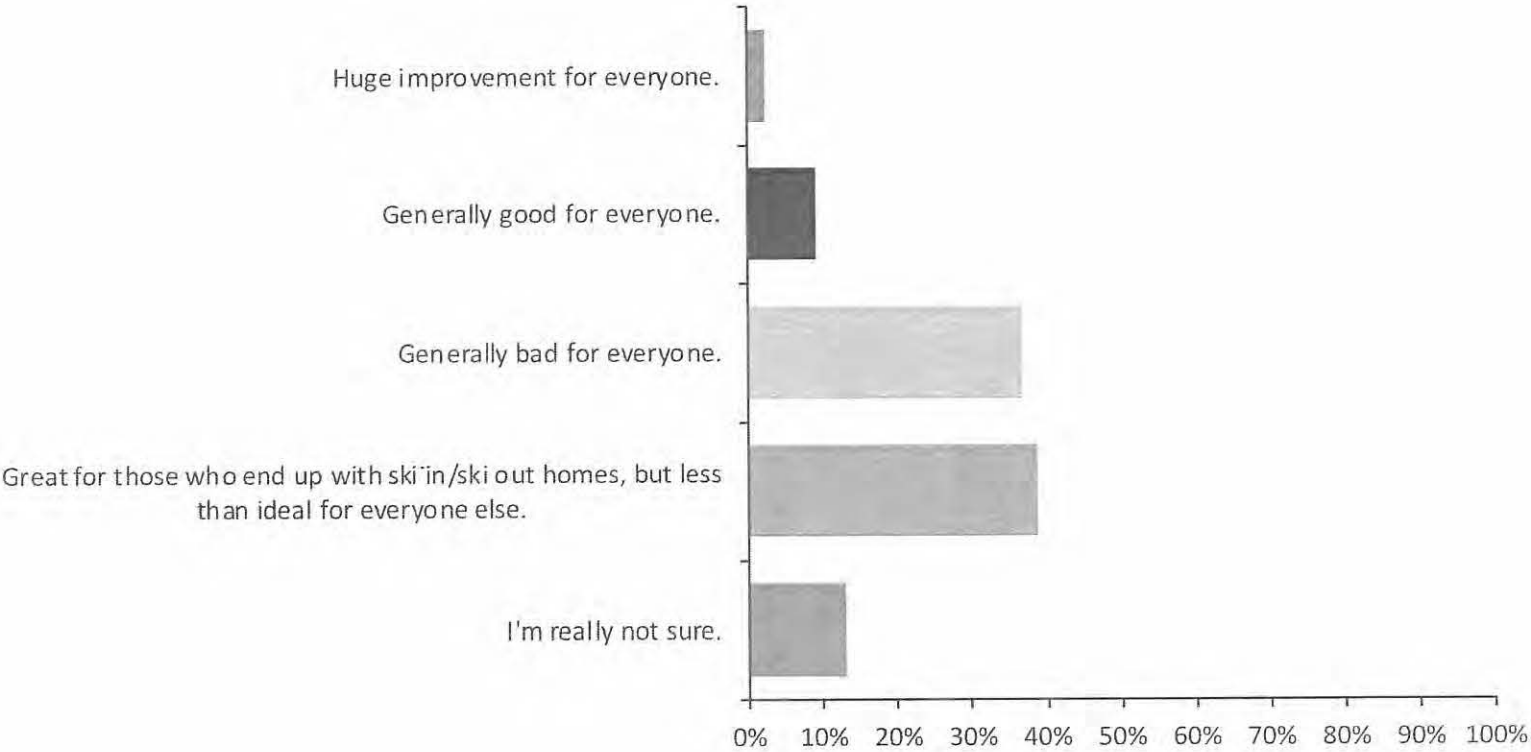
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

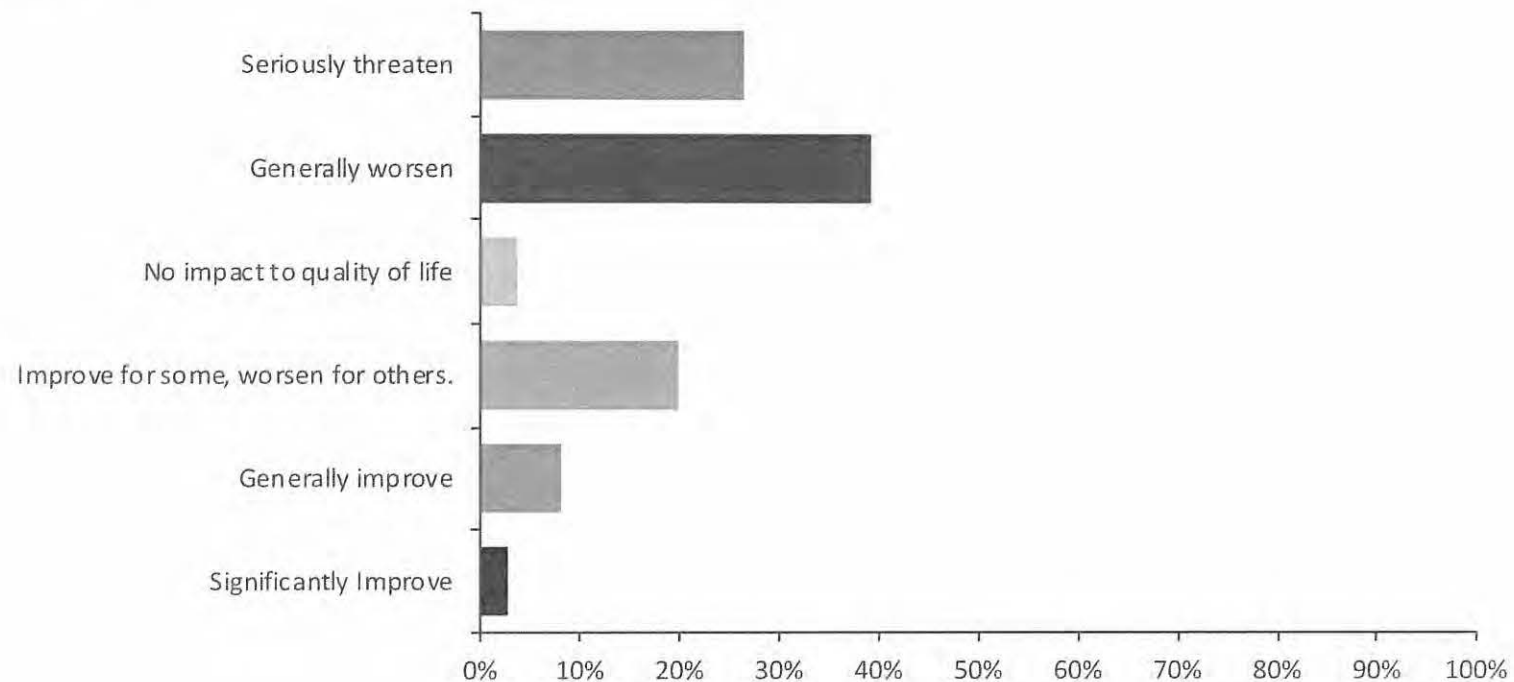
Q24: How does a proposed road vacation stand to impact lower Deer Valley residents?

Answered: 939 Skipped: 174



Q25: How do you think Deer Valley's/Alterra's Snow Park Village development plans will impact overall quality of life for people in the following neighborhoods - upper DV, lower DV, Deer Crest, Solamere, The Aerie, Rossi Hill and Deer Valley Drive?

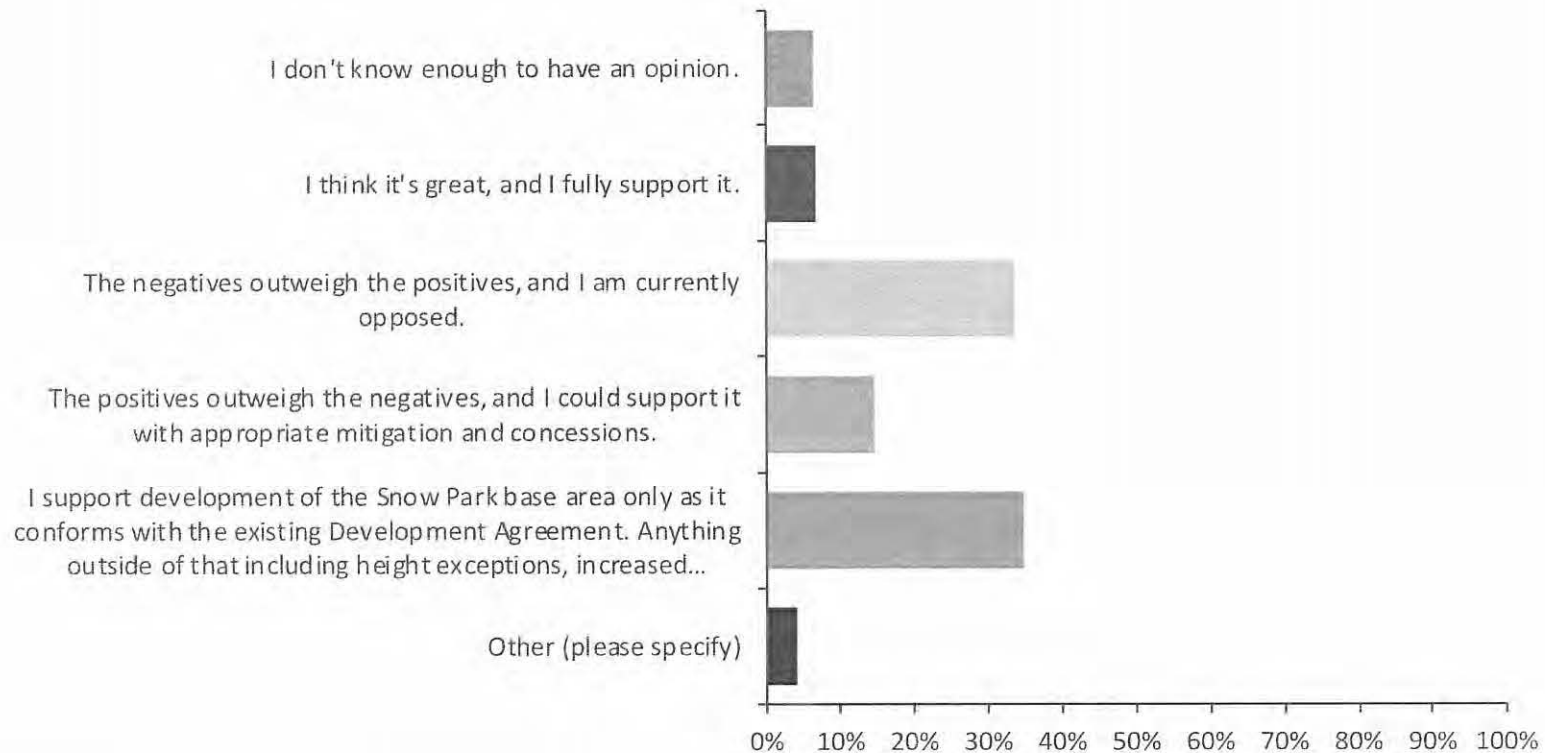
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q26: Which statement best describes your overall feelings on the Snow Park Village proposed development?

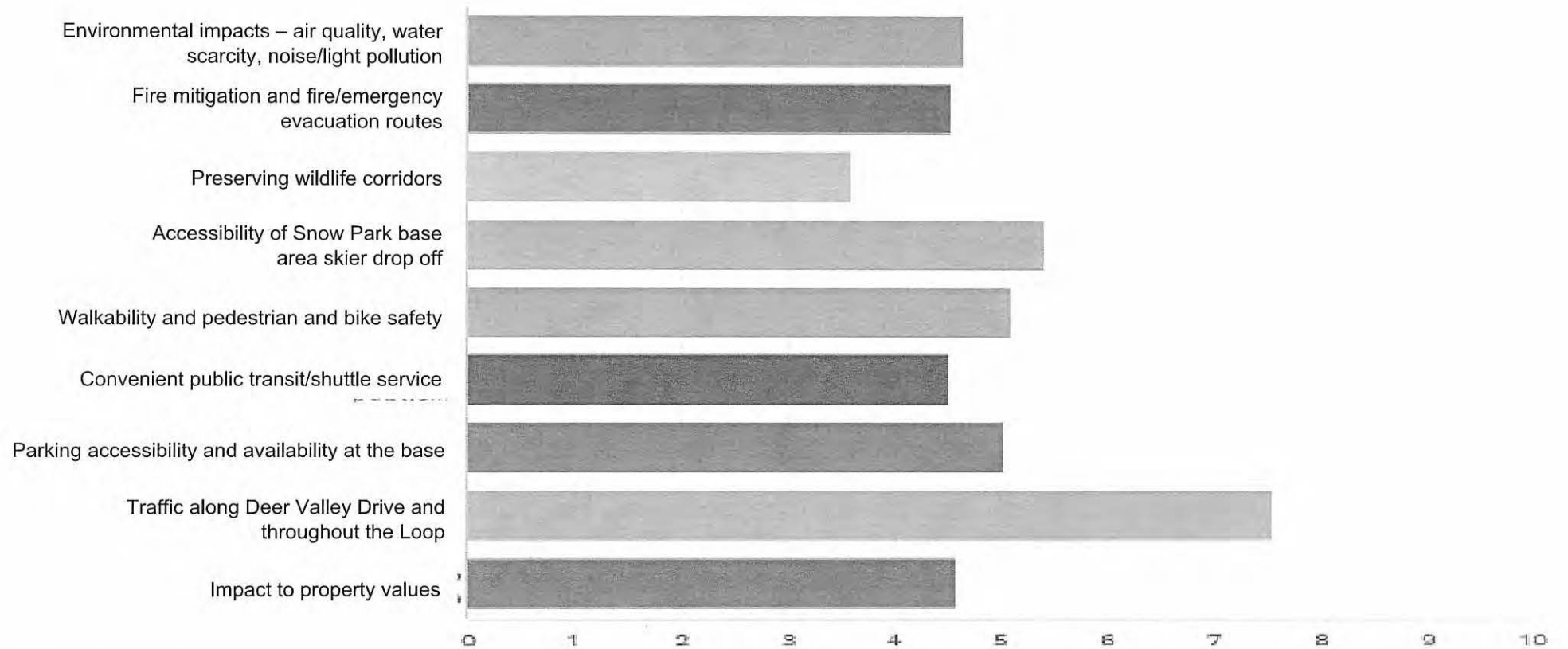
Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q27: Please rank choice the following areas of concern by placing your area of greatest concern up top and placing your area of least concern at the bottom.

Answered: 939 Skipped: 174



DEVELOPED BY NOSE IT ALL, LLC

Q27: Please rank choice the following areas of concern by placing your area of greatest concern up top and placing your area of least concern at the bottom.

Answered: 939 Skipped: 174

	1	2	3	4	5	6	7	8	9	TOTAL	SCORE
Environmental impacts - air quality, water scarcity, noise/light pollution	8.28% 59	10.33% 97	11.08% 104	10.22% 96	11.71% 110	12.25% 115	12.89% 121	14.91% 140	10.33% 97	939	4.64
Fire mitigation and fire/emergency evacuation routes	5.22% 49	9.48% 89	9.58% 90	12.14% 114	11.18% 105	12.78% 120	16.51% 155	12.57% 118	10.54% 98	939	4.55
Preserving wildlife corridors	3.83% 36	4.37% 41	5.75% 54	9.10% 86	8.31% 78	13.84% 130	13.10% 123	18.74% 176	22.90% 215	939	3.61
Accessibility of Snow Park base area skier drop off	7.56% 71	17.36% 163	15.12% 142	12.46% 117	11.61% 109	11.40% 107	9.05% 85	8.52% 80	6.92% 65	939	5.42
Walkability and pedestrian and bike safety	4.15% 39	10.97% 103	13.74% 129	17.78% 167	15.12% 142	12.78% 120	10.54% 99	9.05% 85	5.86% 55	939	5.10
Convenient public transit/shuttle service	4.78% 45	7.35% 69	11.40% 107	11.93% 112	13.74% 129	13.31% 125	13.84% 130	11.18% 105	12.46% 117	939	4.52
Parking accessibility and availability at the base	9.48% 89	12.57% 118	13.10% 123	10.86% 102	11.29% 106	9.58% 90	10.86% 102	10.76% 101	11.50% 108	939	5.03
Traffic along Deer Valley Drive and throughout the loop	50.91% 478	16.19% 152	10.54% 99	6.92% 65	4.37% 41	3.09% 29	3.62% 34	2.13% 20	2.24% 21	939	7.55
Impact to property values	7.77% 73	11.40% 107	9.69% 91	8.52% 80	12.67% 119	10.97% 103	9.58% 90	12.14% 114	17.25% 162	939	4.58

DEVELOPED BY NOSE IT ALL, LLC

COMMISSIONED BY:
Protect The Loop
hello@protecttheloop.org

*DEVELOPED, ADMINISTERED
& TABULATED BY:*
Nose It All
(857) 753-7542
angela@noseitall.com

DEVELOPED BY NOSE IT ALL, LLC

Alexandra Ananth

From: Bill and Pris Watson <billpris@aol.com>
Sent: Sunday, January 22, 2023 12:43 PM
To: Alexandra Ananth
Cc: Gretchen Milliken; Laura Suesser; sara.hall@parkcity.org; John Kenworthy; John Frontero; Bill Johnson; Christin VanDine; Henry Sigg
Subject: [External] January 18 Special Meeting on Snowpark

[CAUTION] This is an external email.

Alexandra,

I know how hard it is to be the key person in a meeting and then doing the recap.
As an attendee I believe one additional point and one restatement should be made.

1. The turnout for the meeting was much larger than normal and all those attendees almost unanimously were opposed to the plan with many mentioning opposition to the vacation.
2. A few friends have taken the "highly qualified favorable recommendation ", in my opinion incorrectly. It may be better to say "the traffic plan will be passed on to the Mayor and Council with many qualifications".

You did an excellent job taking notes while being the key staff member on the project.

Bill Watson, Solamere resident

Sent from my iPad

Alexandra Ananth

From: planning
Sent: Friday, January 20, 2023 4:02 PM
To: Gretchen Milliken; Alexandra Ananth
Subject: FW: January 18 Planning Commission meeting re: Alterra (Deer Valley development) & public input

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: Kristin Gentile <gentile_k@hotmail.com>
Sent: Friday, January 20, 2023 3:43 PM
To: Nann Worel <nann.worel@parkcity.org>
Cc: planning <planning@parkcity.org>
Subject: [External] January 18 Planning Commission meeting re: Alterra (Deer Valley development) & public input

[CAUTION] This is an external email.

Dear Mayor Worel and Planning Director Milliken,

I am writing to express my concerns regarding the outcomes from the Planning Commission Meeting on Wednesday, January 18, 2023. I attended the meeting via online, and I was expecting the Applicant, Alterra, to present alternatives for:

1. Right of Way road vacation (ROW) of Deer Valley Loop,
2. Traffic routes to relieve increased traffic on lower Deer Valley Drive, SR 224, and SR248.

These options were requested by Planning Commission at the December meeting, and, yet, Alterra did not offer any new or revised plans to either the road vacation or traffic mitigation.

As you are acutely aware, traffic is a huge concern along Deer Valley Drive not only due to traffic congestion, but also, because:

1. Increase in traffic means increased air pollution negatively impacting air quality
2. Increase in traffic means increased noise pollution
3. Increase in traffic results in light pollution
4. Increase in traffic affects emergency evacuation for residents and emergency vehicles

The lack of creative and effective traffic solutions from Alterra is disconcerting. I listened to the Alterra representatives discuss traffic flow and traffic patterns only for people recreating at Deer Valley Resort. Nothing was ever mentioned about the impact on residents that live in the area. For instance, what about traffic options and people-movers using I-

40 access, or using road access along Deer Crest Development, etc.? In fact, Alterra actually inserted the option for a gondola along Deer Valley Drive that the previous mayor supported. Why was that even allowed to be included?

Listening to the meeting and then reading the summary posted on Parkcity.org by Planner Ananth, I was struck by the disconnect with what was discussed at the meeting and what was written by Planner Ananth on behalf of Planning Commission. As stated, "...the Commission concluded its second work session review, with public input at both, and **the consensus of the Commission was to forward a highly qualified favorable recommendation** regarding feasibility of the proposed circulation plan to the City Council for its determination of the ROW." As I recall, the Planning Commission requested a plan WITHOUT the ROW and for traffic options.

This lack of consideration for the residents of Park City was evident. Based on Planner Ananth's comments one can assume the entire Planning Commission only cares about paving the way for Alterra to increase their profitability for recreational purposes, and leave Park City residents to unfairly bear the burden for the profitability of Alterra. But listening to the meeting, Commission seemed to be genuinely concerned about the citizens' input and requested additional work to be provided, so I do not believe that Planner Ananth accurately represents the Planning Commissions' sentiments.

I love living here in Park City where I am a full time resident and a nurse at the Park City hospital. I want Park City to remain a vital and healthy community, yet, I see this development as a detriment because Alterra appears to be prioritizing PROFITS OVER PEOPLE, and we need a Planning Department to support the PEOPLE of Park City. We need a Planning Department employee who can **prioritize people** over Alterra's profits.

Thank you for listening to my feedback. I look forward to hearing your thoughts.

Sincerely,
Kristin Gentile
555 Deer Valley Drive
Park City, UT 84060
(206)550-8920

Alexandra Ananth

From: planning
Sent: Friday, January 20, 2023 11:34 AM
To: Alexandra Ananth
Subject: FW: [External] January 18th Special Planning Meeting Summary: Feedback & request for a response

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: Allison Kitching <allison_kitching@mac.com>
Sent: Friday, January 20, 2023 10:40 AM
To: Nann Worel <nann.worel@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: planning <planning@parkcity.org>
Subject: [External] January 18th Special Planning Meeting Summary: Feedback & request for a response

[CAUTION] This is an external email.

Dear Mayor Worel and Planning Director Milliken,

I virtually attended the Planning Commission Meeting last evening. My overall thoughts are I am impressed with the quality of questions the commissioners asked the applicant. It is clear our commissioners are listening to Park City residents and are asking detailed questions around community concerns. I am also encouraged by the broader discussion regarding traffic and transit. If we make progress on issues our community struggles with because of this application from Alterra, that would be a lasting positive legacy of this process.

Yesterday I read the January 18 Special Planning Commission Meeting Summary on [Parkcity.org](https://parkcity.org). I disagree with the statement below based off of my own participation in the meeting last night. Commissioners did not speak these words. Nothing was said aloud which could be translated in this way. The statement below is false.

Last night, the Commission concluded its second work session review, with public input at both, and **the consensus of the Commission was to forward a highly qualified favorable recommendation** regarding feasibility of the proposed the circulation plan to the City Council for its determination of the ROW.

I respectfully request the statement above be retracted from the summary.

I have lived in Park City for 11 years. I've personally had a good experience engaging with the Planning Department (Bruce Erickson), the Planning Commission and our City Council. I live in the Rossi Hill area and was involved with the multi-year discussions regarding the BLM land in the Rossi Hill area and its development. In this instance, the city, the neighborhood and the developer compromised. A solution came in large part because of Bruce Erickson. His skill and advocacy on behalf of community concerns helped lead to compromise.

With time, I am optimistic the planning department can find this balance again. At this moment, Planner Ananth appears to be advocating on behalf of and for the benefit of the applicant. After the December planning meeting, Ananth was on KPCW the following morning. The same thing happened as happened with the summary statement from

the January 18th meeting. Planner Ananth presented a summary of both meetings in such a positive light for Alterra, it did not align with what I heard during the meetings. I heard our community does not support the ROW vacation and the ROW is required under Alterra's proposed plan. Planner Ananth continues to reiterate the community supports Alterra's current plan. These statements are false. We cannot wait any longer. It's time to assign a new planner to this application so our community can gain confidence in the fairness and transparency of this process. I do not trust Planner Ananth is representing community concerns behind closed doors with Alterra. My concerns stem from Ananth's public statements following the last two planning meetings.

I respectfully request a new planner be assigned to Alterra's application.

Thank you for listening to my feedback. I look forward to hearing your thoughts.

Sincerely,

Allison Kitching

Alexandra Ananth

From: Gretchen Milliken
Sent: Sunday, January 22, 2023 2:18 PM
To: Jennifer McGrath
Cc: Clayton Scrivner; Alexandra Ananth
Subject: FW: Request for revised summary of the January 18th meeting

FYI

Gretchen Milliken

she, her, hers
Planning Director
Park City Municipal Corporation
parkcity.org/departments/planning
Marsac Avenue, PO Box 1480
Park City, UT 84060
o: 435.615.5008 | c: 435.659.4591



From: Maureen Murtaugh <maureen.murtaugh@hsc.utah.edu>
Sent: Friday, January 20, 2023 5:44 PM
To: Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Frontero <john.frontero@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Henry Sigg <henry.sigg@parkcity.org>; alexandra.anath@parkcity.org; Gretchen Milliken <gretchen.milliken@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] Re: Request for revised summary of the January 18th meeting

[CAUTION] This is an external email.

Dear Planner Ananth, Planning Director Milliken, and Planning Commissioners,

I attended the Planning Commission Meeting last night. I am a 20-year resident of Summit County and a 2-year resident of lower Deer Valley. I appreciate the time the planning office and the planning commission have spent on the Alterra proposed circulation plan.

However, I am surprised and confused by the January 18 Special Planning Commission Meeting Summary containing the phrase, "the consensus of the Commission was to forward a highly qualified favorable recommendation regarding the feasibility of the proposed circulation plan to the City Council for its determination of the ROW."

Commissioners had 3 variations of the same plan to choose from. I did hear from the commissions that the Shared Mobility Lane (SML) was the best option presented. I understood that the plan was forwarded because Alterra has not responded to requests from The Planning Commissioners, planning staff, and City Councilors for an option without the ROW vacation. Without such a response, further efforts from the planning commissioners and planning staff would be a waste of city resources. I did not hear a favorable recommendation.

In addition, there were several questions not answered by the applicant and some changes to the request that WCG had not had time to review, including changes to the drop-off area, an issue that raised many questions and concerns by the commissioners and the public. Traffic leaving Deer Valley in the afternoons was one of the most discussed issues. Decisions about this Alterra's proposal would ideally focus on the city's and communities' interest in moving people to and from Deer Valley safely and efficiently. One of the commissions pointed out that there is little or nothing in the plan to mitigate traffic.

As such, I formally request a revised summary of the meeting on January 18 without the word "favorable".

Sincerely,
Maureen Murtaugh,
She/Her/Hers

Alexandra Ananth

From: planning
Sent: Friday, January 20, 2023 11:34 AM
To: Alexandra Ananth
Subject: FW: [External] January 18 Planning Meeting — questions and concerns

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: Christina Marie Shiebler <christina@shiebler.com>
Sent: Friday, January 20, 2023 10:35 AM
To: Nann Worel <nann.worel@parkcity.org>; Matt Dias <matt.dias@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] January 18 Planning Meeting — questions and concerns

[CAUTION] This is an external email.

Mayor Worel and Matt, hello.

I tuned in to the January 18 planning commission meeting and would like to share my questions and concerns for the official record.

Hosting (only) two planning commission meetings during two of the most inopportune times of the year feels (read: is) deliberate and exclusionary. Sort of like hosting RSVP only community open house marketing blitz sessions the week before Christmas feels deliberate and exclusionary. I expect the hand curated tag-team marketing initiative out of the mega resort looking to take public land for corporate gain; but I expect and we as a community deserve better from the city.

A few notes from the meeting. The commissioners made clear the plan lacks proper traffic and circulation mitigation nor does it address safety issues. The most notable comment from the applicant re: these concerns was that the new plan will change behaviors. Whose safety and quality of life is worth this psychology experiment? Asking for a community. Alterra continues to provide one plan based on the ROW vacation despite council explicitly asking for an alternate plan without the ROW vacation. It was clear the plan lacks support of the circulation plan or the ROW vacation however the plan now goes council; without a formal vote?

Following the meeting Planner Ananth reported to KPCW that all commissioners except one shared a positive recommendation on the circulation plan. Her repeated signaling in direct support of the applicant and her unwillingness to represent facts (case in point: January 18 Planning Commission Meeting) continues to cast doubt on her abilities to perform.

Community engagement is critical. The meeting on January 18 signaled to the community that the decision to go to council was a predetermined fact (please refer to the opening comments). Forwarding the application to council without a vote is disingenuous. Additionally the optics that the Planner Ananth is running the meeting is unfortunate given her continued support of the ROW vacation. I suggest / hope that she either recuse or be removed.

We expect and need our elected officials to lead.

Christina Shiebler
Rossi Hill Resident since 2004

Alexandra Ananth

From: planning
Sent: Friday, January 20, 2023 11:34 AM
To: Alexandra Ananth
Subject: FW: [External] RE: Wednesdays Planning meeting on Deer Valley Base Deveopment

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: Clive Bush <cbushuk@gmail.com>
Sent: Friday, January 20, 2023 10:07 AM
To: planning <planning@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Matt Dias <matt.dias@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Council_Mail <Council_Mail@parkcity.org>
Subject: [External] RE: Wednesdays Planning meeting on Deer Valley Base Deveopment

[CAUTION] This is an external email.

Dear Commissioners, and Mayor.

Please take note and add to the public record the following.

The vacation of public ROW looms large over this application. The applicant's ongoing insistence and resolve that the vacation is the only way forward, makes it the definitive issue to be settled.

Knowing this to be so, it was a flawed practice to recommend a circulation plan from three "vacation reliant" plans, against the backdrop of a request from Council and the Commission for alternatives that do not rely on the vacation - and by way of comparison, the sole purpose of the recommendation proposal.

And while I'm mindful the Council can look past this guiding influence to their sole responsibility to settle the vacation, the haste steered by the staff report is disquieting - amplified by a City Hall summary that ties the commissioner's recommendations to the forthcoming ROW deliberation in a manner that puts the cart before the horse in a single sentence.

Statements from staff that this application will be back before the commission one month after Councils deliberation are also strangely assured and premature with so much at stake.

Regards,

Alexandra Ananth

From: deb <der0813@aol.com>
Sent: Thursday, January 19, 2023 9:49 PM
To: Laura Suesser; John Kenworthy; Henry Sigg; John Frontero; Christin VanDine; Sarah Hall; Bill Johnson
Cc: planning; Alexandra Ananth; Gretchen Milliken; Mark Harrington; Margaret Plane; Matt Dias; Nann Worel
Subject: [External] Deer Valley Special Meeting Summary

[CAUTION] This is an external email.

Dear Commissioners,

As we are signed up to receive City notifications, this afternoon an email summarizing the special meeting held last night to review the ROW / circulation plan for SnowPark came in. Not to be disrespectful, but was I at a different meeting?

Per the summary, '...the City Council directed Deer Valley Resort to continue to work on alternative site and circulation plans and consult with Planning Commission to gain their recommendation before City Council formally took up the applicant's petition to vacate portions of the Deer Valley Drive.' Alterra, as various commissioners pointed out, chose NOT to present any other alternative site and circulation plan that did NOT include vacating a portion of right of way of Deer Valley Drive. Consequently, there was not any other alternative for the Commission to review and compare against the only proposed option.

Truth be told, the Planning Commission was directed by Senior Planner Ananth to review a single option, the preferred option of both Alterra and the Planning Department. Our Planning Commission performed this duty and found several issues with it which are minimized in the summary report but were quite emphatically stated and re-stated multiple times by multiple commissioners. The Commissioner's comments were not highly favorable, but instead **deeply critical**. And all pertained to the ONLY alternative presented which included the vacating of a portion of the right of way.

At the end of the meeting, I was asked by a reporter something along the lines of "Wait, so what does this mean? Are they recommending the vacating of the right of way?" I answered something to the effect of I don't think so, but it's not something the Commission votes on and I think they are just punting it back to the Council who makes the decision. The reporter followed up with Planner Ananth and soon after shared the response given - the vote was 4-1 with Sigg being the only one not in favor. If you had been asked to vote "just for the record", do you truly believe this would have been the outcome? I do not.

Based on the misrepresentation of the actual discussion and tone of this summary of the meeting, I have serious concerns about the validity and content of the summary of comments of the Planning Commission to be provided to the City Council by Planning staff. In fact, I believe it absolutely necessary that the Commission implore the Council to take the time to sit and listen to every single word spoken at this meeting by the Staff, Alterra, Commissioners and public. It's straight up evidence of the false narrative provided in the summary. I would also encourage our Planning Commission to take bold action and set the record straight for the Council and the community sooner rather than later.

Thank you for your continued dedication to our community; it is much appreciated.

Sincerely,

Deb Rentfrow

Alexandra Ananth

From: Allison Keenan <allisondkeenanaol.com>
Sent: Thursday, January 19, 2023 9:16 PM
To: Alexandra Ananth; Gretchen Milliken; planning
Subject: [External] Please Revise Planning Commission Meeting Summary January 18, 2023

[CAUTION] This is an external email.

Dear Planner Ananth, Planning Director Milliken and Planning Commissioners,

I attended the Planning Commission Meeting last night. I am one of the co-founders of Protect the Loop. I am also a citizen trying to responsibly take part in the public process. I am completely dumbfounded by the January 18 Special Planning Commission Meeting Summary written by Alex Ananth indicating that “the consensus of the Commission was to forward a *highly qualified favorable recommendation* regarding feasibility of the proposed circulation plan to the City Council for its determination of the ROW.”

When did this highly qualified favorable recommendation occur last night? How was it highly qualified? I never heard the word favorable from a single Commissioner or any qualifications regarding the feasibility of the plan. I heard approval of the Shared Mobility Lane (SML) as the best option presented. (The Planning Commissioners, Planning Staff and City Councilors have all requested an option without the ROW vacation, but Alterra has never presented this option, so the Commissioners had to choose from what was presented which were basically 3 variations of the same plan as noted by Commissioner Suesser.) I heard many concerns from the Commissioners regarding the current plan and further issues that need to be addressed by Alterra. I heard the Commissioners forward the plan to City Council to review. How did this become a *highly qualified favorable recommendation*? I think this is a huge misrepresentation and I am very disappointed. The summary is unfair and inaccurate.

I understand that the Planning Commissioners have been reviewing Alterra’s plans for the Snow Park Development site and circulation plan for a year and a half. If Alterra is not willing to present an option without the ROW Vacation, then I understand why they want to hear from City Council. If City Council is not willing to grant a ROW vacation, then why continue with all these meetings? It is a waste of their time. As Commissioner Kenworthy has pointed out time and again, only City Council can decide on the ROW vacation.

I was listening closely and taking notes last night. There was no outline of the merits of the plan based on the LMC. There was no summary of mitigations required for the proposed plan to be satisfactory. These were requested by the Councilors at the March 15 Joint Meeting. In fact, Councilman Rubell spoke of having a specific site plan so Council could understand the implications of the ROW vacation –“Is it moving the road 5 feet or are we going to cut off a road and use Doe Pass instead?” At this point, there are a multitude of issues with the current site plan. The Commissioners had innumerable questions which were not answered by Alterra or WCG, the City’s reviewer of the plans. In fact, WCG had not seen the most recent changes to the drop off area from Alterra so they could not comment. I spoke and highlighted many LMC violations and safety issues. These are legitimate concerns, and the Planning Commission deserves an opportunity to vet them. I do not think we should force anything prematurely, including decisions or recommendations. I understand that this has been a long process, but the plans need to be reviewed to see if they comply with the code and recommendations to City Council need to be made based on the LMC. City Council cannot make a sound decision about the ROW without the facts.

I am writing to formally request a revised summary of the meeting on January 18 outlining what really transpired. Citizens engaging in the public process deserve transparency. I appreciate all the hard work the Planning Commissioners do, but meeting summaries must be accurate and the Commissioners and Council Members should not be forced to make a decision prematurely.

Allison D Keenan

Alexandra Ananth

From: Angela Moschetta <angela@noseitall.com>
Sent: Thursday, January 19, 2023 6:12 PM
To: Alexandra Ananth; Gretchen Milliken
Cc: Allison Keenan; Margaret Plane; Mark Harrington; Matt Dias; Nann Worel; planning
Subject: [External] Re: January 18 Special Planning Commission Meeting Summary

[CAUTION] This is an external email.

Planner Ananth, Planning Director Millikan, and Attorney Harrington:

In my last group email regarding Alterra's applications and the planning process, I expressed some obvious disgust with Planner Ananth's marketing job for Alterra at the December planning meeting. Your appearance on KPCW the next morning was insulting icing on a poorly baked cake. I won't even get into Attorney Harrington's totally inappropriate microphone grab at the end of the meeting to advocate for Alterra and rebut my assertions of code violations with a weak argument lacking any legal foundation.

Just last week, Allison Keenan and I met with you, Planners, at your request and at your offices to discuss the PTL survey. In this meeting, I stated the obvious that all of you hear all the time; the community feels City Hall works for developers and not for us. And now it's undeniable.

This published summary recklessly and falsely claims "the consensus of the Commission was to forward a highly qualified favorable recommendation regarding feasibility of the proposed (sic) the circulation plan to the City Council." Not only is this wholly inaccurate to anyone/everyone tuned into that meeting last night, it is a slap in the face to your Planning Commission.

And this was a meeting, as my urgent email last night stated. Not a work session. There was to be a vote. Harrington's orchestration of events and Ananth's puppetry made it such that there was none. But if you were to summarize Commission comments, they are far more inline with KPCW's reporting and go something like this:

- Sure. We support the concept of a shared mobility lane as the best choice. Because it's the ONLY choice we are being presented.
- The Applicant is unwilling to present alternatives. We can't move forward to other aspects without a decision on the ROW vacation, but that's not our decision to make. Hello, Council?
- The plan has holes. Gaping ones regarding false assumptions around behavior change and bus ridership, insufficient shuttle drop off, an underutilized transit hub, safety issues at garage ingress/egress points, plowing impediments, intersection degradation, and the list goes on and on and on. So here's all the things we need more clarity and specificity on to make any kind of recommendation, positive or negative. And if we are going to offer any positive input regarding the ROW vacation that's out of our purview, then we need transit investment, shuttles for everyone, and a lot more.

That Planner Ananth has turned all of this truth into a grossly fabricated conclusion that once again (and to no one's surprise) dangerously skews things in favor of the applicant is wholly unacceptable. And I believe somewhere in the City's ethics code there have to be protections against a staffer misrepresenting the non-conclusions of the Planning Commission and a City Attorney sabotaging a vote and allowing such dishonesty to be emailed out to the public and the press. And I sincerely hope Attorney Harrington isn't muzzling the Planning Commission, our first and best line of

defense where protection of community and community values is concerned. It was not a 4-1 vote and you all know it, Planners and Attorney Harrington. You know it.

And you also seem to think you know that Council is going to vote in favor of the ROW. It was telling and absurdly presumptuous when you confirmed the next planning meeting would be in March on the heels of a YEA from City Council after only one meeting.

I'm not sure what the legal recourse for the community is here, but I'll get working on it. And in the meantime, I'd like to go on record and request that a new planner be assigned to the Alterra application and that Planner Ananth no longer be assigned to work on any MPDs. The trail of bias in favor of PEG and now Alterra is too long and too wide to ignore.

With tremendous disappointment in staff and utmost respect for a Planning Commission being strangled by your manipulations of process,

Angela Moschetta

On Thu, Jan 19, 2023 at 12:59 PM Park City, UT <webmaster@parkcity.org> wrote:

January 18 Special Planning Commission Meeting Summary

Post Date: 01/19/2023

Summary of Special Planning Commission (1/18/23) on Snow Park Base Redevelopment

At the March 2022 joint work session between City Council and the Planning Commission, the City Council directed Deer Valley Resort to continue to work on alternative site and circulation plans and consult with Planning Commission to gain their recommendation before City Council formally took up the applicant's petition to vacate portions of the Deer Valley Drive.

Last night, the Commission concluded its second work session review, with public input at both, and the consensus of the Commission was to forward a highly qualified favorable recommendation regarding feasibility of the proposed the circulation plan to the City Council for its determination of the ROW. It is the jurisdiction of City Council to make a determination of the ROW vacation.

The Commission did not have to vote as this was just work session feedback.

The Commission also supported the Shared Mobility Lane design and did not favor another joint meeting with the City Council, but indicated they were willing to have another joint meeting if requested by City Council.

The Commission also provided several areas for improvement and requests of the City Council, Deer Valley and staff to further consider several aspects of the plan, including shuttle drop off location and design, additional opportunities to expand the use and drop-off capability of Deer Valley West and within proposed transit center, and increased partnership and contributions to achieve more direct bus route access to Deer Valley from high demand locations within the City and future satellite/regional parking areas. Exploring night skiing operations to defray end of day traffic congestion and direct vehicle access to/from HW40 to mitigate the overall impact of the new development was also recommended.

Planning staff will coordinate a summary of all comments of the Planning Commission to forward to the City Council, in addition to the minutes and recordings from both work sessions which will all be available to the public. The next

meeting at City Council has not yet been scheduled but is anticipated for late February or early March. During City Council review, there will be additional opportunities for public comment, including a formal public hearing.

As always, the public can email planning@parkcity.org beforehand to have comments forwarded to all councilors for consideration prior to the meeting. Afterwards, the Planning Commission will have several meetings to further discuss the details of the application related to the MPD amendment and CUPs. During the public hearings for those Planning Commission meetings, additional public comment will be taken.

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Angela Moschetta
Chief Strategy Picker
Nose It All

t: [+1 857 753 7542](tel:+18577537542)
e: angela@noseitall.com
w: www.noseitall.com

Alexandra Ananth

From: planning
Sent: Thursday, January 19, 2023 3:29 PM
To: Bill Johnson; Christin VanDine; Henry Sigg; John Frontero; John Kenworthy; Laura Suesser; Sarah Hall
Cc: Alexandra Ananth; Gretchen Milliken
Subject: FW: [External] Public Comment--Alterra, post meeting Jan 18 2023

From: Richard Reiner <shootingstar3@earthlink.net>
Sent: Thursday, January 19, 2023 2:54 PM
To: planning <planning@parkcity.org>
Subject: [External] Public Comment--Alterra, post meeting Jan 18 2023

[CAUTION] This is an external email.

To the Planning Commission:

My name is Richard Reiner; I have lived in The Oaks for over 20 years and been on the Board of Trustees of the Oaks (including past president) for about 18 of them. I attended with interest the meeting of the Planning Commission for Park City discussing the proposed Alterra development in Lower Deer Valley held last night Jan 18. Thank you for all you do; frankly I was impressed with everyone I heard last night. We may not completely agree on all matters on this proposed development, but I was impressed with last night's meeting.

I am deeply connected with and to our community and committed to preserving the quality, the serenity and the beauty of our life here in Deer Valley. The past 20 years have seen an explosive growth in visitors to Deer Valley and in changes to our Snow Park Lodge...changes in ownership, changes in management, changes in the contours of our mountains (to make better ski runs) and now an enormous development proposed by Alterra that will forever change our landscape.

There are those here who would, if they could, have no development. I am not one of them.

I did not write to criticize or belittle this project as I think it has the potential to be an enormous boon to our residents, offering unparalleled apres ski including entertainment, bars, shopping and restaurants on a 12 month basis. To have the option of going to the new Ski Beach in addition to Main Street, Kearns and Kimball Junction is a huge improvement in our way of life here. I am excited to see fruition of this development.

I am writing, however, to make public something that I (along with Wes Richards our board president) presented to Alterra a month or so ago and which I thought we were in the process of gaining additional support for.....the proposal we thought we were advancing is the idea of getting Alterra, the City, and our HOA and UDOT to address the wider traffic problem than just the circle. Every one knows the circle is bad. It's bad now. With the prospect of additional traffic that will come with the new development, it will get worse (even Fehr & Peers admitted that). I live off Solamere, which will have a D LOS once the project is complete. That is unacceptable.

Everyone who lives here knows that a couple of signals and a stop sign are not going to address the traffic flow problems. I was at last night's meeting and listened to our traffic engineer, but respectfully strongly disagree that the signal will make a huge difference (although I support putting in one). The choke points are the roads that lead from the circle, down the 224, etc. Traffic is bad now; it will be worse then unless we look at the wider picture of traffic spilling out to the 224, to Bonanza and to Kearns and make the both the City, Alterra, the HOAs and UDOT our partners in putting together traffic mitigation measures across this wider area. Only in this way will we be able to keep the community safe, serene, and beautiful, the way it was and the way it is.

None of the proposed mitigation measures suggested by Fehr & Peers will answer residents' concerns about traffic....both as it is and as it will be if this project goes forward without what I am suggesting. Think A Christmas Carol.....the ghost of Christmas future has just presented the new Deer Valley with traffic permanently backed up all the way to Deer Crest. This is not the future we want nor it is not the future we have to have.

A note to the City...we hear that the City is very adamant to oppose UDOT's recommended traffic mitigation measures in the wider PC area because the City is focusing on preferring mass transit to private cars. This is a road to disaster. Residents in this community are well off enough that they will NOT under any circumstances abandon their cars. A lot of last night was focused on measures to increase ridership in public transport. I have lived here 20 years and am confident in my prediction that the lack of ridership 20 years from now will be the same as now, no matter what mitigation measures are proposed. We are wedded to our cars. That is not going to change, even with charging for parking at Snow Park, even with traffic signals, more traffic, and bus lanes.

Those people driving up to ski from Salt Lake, from Park Meadows, from Tuhaye are not going to take a bus up here...no matter how cheap and easy the City makes it. They can afford the \$30 parking fee and will pay it. It's a rounding error in the total cost of a ski day and evening. The bottom line is we need to accommodate more cars to make this project work, period. It's fine to hope to improve mass transit, and I am going to propose to our HOA that we buy into the Deer Valley micro bus to service our area. But we need to stop having tunnel vision focusing on the Deer valley loop, instead of partnering with the State, the City, the HOAs and Alterra to address the wider traffic issues. There are things we can do, from widening roads (I believe some small sliver of driveways may have

to be 'negotiated' in exchange for better traffic flow), to additional traffic lanes, to reverse lanes ... all of which I believe UDOT has proposed (and may pay for at least on the property they own, like Kearns). We cannot leave this mitigation just to the loop. This needs to be addressed as part of this development and before we agree to any road vacation. We need to look at Deer Valley and Park City as one environment....and only in that way can we guaranty that the quality of life here will improve with the proposed development....as I know it will.

I heard about diverting traffic to the 40 as a proposed solution to our traffic issue at Snow Park. I believe that would help, but the bottle necks through the 224, Bonanza and Kearns will remain unless they are addressed directly. I know from my meetings that Alterra will help. Will the City and the Planning Commission incorporate these requirements into their recommendations?

Just my private thoughts.

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

To Planning Commission

Traffic Implications – Snow Park Development

Overview

We live at 408 Deer Valley Loop (DVL) with two ways to access Deer Valley Drive (DVD). The west exit is 100 yds from the Old Town traffic circle. The east exit is Rossie Hill Drive - about halfway between the traffic circle and the "Y" (where Deer Valley Drive splits into Deer Valley Drive West and Deer Valley Drive East). Accessing Deer Valley Drive during peak traffic hours is currently difficult at the best of times and dangerous or impossible at the worst of times. At the recent Deer Valley Open house, we heard that the proposed changes to Snow Park would see an increase of 500 parking spaces.

Any consequential increase to the traffic on Deer Valley Drive between the traffic circle and the "Y" would exacerbate the current tenuous situation making the Deer Valley Loop residents landlocked during peak traffic times.

Details

There are two peak traffic times during the winter season – the morning rush to get to Snow Park and the traffic leaving the resort in the evening.

Exiting Deer Valley Loop west exit during the morning rush.

There is no right turn from here in the morning. The acute angle that DVL approaches DVD combined with the turning circle of most cars means that you would interrupt the traffic heading to the resort and face the oncoming traffic approaching the traffic circle. The only option here is to use the Rossie Hill exit.

Turning left under current conditions is doable but at some risk. The traffic circle provides gapping to the steady stream of cars heading to Snow Park. Once you see a gap, you can cross the east bound traffic (blocking the road) and wait for a gap in the west bound traffic. Most locals in the Snow Park bound traffic understand and patiently wait for you to complete the maneuver but the tourists are not so patient. Horns and digital gestures are commonplace with one vehicle recently accelerating to try and intimidate. Waiting for a gap in the traffic in both directions to safely exit is a rare opportunity and the extremely long wait usually means the blocking traffic maneuver is attempted.

Exiting Deer Valley Loop west exit during the evening rush.

Again, there is no right turn. The left turn is a little easier than in the morning. There is minimal traffic heading to the resort and the traffic from the resort is at a crawl and bumper to bumper. However, once you cross the east bound lane and hold that position, usually someone will stop and open up a gap for you to join the flow.

Exiting Rossie Hill Drive exit during the morning rush.

The gapping provided by the traffic circle has disappeared by the time the vehicles arrive at Rossie Hill. Now there is a steady stream of cars occasionally interrupted by a bus stopping prior to the exit. This exit is the only option for a right turn from DVL to Snow Park and you either force yourself into the traffic or wait for a bus to block east bound traffic.

Making a left turn from here is even more fraught than trying it from the DVL west access. The gapping has all but gone away and the methodology of blocking the east bound cars is compromised by traffic entering DVD from Sunnyside Drive.

Exiting Rossie Hill Drive exit during the evening rush.

A right turn to Snow Park is a non-issue.

The west bound traffic is bumper to bumper and usually at a crawl. Making a left turn involves blocking the east bound traffic and waiting for someone to let you into the stream. Usually not a problem.

The other high traffic times are the departing traffic from summer concerts. However, the methodology for exiting DVL does not change.

Proposed Solutions

We read that Alterra is expecting 220 more vehicles per day at Snow Park. We also heard at their open house that they will have 500 more parking spaces than is currently available. Both these statistics indicate increased traffic on Deer Valley Drive which will make egress from Deer Valley Loop more difficult and more dangerous.

There are suggestions that a traffic signal at the "Y" will alleviate some of the issues. What it will do is decrease the gapping afforded by the traffic circle and consequently make the exit from DVL west even more difficult.

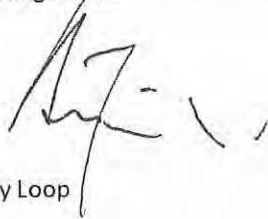
A four way stop sign at the Deer Valley Drive / Rossie Hill / Sunnyside Drive intersection would safely allow traffic to exit Deer Valley Loop. However, I doubt Park City Transportation would entertain another disruption to the flow on Deer Valley Drive.

Charging for parking at Snow Park may deter some of the day trippers and force them into remote parking lots. It would be interesting to see if the implementation of paid parking at Park City Mountain has had this effect. This assumes a significant increase in ridership on the busses which is a whole other topic.

A solution being discussed at a grass roots level is the issuing of a local's sticker for vehicles for unfettered access east of the traffic circle. Alterra would issue a temporary pass for its overnight guests. All other winter traffic destined for Snow Park would have to use public transport, be that buses or shuttles.

Conclusion

Any increase in the traffic on Deer Valley Drive due to the Snow Park development will seriously impact those living on Deer Valley Loop. Alterra's plans must show a net decrease in DVD traffic or at worst, no net increase in existing levels.



Bill Tink
408 Deer Valley Loop
Park City
832-754-7776
billtink@me.com

Alexandra Ananth

From: char@oconindc.com
Sent: Wednesday, January 18, 2023 11:05 AM
To: Alexandra Ananth
Cc: 'Char'; Pat
Subject: [External] Alterra transit plan and water

[CAUTION] This is an external email.

Hi Alexandra,

I'm a resident in Lakeside whose property faces Deer Valley West (south). I will never be able to support a vacation of any roadway to Deer Valley resort. On holiday weekends, like this recent MLK, cars are stopped all the way back to my house waiting for a space to drop people, and that is with 3 drop off lanes and about 100 yards of curb frontage. If the city or Alterra thinks that the cars will move in faster with less roadway, I think a better plan is needed.

I am also concerned about the intersections on DV east. I suggest that instead of any lights Alterra and PC build circles at all of the T intersections. In particular, the split of DV East and West would work so much better with a circle. And if the roadway were adjusted a bit the entries to the circle could be offset by 120 degrees each, so each entry were equidistant. The Solamere and Queen Esther would work very well for this also. This takes too long to write, could I set up a call.

My third issue with the plan is that we live on a spring (or maybe just underground water flowing off the mountain). I do not have any sense that Alterra has a plan to deal with the water which will be displaced when they build a huge underground garage or where the water from the roofs of the hotels and condos will flow. I have employed rain barrels on my properties, but they will need to do this on an industrial scale. I would like to see their plan for that. Surface and sky water filtering and flooding mitigations

Best,
Charlotte O'Connell
1651 Lakeside Cir.
Park City, UT
609-240-1333

Alexandra Ananth

From: planning
Sent: Wednesday, January 18, 2023 9:37 AM
To: Alexandra Ananth
Subject: FW: [External] New eComment for Planning Commission - Special Meeting

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



From: noreply@granicusideas.com <noreply@granicusideas.com>
Sent: Wednesday, January 18, 2023 9:11 AM
To: planning <planning@parkcity.org>
Subject: [External] New eComment for Planning Commission - Special Meeting

[CAUTION] This is an external email.



New eComment for Planning Commission - Special Meeting

Clive Bush submitted a new eComment.

Meeting: Planning Commission - Special Meeting

Item: Deer Valley Snow Park Village Redevelopment – Master Planned Development and Conditional Use Permit – The Planning Commission will hold a Work Session focused on Transportation, Circulation, and Parking. PL-21-04767 & PL-21-04811. (3 hrs.) (A) Planning Commission Discussion; (B) Public Input as time allows; (C) Possible Recommendation to City Council Circulation Plan Only In Person Public Comments Will Be Accepted As Time Allows;

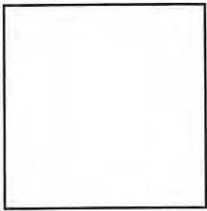
Written Public Comments Can Be Submitted In Advance To alexandra.ananth@parkcity.org or planning@parkcity.org

eComment: Turning public access into a private limited use après ski beach is not a community benefit.....this myopic persuasive argument should fool no-one. The traffic access deficit is not resolved by a paperwork exercise comparing the town of Park City to that of Alta - obvious to anyone who tries to park at the grocery or pharmacy store these days. We deserve better than the mere hope that a paid parking strategy with MORE resort parking will increase bus use by the required amount, and that it will last beyond the initial fanfare of donuts and bagels to promote it. Development proposals must resolve their own issues. This application relies heavily on a series of initiatives and "highlights" set out by the municipal government devoid of assured completion, or successful execution.

[View and Analyze eComments](#)

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[Unsubscribe](#) from future mailings



Alexandra Ananth

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

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

[CAUTION] This is an external email.

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

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

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

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

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

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

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

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

Sincerely yours,
Brian and Shruth Kinkead

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

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PARK CITY
PLANNING DEPT

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

December 19, 2022

VIA EXPRESS MAIL

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

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

Dear Commissioners:

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

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

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

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

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

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

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

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

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

Snell & Wilmer

L.L.P.

Park City Planning Commission

December 19, 2022

Page 3

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

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

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

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

Snell & Wilmer
L.L.P.

Park City Planning Commission

December 19, 2022

Page 4

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

Very truly yours,

SNELL & WILMER

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

Wade R. Budge, P.C.

WRB:de

Enclosure

Fehr & Peers Enclosure and Response

Each of the below claims in on Page 4:

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

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

Alexandra Ananth

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

[CAUTION] This is an external email.

Alex,

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

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

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

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

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

Merry Christmas and Happy New Year.

Dan Slattery
Phone – 630-235-2477

Alexandra Ananth

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

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

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

[CAUTION] This is an external email.

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

>

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

>

> Best regards,

>

> Mike MacNaught

> 2041 Solamere Drive

Alexandra Ananth

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

Levi Jensen

He/Him
Planning - Executive Office Administrator
435.615.5060



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

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

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

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

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

=====

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

Martha

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

Hello Martha,

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

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

Levi Jensen
He/Him

Planning - Executive Office Administrator
435.615.5060

<image001.png>

Begin forwarded message:

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

[CAUTION] This is an external email.

Hi,

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

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

Thanks,

Martha Lieberman

Alexandra Ananth

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

[CAUTION] This is an external email.

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

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

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

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

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

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

Regards,

Stu and Sonja Foster

Alexandra Ananth

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

Categories: Red Category

[CAUTION] This is an external email.

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

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

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

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

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

Alexandra Ananth

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

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

[CAUTION] This is an external email.

Mayor Worel and Matt, hi.

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

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

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

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

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

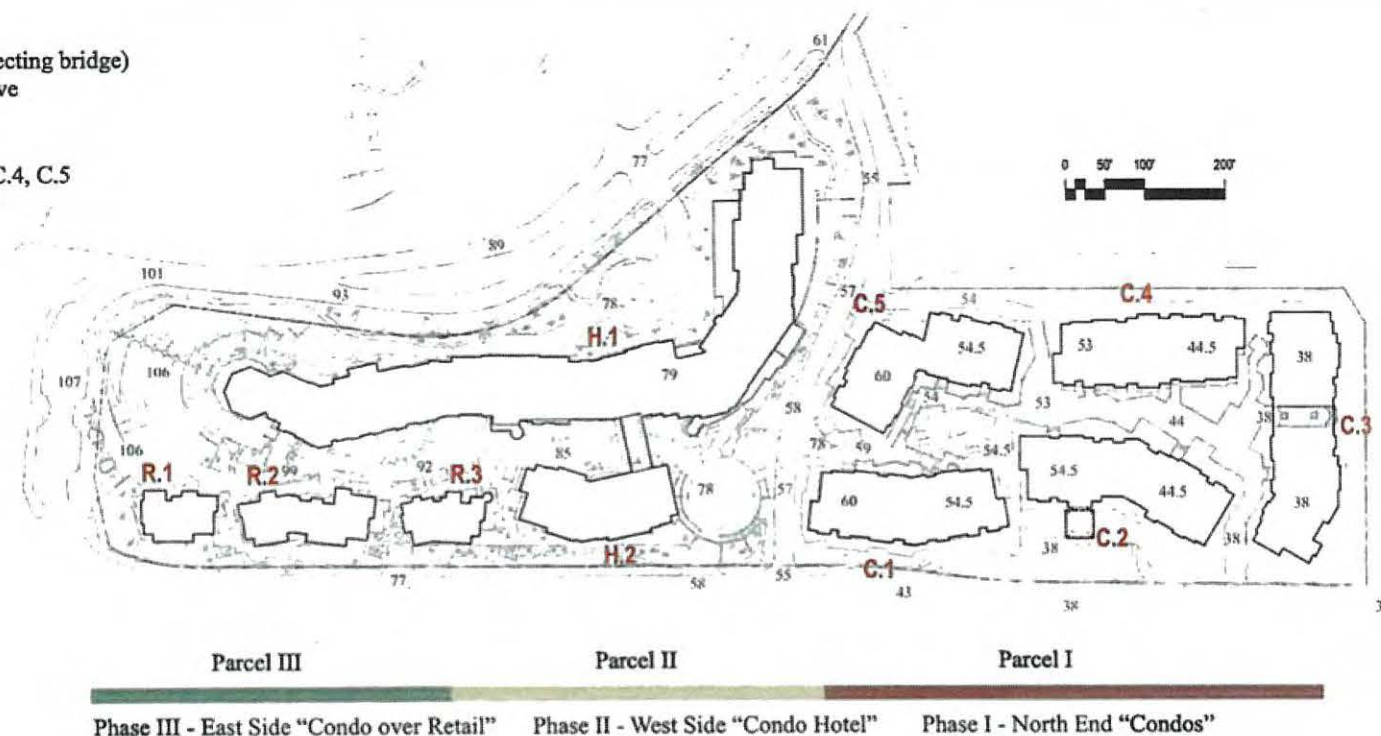
It is incumbent upon our leadership to authentically and transparently represent our community; beginning with a building moratorium and unbiased community (muni / basin) wide transit and safety study. It is evident that this revised resort plan, including the significant opinion change from planning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

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

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

Christina Shiebler
Rossi Hill resident since 2004

- Hotel
 - H.1, H.2 (connecting bridge)
- Retail with Condo above
 - R.1, R.2, R.3
- Condo
 - C.1, C.2, C.3, C.4, C.5



Section of parking structure levels P1-P5

Alexandra Ananth

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

[CAUTION] This is an external email.

Hello Planning and Staff,

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

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

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

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

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

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

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

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

Be well and happy holidays,

Jen

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

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

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

December 19, 2022

To Park City Planning Commissioners and City Planning Staff,

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

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

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

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

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

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

Sincerely,

Jeanne & Joseph Graupmann

Comstock Lodge, Unit 301

JG22301@hotmail.com

Alexandra Ananth

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

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

[CAUTION] This is an external email.

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

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

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

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

Sincerely,

Martin Pichinson



Martin Pichinson

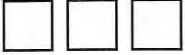
mdp@sherwoodpartners.com

(650) 454-8001 Direct/eFax

(818) 400-0009 Mobile

www.sherwoodpartners.com

Silicon Valley | Los Angeles | New York



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Alexandra Ananth

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

[CAUTION] This is an external email.

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

Sent from my iPhone

Alexandra Ananth

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

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

[CAUTION] This is an external email.

To Whom It May Concern ...

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

Please advise.

Many thanks

--

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

Alexandra Ananth

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

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

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

[CAUTION] This is an external email.

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

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

Alexandra Ananth

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

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

[CAUTION] This is an external email.

Thought or Idea to ponder Deer Valley.

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

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

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

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

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

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

Alexandra Ananth

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

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

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

[CAUTION] This is an external email.

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

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

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

Just my two cents.

Martha Lieberman
2436 Deer Lake Dr.

IN THE TREES
AT DEER VALLEY OWNERS ASSOCIATION

December 12, 2022

Park City Planning Commission
C/O Alexandra.Ananth@parkcity.org
445 Marsac Ave.
Park City, UT 84060

Park City Council
C/O council_mail@parkcity.org
445 Marsac Avenue
PO Box 1480
Park City, UT 84060

Re: DEER VALLEY SNOW PARK VILLAGE REDEVELOPMENT
OPPOSITION TO RIGHT-OF-WAY VACATION PETITION

REQUEST THIS LETTER AND ATTACHMENTS BE MADE PART OF PUBLIC RECORD

Dear Park City Council and Planning Commission Members:

This letter is submitted on behalf of the In The Trees Owners at Deer Valley Owners Association ("ITT") to oppose the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan as submitted by Deer Valley Resort Company LLC and Alterra Mountain Company Real Estate Development Inc. (hereafter collectively "DVR") to the City Planning Commission staff on July 28, 2022, and its amendment thereto, submitted on November 22, 2022. DVR has not demonstrated good cause to support its Petition as required under Utah law, specifically, Utah Code 17-27a-609.5. Instead of proceeding with its project as originally approved, DVR has done a re-design based upon obtaining ownership of public roads, specifically portions of Deer Valley Drive and Doe Pass in Lower Deer Valley. As submitted, DVR's Petition and proposed Site Circulation Plan should be denied.

First and foremost, In The Trees does not object to the construction of the Village project as currently approved. In the Tree's objection focuses solely on the significant impact and burden placed on its owners and the Community if the ROW Vacation and proposed Site Circulation changes are approved. Pursuant to Utah Code 17-27a-609.5, to vacate a public street (road), in whole or part, there must be a finding of good cause and 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). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City because of the

proposed road vacation. DVR's proposed new transit center, multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking our public roads.

DVR's ROW Vacation petition and proposed Site Plan, while at first blush looks promising, is flawed, and will materially impact the general public and adjacent landowners.

General Agreement with Other HOAs Regarding Irrevocable Material Injury Caused by Road Vacation to Our Homes and the Entire Park City Community:

The owners of In The Trees are generally aligned with nearly all other HOAs in Deer Valley regarding the undesirability of the proposed road vacation. Deer Valley Drive now has one stop sign along it's nearly 4-mile length, with generally well-behaved and free-flowing traffic at all but peak times.

The result is a scenic and majestic public right of way, which is also a highly functional neighborhood traffic layout at all times of the year. Deer Valley Drive (East) and Deer Valley Drive (West) also serve as high volume but still atmospheric entrances to a world class resort, with amazingly minimal conflicts between road users. Even at peak times, queueing on roads in Deer Valley is generally the result of the bottleneck at the roundabout at Deer Valley Drive and Marsac Drive and not due to inefficiencies is the Deer Valley Loop itself. The current road arrangement is safe, uncomplicated, scenic and an asset to lower Deer Valley and the greater Park City area.

The **visual quality** of Deer Valley, or what residents and visitors see on a daily basis, defines how people feel about the community and existing real estate values are in many ways closely tied to this visual quality. Therefore, the protection of scenic resources in Deer Valley is essential to maintaining its rural and tranquil mountain character and sense of place. By contrast, the proposed ROW vacation will irrevocably alter the visual quality of, and scenic gateway to, Deer Valley for the worse, create multiple new unsafe traffic conflict zones, and deprive our neighborhoods and the public of enjoyment and functionality of our current high-functioning street plan.

Direct Negative Impact to ITT, its Owners, Visitors, and Guests:

In addition to the general concerns outlined above, the ITT community will, in particular, be materially negatively impacted by the proposed changes, especially regarding changes to Deer Valley Drive (West), Doe Pass, and the multiple new, signalized intersections that are proposed a few hundred feet from our community.

ITT is located immediately adjacent to Deer Valley Drive (West) at Potters Lane.¹ We are also a few hundred feet Northwest of the intersection with both Doe Pass Road and Royal Street. At

¹ See Attachment No 1, Google Earth Image depicting In The Trees and adjacent Deer Valley Drive South, also commonly referred to as Deer Valley Drive (West).

our location, Deer Valley Drive (West) is a single one-way (upslope) street with a bike lane and sidewalk. An earthen median strip separates the upslope and downslope lanes of Deer Valley Drive (West). As is the case for most of Deer Valley Drive, traffic rarely queues outside our community and traffic disturbance is minimal. DVR's ROW Vacation Petition and Site Circulation Plan options if implemented would materially impact ITT's owners and their guests use and enjoyment of their properties, perhaps more so than any other community in lower Deer Valley:

- Potential Land Encroachment. Barring major new engineering such as unsightly retaining walls replacing the current grass median (and a particularly negative impact on the Lakeside Community), DVR's proposed modifications may be inconsistent with the width of Deer Valley Drive (West). For example, DVR's November 22, 2022, Bike Lane Priority option proposes a 12-foot wide "multi-use" lane; two 30-inch wide curbs; a 5-foot wide bike lane; and a 11.5 foot wide vehicle lane for a combined total width of 33.5 feet.² The width of Deer Valley Drive (West) adjacent to the ITT community, as set forth in its recorded parcel map is 30-feet.³ DVR's Bus/Flex lane option, dated November 16, 2022, (12-foot multi-use lane, 11-foot bus/bike flex lane and 11-foot vehicle lane) likewise requires more land than available barring major structural engineering which is not disclosed in the current plan.⁴
- Material Negative Impact on Egress and Ingress at ITT. Vehicles exiting out of In The Trees must turn right onto the one way portion of Deer Valley Drive (West), travel upslope (toward Snow Park) and make a U-Turn at the intersection of Royal Street and Deer Valley Drive (West) to travel on the one-way downslope side of Deer Valley Drive (toward historic Park City).⁵ At present, this is an unimpeded, uncomplicated and safe maneuver even at peak travel times, with light traffic coming downhill from Snowpark and one lane each direction with no queuing traffic, minimizing traffic conflicts.
 - o DVR's proposed newly created intersection at Doe Pass and Deer Valley Drive (West) does not provide an adequate allowance for making a U-Turn at this intersection. Even if provided, this U-turn would become more congested, and present more points of conflict. This is particularly true for shuttles and large vehicles.
 - o The Gauntlet Zone – DVR has designed a potential gauntlet zone of conflicting activity directly in front of the egress/ingress to the ITT community. Drivers entering or exiting from ITT will be forced to navigate across a 12-foot multi-use lane, a 5-foot bus/bike lane, which will also be merging, onto the up-slope vehicle traffic lane, *all within a few feet* of the "Final Bus Stop."⁶ In addition, according to

² DVR's November 22, 2022, Bike Lane Priority Option Sheet 1.

³ See Attachment No 2, Summit County Parcel Map, Number 442895, for In The Trees, recorded on November 11, 1995.

⁴ DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1.

⁵ See Attachment No 1, Google Earth Image depicting In The Trees and adjacent Deer Valley Drive South, also commonly referred to as Deer Valley Drive (West).

⁶ DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1, Expanded View re Final Bus Stop.

DVR's own data, the proposed plan would create considerable new queueing spillback onto Deer Valley Drive (West) directly in the vicinity of our ITT neighborhood. The resulting impact will be significant delays, traffic conflicts and a plethora of new hazards for ingress and egress to which every trip from our neighborhood will become subject.⁷ In addition, the anticipated sudden stops, accelerations, warnings from motorists (horns), the proposed merge signal and queueing at this new conflict zone will seriously degrade the quality of life and serenity in our community. At present, traffic is free-flowing, unconflicted, and well-behaved past our community, and this situation would markedly deteriorate under the new proposal and create material injury to our community.

- Increased Vehicle Traffic on Deer Valley Drive (West): DVR contemplates in its November 22, 2022, Circulation plan that Vehicular Flow for morning traffic entering via Deer Valley Drive (West) (upslope lane which is immediately adjacent to ITT) will be 60% of the general traffic flowing to the Snow Park resort area, and 100% of the day skier traffic, along with local residential use. DVR does not include any of the hotel drop off/pick up traffic for the hotel driveway to be located on Deer Valley Drive (West) just north of Royal Street, nor does it address additional daily trips created by day visitors to the village (restaurant users, hotel/spa/homeowner visitors, shoppers and those attending events in the future event space). While not detailed in its Circulation plan, this will be a significant increase to Deer Valley Drive (West) as its current traffic flow is mainly comprised of "pick-up/drop off" users and Buses, and it will remain the shortest route via GPS to the resort. Day Skiers who park in the parking lots typically enter the lots via Deer Valley Drive (East) as there currently is no direct access to the lots from Deer Valley Drive (West).
- Anticipated Traffic Queueing Along Deer Valley Drive (West): Day Skiers traveling to the resort as designed in DVR's Circulation Site Plan will travel along Deer Valley Drive (West) and shortly after passing the "Last Bus Stop" adjacent to In The Trees will turn left onto Doe Pass to enter the paid parking lots. This "direct access" from Deer Valley Drive (West) to the parking lots threatens to upset the current, highly functional, and safer splitting of traffic between Deer Valley Drive (East) and Deer Valley Drive (West). A review of the Circulation map for this traffic flow raises concerns regarding frequent traffic queueing, particularly near ITT given its proximity to Doe Pass.
- Loss of Quick and Easy Access to the Drop-off/Pick Up Zone: The drop-off/pick-up area is currently accessible from both Deer Valley Drive (West) and Deer Valley Drive (East). Under the proposed plan, the only access will be from Deer Valley Drive (East) and Deer Valley Drive (West) and Royal Street residents will be required to queue in parking and mobility center traffic to reach the drop-off zone. According to DVR's numbers, a resident exiting ITT, turning right onto Deer Valley Drive (West) will experience queue spillback of 325ft (or 18 cars). Then, another 225ft delay to reach Deer Valley Drive (East), another 125ft delay on Deer Valley Drive (East) to P3, another 25ft to P4 and 150ft to the drop off

⁷ See for example DVR's November 16, 2022, Bus/Flex Lane Priority Option Sheet 1.

zone, compared to minimal to no delays at present. Further, the drop off loop is significantly downsized and assumes 1) a 90-180 second drop off (1.5-3 minutes), which seems unrealistic, and 2) that most skiers will use the parking garage. However, in our experience, there are many drop off only vehicles – hotel shuttles, day skier shuttles, families, etc. and parking will require payment whereas drop off is free now. This all impacts the level of service expected of Deer Valley Resort.

Material Changes to General Public:

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of proposed Public ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This public property would be transferred from the City/taxpayers to Alterra.
- Proposed PRIVATE Area adjacent to ROW to be *Dedicated* = 40,257 square feet of Doe Pass Road. This property would be given to the City/taxpayers from Alterra.
- Net Benefit to Alterra and Net Loss to Taxpayers = 74,273 square feet (1.71 acres), a portion of which could be developed up to 45 feet per the existing MPD.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road, Deer Valley Drive (West), and Deer Valley Drive (East), as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

The additional congestion that complicated intersections and paid parking will create, means far more inbound delays can be anticipated along Deer Valley Drive (West), and In The Trees will be among the most heavily impacted communities.

We continue to support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. However, Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible without the ROW vacation. Deer Valley presented a plan within the existing site in 2007.

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.” We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation for purely the privatization interests of a private landowner sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Laurel Barry

Laurel Barry,
In The Trees at Deer Valley Owners Association, President

Meredith Berkowitz

Meredith Berkowitz
In The Trees at Deer Valley Owners Association, Director

Martin Zagari

Martin Zagari
In The Trees at Deer Valley Owners Association, Director

Attachments as Noted.



December 12, 2022

Dear Mayor Worel, City Councilors, and Planning Commissioners,

At the March 15, 2022, Joint Planning Commission and City Council Meeting, in the work session staff report regarding the Snow Park Development, Planning staff noted they had not received a formal position from the HOAs to be impacted by the proposed traffic changes and the proposed ROW Vacation. At the July open house at Deer Valley Café with Mayor Worel and Councilman Rubell, a joint position from the HOAs was again requested.

Attached are letters from 30 Deer Valley area HOAs. Though the letters are not all identical, they all agree on two points.

- (1) The HOAs support the development of a base village at Snow Park as was approved by Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect.
- (2) The HOAs are opposed to the proposed site circulation plan that includes the Right of Way (ROW) Vacation.

The HOAs worked together to provide position letters as requested. The letters cite the July 2022 plans. The November plans were just recently made available to the public. However, the concerns related to the proposed site circulation plan and ROW vacation stated in these letters remain the same.

Please make this cover letter and the attached HOA letters part of the Public Record. Hopefully, we can all work together to find a compromise that honors HOA and resident concerns in conjunction with City interests and Alterra's development rights.

Best Regards,

Allison D Keenan

Deer Valley HOA Letters Attached

<u>Community</u>	<u>Units/Residences</u>
Amber Daystar	24
American Flag	95
Black Bear Lodge	51
Bristlecone	20
Chateaux	48
Comstock Residents	11
Courcheval	27
Deer Lake Village	51
Echo Spur	6
Fawngrove	61
Glenfiddich	12
Hidden Meadows	45
Hidden Oaks 2	16
In The Trees	15
Lakeside	60
Lilac Hill East	5
Morning Star Estates	12
Nordic Village	24
The Oaks	94
Ontario Lodge	12
Pinnacle	86
Portico	19
Queen Esther	26
Silver Baron	74
Snow Park	27
Solamere	111
Stonebridge	26
Sunnyside	18
Sunspot	8
Wildflower	14
	1098

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

Notable Facts - ROW Vacation and Dedication Square Footage (Planning Commission and City Council Work Session Staff Report, March 15, 2022)

- Area of ROW to be *Vacated* = 114,530 square feet of Deer Valley Drive South and West. This property would be transferred from the City/taxpayers to Alterra.
- Area of ROW to be *Dedicated* = 40,257 square feet of Doe Pass Road. This property would be given to the City/taxpayers from Alterra.
- Net Benefit to Alterra and Net Loss to Taxpayers = 74,273 square feet (1.71 acres), a portion of which could be developed up to 45 feet per the existing MPD.

Per Utah Code 17-27a-609.5, to vacate a public street (road), there must be a finding of good cause and 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). In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

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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." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Richard Barros, President

HOA American Flag

Units 95

Approximate number of residents 190

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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Sincerely,



President

HOA Daystar

Units 24

Approximate number of residents 48

**Black Bear Lodge
7447 Royal St
Park City UT, 84060**

Dear City Councilors and Planning Commission Members,

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

A handwritten signature in black ink, appearing to be 'A' followed by a long horizontal stroke.

Andrew W Walter

President of the Homeowners Association Board of Trustees of Black Bear Lodge

HOA: Black Bear Lodge

Units: 51

Approximate number of residents _____

BRISTLECONE OWNERS ASSOCIATION

9055 South 1300 East Suite 104

SANDY, UTAH 84094

801-944-4469

September 22, 2022

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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Park City Planning Commission & City Council
September 22, 2022
Page 2 of 2

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Sincerely,

Bristlecone Owners Association

A handwritten signature in black ink, appearing to read "S. E. Gulev", with a long horizontal flourish extending to the right.

President, Board Member



Dear City Councilors and Planning Commission Members:

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Sincerely,

A handwritten signature in black ink that reads "Brian T. Zino". The signature is written in a cursive, flowing style.

Brian T. Zino

President - Chateaux at Deer Valley HOA

Date 11/21/2022

Units 48

Approximate number of daily occupants 220

Dear City Councilors and Planning Commission Members,

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Sincerely,

Comstock Lodge Homeowners

Corey & Kristi Johnson, Unit 307
John & Holly Grady, Unit 305
Frank & Marci Plant, Unit 302
Chris & Sarah Dawes, Unit 207
Michael Hestwood, Unit 206
Richard Schwartz, Unit 205
Brad & Roya Baldridge, Unit 201
Ron & Alice Collette, Unit 107
Jay & Hui Branson, Unit 106
Marcia McCullough, Unit 104
Dan & Gail Baird, Unit 101

Comstock Lodge (21 units)

Approximate number of residents: 43

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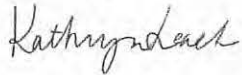
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Sincerely,



Kathryn Leach

HOA Courchevel

Units 27

Approximate number of residents Varies by season - approximately 15 full time

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Sincerely,

Allison O Keenan

On behalf of Deer Lake Village Board (all members voted unanimously)

Doug Singer, Carol Chenevert, Brian Smith, Michael Filippone and Allison Keenan

HOA Deer Lake Village

Units 51

Approximate number of residents 92

Dear City Councilors and Planning Commission Members,

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Sincerely,



S. Sean Kelleher, HOA President

HOA ____Echo Spur____

Units __6__

Approximate number of residents __15__

Dear City Councilors and Planning Commission Members,

The Fawngrove Home Owner's Association (FGHOA) represents 60 condominiums along Deer Valley Dr North. FGHOA has reviewed Deer Valley's Proposed Snow Park Village project presented by the Alterra Corporation to the Park City Planning Commission Staff on July 28, 2022.

FGHOA supports:

- 1) the garage/structure
- 2) the Plaza
- 3) developments on the Plaza

The support of items 1, 2, and 3 is subject to Park City's building codes, height restrictions, noise & sound restrictions/abatement, aesthetics, and the ability to maintain the Deer Valley Drive loop to allow access to the parking area from both the east and west sides and to maintain the Deer Valley loop for vehicle, bicycle, and pedestrian thoroughfare.

Although generally supportive, the FGHOA residents are concerned with the years of upcoming construction and the noise, dust, and dirt, that accompanies it, as well as seeing and hearing the construction equipment such as tower cranes, digging equipment, dump trucks, concrete trucks, etc.

FGHOA does NOT support:

The Deer Valley Drive Right of Way (ROW) vacation proposal and traffic pattern in the current proposed plan based on the following concerns:

ROW Vacation: We do not believe it is right that the existing public road be vacated for the use of Deer Valley Resorts without any benefit to the local residents. The Deer Valley loop public road should remain open and Deer Valley Resorts should find a solution to their Snow Park development without eliminating the loop, for example, with a lower-level roadway.

Traffic: We are concerned about the existing traffic situation and that the proposed development will exacerbate the problem, particularly at rush hour/peak times. More development will increase the number of people in the area and traffic due to cars, buses, shuttles, Uber/Lyft service, delivery vehicles, and support personnel transportation. The ability of Lower Deer Valley residents to enter the congested traffic on Deer Valley Drive during peak times will be a challenge. FGHOA request Park City and Deer Valley/Alterra to review the proposed design for the Deer Valley Drive loop and discuss with us alternate options that have been studied. We are also concerned about emergency vehicle access and egress. We would like to understand the City's plans for satellite/remote parking and related bus transportation to the ski resorts. The Deer Valley/Alterra traffic plan should be part of a larger Park City master traffic plan for all of Park City. Given the above concerns, we are not ready to support the ROW Vacation proposal as it is currently configured.

Mayflower Resort: We understand that the current design does not include the possibility of the addition of a skier's entrance to Deer Valley from the Mayflower Resort (east) side. This possible addition would significantly reduce traffic and parking requirements at Snow Park. It would also alleviate the existing traffic congestion caused by day skiers on the Route 248 entrance to Park City.

The latest proposal also shows an expansion of Deer Valley Dr where rock walls and utilities must be moved with ROW encroachment into Fawngrove, Bristlecone, and the Fire Station. FGHOA does not support this expansion.

In addition to vehicular traffic, there will be an increase in pedestrian and bicycle traffic along Fawngrove sidewalks and green-spaces which is already becoming a problem for Fawngrove residents.

Phase C: We are concerned about the final design and construction schedule of the North Parcel (Phase C), which is the closest to Fawngrove. However, we understand that this is the final phase of the project and is several years down the road.

FGHOA supports the basic idea of the Deer Valley/Alterra development but does not support the Deer Valley Dr South current ROW vacation proposal, the overall increase in traffic along Deer Valley Dr North and East, and the Deer Valley Dr North ROW encroachment along Fawngrove.

Sincerely,

Tom Miller
Fawngrove HOA President
September 21, 2022

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022.
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In reviewing the proposal, no net tangible benefit has been demonstrated for either the immediate neighborhood or the City as a result of the road vacation. A new transit center, upgraded multi-use paths, a world class resort experience and increased local amenities can all be achieved without taking the road.

Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road and Deer Valley Drive East, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

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." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Theresa Owens, President
Theresa Owens

HOA Glenfiddich

Units 12

Approximate number of residents 24

Dear City Councilors and Planning Commission Members,

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Increased traffic creates both safety and emergency access issues for residents. The proposed plans would result in increased traffic congestion in certain areas, especially along Doe Pass Road and Deer Valley Drive East, as documented in the Fehr Peers July 2022 Snow Park Village Transportation Analysis commissioned by Alterra. Traffic counts were originally collected in 2020 at the beginning of the pandemic. The current study has no information on the impact at the Royal Street or Amber Road intersections. A new *independent* traffic analysis should be completed, and the analysis must review all intersections around the loop, in both the busy summer and winter.

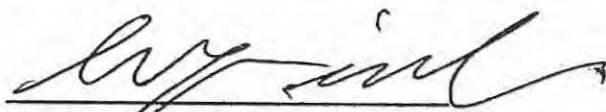
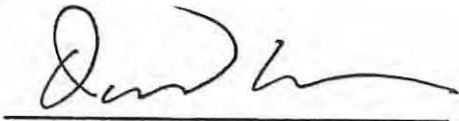
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Per Park City Municipal Code 15-6-1, the City has a duty to "protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses, using best practice methods and diligent code enforcement." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



For the Board of Directors of the
Hidden Meadows HOA

Homes 45 +/-

Approximate number of residents 45 +/-

Dear City Councilors and Planning Commission Members,

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Sincerely,


Scott Greenberg, Resident

HOA Hidden Oaks Subdivision II

Units 16

Approximate number of residents 38

Dear City Councilors and Planning Commission Members,

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Sincerely,

LAKESIDE at Deer Valley

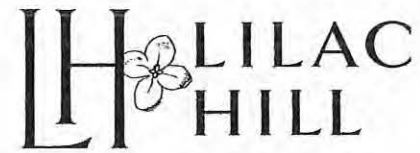
by W. J. Whymann

BOARD

HOA LAKESIDE AT DEER Valley

Units 60

Approximate number of residents 600 +



Dear City Councilors and Planning Commission Members,

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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra.

Dear City Councilors and Planning Commission Members,

The Morning Star Estates HOA is opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



James Murchie
Vice-President
Morning Star Estates HOA
12 units

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

Bill Kulczycki, President
Nordic Village Homeowners Association

Units: 24

Approximate number of residents: 96

Dear City Councilors and Planning Commission Members,

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Sincerely,

Wesley Richards

HOA The Oaks at Deer Valley

Units 94

Approximate number of residents 225

Dear City Councilors and Planning Commission Members,

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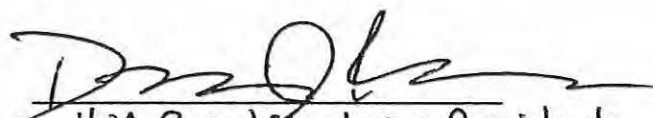
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Sincerely,



HOA Board Member & President

HOA Ontario Lodge

Units 12

Approximate number of residents 30-40

Dear City Councilors and Planning Commission Members,

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Winnipeg

HOA President, the Pinnacle

Units 86

Approximate number of residents 75-100

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methods and diligent code enforcement." We urge the Park City Council and the Planning Commission to uphold the Utah State Code and the Park City Land Management Code.

We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

ALLISON KITCHING, BOARD PRESIDENT
JULIE COWAN, BOARD OFFICER
JENNIFER DORSEY, BOARD OFFICER

HOA PORTICO

Units 19

Approximate number of residents 36

Dear City Councilors and Planning Commission Members,

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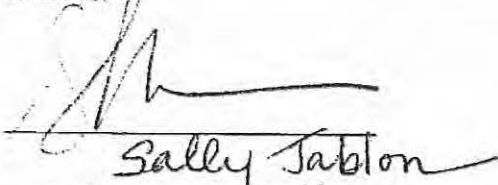
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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,



HOA Queen Esther

Units 26

Approximate number of residents 55

From: Jani Hegarty <JHegarty@thehwpgroup.com>
Sent: Thursday, August 11, 2022 8:35 PM
Subject: FW: Snow Park Development: Silver Baron Lodge HOA

From: Jani Hegarty <JHegarty@thehwpgroup.com>
Sent: Thursday, August 11, 2022 10:34 PM
To: 'laura.suesser@parkcity.org' <laura.suesser@parkcity.org>; 'sarah.hall@parkcity.org' <sarah.hall@parkcity.org>; 'john.kenworthy@parkcity.org' <john.kenworthy@parkcity.org>; 'john.frontero@parkcity.org' <john.frontero@parkcity.org>; 'bill.johnson@parkcity.org' <bill.johnson@parkcity.org>; 'christin.vandine@parkcity.org' <christin.vandine@parkcity.org>; 'alexandra.anath@parkcity.org' <alexandra.anath@parkcity.org>; 'gretchen.milliken@parkcity.org' <gretchen.milliken@parkcity.org>; 'planning@parkcity.org' <planning@parkcity.org>
Cc: Jani Hegarty <JHegarty@thehwpgroup.com>
Subject: Snow Park Development: Silver Baron Lodge HOA

Dear Park City Council Members and Planning Commission Members –

Thank you for hosting the open house/information session focused on the Snow Park Development project on July 30, 2022, at the Deer Valley Grocery café. We appreciate the opportunity to continue to be informed and hope that you welcome our feedback on the project. On behalf of the Silver Baron HOA, the meeting reconfirmed our position of the project:

- We are supportive of the concept but not supportive of the current plan
- We do not see equal and equitable benefits across the existing and future properties. In fact, we see a disproportionate inequity to the Silver Baron Lodge homeowners.
- We do not support vacating the land/street currently being used as the drop-off area for skiers. Eliminating this will cause increased traffic issues. The latest proposed development plan appears to be less acceptable than the original plan as it will create an increase in traffic in front of Silver Baron Lodge. The impact of this is multifactorial. The congestion can lead to accidents, skiers will be more at risk for injury, owners and guests will have greater difficulty entering/exiting the property. The noise level will most certainly increase. These factors will reduce the value of the **Silver Baron** property and impact investments made by homeowners.

We have all experienced the significant traffic bottlenecks throughout Park City creating heavy traffic congestion during ski season or whenever an event occurs.

We believe that Park City on behalf of its residents has the right to request an alternative plan from DV/Alterra whereby the land is not vacated. It appears that this effort is yet to be undertaken and the only options proposed include vacating the land.

With all due respect, we would recommend that the City consider the need for a traffic strategic plan with plan approval and funding secured before the Snow Park development project is approved to commence. It might be prudent to request that the study include Snow Park Development as well as Park City development.

Thank you.
Kind regards,
Jani Hegarty
Silver Baron HOA President

Dear City Councilors and Planning Commission Members,

We are opposed to the Right-of-Way (ROW) Vacation Petition and Site Circulation Plan submitted by Alterra Corporation to the City Planning Commission staff on July 28, 2022. *Alterra Corporation should not be granted the right-of-way street vacation of portions of Deer Valley Drive South and West based on the current proposal.*

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We support the development of a base village, as was approved per Deer Valley Resort's 12th Amended and Restated Large Scale Master Planned Development (MPD) Permit which is now in effect. Alterra Corporation should present a plan for the Snow Park Village Development within the existing site, which is comprised of the lower Deer Valley parking lots owned by Alterra. This has already been deemed possible. Deer Valley presented a plan within the existing site in 2007.

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We believe the ROW Vacation is not justified. Granting the ROW vacation sets a dangerous precedent in terms of future development in Park City.

Sincerely,

A handwritten signature in black ink, appearing to be "CS", written over a horizontal line.

HOA Snow Park

Units 16 Voting/27 Owners

Approximate number of residents 27

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Sincerely,

Charles A. Haggerty, President

HOA Solamer

Units 111

Approximate number of residents 260

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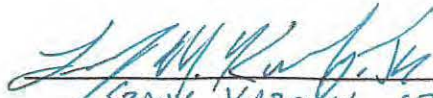
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Sincerely,


FRANK KAROLY - PRES.

HOA STONEBRIDGE

Units 26

Approximate number of residents 78

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We believe the ROW Vacation is not justified as presented in the latest development plan from Alterra. Given that Alterra is going to reap a significant financial benefit from the value of this land, Alterra should include in the plans all aspects that the neighborhoods have requested, including the traffic depot, the right of ways, the pedestrian trails and resident safety measures. Alterra should also undertake a commitment to use its best efforts to manage traffic during critical periods. Failing to require Alterra to include these protections for the community sets a very negative precedent in terms of future development in Park City.

Sincerely,

Robert Pantermuehl

HOA - Sunnyside

Units - 19

Approximate number of residents - 7

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Sincerely,

A handwritten signature in cursive script, reading "Scott Salzman", written in dark ink on a light background.

HOA - Sunspot Condominiums

Units - 8

Approximate number of residents - 18

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PS

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Sincerely,

Robert Schumacher

HOA Wildflower

Units 14

Approximate number of residents _____

- Full time residents 2
- 2nd homes 5
- VRBO 5
- Long term rental 1

- | | | |
|--------|---------|------------|
| - # 4 | protect | Connolly |
| - # 5 | protect | Wardly |
| - # 6 | protect | Strant |
| - # 8 | protect | Leo |
| - # 9 | protect | Schumacher |
| - # 11 | protect | ELLIS |
| - # 12 | protect | Peter |
| - # 13 | protect | McDonough |

PS

From: CHARLES SOUTHEY <Charlessouthey@aol.com>

Sent: Tuesday, March 15, 2022 8:23 PM

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

Cc: Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Please do not conditionally approve

Importance: High

[CAUTION] This is an external email.

Team,

Please follow city code and do not conditionally approve the requested vacation from Alterra until they submit plan alternatives that do not negatively impact the residents of lower DV and the increase traffic to all of Park City.

Thank you all for your time.

Sincerely,

Charles Southey
2785 Telemark
Solamere

From: Greg Haft <greg.haft@partnerre.com>
Sent: Tuesday, March 15, 2022 4:57 PM
To: planning <planning@parkcity.org>
Cc: Sarah Hall <sarah.hall@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; john.philipps@parkcity.org; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>
Subject: [External] Snow Park Development

[CAUTION] This is an external email.

Planning Commission Members -

We are writing to note our concern about the planned development on Deer Valley Drive.

As owners at Silver Baron Lodge and parents of young children, we are concerned about the car traffic and resulting safety challenges from the changed traffic patterns.

Additionally we are concerned about a significant project impacting noise pollution, air quality and the currently lovely aesthetics of the Snow Park and Deer Valley Drive area.

We are not averse to change but feel this is overly ambitious growth that is not ideal for Park City as a whole.

We ask that you thoroughly review the project and not allow significant increases in automobile traffic into the Deer Valley area. We should focus on the excellent and free public transportation and work to limit car traffic for the sake of the environment.

Thank you for your attention to this important matter.

Sincerely,
Greg and Kinga Haft
Silver Baron 6327
(610) 241-7713

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DISCLAIMER · This e-mail and any attachments (the "message") contain information solely intended for named recipients and is confidential and proprietary to PartnerRe. Please delete this email if sent to you in error. Please be aware that unauthorized use, reproduction or distribution of this message is prohibited. · The sender of this email is not liable for any viruses transmitted · Save the environment - do not print unless absolutely necessary · Be on the alert for suspicious emails

From: cori chandler <corichestnut@yahoo.com>

Sent: Wednesday, March 16, 2022 9:37 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Cc: Chandler, Jack <jack_chandler@ymail.com>; corichestnut@yahoo.com

Subject: [External] Altera - Deer Valley Redevelopment Plan

Dear Mayor Worel, Planning Commission and City Council:

I attended the joint meeting with the City Council and Planning Commission yesterday which was both informative and frustrating. It was apparent to me that much of the frustration from residents and their failure to address Mayor Worel's question stemmed from a full understanding of the status of Altera's redevelopment plan with respect to the roadway petition and with the agenda item that was only about the voting process and therefore comments outside of that were not accepted.

Shockingly it became apparent last night that Altera has moved forward with extensive planning and design despite the uncertainty of a pending vote on the town vacating a section of roadways and yet this is the linchpin in their plan. With a vote of no on the roadways they have no backup plan and are back to square one on their entire project. Their strategy for a project of this scope and size is truly perplexing and as one resident pointed out puts pressure on the Council to vote on all or nothing.

As a homeowner in Lower Deer Valley I have had some concerns about this project that I would like to share:

Last night during the discussion on the first agenda item on land management presented by the Planning Staff they listed the four pillars of Community Values with historical character and small town being two of them. They talked about the importance of maintaining Park City's "**historical character**". How does Altera's redevelopment plan fulfill this criteria? Where do you see the preservation of our historical character in the mammoth glass and metal of Altera's proposed redevelopment and how does it fulfill the small town criteria? Only two miles away is historic Old Town and this project does nothing to preserve the historical flavor of the area.

There was also a brief discussion of water conservation by the Planning Staff as an ongoing concern. With 96% of Utah currently in a state of severe drought,

and reservoirs currently at only 55% capacity and climate change what is Park City's plan to meet the increased water needs of Deer Valley's residential and hotel development? This of course is in addition to the Mayflower and PCMR developments.

Also stemming from the size of this project is concern that the current infrastructure and the eventual increase in traffic will present a significant problem to residents and for people going into town. The single lane roads leaving Deer Valley can barely handle existing traffic conditions, how will moving all the traffic onto one single lane work with Alterra projecting more cars on the road even with the expansion of public transit? Last summer's fire in Lambs Canyon has brought front and center to residents the importance of a quick and efficient evacuation route so this plan has residents very concerned.

Pursuant to this I would like to bring to your attention that on February 11 there was a water main break on Deer Valley West and as a result all of the traffic departing the mountain was redirected onto Deer Valley East which interestingly is the proposed route of traffic in Alterra's redevelopment plan. The result was an absolute nightmare for residents with bumper to bumper traffic the entire way to the rotary. This was in a sense a trial run of their plan and it failed miserably and looked nothing like their traffic study. My neighbor called me extremely frustrated while she was stuck in traffic trying to get her son to an after school activity. Is this what you want for residents? Additionally Kearns and Bonanza road are unbearable at the end of the day, this will only add to the nightmare for all of these roads.

I am in agreement that Deer Valley needs some updating but the size and scope of this plan are overwhelming for residents, certainly Alterra can come up with a redevelopment plan that is smaller in scope and size and one that would meet all four criteria of the town's Community Values? There is always resistance to change but there has to be a happy meeting ground on this.

In closing I want to thank you for the work that you do. I have attended town meetings in other municipalities and I was impressed by the questions, concerns and discussions that followed both agenda items. I was encouraged in particular to hear about water conservation, public transit expansion, carbon footprint and the suggestion of expanding biking and walking paths. I also want to thank Mayor Worel for her assurance that residents will have the opportunity in the future to voice opinions and concerns on this project.

I would respectfully ask that this letter be part of public record.

Best Regards,
Cori Chandler
3055 Solamere Drive

From: Brock Cardiner <brockcardiner@gmail.com>

Sent: Wednesday, March 16, 2022 10:17 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Save the Deer Valley Loop

[CAUTION] This is an external email.

To whom it may concern,

As if the development all over Park City in general weren't heinous enough, here comes another bulldozer development company helping themselves to even more of what has made Deer Valley beautiful and unique and understated to benefit themselves (Alterra) and their shareholders.

While I remain opposed to the development of the DV parking lots in general, I understand the rights dating back to inception. This, however, is just another greedy land grab. Many of us who have skied Deer Valley since the 90s and have been fortunate enough in life to have been able to purchase a home perhaps decades later have now fallen prey to yet another monster corporation with zero regard for history, skiers, homeowners or anyone other than their own deep pockets.

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

Best,
Brock

Brock Cardiner
+1 323 828 1162

From: brian kinhead <bmk645@gmail.com>

Sent: Wednesday, March 16, 2022 11:21 AM

To: Sarah Hall <sarah.hall@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>

Cc: planning <planning@parkcity.org>

Subject: [External] DVR Snowpark Development Proposal

[CAUTION] This is an external email.

To the Planning Commissioners:

My wife and I own a condo at the silver baron lodge. Before becoming full time residents of Park City two years ago we would stay in our condo while visiting in the winter to ski and in the summer to enjoy the local attractions. We lived in our condo full time for 15 months in 2020/21 while the home we purchased in Park Meadows was remodeled. We love the neighborhood. Our view of the ponds and PCMR beyond is magnificent. Fortunately, our condo is located at the southwest corner of the silver baron lodge so we don't look directly at the parking lots.

I am in favor of the Snowpark development. I think once completed it will enhance the deer valley experience overall. The village will be much more attractive than the parking lots which under any conditions are pretty ugly. I do worry about traffic flow and access to the building. Obviously the construction period will be disruptive. All in all, however, I think the project makes sense for the resort and the local community. Ultimately I think it will be value added from the perspective of a Deer Valley property owner.

Thanks,

Brian Kinhead

From: allisondkeenan@aol.com <allisondkeenan@aol.com>

Sent: Wednesday, March 16, 2022 7:46 PM

To: Nann Worel <nann.worel@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>

Subject: [External] Snow Park Development & Deer Valley Right of Way Petition

[CAUTION] This is an external email.

Dear Mayor Worel, Commissioner Phillips, Alex Ananth and Gretchen Milliken,

First of all, I want to thank you all for the work you do every day for Park City. I was at the Joint City Council and Planning Commission Meeting last night. You do not have easy jobs and I truly appreciate what you do.

I have been working with Chuck Haggerty from Solamere and other local residents to make sure that the property owners of Lower Deer Valley are informed about public meetings and about what has been proposed for the Snow Park Development. Most residents were aware of the plans to develop the Snow Park parking lots, but many had not seen the transportation plans. My goal is to make sure people are informed. I spoke to the President of the Comstock HOA Board on Monday evening and she asked me to send her the transportation plan. Her condominium is directly across from Doe Pass Road, she is the President of the HOA Board and she had no idea what was being proposed. This is an issue. Different individuals and HOAs have different ideas about what would be best. I am opposed to the proposed site circulation plan and the roadway vacation, but by speaking to many residents over the past couple of weeks, I have come to appreciate a number of different views. Everyone needs to be informed.

The reason I am writing is that I want to know the best way to advocate for the property owners and residents in this process. I may not agree with everyone's opinion, but I would like everyone to be heard. Right now, I think there are two main concerns from property owners.

- 1) Deer Valley Development (Alterra) has not done sufficient outreach. Even though there have been communications with residents like the Zoom meeting on February 17, many property owners feel that Deer Valley already had a very specific plan in place. There should have been outreach prior to that. Now many residents are quite upset. You are all well aware of this after receiving countless letters.
- 2) Many residents would like their concerns to be represented in the Work Session Staff Reports. I am not sure what the protocol is for this or if this is even possible. The Staff Reports may be solely to review what the Applicant has proposed. Alex Ananth does an excellent job with the Staff Reports. By reading her Staff Reports and looking at the Exhibits, I have gained a very good understanding of the proposed site circulation plan and the development. I forward her reports with links to the meetings to the residents. Upon reviewing the Work Session Staff Report for the March 15 meeting, I contacted many HOAs and informed them that the Planning Commission wanted to know their position on the proposal. Chuck Haggerty and I also contacted many residents over the past few weeks and told them to write letters. I apologize for increasing your work load, but we want the residents to be heard.

Going forward, what is the best way to communicate with the Planning Commission Staff, the Planning Commissioners and the City Council? I know we can write letters that will be entered into the Public Record. However, if the Staff is looking for specific input or if there is something that would be helpful, I

would like to convey that to the property owners and residents. Between Chuck Haggerty and I , we have contacts with most of the HOAs in Lower Deer Valley as well as American Flag off of Royal Street, Deer Crest and a number of HOAs between the Y intersection and the traffic circle on Deer Valley Drive. The proposed development will affect all of these communities. If we are informed of what the Planning Commission Staff needs in advance, we can do our best to get you the information. I think if residents feel heard, it would be extremely beneficial to the process.

I am also happy to meet with any of you in person. Please let me know your thoughts. Thank you.

Allison D. Keenan

Deer Lake Village resident who grew up in Salt Lake and cherishes living in lower Deer Valley

From: allisondkeenanaol.com <allisondkeenanaol.com>

Sent: Monday, March 21, 2022 4:15 PM

To: Becca Gerber <becca.gerber@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; planning <planning@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>

Cc: pikegrain@sbcglobal.net

Subject: [External] Lakeside Homeowners' Association Position on Snow Park Development

[CAUTION] This is an external email.

Dear Mayor Worel, Park City Planning Commissioners and Park City Councilors,

Please see the revised position from Lakeside Homeowners' Association (LSHOA) on vacating part of Deer Valley Drives. The LSHOA added language about the proposed vacation. Billy Sheppard requested that I send this on his behalf. Please make this part of the Public Record. Thank you. Allison Keenan

The Lakeside Homeowners' Association (LSHOA) has reviewed Deer Valley's Proposed Snow Park project.

LSHOA supports the :

- 1)garage/structure
- 2) the Plaza
- 3) developments on the Plaza

1,2,3 subject to Park City's building codes, height restrictions, noise & sound restrictions/abatements and aesthetics..

LSHOA request Park City to keep in place the present 2022 Deer Valley Drives and not "VACATE" part or parts of Deer Valley Drives East & West to the Deer Valley Resort and or Alterra Mountain CO. Or to any other entity.

LSHOA does not support the proposed transit hub at the NE corner of the proposed parking garage/structure and desires to keep in some form ,the present drop-off & pick-up/loop traffic flow that is now present.

LSHOA believes part of the Deer Valley EXPERIENCE is the direct accessibility to the snow & lifts that we have always had at Deer Valley which is a unique feature shared by few ski resorts.

Many of our homeowners bought here because of the direct access & ease of dropping kids and spouses off with gear without have to trudge a distance like is proposed by the Snowpark project.

Another issue that needs to be addressed now and even to a greater extent with the additional units and people is an emergency ingress/egress from lower Deer Valley . An evacuation route over McKinley's Gap down thru Deep Crest to US 40 would provide such a route.

If you have any questions or want a discussion, please contact Billy Sheppard @ 314 249 7453 or pikegrain@sbcglobal.net

Sincerely,
LSHOA Board

From: Chaparral <chaparral@ptarmiganps.com>

Sent: Wednesday, April 6, 2022 1:39 PM

Cc: Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: Chaparral HOA Letter - Alterra Development Plan

To Whom It May Concern,

On behalf of The Chaparral Homeowners Association, please see the attached letter regarding the Alterra development plan in Deer Valley.

Thank you for taking the time to read this letter. We hope to receive a response to this email addressing the concerns of the Chaparral HOA.

Ptarmigan Property Services, Inc.

P.O. Box 680820

Park City, Utah 84068

(435) 645-8300

Wednesday, April 6th, 2022

Dear Park City Planning Commission, Planning Department, and City Council Members,

We are the Chaparral Condominium Homeowners Association for the sixteen condominium homes located at 1955 Deer Valley Drive North at the intersection of Solamere Drive. More importantly, we are sixteen individual owners who have invested in Park City and contributed to the growth and success of Deer Valley Resort as an international ski destination.

We have seen Alterra Mountain Company's PowerPoint presentation of its proposed development of the Snow Park Lodge and Base, read Alterra's Fehr Peers Transportation Analysis, and have closely followed (some have attended) recent Park City Planning Commission and Planning Department meetings. While the Chaparral homeowners agree an improved Snow Park Lodge and Base will likely enhance the overall skier/visitor experience, we think there are more questions than answers regarding Alterra's plan to eliminate the Deer Valley Loop and direct all resort traffic onto Deer Valley Drive North (referred to as "East" in the proposal)

As sixteen of the approximately 500 homeowners affected on Deer Valley Drive North, we have seen Deer Valley Drive North become a major traffic artery for skiers, concert goers and residents in Lower Deer Valley. On any given day at 4 p.m. during the ski season or after a summer concert, traffic is at a complete standstill on Deer Valley Drive North from the intersection of Deer Valley

Drive South back to the base parking lots, with some additional congestion on the other side of the loop.

We urge the Park City Planning Commission and Planning Department to commission an independent, objective traffic impact analysis (at Alterra's expense) for and by the community to ensure the redevelopment of Snow Park doesn't negatively affect the approximately 4,500 residents of Lower Deer Valley. We need more information on how the redesigned traffic patterns might impact our ability to enter and exit our driveways during peak ski hours and after concerts. How will the response times from the fire station on Deer Valley Drive North be affected? What will the impact be on the pedestrians, skaters, dogs, and people waiting for busses along the pathways?

Will bicycles continue to share the road with vehicles (as they should), or will they be forced to utilize the pathways? The Chaparral homeowners support Alterra's investment in Deer Valley Resort and acknowledge its right to redevelop Snow Park Lodge and Base. We only ask that Alterra's design fits into the Lower Deer Valley neighborhood, not the other way around.

Respectfully,

The Chaparral Homeowners Association

From: Brad Baldridge <brad_baldridge@yahoo.com>

Sent: Monday, June 20, 2022 2:42 PM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Cc: Arbab Roya <roya.arbab@gmail.com>

Subject: [External] Proposed Alterra plan for the Lower Deer Valley Parking Lots

[CAUTION] This is an external email.

Dear Park City Planning Commissioners and Staff,

Thank you for taking the time to consider local resident concerns.

My family would like to request that this letter be made part of the public record.

We are supportive of the development plans in Deer Valley. However, we believe that closure of Deer Valley Drive (DVD) South/West and re-routing traffic to DVD east will have a significant, negative impact on all residents on DVD East. Closure of DVD West only increases the traffic on the DVD East which makes it congested and fraught with risk. Further, when there is the inevitable vehicle accident or car breakdown on DVD East, the entire ski area would be negatively impacted.

There will be a considerable increase in traffic, noise, danger to pedestrians and, therefore, reduced quality of life for all residents. In our estimation, there is no community benefit that outweighs the deleterious effects of increased daily traffic. As a Comstock resident, the proposed traffic light is directly in front of our building which will snarl traffic and change walking from a peaceful endeavor to one fraught with risk.

The cumulative effect of closing of Doe road, re-routing all traffic to Deer Valley East, changing the bus stops to the new proposed Transit Center and removal of the bike lanes guarantees increased daily traffic, noise pollution and congestion in front of our building every day of summer and during winter seasons when Deer Valley Ski Resort is open.

The loss of the bike path is also significant. There are many cyclists, e-bikers and skate skiers that use the road in addition to the great deal of pedestrians who utilize the sidewalk. Elimination of the bike path will force the cyclists and skate skiers and pedestrians to compete for sidewalk space since the road will be congested and dangerous. We believe that this is a significant safety issue. Also, if walking is not a comfortable option, some will opt to drive which only increases congestion.

The current bus system is a model for small towns. It is highly efficient, convenient and offers a terrific service for access to Snow Park/Carpenter lift. The proposed plan appears to require a further walk to the lift. This will discourage bus usage which is contrary to community transportation objectives.

In summary, closure of the DVD West/South, will significantly and negatively impact those residents on DVD East/North. We do not see a community benefit in rerouting traffic by closing DVD West and, in fact, we are convinced that the effect will be deleterious compared to the current bidirectional flow.

Thank you for your careful consideration.

Sincerely,

E.B. Baldridge
Comstock Lodge, Deer Valley

From: Brad Baldridge <brad_baldridge@yahoo.com>

Sent: Monday, October 3, 2022 12:08 PM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; allisondkeenanaol@aol.com; Jeanne and Joe Graupmann <jg22301@hotmail.com>

Subject: [External] Lower Deer Valley Traffic Flow/Development

[CAUTION] This is an external email.

Dear Park City Planning Commissioners and Staff,

I am an owner in Comstock Lodge.

I strongly oppose the construction of a Transit Hub in the vicinity of Doe Pass. Deer Valley is a destination resort, not a Transit Hub. Relocation of the Transit Hub away from the base of Snow Park (a commercial destination) moves congestion toward our condo (a residential area) with its attendant increase in car, bus, and pedestrian traffic as well as noise.

I support the free flow of bidirectional traffic flow as currently configured with no traffic light at the east end of Doe Pass. Limiting traffic flow with cul-de-sacs will not improve traffic flow. Further, only one route of egress may create a serious and possible disastrous traffic problem if there is a fire or other emergencies. (Example: Paradise Fires in California).

Thank you for your consideration.

Brad Baldridge

From: Kristi Johnson <kristi.p.johnson@gmail.com>
Sent: Wednesday, August 3, 2022 2:41 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>
Cc: Johnson, Corey <CJohnson@eprod.com>
Subject: [External] Alterra Transportation and Parking Plan

[CAUTION] This is an external email.

Alexandra, good afternoon. Corey and I appreciated your time at the neighbor meeting at the Deer Valley Grocery Cafe on Saturday morning. We had to leave after Mayor Worel's talking points to get back to our kids, and it sounds like we missed quite the lively back-and-forth later in the meeting. Our family hears the Mayor and the City loud and clear that they would prefer to hear from a unified coalition of HOA's instead of individual homeowners. Unfortunately, in our case, Comstock Lodge HOA has not yet vjoined the Lower Deer Valley Coalition (or provided an official position as an HOA), so the only way for our voices to be heard at the current juncture is to write to you as individual homeowners. If our HOA's position changes, we will begin to voice our opinion through the larger body that the Comstock HOA joins.

I have reviewed parts of the new July 2022 traffic study and its recommendations, along with the Alterra presentation that was sent to the City last Friday. I have some thoughts to share, and I will try to keep them as brief as I can.

The Alterra presentation notes that it is "achieving community support" and has "worked with Lower Deer Valley's HOA's". They use three letters from the two least-affected HOA's in Lower Deer Valley as proof of this outreach. I put my contact information on a form multiple months ago volunteering to work with Alterra, and I have never been contacted. Every single Lower DV neighbor I have spoken with (residents of HOA's including Pinnacle, Sunspot, Chapparal, Fawngrove, Solamere, and Daystar) has had a similar experience: they have volunteered to speak with Alterra or meet with Alterra to discuss the neighborhood point of view and have never been contacted. **The idea that Alterra has met extensively and successfully with the community is false.**

My husband and I firmly believe that the vast majority of the neighborhood push-back to the Alterra development surrounds the question of the abandonment of the southern part of the Deer Valley Loop. The residents of Park City are under no obligation to vacate the road; it was never contemplated under the 1977 plan. **Alterra's idea that the road is owed to them is misguided and false, and they have proved absolutely no marginal benefit or utility to their neighbors of Lower Deer Valley that the road should be given to them.**

Instead of proving benefit, Alterra's own presentations and studies suggest that their plan will erode the quality of life in lower Deer Valley and increase both traffic and parking problems. In the Fehr Peers traffic study submitted with Friday's presentation, the consultant

noted that Alterra's Snow Park Village Proposal would provide approximately 20% less parking than is currently required by Park City Code. Considering the parking and traffic nightmare that we already deal with between ski season and major summer events (Deer Valley Music Festival, conferences like the current Big Gear Show, and other events), reducing parking further and squeezing traffic onto a much shorter loop is an absolute non-starter in our book.

Alterra's proposal suggests that by requiring people to pay for parking and creating less parking to utilize, skiers and visitors will alter their behavior and will use public transportation. This idea is completely misguided. I think that one would simply need to look to traffic and parking horror stories from the Silly Sunday Market (where parking fees are required during typically non-fee hours) to show real-time examples that this theory is preposterous and visitors will continue to come to Lower Deer Valley in their own cars.

Alterra's proposed vacation of part of the Deer Valley Loop and utilization of Doe Pass Road is highlighted in its own report as failing Park City's basic LOS thresholds. Three intersections already fail the basic thresholds, and per Alterra's own traffic consultant, not only will those intersections continue to fail under Park City's plan, but the number of intersections failing basic LOS thresholds would double (to six intersections) by 2040 under Alterra's plan.

Corey and I are in favor of the development as a whole as long as Alterra sticks to the original 1977 master plan. There should be no vacation of a portion of the Deer Valley Loop. Our neighbors overwhelmingly do NOT support Alterra's vacation of the road. If Alterra would like to bring an alternate plan to the table where the road is either sunken to a subterranean level or elevated, then that seems to be a potential idea where we could have constructive discussions. Alterra has proven no benefit to Lower Deer Valley with the vacation of the road, and its plans to reduce parking will only further exacerbate the traffic congestion nightmare if the Deer Valley Loop is shortened to loop at Doe Pass Road. Alterra has also failed to bring any alternate plan before City Council....the only plan that they have been willing to put before City Council is overwhelmingly rejected by its Lower Deer Valley neighbors.

I would appreciate it if you could share these thoughts with Mayor Worel and Councilman Rubell, as I don't have their contact information on hand. Corey and I very much appreciated their time on Saturday as well. Thank you for your work on this project.

Sincerely,
Kristi Johnson
Comstock Lodge 307
Park City neighbor since 2018

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

From: Weinstock, Peter <pweinstock@hunton.com>

Sent: Saturday, July 30, 2022 12:12 PM

To: Alexandra Ananth <alexandra.ananth@parkcity.org>

Subject: [External] I am writing at the mayor's invitation

[CAUTION] This is an external email.

The existing overdevelopment has lead to concomitant issues and diseconomies. These need to be resolved before new development is permitted. Over ski holidays, and especially Christmas and New Year's, it is gridlock down to 224. It might take 1 1/2 hours to drive the two miles. I get development rights but they can not be exercised absent addressing the existing problems. The existing practice of bending over backward for development needs to end. It will just lead to litigation.

What are your plans for addressing the existing horrific traffic?

Peter Weinstock
Hunton Andrews Kurth LLP
Fountain Place
1445 Ross Avenue 3700
Dallas, Texas 75202-2799
(214) 468-3395

From: Charles Haggerty <chuckhaggerty@icloud.com>
Sent: Tuesday, March 15, 2022 4:09 PM
To: Alexandra Ananth <alexandra.ananth@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>
Cc: nannworel@parkcity.org
Subject: [External] Fwd: Objection
From: Charles Haggerty <chuckhaggerty@icloud.com>
Subject: Fwd: Objection

Begin forwarded message:

From: Charles Haggerty <chuckhaggerty@icloud.com>
Subject: Objection
Date: March 15, 2022 at 3:55:32 PM MDT

WE FORMALLY OBJECT TO THE PARK CITY MUNICIPAL CORPORATION'S "ABANDONMENT/VACATION AND TRAFFIC PATTERN" OF PORTIONS OF DEER VALLEY DRIVE WEST.

I have been authorized to object on behalf of the area HOA's listed in EXHIBIT 1, attached. This represents about 1463 residents in the area.

EXHIBIT 2 is the formal "OBJECTION" which contains 40 specific objection points.

We are not objecting at this time, to the Alterra purposed re-development of the Snow Park Lodge area. WE ARE OBJECTING TO THE ABANDONMENT/VACATION OF PORTIONS OF DEER VALLEY DRIVE WEST AND WE ARE OBJECTING TO THE PURPOSED TRAFFIC PATTERN PURPOSED BY THE PARK CITY MUNICIPAL CORP.

Thank you for your consideration.

Chuck Haggerty
President, Solamere HOA

EXIHIBT 1

HOA's SUPPORTING THE FORMAL OBJECTION'S TO THE
"ABANDONMENT/VACATION AND TRAFFIC PATTREN OF PORTIONS OF DEER
VALLEY DRIVE WEST, PARK CITY UTAH AS OF March 15, 2022, 3;00 PM

HOA	UNITS
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Solamere	111
Oaks	100
American Flag	95
Hidden Meadows	49
Amber/Daystar	24
Bristlecone	20
Deer Lake Village	51
Fawngrove	61
Glenfiddich	12
Nordic Village	29
Pinnacle	86
Queen Esther/Gilt Edge	40
Silver Barron Lodge	74
Stonebridge	26
Wildflower	14
Ontario Lodge	?

TOTAL	836
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ACCOUNTS FOR APPROXAMATELY 1463 RESIDENTS

EXHIBIT 2

March 15, 2022

FORMAL OBJECTION'S TO THE ALTERRIA/PARK CITY MUNICIPAL PURPOSAL FOR THE RE-DEVELOPMENT OF THE DEER VALLEY/SNOW PARK LODGE AREA.

-We **"FORMALLY OBJECT"** to Park City Municipal **"ABANDONMENT/ VACATION AND TRAFFIC PATTREN"** of portions of Deer Valley Drive West.

-We object to the fact that this plan is in clear violation of Park City Code 15-6-2 which states

This code will.... PROTECT "RESIDENTIAL USES" AND RESIDENTIAL NEIGHBORSHOODS FROM "IMPACTS" OF "NON-RESIDENTIAL USES" USING BEST PRACTICE METHODS AND DILLIGENT CODE ENFORCEMENT.

-We object because the City must use "good cause" to abandon a road. There is no good cause to "Abandon" DV drive West.

" In order to vacate a public Right of Way, the City must find both of the following;"

Good cause for the proposed vacation – The City may generally find good cause when a proposal demonstrates

1. "NET TANGIBLE BENEFIT TO THE IMMEDIATE NEIGHBORHOOD AND CITY AS A WHOLE."

2 "NEITHER THE PUBLIC NOR ANY PERSON WILL BE MATERIALLY INJURED BY THE VACATION."

NO GOOD CAUSE HAS BEEN DEMOSTRAED FOR THE ABANDONMENT OF DEER VALLEY DRIVE WEST!

-We object to changing the “DV Loop” as it is today. It works well today and the only apparent reason for the change is to create a “**SKI BEACH AND VIEWING AREA OF THE MOUNTAINS**” in front of Snow Park lodge for the benefit of Alterra Corporation.

-We object to the fact that City has given no “specific” dimensions as too how many acres or square feet this “Abandonment/Vacation would cover.

We object to the fact that the City has not given a specific formula as to how and how much the City (i.e. taxpayers) will be reimbursed from Alterra Corp if this “vacation” is approved

-We object to dead ending DV drive West for the congestion it will create at various points of entry/exit to the new DV Snow Park area.

-We object to remaking DV drive East from the current 2 lane (11’ foot wide) pattern with two bike paths, to a 3-lane road (two 10’ and one 11’ lanes) with no bike baths.

-We object to allowing Fire Trucks with mirrors (10’ 5” to 10’ 8”wide) to be allowed to use a 10’ road way in non -emergency times.

We object to the fact that the Park City Fire District has not stated what the average “response time” to an Emergency today and what that will be under this new City plan.

-We object to allowing Ambulance’s (10’wide with mirrors) to use a 10’ wide road lane in non-emergencies.

-We object to City/County buses (10’wide with mirrors) using an 11’ road lane, for “**SAFETY REASONS**”. It leaves 6” room on each side of the bus for clearance.

-We object of a typical SUV like a Chev Suburban (9’ wide with mirrors) using a 10’ roadway, with 6” on each side for clearance.

-We object to allowing a typical “flat bed” delivery truck (10’ 2” wide with mirrors) using a 10’ roadway. (2” over the line)

We object to a typical Chev Silverado (duel wheel, 10’10” wide with mirrors) using a 10’ road way.

We object to allowing a typical DV Guest Shuttle (9’3” with mirrors) to use a 10’ roadway, 4 ½” clearance on each side.

-We object to allowing approximately 1000 more cars in the morning and 1000 more cars in the afternoon use DV drive East because of “SAFETY” and “Ingress/egress” from a joining neighborhoods.

-We object to taking out the Bike paths on DV drive East.

-We object to the sidewalk on DV drive becoming a “walk/bike” path for “SAFETY” reasons.

-We object to having combined Parents/Children/Strollers, Elderly, Dogs and Bikes forced to use an approximately 5’ wide winter (because of Snow removal) path and 8’ foot wide summer path for pure “SAFETY” reasons.

-We object to their being a space of 30” between the bumper of a car going 25-35 MPH adjoining the walk/bike path. Pure “SAFETY” reasons.

-We object to their not being sufficient room for a Park City Police car to patrol DV drive East for speeding. This is one of most patrolled/ticketed streets in the City and the only room for a Patrol car to observe from, is too totally block the Walk/Bike path or from private driveways.

-We object to Alterra Corporation taking the position that this traffic plan does not belong to them, since they submitted one and the City dramatically changed it.

-We object to the City having to take “liability responsibility” because it “the City’s plan”

-We object to winter snow removal that will not have the bike path to “windrow” the snow, but will now cover the Walk/Bike path for 24-48 hours before removal.

-We object to “walker’s” using City buses to have to cross 3 lanes of traffic to cross DV drive East to catch a bus with no “safety precautions installed” at the current 5 crossings to the west side from the Fire Station to the “Y” intersection of the 3 -lane road.

-We object to having no place to stand on the other side of the 3-lane road to catch the bus, as there will no longer be a bike lane to stand in.

-We object to neighborhood drivers (Oaks, Solamere, Amber, Queen Easter, Hidden Oaks, Morning Star, Hidden Meadows, Pinnacle’s) having to cross two lanes of oncoming traffic to make a left turn to go to Snow Park.

-We object to the fact that cars returning to the above neighborhoods will be required to cross a “BLIND BUS” lane to make a right turn into their homes.

-We object to School buses now having to cross 2 lanes to make a left turn to pick up the children in the area.

-We object to the Alterra “Traffic Consultants” position **“JUST BE PATIENT, SOMEONE WILL LET YOU IN”!**

-We object to the fact that Alterra paid for the “Traffic Consultant” and there has been no “Independent” view of this plan.

-We object to the timing of when the Alterra traffic plan study was completed, thru the early stages of COVID.(April 2021) This plan is terribly flawed and must be redone for an up to date position analysis for 2022-2023 during the real ski season.

-We object to the Alterra’s position that adding a “gate” on DV drive West just past Royal Street will prevent “unsanctioned drop offs and vehicular access”. This only benefits the 35 owners of Trails End Condo Association. Meanwhile it

adversely impacts all of the people in Upper Deer Valley wanting to get to Snow Park especially the 85 owners in American Flag HOA.

-We object to having all cars going to Upper DV on Royal Street behind most of the bus traffic when UDOT refuses to plow upper Marsac State Road 224.

We object to the plan to have all cars, trucks and buses having to make a “sharp” left hand turn at the end of Royal Street on to a “two way road that measures 16’2” i.e. 8” 1” going both ways.

-We object to the added distance, approximately 2500-3000 cars will have to travel to get to Snow Park. Today Royal St. is .2 of a mile to Snow Park, the “Y” to Snow Park on DV drive West, is .5 miles and from the “Y” to Snow Park on DV drive East is 1.2 miles. Today a vast majority of those cars travel the .5 miles on DV drive West (future would be .7 of a mile longer).

-We object to the “Carbon” pollution impact this will create in the area, when cars will add approximately 400,000 – 425,000 additional miles per year driven because of the longer route.

-We object to the fact that no “ plan “ has been shown for Alterra parking lot #5 for the future. This amount to about 30% -40% more developable space for Alterra and we deserve to know the future impacts of that Phase.

-We object to the fact that Alterra has not presented a plan for the staging of all the trucks and materials that will impact the traffic in the area and what that time frame will be.

-We object to the fact that Alterra has given no “estimate” of how many additional trucks will be required to drive on DV drive East during the construction time.

From: Kathy Jones-Price <kjonesprice@msn.com>

Sent: Tuesday, March 15, 2022 10:07 AM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; alexandria.ananth@parkcity.org <alexandria.ananth@parkcity.org>; planning <planning@parkcity.org>; Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>

Subject: [External] Fw: Deer Valley Development Plan

Importance: High

[CAUTION] This is an external email.

I am sending this again as my original email was not included in the 82 pages of public comment for tonight's meeting.

From: Kathy Jones-Price

Sent: Tuesday, March 8, 2022 10:45 AM

To: john.phillips@parkcity.org <john.phillips@parkcity.org>; john.kenworthy@parkcity.org <john.kenworthy@parkcity.org>; laura.suesser@parkcity.org <laura.suesser@parkcity.org>; sarah.hall@parkcity.org <sarah.hall@parkcity.org>; christin.vandine@parkcity.org <christin.vandine@parkcity.org>; bill.johnson@parkcity.org <bill.johnson@parkcity.org>; douglas.thimm@parkcity.org <douglas.thimm@parkcity.org>

Cc: gretchen.milliken@parkcity.org <gretchen.milliken@parkcity.org>; alexandria.ananth@parkcity.org <alexandria.ananth@parkcity.org>; planning@parkcity.org <planning@parkcity.org>

Subject: Deer Valley Development Plan

To Park City Planning Commission,

My husband, Harry, and I are full-time residents of Solamere. We bought a lot and built our home back in the early 1990's. My Park City history goes back a long way. My grandfather, Ephraim Adamson, immigrated to Park City from Sweden and is the tall sheriff standing with his deputy on Main Street in the Pop Jenks photograph which is one of the most famous historical photographs. My father, Byron Jones, was the music teacher at Park City High School for many years before it became the Jim Santy building. My mother, brother and sister were born in the Park City Miners Hospital.

My husband and I have watched the Deer Valley neighborhoods grow and have made many neighborhood friends, both part-time and full-time residents. We served our community for several years as board members of the Park City International Jazz Festival. We raised our son here and we continue to love our neighborhood and all of the outdoor activities.

We are concerned that the plan to develop the Deer Valley Resort parking lots and closing down part of Deer Valley Drive seem to be moving forward without input from the residents, community or local government.

I am a regular walker and runner of the Deer Valley loop. Eliminating both bike lanes and sharing one path with all walkers, runners, cyclists and people walking their dogs is dangerous. I have regularly encountered inexperienced e-bike riders that do not know how to stop or move out of the way. Conditions will not improve by offering less space. One can get the feel of what it may be like by driving along Deer Valley Drive when cars are allowed to park on the side of the road. I can't imagine that there will be enough room for a bus lane, two traffic lanes and a walk/bike path.

We hope that the council and planning commission carefully considers the overall impact of this development including a thorough examination of Alterra's move to take over part of Deer Valley Drive. A "gift" of this magnitude should not be done quickly or perhaps at all without a careful legal review and input from all stakeholders.

We recognize that Alterra has the right to develop the property as part of the original plan approved many years ago, but it does not make sense to push forward with this project as-is without careful consideration of the long-term impact on our beloved community.

Thank you for your consideration.

Kathy Jones-Price

From: Norman Schwartz <sunbeltpropertiesfla@gmail.com>
Sent: Tuesday, March 15, 2022 11:00 AM
To: Council_Mail <Council_Mail@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; John Phillips <john.phillips@parkcity.org>
Cc: planning <planning@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; gretchen.milken@parkcity.org
Subject: [External] Fwd: Deer Valley Plaza and Traffic Loop

[CAUTION] This is an external email.

I am distraught about the overdevelopment and reduction in the quality of our lifestyle in Summit County, and specifically the Deer Valley expansion. In my attachment I have outlined a plan that could meet everyone's needs and mitigate the concerns of most residents. If it is determined that my solution is not feasible I think a highly qualified outside Land Planning Firm should be retained to review the developers traffic plan and offer a fresh new approach. Thank you in advance for your time and consideration.

March 14, 2022

Dear Council Members and Planning Commissioners,

The Development Plan for the New Deer Valley Plaza has some great ideas and could be absolutely breathtaking. The problem is the current access and roadways are over capacity and will be worse by the time development is completed.

Regardless of onsite mitigation and traffic management there will always be bottlenecks on at Snow Park, Deer Valley Drive, Bonanza and Hwy 248.

The Developer has vested rights but MUST mitigate the impact for the immediate neighborhood, which is probably impossible with the 1 entrance on DV Drive. The gridlock and impact for Solamere, Queen Esther and other developments could be catastrophic. If Alterra is denied approval their alternative could be to sell the property to the highest bidder. They

could litigate and receive approvals to build a far worse project, without the vision of the project currently proposed has and the community benefits.

Solutions are born from ingenuity, thinking out of the box and searching tirelessly for creative solutions. We live in such a time. I believe there is such a solution.

The Boring Company (Elon Musk) has just completed phases of a tunnel under metropolitan Las Vegas that accommodates electric passenger commuter vehicles built by Tesla. I believe Park City owns The Clark Ranch off Hwy 40 and it is approximately 1.5 miles from the Deer Valley Snow Park site.

I am told tunnel costs are in the range of \$7-10 million dollars per mile (each way), approximately \$25 to \$30 million dollars total. Deer Valley could own and operate the transit system and pay for the tunnel and surface construction from paid parking revenues and we could actually reduce parking at Snow Park and reduce traffic on DV Drive. City requires all 224 and 248 day skier and event "private auto" traffic to park at Clark Ranch satellite lot saving these drivers 45 minutes.

It is likely some funds could be available through government grants, green infrastructure, bonds or a public-private partnership. Imagine parking 800-1,000 cars at Clark Ranch and having the skiers arrive at the new Deer Valley Base in 3 minutes.

It could also provide staff parking as well. The results could be impressive. It would allow the planned new plaza to house the extended carpenter lift, a new people, e mover gondola to Silver Lake, and a new Transit Center for electric commuter vehicles and conventional buses./shuttles. No additional net vehicles, less pollution, less traffic gridlock and a new Deer Valley's new base.

It would also reduce pressure on Kearns, Bonanza, Marsac, Deer Valley Drive and all Old Town feeder arteries.

This is far better than the conventional transportation options proposed. Let's think out of the box and create a visionary signature project.

Norman Schwartz

Sunbelt Investment Properties, Inc.
(954) 205-0436

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

From: Michael Feeley <michaelscottfeeley@gmail.com>

Sent: Tuesday, March 15, 2022 10:57 AM

To: Alexandra Ananth <alexandra.ananth@parkcity.org>

Subject: [External] Alterra Proposal

[CAUTION] This is an external email.

Dear Mayor Worel, the City Council, and the Planning Commissioners

As full time residents of Solamere, we are very concerned with Alterra's proposal to acquire the City-owned property on Deer Valley Loop. Creating two dead end roads and further burdening the traffic is not an efficient and appropriate solution.

We are generally in favor of the proposed development, but troubled by the lack of thought in addressing the overall traffic plan for the area. We urge you not to vacate the road and to encourage Alterra to conduct deeper and more creative planning to benefit Park City residents and visitors.

Please add these comments to the public record.

Michael and Janet Feeley
Solamere

Sent from my iPhone

From: Steve Owens <steve@stowens.com>

Sent: Tuesday, March 15, 2022 10:49 AM

To: Nann Worel <nann.worel@parkcity.org>; Max Doilney <max.doilney@parkcity.org>; Becca Gerber <becca.gerber@parkcity.org>; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>; Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Save DV loop

[CAUTION] This is an external email.

The Alterra plan to eliminate the Deer Valley Drive loop is il-conceived and unworkable:

- traffic that now uses both sides of the loop will be pushed onto just Deer Valley Drive East. Traffic on DVDE already backs up terribly on ski days and concert days to the point that residents have to plan around these windows. The incremental air pollution is not what we should be aiming for.
- the new drop off location for day skiers is smaller and further from the lifts. Remember schlepping your skis and your kids' skis while walking in ski boots? People will just try to drive so it's more convenient. Result: more traffic and too little parking. Also think about the DV after school juniors program with its designated drop off parking. How will that work?
- the plan calls for 3 lanes on DVDE. No plan for dealing with overflow parking on DVDE is mentioned and with 3 lanes (if they would fit which seems doubtful) there will be no room for street parking.
- There are no pull outs for bus stops and with buses circling one way in the proposal, there is no provision for lower DV residents to use buses to get to DV. So, they'll have to drive adding to traffic and parking issues
- Alterra indicates they want to change traffic flow so arriving visitors will have a grand view of the resort as they drive up. Really? That will impact their business? For who, 5% first time visitors on their first ski day?

You've seen the challenges in getting skiers to park and take buses. It's not convenient and takes time when one could be skiing. You walk further. The proposed traffic flow creates a situation with these same attributes.

To be clear, I'm in favor of Deer Valley developing the parking lots. It's a welcome improvement. But it seems they haven't thought through the benefits of having a loop for traffic (all traffic, not just buses). And a loop that delivers people close to the lifts.

All these questions after reading their proposal and listening to their pitch. Have they thought this through? I ask that you do as I don't believe they did.

Steve Owens
Glenfiddich Condominiums
2305 Queen Esther Drive

From: Amit Verma <amitv@sbcglobal.net>

Sent: Tuesday, March 15, 2022 9:41 AM

To: John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>

Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Re: Deer Valley Loop Traffic

Please make this part of the public record

Dear Planning Commissioners

We are residents of Deer Valley - 3155 Sun ridge Court, Park City Utah 84060 - and are writing this letter to urge you to reexamine the traffic plan for the Deer Valley Loop. The plan that is being proposed will create havoc for the residents of the area adjacent to the resort and will not be good for anyone - tourists and locals alike. This will massive create problems (backed up traffic, traffic jams and increased noise and pollution levels) for all involved and will negatively impact any future positive experience that the redevelopment of the Deer Valley resort might have. We implore you to take the well being of the resort, natural habitat and local residents into account as this project moves forward. The best solution is to keep the traffic flow as is.

Aparajitha and Amit Verma
3155 Sun Ridge Court
Park City Utah 84060
713-202-3672

On Thursday, February 24, 2022, 06:54:23 AM CST, Amit Verma <amitv@sbcglobal.net> wrote:

Dear Planning Commissioners

We are residents of Deer Valley - 3155 Sun ridge Court, Park City Utah 84060 - and are writing this letter to urge you to reexamine the traffic plan for the Deer Valley Loop. The plan that is being proposed will create havoc for the residents of the area adjacent to the resort and will not be good for anyone - tourists and locals alike. This will massive create problems (backed up traffic, traffic jams and increased noise and pollution levels) for all involved and will negatively impact any future positive experience that the redevelopment of the Deer Valley resort might have. We implore you to take the well being of the resort, natural habitat and local residents into account as this project moves forward.

Aparajitha and Amit Verma
3155 Sun Ridge Court
Park City Utah 84060
713-202-3672

From: T Larsen <thelarsengroup@msn.com>

Sent: Tuesday, March 15, 2022 6:49 AM

To: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>

Subject: [External] Opposition to vacating the DV loop

Dear planning staff,

On behalf of myself and my family we are greatly supposed against vacating the access to Deer valley loop road.

We Own a home right on Deer valley dr N with a beautiful view of Snow Park Lodge and it would greatly impact us functionally and financially.

We rent our home throughout the year and it would impact us tremendously.

The potential roadway vacation has never been part of any of the approved plans. Deer valley is valuable real estate.

They can easily build their base village without it. What Alterra is proposing will significantly change traffic flows directing most of the traffic to Deer Valley Drive North/East. There will also be a much smaller drop off area. A unique feature of Deer Valley is being able to drop off people directly at the base. There appears to be no concern from Alterra for the residents or even the day skiers visiting the resort.

We love that we are able to drop off family members at the base. We like walking and biking around the Deer Valley loop.

What about emergency access to the base if Alterra creates two dead end roads?

It would not be fair for Alterra to receive this valuable land rather than maintaining it as City property to benefit the taxpayers.

We are requesting that this email be made part of all future records.

Thank you.

Best,

Tamara larsen/Trustee
Saddle Mountain Family Trust
1955 Deer valley drive N
Park City, Utah
801.230.9841

*Mailing address:

P.O. Box 1451
Riverton, Utah 84065

From: Allison Kitching <allison_kitching@mac.com>
Sent: Tuesday, March 15, 2022 12:08 AM
To: Nann Worel <nann.worel@parkcity.org>; max.donilney@parkcity.org; Ryan Dickey <ryan.dickey@parkcity.org>; Jeremy Rubell <jeremy.rubell@parkcity.org>; Tana Toly <tana.toly@parkcity.org>; John Phillips <john.phillips@parkcity.org>; John Kenworthy <john.kenworthy@parkcity.org>; Laura Suesser <laura.suesser@parkcity.org>; Sarah Hall <sarah.hall@parkcity.org>; Christin VanDine <christin.VanDine@parkcity.org>; Bill Johnson <bill.johnson@parkcity.org>; Douglas Thimm <douglas.thimm@parkcity.org>
Cc: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>; jscowan@aol.com; jdorsey.family@gmail.com
Subject: [External] Deer Valley ROW Vacation Petition & Snow Park Village MPD- Public Feedback

[CAUTION] This is an external email.

Dear Mayor Worel, Planning Commission and City Council,

Our owners at Portico appreciate your dedication to public service. Your roles are critical. You are our voice in the key decisions regarding development in our community. We are writing to express our opposition to the current MPD for Snow Park Village and we strongly object to the ROW Vacation Petition. We look forward to contributing to the public input process to assure the new Deer Valley Village meets the objectives of both Deer Valley and the owners at Portico.

Our board president has lived in Park City for 10 years. The development adjacent to our complex is a tangible example of community input guiding the outcome of a project. What started as a request for 17 units was reduced for our neighborhood to 4 homes. The city, the developer and the Rossie Hill residents came together in a good faith effort to strike a compromise. The process took years, and the outcome was acceptable for all. With hard work and patience, we can develop a compromise blending the interests of both Deer Valley and our residents. Community concerns are not fully integrated into the current Deer Valley proposals.

The Snow Park Village MPD and ROW Vacation Petition have both set off alarm bells with our owners. Our reasons for opposing the current proposals are extensive.

-Deer Valley is proposing two dead-end roads to replace the current Deer Valley Loop. This proposal will disrupt existing traffic flow, restrict access to Deer Valley West and remove access to Deer Valley South. These are all existing tax-payer funded roadways our owners appreciate and fully utilize. Municipal Code 15-6-1 restricts this type of reallocation of the current residential use of Deer Valley Loop for the non-residential use of Deer Valley.

-There has been no due diligence to support any changes to Deer Valley Loop. We request Deer Valley set up a mock trial of their proposed traffic flow changes during a summer concert evening and a busy weekend ski day. Once these mock trials occur and the results are shared, we will all have solid information regarding the effects of these proposals.

-The Deer Valley funded traffic study is insufficient. The only timeframe studied was President's Weekend in 2020. As we all know many more people live here full-time now compared to February 2020. We also request the inclusion of the summer concert season in any decisions regarding traffic impacts. The traffic study included Deer Valley Loop from the "Y" and around Deer Valley Loop

only. Without a comprehensive traffic study which includes the impact on all of Park City, our leaders do not have enough information to make an informed decision.

- The South portion of Deer Valley Drive will be taken from our residents and gifted to Deer Valley for their development. Once residents lose Deer Valley Drive South, we will permanently lose our direct access to the base of the mountain by both car and bus.

- Traffic flow from Deer Valley East will slow at the proposed turnaround at the top of Deer Valley Drive East. Individuals and shuttles will struggle to drop off skiers and then circle back to cross two lanes of traffic to park.

- Deer Valley drive downhill past the "Y" will backup the short distance to the intersection of Sunnyside Drive and Rossie Hill Drive.

- Air pollution in our neighborhood will increase with all of the cars stopped on Deer Valley Drive in both the morning and the evening.

- Our owners and the entire Rossie Hill neighborhood use this intersection to enter our neighborhood. The Deer Valley plan will exacerbate the existing difficulty of entering Deer Valley Drive from our neighborhood.

- If this existing plan is approved, Rossie Hill will likely need a traffic circle or a signal at our intersection to allow residents reasonable access to Deer Valley Drive.

- Deer Valley paid parking combined with the additional traffic backup on Deer Valley Drive make our neighborhood an appealing free parking area during ski season, concert nights and mountain biking season. Our city leaders will need to support additional enforcement of resident-only parking to protect our neighborhood.

- The assumptions behind the 20% reduction in parking variance requested by Deer Valley are not supported with evidence. Due diligence has not occurred regarding the reduced parking variance request. Please require Deer Valley survey the current skiers to ask what the impact of the paid parking will have on their parking habits. It is likely the parking lot will fill even with paid parking. Please require Deer Valley to take full accountability for the parking needed to support their employees. Many local people work for Deer Valley and there is no solid plan for where they can park. These employees are not all on a bus line and they currently carpool to work. Deer Valley employees living in the Deer Valley/Old Town neighborhood will not drive to Park City High School or Richardson Flats to take a bus to work. The employees will park at Deer Valley Resort. The overflow parking situation created by the lack of parking for skiers, employees, guests and concert attendees will move into surrounding neighborhoods. Residents will bear the burden of overflow skier and concert parking.

- Deer Valley Loop is currently a safe place to walk and bike because bikes and pedestrians are separated. The proposal to combine the existing walking path and bike lane into a multi-use path is dangerous. Our owners utilize the loop for walking and biking. Mountain bikers speed down Deer Valley Loop as fast as the cars. Electric bikes can travel uphill at almost the same speed as the cars. Serious road cyclists will only utilize the loop if they have a separate bike lane. Pedestrians and their dogs currently have a separate lane to assure there is safe place to walk without the fear of a collision. Deer Valley has provided no evidence of any safety benefits of a multi-use path. As it stands, the multi-use path should be rejected immediately. We need to continue with a separate bike lane and pedestrian lane.

Municipal Code 15-6-1 supports our owners' concerns regarding the Snow Park MPD and ROW Vacation Petition. I have listed our specific concerns above and we feel 15-6-1 and sections B, D, H, I and J do not align with Deer Valley's current proposals.

15-6-1 Purpose

B. ensure neighborhood Compatibility;

D. result in a net positive contribution of amenities to the community;
H. provide opportunities for the appropriate redevelopment and reuse of existing Structures/Sites and maintain Compatibility with the surrounding neighborhood;
I. protect Residential Uses and residential neighborhoods from the impacts of non-Residential Uses using best practice methods and diligent code enforcement;
J. encourage mixed-use, walkable, and sustainable development and redevelopment that provides innovative and energy efficient design, including innovative alternatives to reduce impacts of the automobile on the community; and
Please include our letter in the public record.

Sincerely,

Allison Kitching
Portico President

Julie Cowan
Portico HOA Officer

Jennifer Dorsey
Portico HOA Officer

of behalf of 19 Unit Portico Complex
670 Deer Valley Loop
Park City, UT 84060

From: David Justin <David@justinmgmt.com>
Sent: Tuesday, March 15, 2022 10:39 AM
To: Gretchen Milliken <gretchen.milliken@parkcity.org>; Alexandra Ananth <alexandra.ananth@parkcity.org>; planning <planning@parkcity.org>
Subject: [External] deer Valley drive

[CAUTION] This is an external email.

To Whom it may concern,
I am a resident of Solamere for the last 20 years. I currently reside at 3135 Thistle. The changes that Alterra is requesting will negatively affect my ability to access my home and dropping off my skiers at the base. At some point the tail needs to stop wagging the dog and you should be representing the tax paying residents of the area. The ski facilities wont disappear due to the lack of approval but many residents will be disgruntled due to the changes. Please make this letter part of the public record.
David Justin



February 23, 2023

Victoria Schlaepfer
Deer Valley Event, Sponsorship and Sustainability Manager
P.O. Box 1525
2250 Deer Valley Drive South
Park City, UT 84060

Via email

Dear Ms. Schlaepfer,

I am happy to represent High Valley Transit in our support of Deer Valley's dedicated Transit Hub in the proposed Snow Park Plan. The concept supports High Valley Transit's goal to improve transit access, walkability, and passenger safety and comfort. We appreciate that the plan includes signal prioritization to quickly move buses through traffic and that the hub's location and design accommodates a steady flow of buses with a layout that can be structured for various operational scenarios.

High Valley Transit is incredibly appreciative of our partnership with Deer Valley Resort which allowed our fare-free, public transit service to see just shy of 66,000 passenger trips at the existing Snow Park bus stop in only our first full year of service. Projects like the Snow Park Transit Hub are critical to our organization as we look to promote regional mobility for employees, residents, and visitors through public transportation.

Thank you for the opportunity to provide our endorsement of this plan.

Very truly yours,

Caroline Rodriguez

Caroline Rodriguez
Executive Director