



**PARK CITY COUNCIL MEETING  
SUMMIT COUNTY, UTAH  
September 28, 2023**

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

**CLOSED SESSION - 3:15 p.m.**

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

**WORK SESSION**

4:15 p.m. - Vibrancy Commercial Storefront Ordinance Discussion

4:45 p.m. - PC Transit Update and Winter Service Discussion

5:15 p.m. - Break

**REGULAR MEETING - 5:30 p.m.**

**I. ROLL CALL**

**II. APPOINTMENT**

1. Appointment of Carolyn Murray to the Neighborhoods First Streets Committee for a Two-Year Term Effective Immediately

**III. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF**

Council Questions and Comments

Staff Communications Reports

1. City Council Protocols
2. Winter 2023-24 Court Allocation Plan for Tennis and Pickleball
3. Clark Ranch Land Use Feasibility Study Findings

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

**V. CONSIDERATION OF MINUTES**

1. Consideration to Approve the City Council Meeting Minutes from August 29 and September 12, 2023

## **VI. CONSENT AGENDA**

1. Request to Approve an Amendment to the Iron Mountain Conservation Easement in a Form Approved by the City Attorney's Office

## **VII. OLD BUSINESS**

1. Consideration of Deer Valley Development Company's Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area Master Planned Development and Subdivision Application.  
(A) Public Hearing (B) Continue to October 26, 2023
2. Consideration to Approve Ordinance No. 2023-17, an Ordinance Amending Land Management Code Section 15-6-8 Unit Equivalents and Section 15-15-1 Definitions Regarding Support Commercial and Residential and Resort Accessory Uses for Master Planned Developments and Sections 15-2.7-2 Uses for the Recreation and Open Space Zoning District, 15-2.18-2 Uses for the General Commercial Zoning District, and 15-2.19-2 Uses for the Light Industrial Zoning District to Clarify Resort Support Commercial is Allowed When Approved as Part of a Master Planned Development  
(A) Public Hearing (B) Action
3. Discuss Landscaping Incentive Update and Partnership Opportunity  
(A) Public Input

## **VIII. NEW BUSINESS**

1. Selection of Pro-Statement for the 2023 Park City Recreation General Obligation Bond
2. Consideration of a Fee Waiver Request from the Prospector Square Property Owners Association (PSPOA) for \$25,126.42 or an Amount Not to Exceed \$26,000 for Right-of-Way (ROW) Fees and Bonds, Road Closure Permit Fees, and Building Permit Fees  
(A) Public Hearing (B) Action
3. Consideration to Approve Ordinance 2023-46, an Ordinance Approving the Supplemental Snow Park Residences Condominium Plat, Located at 2310 Deer Valley Drive East, Park City, Utah  
(A) Public Hearing (B) Action
4. Consideration to Approve Ordinance No. 2023-47, an Ordinance Approving The Resort Center Condominiums Phase 1B First Amended Amending Unit 40 Plat Amendment, Located at 2525 Fairway Village Drive, Summit County, Park City, Utah  
(A) Public Hearing (B) Action

## **IX. 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: Vibrant Commercial Storefront Ordinance Discussion**

**Author: Mindy Finlinson, Finance Manager**

**Department: Finance**

**Date: September 28, 2023**

**Type of Item: Work Session**

### Recommendation

Receive an overview of the current Vibrant Commercial Storefront Ordinance and provide feedback and direction on possible changes to the ordinance.

### Background

In the Fall of 2014, the Historic Park City Alliance (HPCA) began discussions on the need to look at ways to ensure Main Street's unique tenant mix and protect the area's character. On August 18, 2015, the HPCA Board sent a [letter \(pg. 15\)](#) to the City identifying their position on various issues associated with this topic, with the number one priority being vacant buildings.

In response to these discussions, the City formed two sub-committees: one committee was made up of primarily business owners, and in most cases, lessors; and the other committee was made up of building owners and commercial leasing agents. On October 1, 2015, the two sub-committees convened and reviewed a preliminary analysis of possible tools to address vacant buildings and several other items listed in the HPCA letter. The intent was to address venues that are "dark" for longer than 60 days and open only during the Sundance Film Festival. Based on those discussions, the committees recommended two areas for the City to pursue:

- Do something about vacancies due to holding back properties for Sundance Film Festival rentals.
- Do something about the duration of construction related to vacancies.

On [October 6, 2016, Work Session \(pg. 59\)](#), Council gave direction to use licensing as a tool to enforce vibrancy. At that time, 12 businesses were deemed dark. Of those 12, 8 vacancies were due to traditional construction or market-related vacancies and 4 businesses were considered chronically dark.

On [June 29, 2017 \(pg. 185\)](#), Council adopted the Vibrant Commercial Storefront Ordinance. Several code changes immediately updated definitions and requirements ([Municipal Code section 4-2-15](#)). Under the provisions of this ordinance:

*A vibrant commercial storefront is a Storefront Property (as defined in section [15-15-1](#) of the Land Management Code) in the Historic Commercial Business (HCB) or Historic Recreation Commercial (HRC) zoning Districts which meets the following conditions:*

- 1) Is found to be Engaging in Business for at least sixty (60) days during each quarter; and*
- 2) Has an active business license.*

If these criteria are not met, the location is ineligible for a single-event temporary liquor license or a temporary sign permit until the space becomes vibrant.

The Vibrant Commercial Storefront Ordinance has been amended several times, including:

- [November 9, 2017 \(p. 9 / minutes p.3\)](#): Amended code to clarify definition of vibrancy and to not allow single event temporary liquor license if the storefront is dark.
- [December 14, 2017 \(p. 225 / minutes p.13\)](#): Amended code to be effective February 1 after Sundance, to allow a property to be able to remedy after notification and before Sundance Film Festival.
- [May 3, 2018 \(p. 140 / minutes p.10\)](#): Amended code to remove the requirement for businesses to post business hours.
- [May 26, 2022 \(p. 258 / minutes p.14\)](#): Amended code and placed restrictions on sign permits if the storefront is dark.

Additionally, the Planning Commission discussed vibrancy at the [June 14, 2023](#) meeting.

### **Analysis: A Path to Vibrancy**

Multiple departments (Building, Code Enforcement, Planning, Finance & Special Events) conduct vibrancy inspections each quarter by physically walking the district and recording data from the observations collected during the inspection. Properties that do not meet the definition of “Vibrant Commercial Storefront” are considered out of compliance, and a letter via certified USPS mail is sent to the owner of the dark property.

As stated in the ordinance, locations identified as dark may be granted a one-time exception and be eligible for a single-event temporary liquor license and a temporary sign permit. One-time exceptions are granted for a maximum of one year if the location meets one of two criteria:

1. *There is an open building, planning, or construction permit for repair, rehabilitation, or construction of a building on the parcel and the owner receives a certificate of occupancy for the repair, rehabilitation, or construction within one year from the date the initial permit was issued; or*
2. *The owner provides satisfactory evidence that the property is actively being offered for sale, lease, or rent from the date of vacancy/finding of closure by the City, or closure of previous Business License, whichever is first. Satisfactory evidence shall include, but is not limited to, evidence that the owner has hired a real estate agent or other rental agent who advertises and promotes the commercial storefront for rent, lease, or sale, or proof the commercial storefront is offered for sale on multiple listing services or any other comparable real estate listing services.*

Once the one-time exception is used, it runs with the land, not the property owner.

Per the ordinance, it is the responsibility of the property owner to demonstrate to the satisfaction of the Finance Manager that the location meets the definition of Vibrant Commercial Storefront or if one of the exceptions applies. Any designation of dark storefront can be appealed to the Finance Manager or designee; any license denial appeal shall be conducted as set forth in [Municipal Code section 4-3-15](#).

One of the easiest paths to vibrancy is to activate a property for at least 60 days in any quarter prior to pulling a liquor license or sign permit (even if that property was previously deemed dark). Once a property has been designated as open and vibrant and there is an active business license in place, a single event liquor license and/or a temporary sign permit can be obtained. It should also be noted that nothing would prohibit a dark property from obtaining the necessary permitting to hold an event without alcohol or signage.

### **Current Status**

In 2023, PCMC issued 152 single event temporary alcohol licenses for the Sundance Film Festival. Of those 152 licenses, approximately 92 were in *Storefront Properties*.

To date, out of 162 *Storefront Properties*, 2 properties have used their one-time exception. These include:

- 660 Main Street – Used for 2019 Sundance Film Festival
- 692 Main Street – Used for 2019 Sundance Film Festival

In 2023, During the Q2 2023 vibrancy inspections, 3 stores were designated as dark. Of these three properties, only one has used its one-time exception to obtain a single event temporary liquor license during the 2019 Sundance Film Festival and would not be eligible for another exception in the future.

Collectively City departments and HPCA believe the Vibrant Commercial Storefront Ordinance is working. We coordinated with HPCA and have notified Sundance Institute of this discussion.

Per the Agreement between the [City and Sundance](#) (p 5) ... *Park City shall notify Sundance of any pending City Ordinance changes that could hurt Sundance and its sponsorship relationships, including those related to marketing and signage as outlined above. Park City shall use its best efforts to avoid ordinance change within 90 days of the Festival.*

### **Discussion**

Council may want to consider changes to the ordinance or concurrence with the existing code.

# City Council Staff Report



**Subject:** PC Transit Update and Winter Service Discussion  
**Author:** Kim Fjeldsted, Transit Manager  
Scott Burningham, Transit Service Planner  
Troy Dayley, Public Works Director  
**Department:** Transportation  
**Date:** September 28, 2023  
**Type of Item:** Work Session

## Recommendation

Receive an overview of Park City Transit's (PC Transit) spring/summer performance and provide feedback and direction on the proposed 2023/24 Winter Transit Service Plan.

## Analysis

### 2023 Spring/Summer Performance Statistics

The following data were collected between April 16, 2023, and September 2, 2023. See **Exhibit A**.

### Fixed Route Service Ridership

- Overall, spring and summer ridership experienced a slight decline. This year's ridership was 3% lower than last year but remained 35% higher than in 2021. Somewhat lower overall occupancy rates in the area may be a contributing factor, as the years following COVID were record-setting.

### Fixed Route Reliability

- PC Transit's goal remains at 90% for on-time performance. During spring and summer, reliability across all routes surpassed our goal by 92%.

### Paratransit Service

- Park City Mobility ridership has held steady. To better serve our community, we plan to extend Paratransit and Senior mobility service to all of Park City, which exceeds the federally mandated Americans with Disabilities Act (ADA) requirement of offering service within ¼ mile of a fixed route.

The following data were collected between January 1, 2023, and September 5, 2023.

### Accident Data

- Avoidable accidents remain a concern as we have seen a 47% increase this year over last year, with four months to go. PC Transit has always prioritized the safety of riders and the public. To further improve safety and defensive driving and decrease avoidable accidents, this fall, all operators will attend training that is focused on accident prevention (fixed objects, proper spacing, turning, winter weather, road construction, and more), mobility device securement, and procedures for driving the new Gillig electric vehicles. We are dedicated to this training and development program.

### Customer Feedback

- The majority of the customer feedback in 2023 has been related to the difficulty of using the non-integrated MyStop and High Valley Transit (HVT) applications. PC Transit and HVT recognize the challenges of working with two separate apps. We continue to search for software that will offer our riders a seamless user experience throughout Park City and Summit County.

## Community Outreach

- PC Transit, in partnership with Transportation Planning, has worked to grow ridership by increasing community outreach efforts. We organized or participated in the following events: 2023 Utah Pride Festival; Latino Arts Festival; Rural Transit Day; Heber's Demolition Derby; Walk, Roll, Transit Week; Ride On Park City; Bike/Transit to Work Day; Pre-School Story Time at the Park City Library; Trails Evening MTB Bike Ride; Coffee with Mayor Nann; and the Solomon Fund event. See **Exhibit B** for more details.

## Award Winning Service

PC Transit was recognized this year for outstanding and innovative service in three areas. See **Exhibit C**.

We were awarded **Utah's Best of State** in the Community Development Category for our excellent transit service. See [here](#) for more information. The Best of State Awards were created in 2003 to recognize Utah's outstanding individuals, organizations, and businesses. Award recipients are evaluated by a panel of over 100 judges on three criteria: excellence in endeavors, use of innovative approaches or methods, and contribution to a better quality of life in Utah.

PC Transit also received the **American Public Transportation Association (APTA) award for Innovation**. See [here](#) for award information. APTA is a nonprofit international association established in 1974 with over 1,500 public and private sector member organizations. Benefits to members include advocacy for federal funding and policies, research, technical expertise and consulting services, workforce development programs, educational conferences and seminars, and 135 subject-matter working committees. APTA recognized PC Transit for our employee housing, funded with Federal Transit Administration (FTA) grants. FTA funding for housing is not common for public transit, and our fellow agencies are interested in how they may accomplish such an innovative initiative. PC Transit leadership will present at the upcoming APTA Conference in October to answer questions and share information about our employee housing program.

Finally, PC Transit earned top honors in the fixed-route category at Utah's **Urban & Rural Specialized Transportation Association (URSTA) Bus Rodeo**. URSTA is a statewide organization that began in 1988 to build a strong network of fixed-route and specialized transportation services. They provide training, education, advocacy, and networking for transit providers and their employees in Utah and the surrounding states. The Bus Rodeo is a contest with fellow transit providers where participants show their professional driving skills by navigating a course filled with obstacles and challenging tasks. PC Transit Operators Scott Schneider and Jarver Cruz took first and second place. Mr. Schneider is now eligible to participate in the 2024 Community Transportation Association of America (CTAA) Bus Rodeo in West Palm Beach, Florida.

## Fleet Update

### New Gillig Electric Buses

This summer, PC Transit received seven new fixed-route electric buses manufactured by Gillig. Adding these vehicles expands our fixed route fleet to 53% electric.

We have experienced some difficulties with Electric Gilligs thus far. Several of the Electric Gilligs recently delivered to PC Transit, High Valley Transit ("HVT"), and Utah Transit Authority ("UTA") have been periodically presenting high voltage codes leading to diagnostic repairs from the manufacturer. Gillig has been very responsive to resolving these issues, and we plan to operate the vehicles for operator training before winter service. The training experience will provide us with additional performance information, and we will return to the council with an

update this year.

Work on installing the bus barn ABB depot chargers started on September 8<sup>th</sup>. Our existing Proterra depot chargers will charge the new Gilligs as well. This will help us ensure adequate charging of the vehicles while we work to install an overhead quick charger off Shortline Rd by Public Works in the spring of 2024. The charger equipment supply chain continues to move slowly. We have worked with a local ABB provider to help expedite the delivery of our overhead charger components, which reduced the initial 80-week arrival time estimate to 6 months. Transit agencies across the United States are experiencing the same delays.

#### Proterra Buses

On August 2, 2023, Proterra filed for Chapter 11 Bankruptcy. On September 7<sup>th</sup> the court approved bidding procedures to govern the sale of the Debtor's assets. See [here](#) for more information. PC Transit has kept Park City's 13 Proterras in service due to our highly skilled fleet department and their ongoing working relationship with the Proterra Field Service Representatives (FSRs). With the bankruptcy, we anticipate longer wait times for parts and FSR assistance. Many transit agencies across the nation are having similar experiences and we are all learning from each other as we navigate this challenge.

Due to the above concerns, PC Transit is pursuing the rental of cutaway shuttles and 35-foot buses to provide additional resources for winter service.

#### **Fleet Contingency Plan**

Although we are concerned about Proterra's ability to support our maintenance and parts needs this winter, both PC Transit and the Public Works department are confident in our winter service proposal outlined below. Last winter, we faced a similar challenge with operator staffing. When we did not have sufficient staffing, we utilized a contingency plan to deliver the most service possible. In tandem with a strong communication plan, the fleet contingency plan in priority order is as follows:

- o In coordination with HVT, reduce the 10 White to 30-minute service, saving 2 buses.
- o Reduce the 50 Teal to 40-minute service, saving 1 bus.
- o Cancel the 50 Teal, saving 1 bus.
- o Cancel the 10 White, saving 2 buses.
- o Cancel peak 5 Yellow, saving 1 bus.
- o Cancel peak 1 Red, saving 1 bus.

#### **2023/24 Winter Transit Service Proposal**

Every season, the PC Transit team reviews community feedback and analyzes data to continually improve the transit system. This year, we are also basing our recommendations on the recently completed Short Range Transit Plan (SRTP), last winter's Microtransit Pilot ridership data, and the status of our electric vehicle fleet.

#### **More Efficient Service on the 2 Green and 3 Blue**

Modifications for the 2 Green and 3 Blue routes are proposed to provide more direct service to Main St. and Deer Valley for the Park Meadows neighborhood. From 8:00 a.m. to 5:00 p.m., these routes will maintain a 20-minute frequency. From 6:00 a.m. 8:00 a.m. and 5:00 p.m.-11:00 p.m., a 30-minute frequency will be provided. See **Exhibit D** for more details. Before finalizing this recommendation, we will conduct targeted community outreach to the Thaynes Canyon/Three Kings and Park Meadows neighborhoods.

#### **4 Orange and 9 Purple Increased Frequency During Peak Times**

Starting with the microtransit pilot last winter and continuing into the extension of the pilot this spring and summer, we have noted heavy use of the microtransit between the Prospector area

and upper Deer Valley, namely the Silver Lake Village and the Montage Resort.

The most utilized stops in the Prospector area are located along Prospector Avenue. Typically, routing from the Prospector area to upper Deer Valley requires utilization of the 4 Orange and 9 Purple, including a transfer at the OTTC. Trips on these routes occur every 30 minutes. With the “total trip time” parameter for the micro algorithm set at 20 minutes, riders are more likely to receive a direct microtransit ride for their destination to/from these areas than they are to be transferred into the fixed route system.

Increasing the frequency of the 4 Orange and 9 Purple during peak times will allow Prospector area riders to utilize the fixed route service in place. The winter plan increases the frequency on both routes from 30 minutes to 15 minutes at peak times to better support fixed route utilization. This change should increase microtransit availability for additional riders throughout the city.

### **1 Red, 5 Yellow, 10 White, 50 Teal, Trolley, and Citywide**

Routes will remain the same as last winter, including the increased frequency we installed last winter.

### **Transit Service Between Richardson Flat Park & Ride and the Ski Resorts**

Extensive feedback was received last winter requesting direct service to/from the resort bases. Additionally, we now have shoulder access for Transit in both directions on SR248. We propose running a pilot direct service to the resorts this winter. We worked with the resorts to design the following routes:

#### **Richardson Flat to Deer Valley Snowpark**

Stops: Richardson – PC Heights – Iron Horse – Snowpark – OTTC – Iron Horse – PC Heights – Richardson

December 10 – April 13

20-minute frequency 5:45 a.m. – 6:15 p.m.

#### **Richardson Flat to Park City Mountain (PCM)**

Stops: Richardson – PC Heights - High School – PCM – High School – PC Heights - Richardson

December 10 – April 13

20-minute frequency 5:45 a.m. – 6:15 p.m.

In the evenings, the two routes would be reduced to one.

#### **Richardson Flats to OTTC (same routing as winter 22/23)**

Inbound stops: Richardson Flats – PC Heights – PCHS – Iron Horse - OTTC

Outbound stops: OTTC – Iron Horse – PCHS – PC Heights – Richardson Flats

December 10 – April 13

20-minute frequency 6:15 p.m. – 11:05 p.m.

The estimated cost for the proposed Richardson routes is \$883,530. For reference, PC Transit provided one route from Richardson Flat to the OTTC from 6am – 11pm last winter for \$450,000.

Based on Council's direction, we have been discussing a partnership on these routes with Deer Valley and Park City Mountain. The resorts have expressed their support for piloting this more direct service for the 23/24 winter season and have offered to contribute \$150,000 each to share the costs. PC Transit has \$450,000 in the FY24 budget for this route.

Does the Council support the PC Transit budget covering the funding gap of \$133,530 to prove the concept?



**Microtransit**

On [May 25, the City Council approved](#) reinstating the Microtransit Pilot Program to continue until April 2024. The pilot relaunched on July 2<sup>nd</sup>. We plan to continue citywide microtransit service this winter and will provide a summer/fall performance report to the City Council in November.

**Finalizing the Winter Service Plan**

After receiving feedback from the City Council on September 28<sup>th</sup>, we will conduct further outreach and return to the Council in October with the finalized Winter Service Plan. The Winter 2023/24 Transit Service is slotted to begin on December 10th.

**Staffing and Equipment Needs**

Transit is aggressively recruiting operators to fulfill the proposed winter service plan. In addition to our community outreach team's recruiting efforts this year, two transit employees with previous Alaska seasonal work experience traveled to Alaska to recruit seasonal drivers in reciprocity with Alaskan seasonal providers. While we receive many qualified applicants, available and affordable housing remains the most significant challenge to filling our open positions with skilled transit operators. Proactively and in response to last year's housing shortage, we have secured additional subsidized employee housing for the winter season to ensure qualified applicants can find a safe and reasonably affordable place to live near where they work.

**Funding**

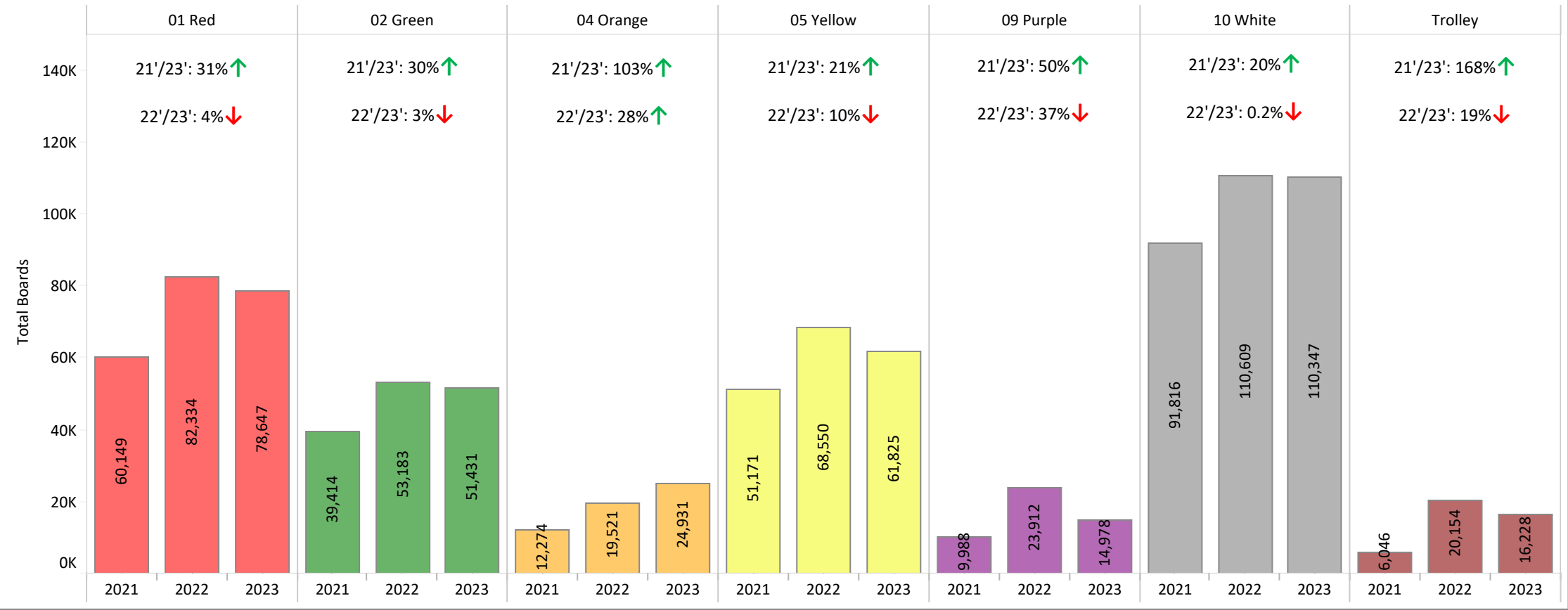
The proposed winter service costs are included in the FY24 Transit Budget, except for the added Richardson Flat service to the resorts.

**Exhibits**

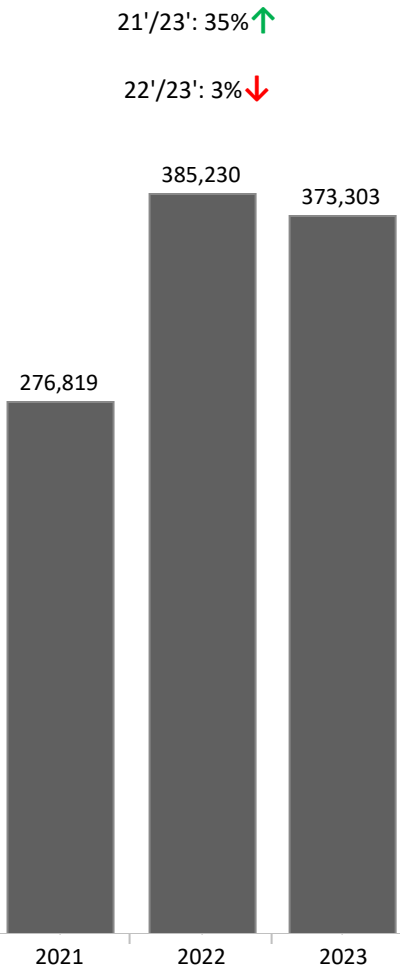
- Exhibit A: Operations Performance Statistics
- Exhibit B: Community Outreach Efforts
- Exhibit C: Awards
- Exhibit D: 2 Green and 3 Blue Routing Map



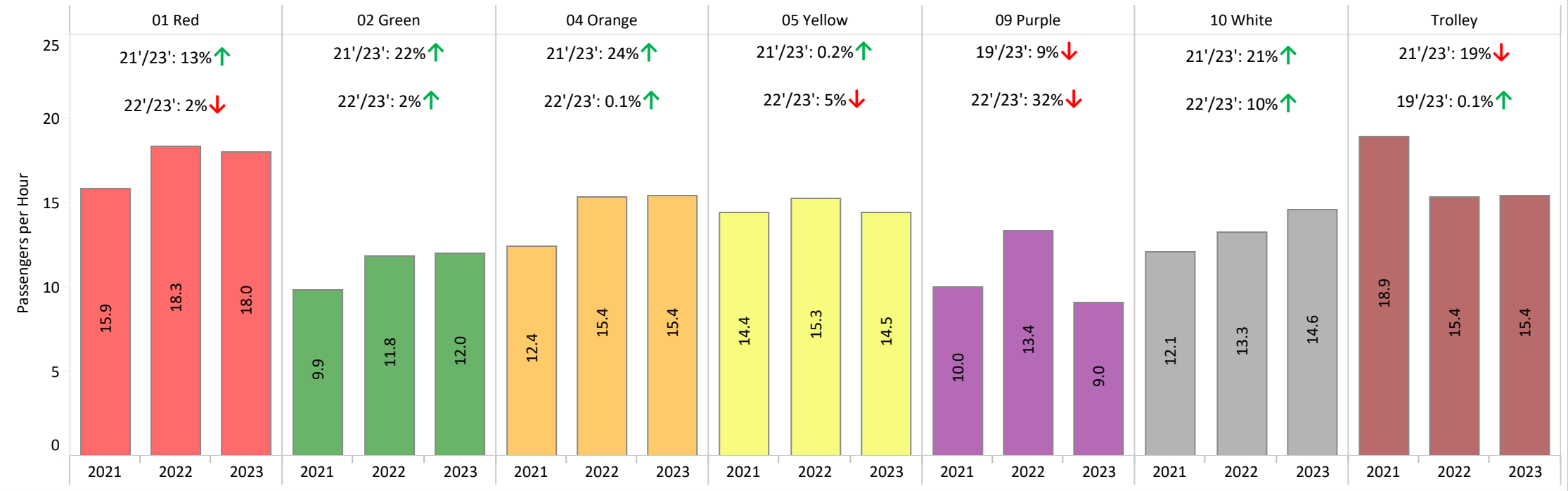
Park City Transit Ridership Report - Spring/Summer 2023 (April 16 - September 2, 2023)



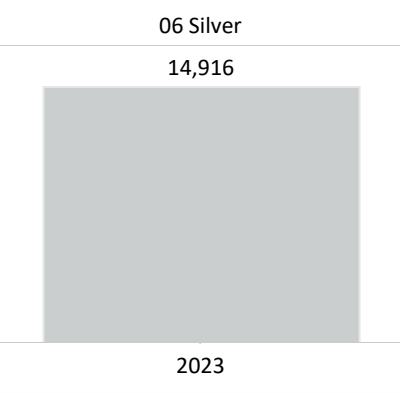
Total Ridership  
Spring/Summer 2023  
(April 16 - September 2, 2023)



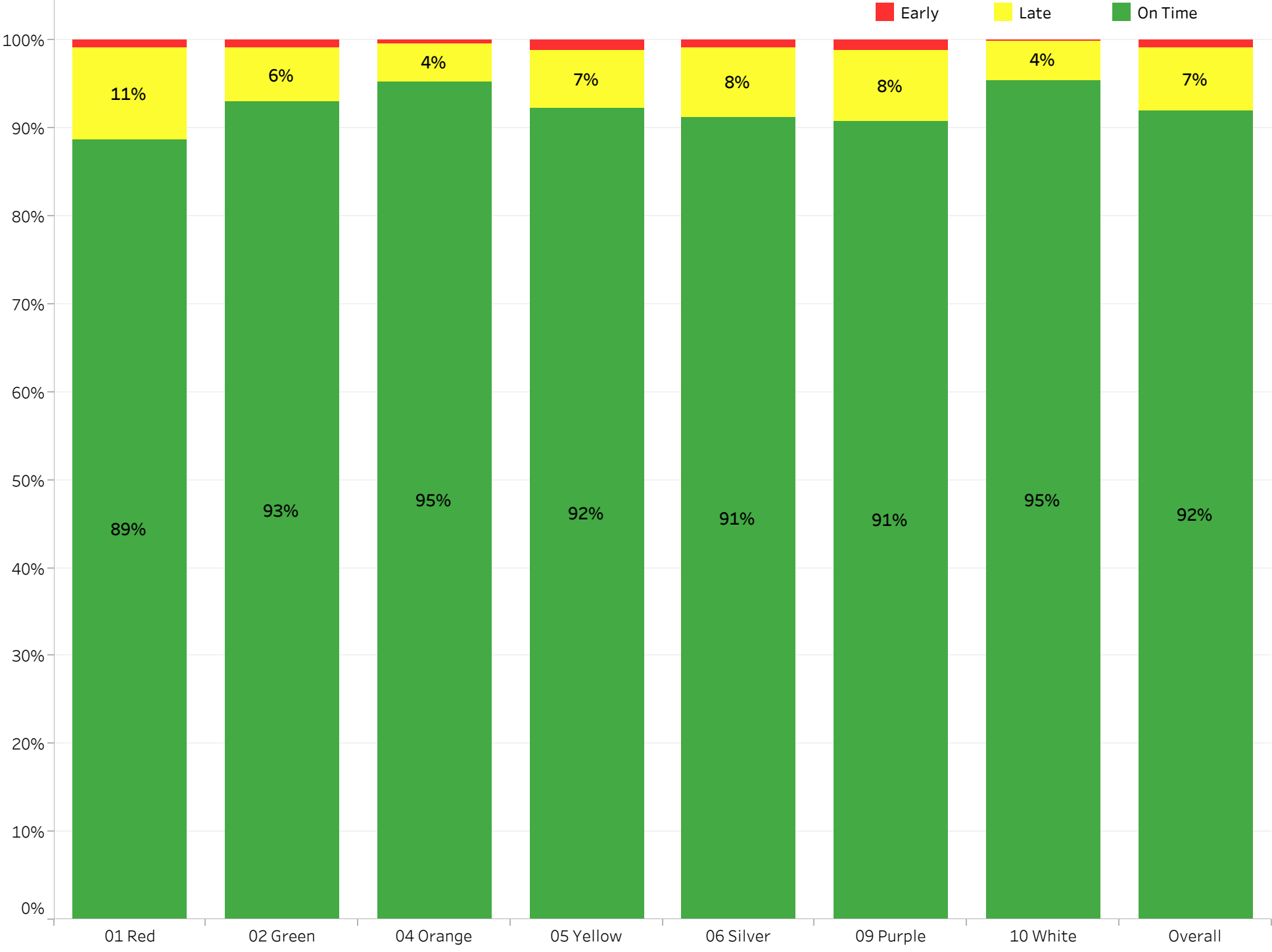
Park City Transit Passengers per Service Hour - Spring/Summer 2023 (April 16 - September 2, 2023)



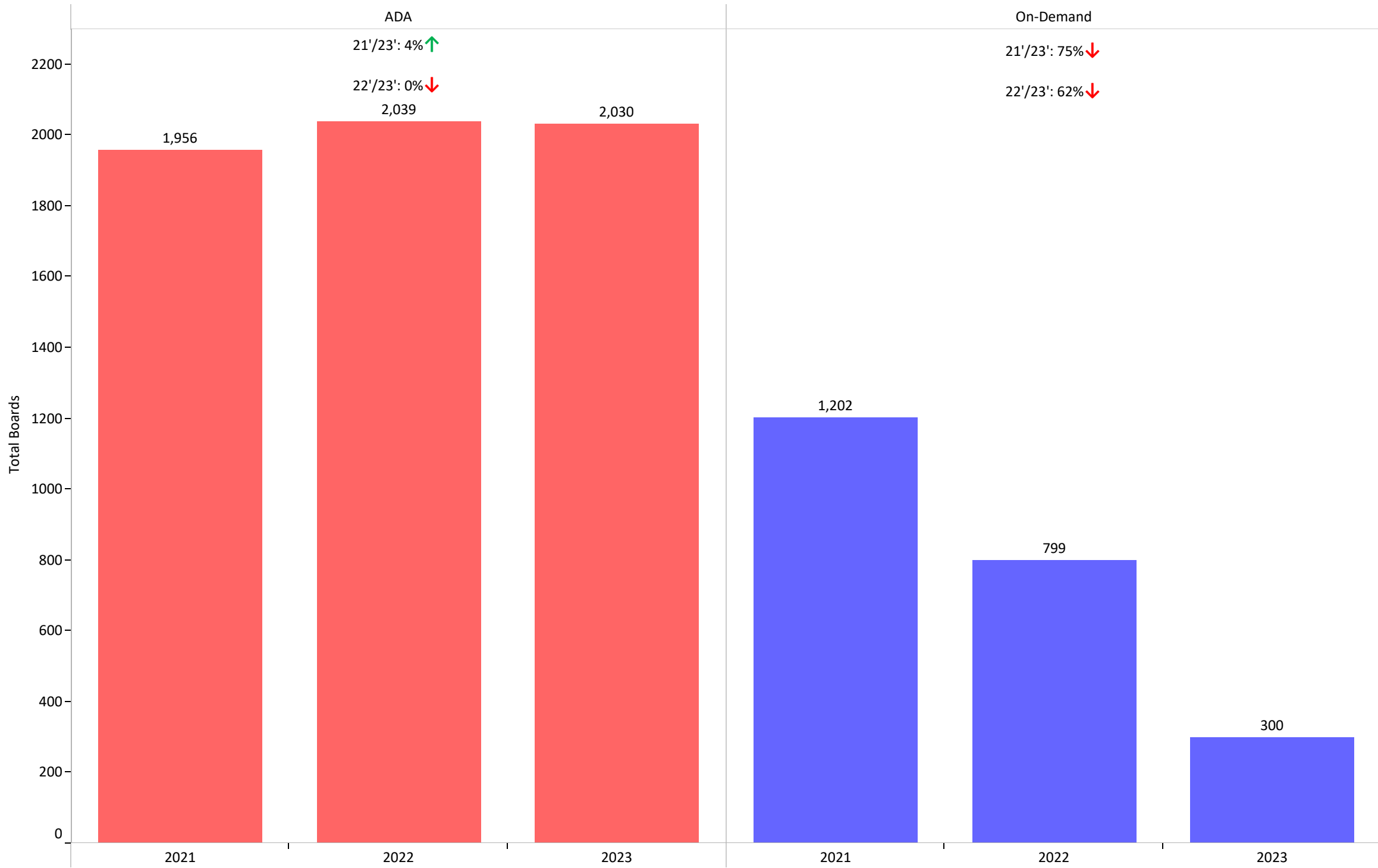
Ridership Other Routes  
Spring/Summer 2023  
(April 16 - September 2, 2023)



Spring & Summer 2023 - On Time Performance By Route (April 16 - September 2, 2023)



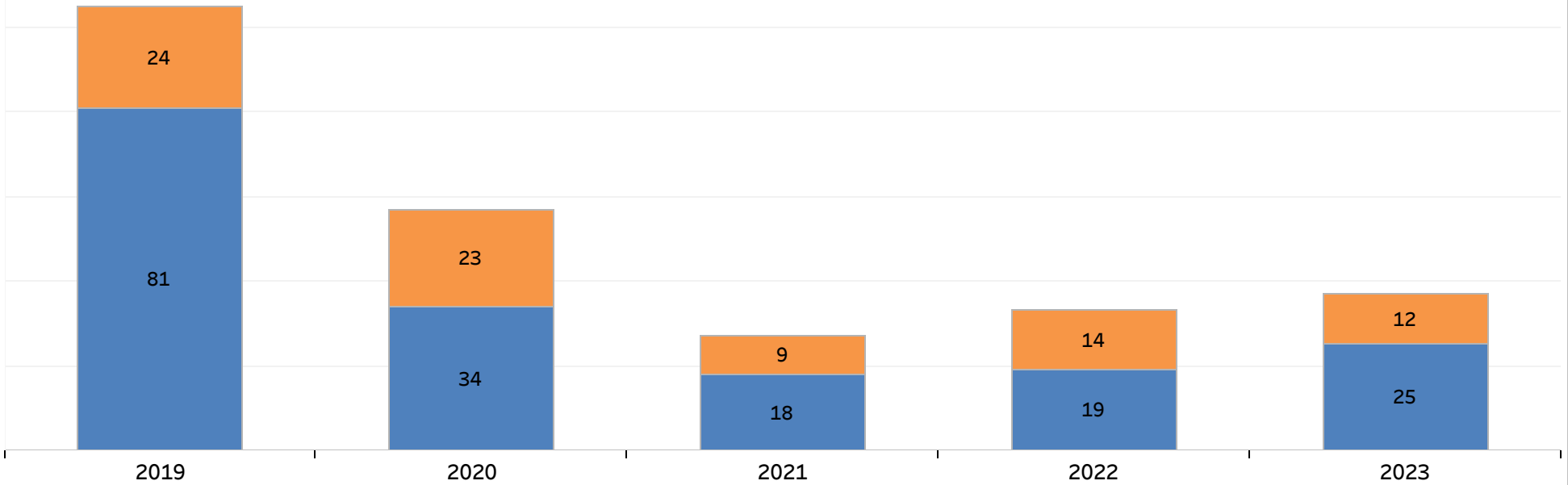
Park City ADA and On-Demand Ridership - Spring/Summer 2023 (April 16 - September 2, 2023)



# Park City Transit - Accident Reporting As of September 2,...

Accidents by Type

Unavoidable Accidents    Avoidable Accidents

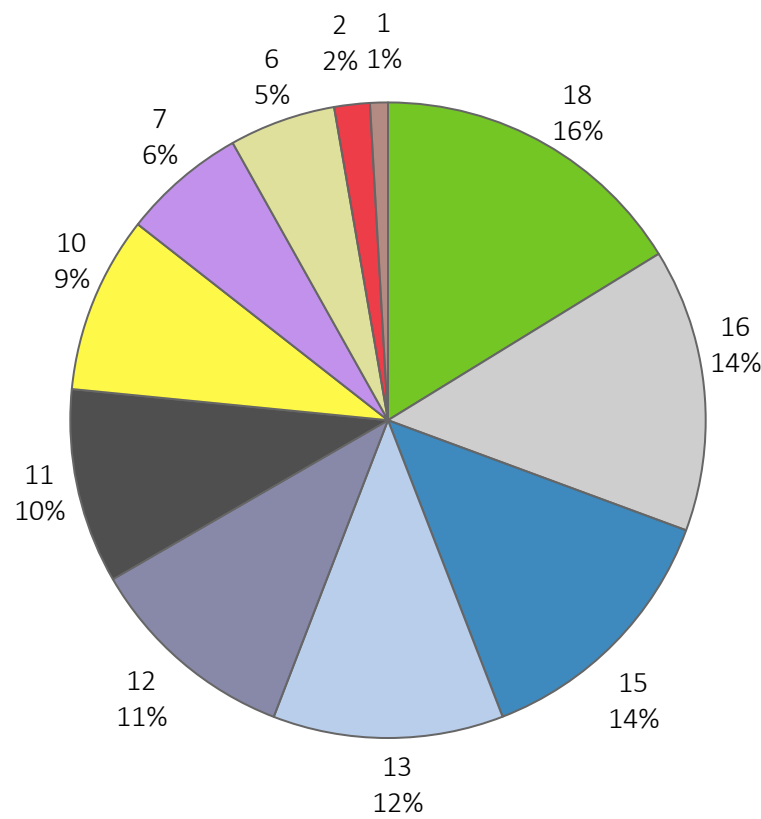


Accidents per Service Hour

Unavoidable Accidents    Avoidable Accidents



Park City Transit - Feedback Report  
(January 1 - September 2, 2023)

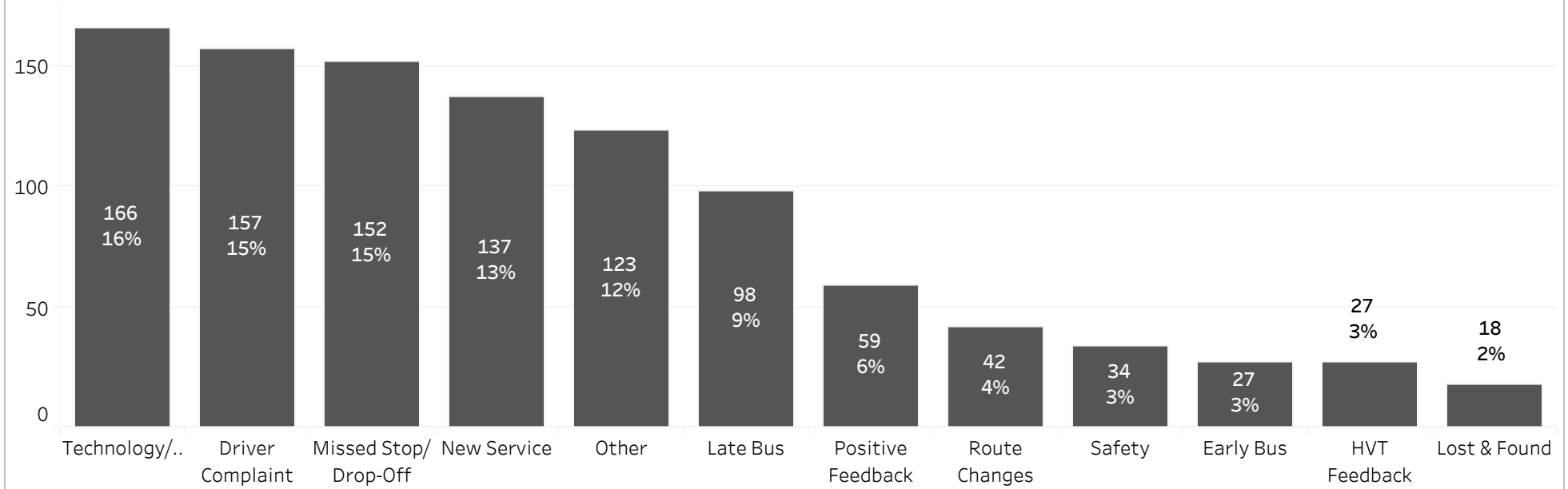


Feedback Category

- Technology/App
- New Service
- Driver Complaint
- Other
- Missed Stop/Drop-Off
- HVT Feedback
- Late Bus
- Positive Feedback
- Lost & Found
- Early Bus
- Route Changes

Total Feedback = 142

Park City Transit - Feedback Report  
(July 1, 2018 - September 2, 2023)



## Exhibit B

**Microtransit Relaunch-** Transit, in collaboration with the Engagement Team, worked on making the public aware of the relaunch of the microtransit service. It was a rapid 1-week turnaround time for sharing the relaunch information with the public. We provided information on the Park City Transit Website, sent out email blasts, and postcards to the 84060- zip code, shared information on the city's newsletter and city brief. Additionally, Transit has consistently been sharing helpful information on how to utilize the microtransit service on Transit's website and our Facebook and Twitter accounts.

**2023 Utah Pride Festival-** Transit supported the LGBTQ+ community by tabling at the Pride Festival for the first weekend in June. Transit shared information celebrated the LGBTQ+ community and recruitment of bus operators. Bus operators were present to speak to the Salt Lake City community about the benefits of becoming a bus operator for Park City Transit.

**Latino Arts Festival (6/16 to 6/18)-** Transit had a booth at the Latino Arts Festival where we shared Park City Transit information and recruited bus operators.

**Rural Transit Day (July 16<sup>th</sup>) -** Transit recognized rural transit's extraordinary role in enriching the lives of those who call these areas home. We honored the heartbeat of our community-the operators and riders.

**Demolition Derby-** The Heber Demolition Derby attracts hundreds of people each year, providing an ideal platform for our recruitment booth. Our primary objective was to recruit potential bus operators, but our engagement extended beyond recruitment. We supplied approximately 40 derby attendees with transit information and equipped them with the resources necessary for navigation within Park City.

**Walk, Roll, Transit Week (Aug 14 to Aug 19)-** Transit collaborated with the Transportation Planning Department and our community partners to provide a fun-filled week of community bonding and adventures. The main goals were to celebrate and to get locals excited about transit and active transportation. Below are the activities that Transit & Transportation Planning promoted and participated in to get locals excited about taking public transportation. In addition to hosting the events mentioned below, the events were promoted via the city's newsletter, the city brief, citywide email invitations, transit's website, social media content on Transit's Facebook & Twitter and content promoting the events of Walk, Roll, Transit week were shared on the City's social media. Event Information was shared with the public via KPCW.

**Ride On Challenge (Monday, Aug 14)**- Transit and Transportation Planning kick started the week of Walk, Roll, Transit Week by having community members register for and join the Ride On Challenge Virtually. Members were able to track their trips all week long to win coffee and swag.

**Bike/Transit to Work Day (Tuesday, Aug 15)**- Two events were happening simultaneously. One was led by Transportation Planning, a station at the Olympic Plaza; the other was led by Transit and was located at the Old Town Transit Center. High Valley Transit (HVT) and the Canyons Village Management Association (CVMA) were present to share information and give out swag. Locals could stop by for info regarding active transportation and some grab and go breakfast and prizes. Participants were able to benefit from a free 30-minute Summit Bike Share ride using the code "BIKE2WORK".

**Park City Transit's Hiring Event (Wednesday, Aug 16)**- From 1:00 p.m. to 4:00 p.m., locals interested in applying to be bus operators could speak directly to our bus operators and ask questions. Transit had a table at the Old Town Transit Center and a table at the Fresh Market bus stop. We were able to answer transit questions in English and Spanish, and passed out recruitment brochures and cards. These materials included helpful information such as a QR code that led them directly to the city's hiring page, benefits, contact information, etc.

**Preschool Story Time on the Bus** - Transit partnered with Katrina from the Library to host a Preschool story time. This year this event was mobile! Katrina read a book to the preschoolers while the bus toured Main Street, and then returned to the library. It was a fun experience for both the parents and the preschoolers. There were approximately 25 preschoolers and their parents at this event.

**Trails Evening MTB Bike Ride (Thursday, Aug 17)**- transit partnered with trails to promote microtransit and fixed route service at the event. The evening bike ride led by the Park City's Trails & Open Space expert team started at 5:45 p.m. at the Mid-Mountain Trail head and end at Offset Bier. (1755 Bonanza Dr.).

**Coffee with Mayor Nann (Friday, Aug 18)**- Park City Transit coordinated the event to allow community members an opportunity to chat with Mayor Nann Worel, members of the City Council, and the Park City Chamber. Members could share their transit ideas and discuss community transit initiatives over coffee at the Old Town Transit Center between 8:00 a.m. and 10:00 a.m. Approximately 50 people stopped by to ask questions.

**The Solomon Fund Event (Sunday, Aug 20th)**-Solomon Fund's mission is to make a more inclusive, vibrant community by ensuring every Latinx youth has the chance to thrive through sports and recreation. The Solomon Fund, Park City Transit, and Transportation Planning partnership made this day successful. Our team shared valuable transit insights and essential biking tips with about 75 locals in English and Spanish, empowering everyone to navigate our city sustainably. As the community enjoyed the festivities,we handed out swag to add extra fun to the day between 1:00 PM and 4:00 PM in the Park City Ice Arena.

STATE OF UTAH  
OFFICE OF THE ATTORNEY GENERAL



SEAN D. REYES  
ATTORNEY GENERAL

Spencer E. Austin  
Chief Criminal Deputy

Daniel Burton  
General Counsel

Ric Cantrell  
Chief of Staff

Melissa A. Holyoak  
Solicitor General

Brian L. Tarbet  
Chief Civil Deputy

June 05, 2023

Andrew Stevenson  
Park City Transit  
Community Development  
P.O. Box 1480  
Park City, UT. 84060

Dear Andrew Stevenson,

I am thrilled to hear that you were recently named Best of State. What an honor to be recognized for your achievements, hard work, and grit. Utah is built on the ingenuity of forward-thinking individuals such as yourself and I applaud you for your accomplishments.

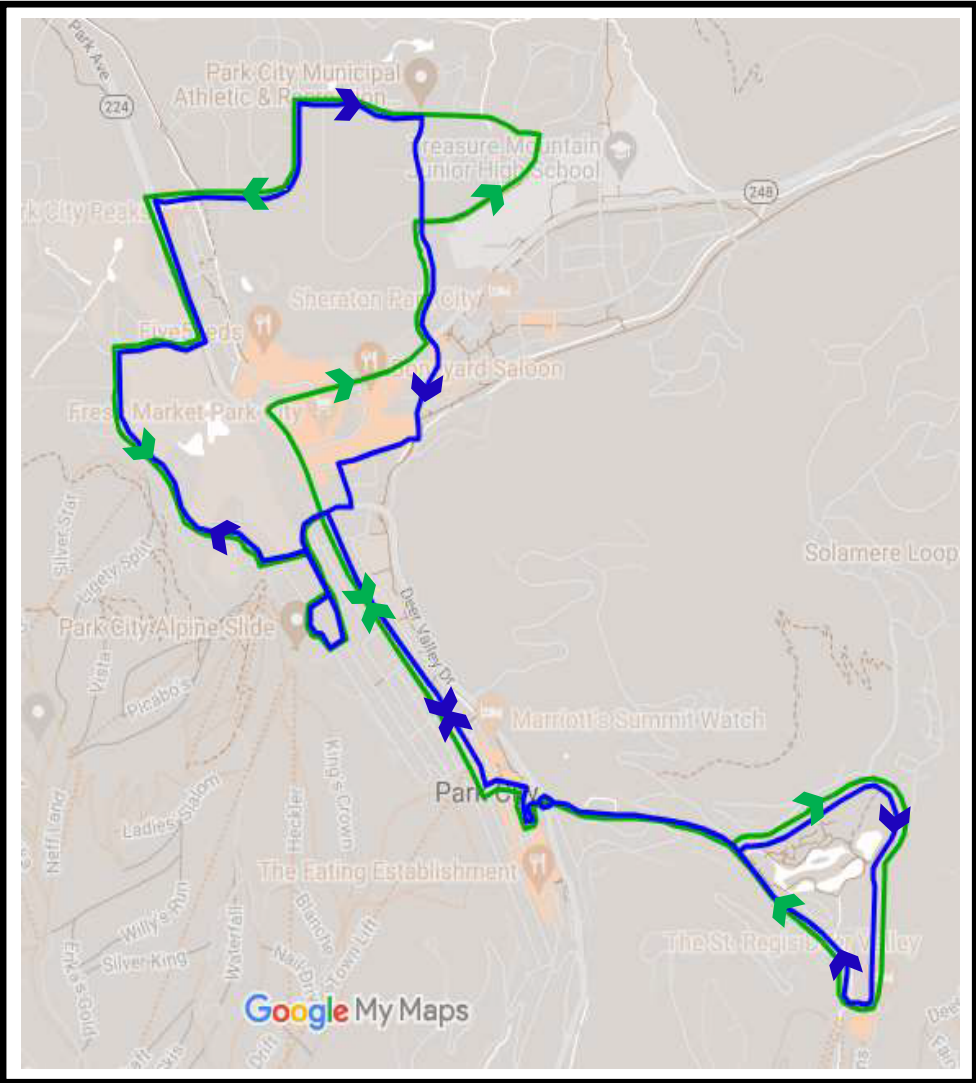
Your achievements exemplify hard-working Utahns who endeavor every day to make a difference in their sphere of influence. Thank you for contributing to our great state and making Utah an outstanding place to live.

I wish you all the best in your future endeavors. I can only hope you keep building on this momentous accomplishment. Congratulations on this special honor.

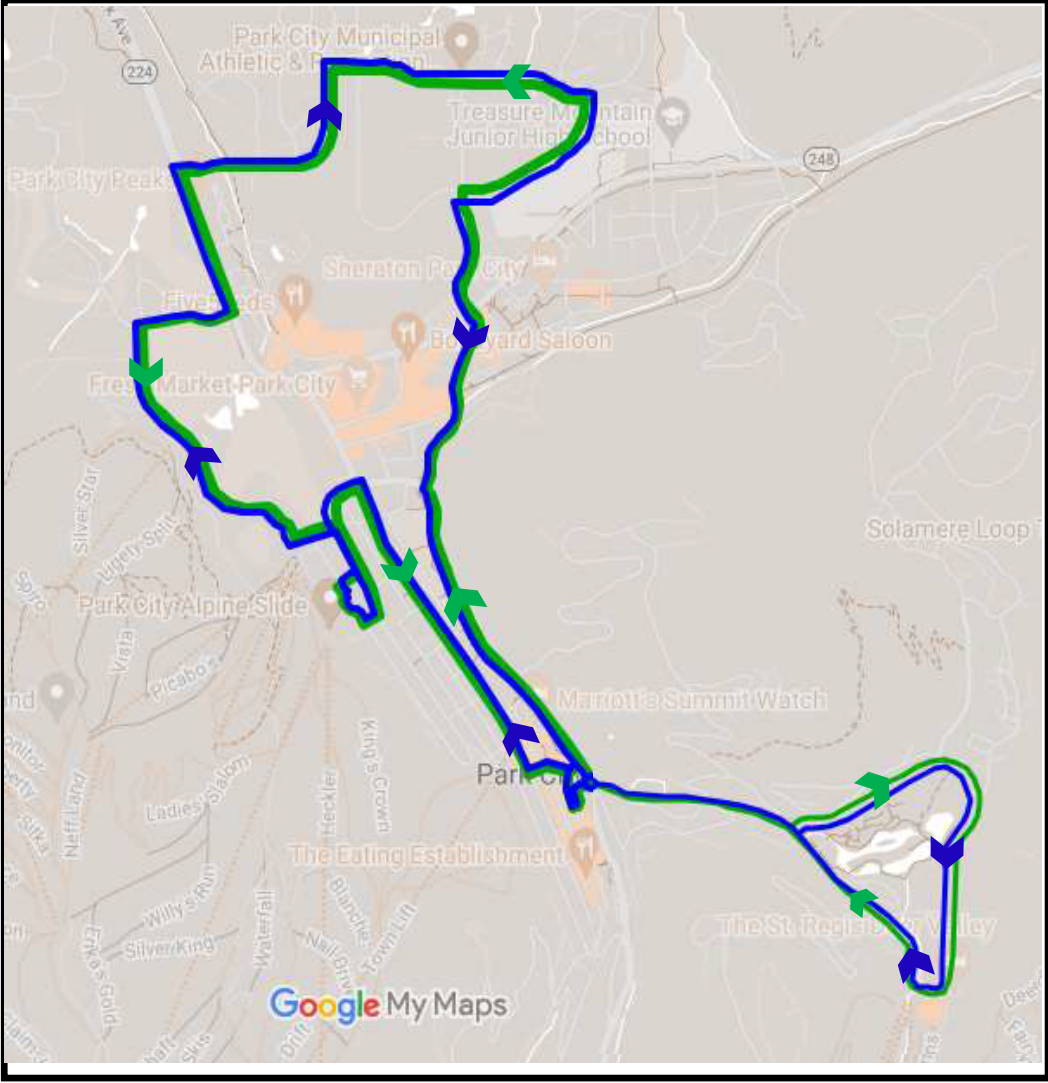
Sincerely,

Sean D. Reyes  
Utah Attorney General





Current



Proposed

## City Council Staff Report



**Subject:** Neighborhoods First Streets Committee – Resident Representative Appointment  
**Author:** Becky Gutknecht, Public Improvements Engineer  
John Robertson, City Engineer  
**Department:** Engineering  
**Date:** September 28, 2023  
**Type of Item:** Staff Communications

### Executive Summary

The Neighborhood's First Streets Committee (created by adopting the Neighborhood's First Streets Policy on 04/27/23) comprises representatives from many PCMC departments, a Summit County Government Representative, and a Park City Resident Representative. The Resident Representative, once selected, will serve a two-year term. A request to fill the resident representative was placed on the City's website and several other media outlets on August 2, 2023. The policy states that a subcommittee will interview and rank the applicants, after which the City Engineer will recommend an appointment to the mayor.

One application was received, and the subcommittee interviewed the applicant, Carolyn Murray, on September 14, 2023. She has lived in Park City since 1995. Throughout her time in Park City, she has promoted walkability and been involved in several civic committees. In meeting with her, Ms. Murray seemed passionate about and invested in the vision of the Neighborhood's First Streets Program.

The subcommittee recommended Carolyn Murray to be appointed to the Neighborhood's First Streets Committee as the Park City Resident Representative and obtained an opportunity for Ms. Murray to meet with the Mayor on September 19, 2023.

### Attachments



## City Council Staff Report

**Subject:** Council Protocols  
**Author:** Michelle Downard  
**Department:** Executive  
**Date:** September 28, 2023  
**Type of Item:** Staff Communication

The Open and Public Meetings Act (OPMA), [Utah Code § 52-4](#), regulates Utah public bodies when conducting business and hosting public meetings. [Park City Municipal Code 2-4-5](#) outlines the relationship between the City Council and City administration.

City Council Protocols have been used for well over a decade to supplement OPMA and the Park City Municipal Code and outline best practices for day-to-day operations, communication of requests, questions, Council Liaison responsibilities, and responding to emails and inquiries from the public. Overall, the City Council Protocols are intended to provide clarity and establish consistent processes for navigating the complexity of communications involving the Council, community stakeholders, and administrative and professional staff.

On [March 23, 2023](#), while discussing government speech, Council discussed and added a new Protocol (5) outlining a process for placing resolutions on a City Council meeting agenda. After having a few months to implement Protocol 5 and pursuant to the Mayor's feedback, a general timeline was incorporated to accommodate the processing time of individual requests. In addition, clarifying language was added to exclude resolutions related to city operations. Examples include plats, budget adoption, and City Code amendments. In addition, and consistent with past practices, the Protocols were reviewed for grammatical and organizational updates.

The incorporated updates include updating staff job titles, removing redundant language in Protocols 3 (c), 4, and 8, and clarifying language.

### Exhibit

A Park City Council Protocols



## City Council Protocol – Operating Guidelines

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The Open and Public Meetings Act (OPMA), [Utah Code § 52-4](#), regulates public bodies when conducting business and hosting public meetings. Council Protocols supplement OPMA and help implement [Park City Code 2-4-5, Relationship of City Council to Administrative Service](#). The protocols outline best practices for communication, provide clarity and establish consistent processes for navigating communications involving the Council, community, and staff.

### **Protocol 1: Council Requests for Simple Information**

- a) City Council should direct requests to City Manager, Deputy City Manager, or Managers – with cc to City Manager.

### **Protocol 2: Council Requests for Research on Topic**

- a) City Council should direct requests to City Manager, Deputy City Manager, or Managers – with cc to City Manager.
- b) If the project will require more than 2 hours of staff time, City Manager will determine whether the request requires City Council direction. If so, City Manager will seek informal or, if necessary, formal direction from the City Council.

### **Protocol 3: Resident Request of Council for Service**

- a) Refer requests directly to City Manager, Deputy City Manager, or Managers – with cc to City Manager.
  - 1) If the service request is within the scope of the current service policy, the issue will be addressed as soon as possible.
  - 2) If the service request is for a new or significantly expanded service, the issue will be referred to the City Council for direction (consistent with Protocol 4, Council Request to Place an Item on the Agenda).
  - 3) If the Council Member wishes to be notified of the outcome, the Council Member will request notification at the time of the referral.
- b) If an email question is sent to the Mayor or designee and City Council, the Mayor or designee may respond to the individual.
- c) If the Mayor and City Council receive a staff-related issue, the Mayor will forward the email to the City Manager, with a cc to Human Resources [Director](#).
- d) The Mayor and Council may agree to implement an auto-reply to [Council\\_Mail@parkcity.org](mailto:Council_Mail@parkcity.org) email acknowledging receipt of public input.
- e) If the Mayor and City Council receive an email that is public input on an issue, the Mayor or designated City Council member may also respond on behalf of the Mayor and Council, and send it to the appropriate staff person with a cc to the City Manager and to City Council.
- f) In addition to the Mayor or designee's email response, a City Council Member may also respond directly to the individual.

**Protocol 4: Council Request to Place an Item on the Agenda**

- a) A Council Member may request an item be placed on a future agenda during “Communications and Disclosures” or direct the request to the Mayor or City Manager directly. While Council may not discuss the merits of an issue not on the agenda, they may indicate support for a future discussion.
- ~~b) Revisit the request at a later meeting for direction from the City Council.~~

**Protocol 5: Placing a Resolution on the Agenda**

- a) A person or organization makes a request for a resolution not related to city operations to the City Recorder. Generally, requests should be submitted 4 weeks prior to the Council meeting.
- b) The City Recorder acknowledges receipt and informs the requestor that they have the option to promote their cause during the public input portion of upcoming Council meetings.
- c) The City Recorder sends the request to the Mayor, who informally polls the Council.
- d) If a majority of Council agrees to put the resolution on a Council agenda, the City Recorder adds it.
- e) If a majority of Council does not agree to put the resolution on a Council agenda, the resolution is not added. Any Council members supporting the cause can promote it during the Council Questions and Comments portion of the Council meeting.

**Protocol 6: Council Questions on Agenda Item**

- a) Make request directly to City Manager, Deputy City Manager, appropriate Manager, or the author of the staff report- with cc to City Manager.

**Protocol 7: Communication to Council from Staff**

- a) For material responses, communications should be sent to the Mayor and City Council as a group.
- b) If Staff is requesting a response in less than 24 hours, Staff must notify Council via phone call or text.
- c) If Staff hassends packet additions fewer than 24 hours before a Council meeting, the City Recorder/Staff must notify Council via text or phone call.
- d) Staff should include all Council Members, Mayor and City Manager in communications when related to a policy discussion.

**Protocol 8: Staff Contact with Council**

- ~~a) Listen, but do not attempt to solve the problem.~~
- ~~b) City Council and staff should refer employee issues to the appropriate supervisor, Human Resources Department or City Manager as needed.~~
  - ~~1) City Council and staff should inform City Manager of referral and basic situation.~~
  - ~~2) City Manager may be asked to explain the situation to the Council.~~

**Protocol 9: Liaison Responsibilities**

- a) City Council determines its liaison responsibilities.
- b) Keep fellow Council Members informed.
- c) When a liaison sees an agenda item for a board or commission where the liaison may be asked for an opinion or vote on a potentially controversial item the liaison will use best efforts to contact the other Council Members before the meeting to gather input.
- d) A liaison's opinion or guidance may be misinterpreted by others. It is important that others understand a liaison is providing information, not a policy position or direction. Liaisons should act with utmost care to avoid misinterpretation.



- e) If a liaison appears to have made a policy decision, it should be discussed with the Mayor. If the situation involves the Mayor, the discussion should be with the Mayor pro-tem.
- f) In the case where a new liaison is needed or a liaison would like to exchange roles with another Council Member, Council will discuss and determine the new liaison assignment as a group.
- g) A liaison may speak on behalf of Council in the context of a board or commission meeting when a policy decision has already been made by the Council.

**Protocol 10: Spokesperson for City**

- a) Generally, the Mayor or a member of the City Council speak for the City (as opposed to expressing their opinion as an elected official) only when they have been asked by the Mayor, on behalf of the Council, to do so.
- b) For major events or issues, including emergency situations, the City Manager or designee is the City's Spokesperson unless or until the Council designates a Spokesperson.

**Protocol 11: Alerts**

- a) The Mayor and Council can expect alerts on significant issues by text or phone.

**Protocol 12: Conflict Among Council**

- a) Try to work it out among yourselves.
- b) If you see a conflict continuing, provide feedback on a one-on-one basis, and help each other.
- c) Mayor will serve as mediator. If Mayor is part of the conflict, other Council Members should strive to assist with conflict resolution.
- d) It is not the role of the City Manager or other staff to resolve conflict between elected officials.

**Protocol 13: Closed Session**

- a) Closed session is only for the purposes in [Utah Code](#), City Code, or common law.
- b) Council to stay on topics for which the meeting was closed.
- c) Strategy or discussion during a closed session are not formal decisions. Formal decisions must be voted on in a public meeting.

**Protocol 14: Council Meetings**

- a) If late to meeting, call ahead of time. If unable to attend, inform the City Manager.
- b) Mayor presides over council meetings; if the Mayor is absent, the Mayor pro-tem presides.
- c) Mayor and Council should notify the City Manager and City Attorney of disclosures and recusals prior to meetings when possible, and mention the disclosure during Comments.
- d) Council should request to speak and the Mayor will recognize the individual by name.
- e) When there is anticipated public input or a public hearing, the order during an agenda item should be:
  - 1) Staff presentation;
  - 2) Technical questions from City Council. Council should refrain from policy comments until after the public hearing or public input is received;
  - 3) Open public hearing or input, take public comments, close public hearing or input;
  - 4) Policy related questions and discussion from Council;
  - 5) Call for a motion and a second. Once made, the Mayor will call for discussion or comment on the motion specifically; and

- 6) Formal vote or summary of direction from Council.

**Protocol 15: City Manager Updates**

- a) City Manager provide a bi-weekly written updates on organizational issues.
- b) The City Manager will provide Monthly Budget Reports to City Council.

**Protocol 16: Council Budget & Travel**

- a) City Manager distributes approved budget after City Council adopts.
- b) City Manager monitors and informs Council of available funds.
- c) Council will be informally polled if travel is unanticipated.

**Protocol 17: E-Communication**

- a) All communications among and to Council Members should be courteous and professional. Under state law, a record is public unless there is an exception making it non-public.
- b) Some communications may be labeled private, protected, privileged, or otherwise identified as non-public. These communications may not be shared outside of City government. Communications requesting or receiving legal advice are privileged and confidential and may not be shared outside of City government.



## City Council Staff Communications Report

**Subject:** 2022/23 Indoor Pickleball & Tennis Pilot Program & Court Management Plan  
**Author:** Ken Fisher, Recreation Director  
Cole Johnston, Racquet Sports Division Manager  
**Department:** Recreation  
**Date:** September 28, 2023

### Pilot Program

The Recreation Department ran a pilot program from April 3<sup>rd</sup> through May 7<sup>th</sup> to collect valuable data on the compatibility of side-by-side play with tennis and pickleball in the bubble. The pilot consisted of using court 7 for pickleball (2 courts) and courts 8 & 9 for tennis. The side-by-side play had designated times:

- Monday from 8 a.m. to 12 p.m.
- Wednesday from 12 to 3 p.m.
- Saturday from 1 to 3 p.m.
- Sunday from 11 a.m. to 1 p.m.

Signage was placed in the bubble with a QR Code linked to a survey for users to submit ongoing feedback on the pilot program. A total of 74 surveys were completed during the pilot program, with more tennis players providing feedback than pickleball players.

Overwhelmingly and not surprisingly, the survey results showed a difference of opinion on the compatibility of side-by-side play. Pickleball players had no substantive issue with side-by-side play and tennis players expressed concern about the noise and the negative impact it had on their tennis experience.

In order to continue to provide transparency and quality public process, the survey results (Exhibit A) were presented to the Recreation Advisory Board (RAB) at their June meeting. Based on the results of the pilot program, we do not plan to offer side-by-side play this winter season and instead, favor providing additional court time exclusive to pickleball. After additional review and discussion, the RAB concurs with the recommendation. In addition, and importantly, we also received a favorable support to eliminate the side-by-side play and provide additional court time instead, from the Park City Pickleball Club.

### Court Management Plan

For several seasons, the Recreation Department has submitted a Court Management Plan to the City Council after receiving support from the RAB. Each season, as demand for indoor court times and overall facility usage has grown, there has been increased pressure to convert the tennis court surfaces to pickleball. The increased pressure has resulted in incremental operational changes each year, attempting to accommodate the growth in pickleball and yet not harm the large tennis community and culture.



The changes for this indoor season include the following:

### **Increased Notice**

In 2021, we gave pickleball notice of unused tennis court time at 11 a.m. for same-day play. In 2022, in response to requests, we increased the notice to 24-48 hours, giving pickleball players greater ability to plan their playing time. This season, we look to increase this even further by giving pickleball 48-120 hours' notice of pre-court booking availability.

This will put increased pressure on the tennis community's ability to plan when they want to play and reserve courts. Currently, tennis courts can be booked 7 days in advance. The new noticing policy will still enable tennis to have the ability to book 7 days ahead but pickleball will have up to five days' notice of unused bubble courts.

*When all three courts in the bubble are unused by tennis, they will automatically be allocated and allowed to host pickleball. We will turn courts over and give notice to pickleball players as outlined below:*

- *Monday @ 11:00 a.m. turned over to pickleball for Wednesday, Thursday, Friday, and Saturday.*
- *Thursday @ 11:00 a.m. turned over to pickleball for Sunday, Monday, and Tuesday.*

### **Schedule Changes**

Based on monitoring and feedback, we continue to make annual and incremental changes to meet growing and often competing demands. Last winter, for example, we had "open play" in the bubble on Tuesday & Thursday evenings from 7 to 10 p.m. This winter, we will make Thursday evenings "reservation play" from 6 to 10 p.m. for pickleball. By opening additional indoor tennis courts for pickleball an hour earlier, we created an additional 6 hours of pickleball court availability.

We also rescheduled last year's Thursday "open play" to Saturday's, from 7 to 9 p.m.

On Fridays last winter, we started the season by giving pickleball access starting at 7 p.m. The courts were monitored it became clear that we could allocate time beginning as early as 5 p.m. This season, we will provide pickleball access at 5 p.m. This gives an additional 12 hours of tennis court time for pickleball.

On Sundays, we have changed the time that the Park City Pickleball Club (PCPC) can have exclusive use of the bubble tennis courts. Last year, PCPC had all 6 courts from 1 to 5 p.m., with the remainder of the night open for reservation play. This year, the PCPC will use 4 courts from 1 to 9 p.m., which will leave two courts open for reservation play for the duration of the day.

### **Schedule for Winter 23-24**

## **Bubble**

Pickleball will have dedicated court time for ‘reservation play’ or “open play” in the bubble on the following days and times:

- Monday through Friday: 6 to 8 a.m. (Reservation Play)
- Tuesday: 7 to 10 p.m. (Open Play)
- Thursday: 6 to 10 p.m. (Reservation Play)
- Friday: 5 to 10 p.m. (Reservation Play)
- Saturday: 5 to 7 p.m. (Reservation Play) and 7 to 9 p.m. (Open Play)
- Sunday: Park City Pickleball Club will use 4 courts from 1 to 9 p.m. while the other 2 courts will be used for public reservation play.

## **Gymnasium**

Pickleball will continue to have ample dedicated court time for “open play” in the gymnasium on the following days and times:

- Tuesday, Thursday & Friday from 8 a.m. to 12 p.m.
  - These days complement what Basin Recreation offers at the fieldhouse (Mon, Wed & Fri 10 a.m. to 12 p.m.)
  - Group Lessons and Clinics (Mon, Wed 8 a.m. to 12 p.m.)

Again, this new operational plan was reviewed and endorsed by representatives of the Park City Pickleball Club during an August 31 meeting and had unanimous support from the RAB during the September meeting. The Recreation Team continues to balance the often-competing interest of demand for indoor tennis courts by both the tennis community and the pickleball community. Irrespective of our updated operational plans, we will continue to have considerable public input both in support and opposition.

## **Exhibit A: Pilot Program Survey Results**

An aerial photograph of a mountain town, likely Park City, Utah, covered in a thick layer of snow. The town's buildings, mostly multi-story structures with dark roofs, are densely packed in the lower half of the frame. In the background, steep, snow-covered mountain slopes rise, with some rocky outcrops visible. The overall atmosphere is cold and wintry.

# Tennis/Pickleball

## Pilot Program

# What was the Pilot Program?

- Court 7 in the bubble is used for pickleball while 8 & 9 are used for tennis.
  - 2 courts for pickleball & 2 courts for tennis
- Patrons will be made aware of side-by-side play by notices when they reserve a court as well as thru website/social media.

# Goal of Pilot Program

- Test side by side play in the bubble to determine compatibility
- Collect data to help inform court usage policy for 2023-24 indoor season
  - Survey participants

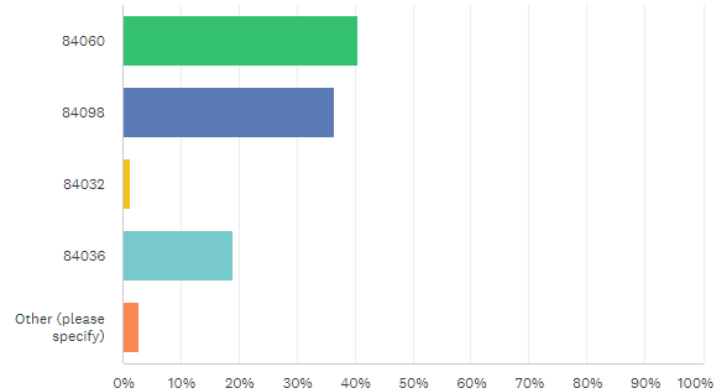
# Findings of Pilot Program

- 94 surveys started with 74 completed
- 85 by those that participated and 9 by those that wanted to just provide feedback
- Results are for the 74 surveys considered complete

# Complete Responses

What is your primary residence zip code?

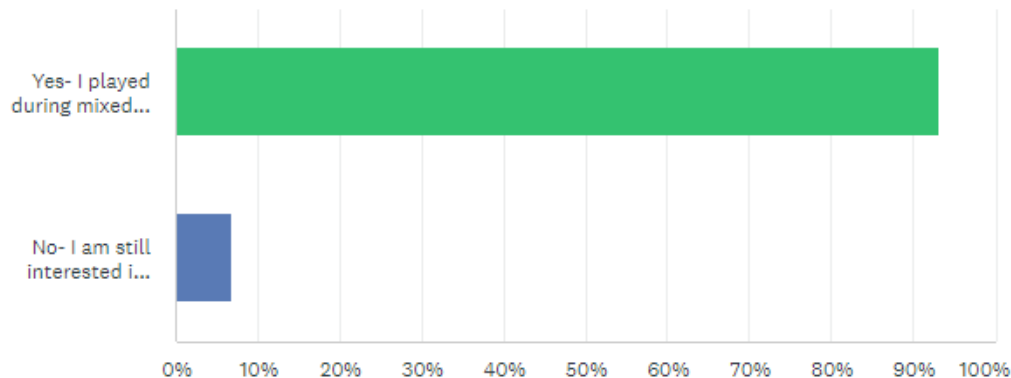
Answered: 74 Skipped: 0



| ANSWER CHOICES           | RESPONSES |    |
|--------------------------|-----------|----|
| ▼ 84060                  | 40.54%    | 30 |
| ▼ 84098                  | 36.49%    | 27 |
| ▼ 84032                  | 1.35%     | 1  |
| ▼ 84036                  | 18.92%    | 14 |
| ▼ Other (please specify) | 2.70%     | 2  |
| TOTAL                    |           | 74 |

## Are you completing this survey after playing during a designated mixed use time?

Answered: 74 Skipped: 0

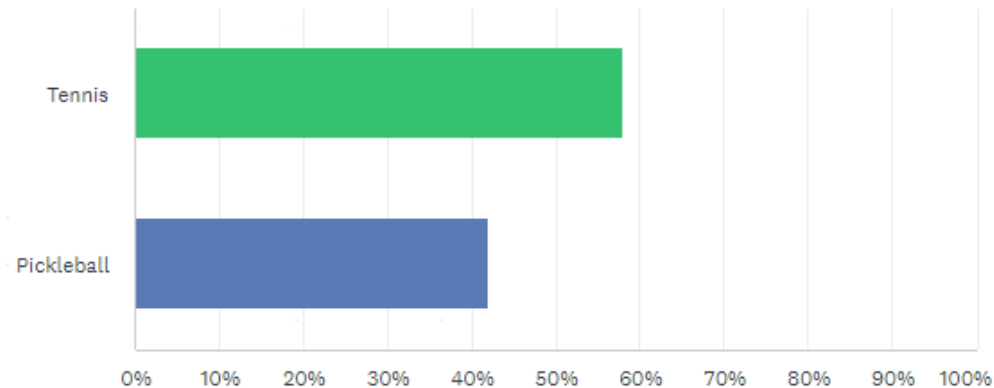


| ANSWER CHOICES                                  | RESPONSES |    |
|-------------------------------------------------|-----------|----|
| Yes- I played during mixed use                  | 93.24%    | 69 |
| No- I am still interested in providing feedback | 6.76%     | 5  |
| TOTAL                                           |           | 74 |



## Which sport did you play during mixed use?

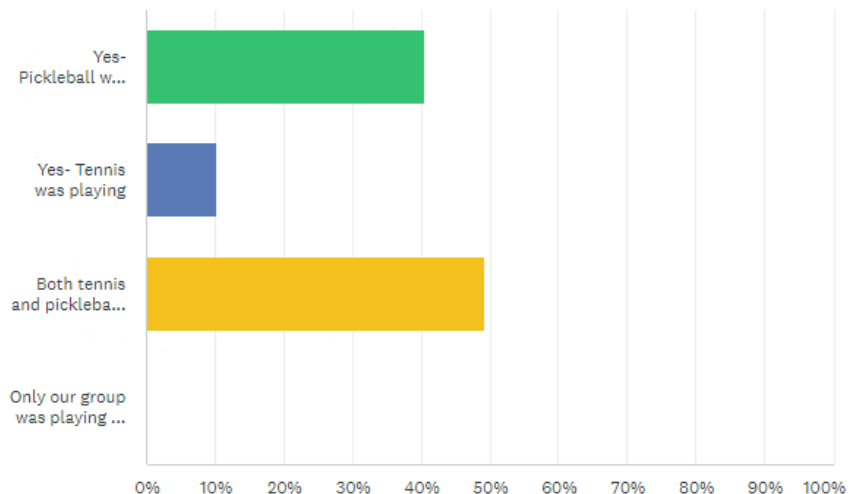
Answered: 69 Skipped: 5



| ANSWER CHOICES | RESPONSES |
|----------------|-----------|
| ▼ Tennis       | 57.97% 40 |
| ▼ Pickleball   | 42.03% 29 |
| TOTAL          | 69        |

## During your court time, was tennis or pickleball also playing on other courts?

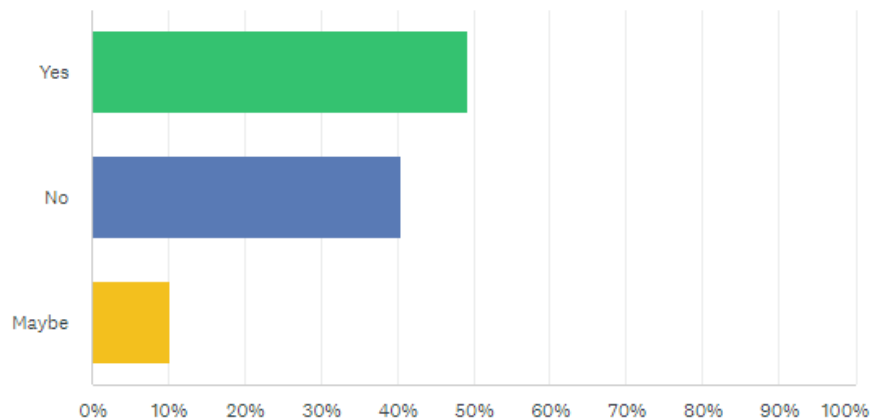
Answered: 69 Skipped: 5



| ANSWER CHOICES                             | RESPONSES |    |
|--------------------------------------------|-----------|----|
| ▼ Yes- Pickleball was playing              | 40.58%    | 28 |
| ▼ Yes- Tennis was playing                  | 10.14%    | 7  |
| ▼ Both tennis and pickleball were playing  | 49.28%    | 34 |
| ▼ Only our group was playing in the bubble | 0.00%     | 0  |
| TOTAL                                      |           | 69 |

## Would you play again/ continue to play if mixed use was offered more in the future?

Answered: 69 Skipped: 5



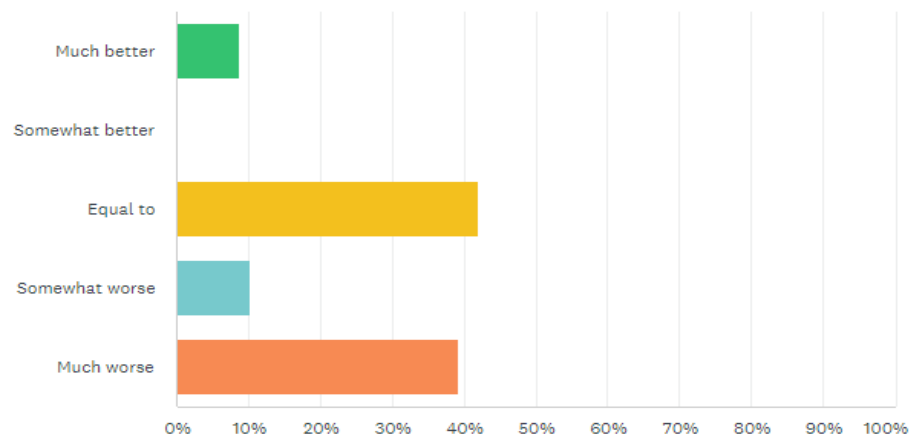
| ANSWER CHOICES | RESPONSES |    |
|----------------|-----------|----|
| Yes            | 49.28%    | 34 |
| No             | 40.58%    | 28 |
| Maybe          | 10.14%    | 7  |
| TOTAL          |           | 69 |

[Comments \(47\)](#)



## How would you rate your overall experience playing during mixed use vs. when the same sport is on all courts?

Answered: 69 Skipped: 5



| ANSWER CHOICES    | RESPONSES |
|-------------------|-----------|
| ▼ Much better     | 8.70% 6   |
| ▼ Somewhat better | 0.00% 0   |
| ▼ Equal to        | 42.03% 29 |
| ▼ Somewhat worse  | 10.14% 7  |
| ▼ Much worse      | 39.13% 27 |
| TOTAL             | 69        |

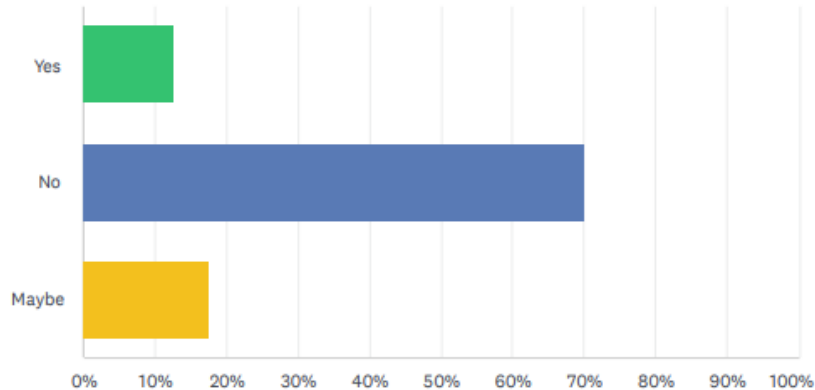
[Comments \(48\)](#)



# Tennis Player Responses

Q7 Would you play again/ continue to play if mixed use was offered more in the future?

Answered: 40 Skipped: 0



| ANSWER CHOICES | RESPONSES |    |
|----------------|-----------|----|
| Yes            | 12.50%    | 5  |
| No             | 70.00%    | 28 |
| Maybe          | 17.50%    | 7  |
| TOTAL          |           | 40 |

# Tennis Player Responses

| #  | WHY OR WHY NOT?                                                                                                                                                                              |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Played right next to pickle ball and way too loud, to the point of being distracting and ultimately giving me a headache. The acoustics in the bubble seem to amplify the pickle ball sound. |
| 2  | It's just too loud                                                                                                                                                                           |
| 3  | The cacophony of sounds was sensory overload                                                                                                                                                 |
| 4  | Pickleball noise is too loud.                                                                                                                                                                |
| 5  | As a last resort                                                                                                                                                                             |
| 6  | Too loud for tennis players in a match                                                                                                                                                       |
| 7  | Too loud, cannot concentrate. Pickleball nets left on two tennis courts, not putting the equipment away.                                                                                     |
| 8  | I really didn't see any problem with it at all                                                                                                                                               |
| 9  | It breaks concentration and it is very loud                                                                                                                                                  |
| 10 | I can't even hear the score with all the noise from pickle echoing in the bubble                                                                                                             |
| 11 | No way would I pay to play in bubble next to pickle ball. Can't believe I did today.                                                                                                         |
| 12 | I would play since I think it is nice to have both sports supported                                                                                                                          |
| 13 | It's too loud to hear communication with partner, not only for point play but in regard to safety as well. For example "heads up" or "look out"                                              |

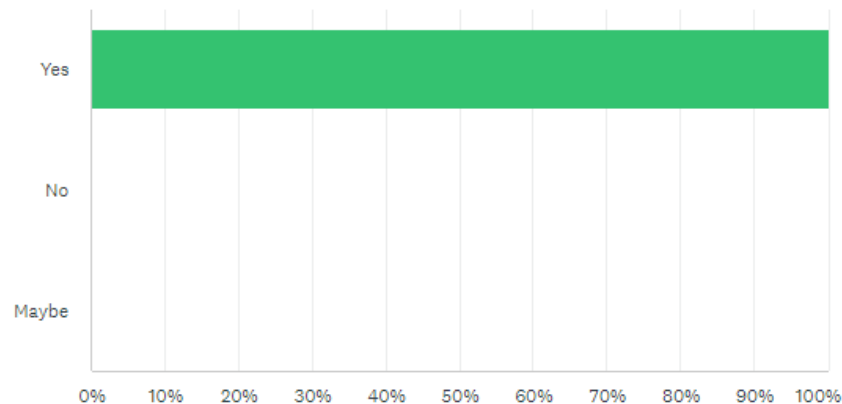
# Tennis Player Responses

|    |                                                                                                                                                                                                                                                                                                                                                                                  |    |                                                                                                                                                                                                                                                                                                 |
|----|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 14 | Noise                                                                                                                                                                                                                                                                                                                                                                            | 29 | Only if was my only option, it was not a fun experience. I have been playing for many years at the MARC and today was not enjoyable at all.                                                                                                                                                     |
| 15 | Too loud. Players were courteous but paddle and racquet were loud                                                                                                                                                                                                                                                                                                                | 30 | Way too loud in the bubble. Noise needs space to disperse more effectively. Try court 4 in the main building but inside the bubble the echo was awful. We couldn't hear each other ,calls,calling scores etc. Way too loud. You should have someone come in and see for yourselves. Intolerable |
| 16 | It was impossible to hear my tennis partner, hear calls being made during points, or even hear if someone was trying to warn about a ball rolling onto the court, which is hazardous! The noise level coming from the pickle ball courts was so loud, my ears actually hurt after playing next to them for two hours. It was honestly the worst tennis experience I've ever had. | 31 | It's too loud and distracting. Very hard to concentrate and don't usually have a problem concentrating on my tennis game. Could not hear opponents calls or a "let" because pickle sound is too loud                                                                                            |
| 17 | Way too loud                                                                                                                                                                                                                                                                                                                                                                     | 32 | Playing tennis next to Pickleball is extremely loud and disorienting. There are better ways that I could use my time.                                                                                                                                                                           |
| 18 | The pickleball was extremely loud and distracting including kids who were yelling and screeching. It was very hard to even hear the scores of our games. I came out with a headache. Extremely unpleasant experience.                                                                                                                                                            | 33 | Hoping that we could adjust but hearing my partner serve or talk was very difficult.                                                                                                                                                                                                            |
| 19 | Pickle ball sounds hurt my ear end it's too loud and I have to yell out my score                                                                                                                                                                                                                                                                                                 | 34 | Don't have a choice                                                                                                                                                                                                                                                                             |
| 20 | It was very loud in the bubble. Hard to hear my partner. Hard to hear ball hit racquet. Hard to hear score calling                                                                                                                                                                                                                                                               | 35 | It was so hard to concentrate                                                                                                                                                                                                                                                                   |
| 21 | Too distracting. Too loud can't hear my tennis ball                                                                                                                                                                                                                                                                                                                              | 36 | I like tennis                                                                                                                                                                                                                                                                                   |
| 22 | The noise is extremely distracting. Very difficult to concentrate and hear                                                                                                                                                                                                                                                                                                       | 37 | So noisy! But very nice group of people!                                                                                                                                                                                                                                                        |
| 23 | It was fine with one pickle ball court playing, but when two came out to play it was really loud                                                                                                                                                                                                                                                                                 | 38 | It was a horrible experience, the pickleball in the bubble is so loud, I left with a migraine                                                                                                                                                                                                   |
| 24 | Indoors Pickleball ball noise is truly annoying                                                                                                                                                                                                                                                                                                                                  |    |                                                                                                                                                                                                                                                                                                 |
| 25 | Pickle ball strike very noisy. Players very noisy.                                                                                                                                                                                                                                                                                                                               |    |                                                                                                                                                                                                                                                                                                 |
| 26 | Noise level                                                                                                                                                                                                                                                                                                                                                                      |    |                                                                                                                                                                                                                                                                                                 |
| 27 | It was very load and distracting to have the pickle ball sound next to me.                                                                                                                                                                                                                                                                                                       |    |                                                                                                                                                                                                                                                                                                 |
| 28 | We had tennis on courts 8/9. PB was ok court 7. I am not easily distracted when I play. Kids and dogs and phones don't bother. Playing tennis next to PB was not fun. We couldn't hear our opponents call out the score. We couldn't hear line calls. I literally couldn't wait to leave because the noise from the PB paddles was so loud. It did not work for tennis.          |    |                                                                                                                                                                                                                                                                                                 |

# Pickleball Player Responses

Would you play again/ continue to play if mixed use was offered more in the future?

Answered: 29 Skipped: 0



| ANSWER CHOICES | RESPONSES  |
|----------------|------------|
| Yes            | 100.00% 29 |
| No             | 0.00% 0    |
| Maybe          | 0.00% 0    |
| TOTAL          | 29         |



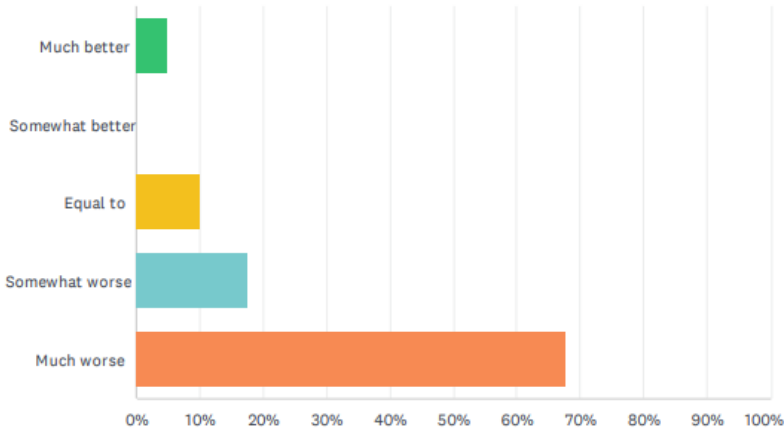
## Pickleball Player Responses

| # | WHY OR WHY NOT?                                                                                                                         |
|---|-----------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Although the tennis players were doing a lot of yelling and laughing, I'm OK playing with them                                          |
| 2 | Love to play and not enough opportunities                                                                                               |
| 3 | There was no issue                                                                                                                      |
| 4 | Mixed use play is equally enjoyable.                                                                                                    |
| 5 | There were no issues                                                                                                                    |
| 6 | Mixed play doesn't take away the enjoyment of playing                                                                                   |
| 7 | Any opportunity is welcome                                                                                                              |
| 8 | So much more flexibility                                                                                                                |
| 9 | Playing next to tennis players was no different than playing alongside Pickleball players. The Playing the stereo is equally enjoyable. |

# Tennis Player Responses

Q8 How would you rate your overall experience playing during mixed use vs. when the same sport is on all courts?

Answered: 40 Skipped: 0



| ANSWER CHOICES  | RESPONSES |    |
|-----------------|-----------|----|
| Much better     | 5.00%     | 2  |
| Somewhat better | 0.00%     | 0  |
| Equal to        | 10.00%    | 4  |
| Somewhat worse  | 17.50%    | 7  |
| Much worse      | 67.50%    | 27 |
| TOTAL           |           | 40 |

# Tennis Player Responses

| # | WHAT FACTORS INFLUENCED THIS RESPONSE?                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |    |                                                                                                                                                                                                                                                                                |
|---|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1 | Noise from pickle ball, especially given acoustics of the bubble was awful.                                                                                                                                                                                                                                                                                                                                                                                                                              | 7  | It's very very distracting                                                                                                                                                                                                                                                     |
| 2 | Everyone is nice. It is just a bit loud. We were on 9 no one on 8 and pickle on 7. The noise is annoying                                                                                                                                                                                                                                                                                                                                                                                                 | 8  | Way too loud. Dangerous as I cannot hear balls and racquets in higher level tennis.                                                                                                                                                                                            |
| 3 | The sounds of multiple pickle balls in addition to the shouting by the players on the court. Tennis players are also guilty of shouting and that bothers me as well... but in conjunction with the pickle balls it's quite a lot. I was ok for the first hour of play and held my focus. After the hour and into the rest of my court time I had a physical response of nausea, vertigo, headache, etc that was absolutely due to sensory overload. The shouting was especially amplified in the bubble. | 9  | Well, it is noisier, but it did not bother me personally too much.                                                                                                                                                                                                             |
| 4 | Noise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | 10 | Especially in the bubble where sound echoes it is very loud.                                                                                                                                                                                                                   |
| 5 | Pickleball is much louder than tennis and tends to be more social - a lot of yelling                                                                                                                                                                                                                                                                                                                                                                                                                     | 11 | Overall noise. Players were nice but if people were loud it would have contributed to additional noise. You can't hear tennis players call let's or ball under your feet.                                                                                                      |
| 6 | Pickleball activity is more of a social gathering with loud plastic balls making a disturbing sound.                                                                                                                                                                                                                                                                                                                                                                                                     | 12 | The noise level, both of the ball strikes and the actual volume of player voices during play. There were also children playing pickle ball with the adults during this reservation, and they were literally screaming and yelling for the duration of their time on the court. |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 13 | Court etiquette by pickle ball players. Came onto our court while we had points in play to retrieve their ball. We had to stop play and redo points. It was really frustrating.                                                                                                |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 14 | It's already hard to hear in the bubble and it was so much worse with the loud sounds of the pickleballs hitting the paddles.                                                                                                                                                  |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 15 | Noise                                                                                                                                                                                                                                                                          |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 16 | Noise level                                                                                                                                                                                                                                                                    |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 17 | Pickle ball                                                                                                                                                                                                                                                                    |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 18 | Noise                                                                                                                                                                                                                                                                          |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 19 | Loud!                                                                                                                                                                                                                                                                          |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 20 | Pickle ball noise                                                                                                                                                                                                                                                              |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 21 | Pickle ball hitting is too noisy. Being more of a social sport, the players are very loud.                                                                                                                                                                                     |
|   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 22 | Sound, hard to hear your opponent ping off racquet                                                                                                                                                                                                                             |

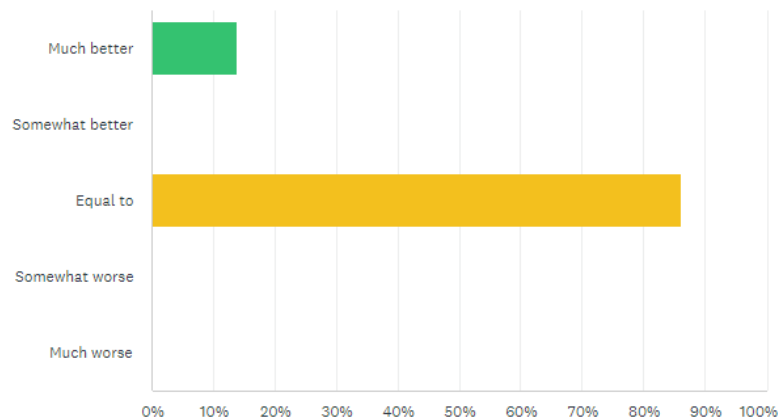
# Tennis Player Responses

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 23 | Noise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 24 | The noise. It was horrible. I honestly didn't think it would be bad but it was beyond horrible. We couldn't hear the scores during tennis. We couldn't hear our opponents make line calls. We couldn't even chat between games. Not fun.                                                                                                                                                                                                                                                                           |
| 25 | It was so noisy it was hard to think about our tennis game, and for at least 1/2 of the time only one of the two pickleball courts was being played on with 4 people, then 2 players came on the other court....I can't even imagine how loud it would have been if there were 8 people on both pickleball courts. We felt like we had to tell the score out. I had a bit of a headache from the noise after 2 hours. I have been playing on Monday mornings for many years and we couldn't wait to be done today. |
| 26 | See above Noise level unacceptable                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 27 | Noise- constant sound made worse by echo in bubble                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 28 | Too much noise, simply put. Strategies that are utilized during tennis—like listening for when your partner hits their serve—cannot be used when there is Pickleball being played next to you. It's much harder, if not impossible, to make calls to whether the ball is in or out in a way that everyone can hear. It is harder to remember the score with so much distraction.                                                                                                                                   |
| 29 | The sound of the pickle balls in the bubble echos making it hard to hear unless you're very close to your partner.                                                                                                                                                                                                                                                                                                                                                                                                 |
| 30 | Very lowed, bubble is noisy, but not as bad when not mixrd play                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 31 | Way to much noise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| 32 | Noise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 33 | Noise                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 34 | The noise from the pickleball                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |

# Pickleball Player Responses

How would you rate your overall experience playing during mixed use vs. when the same sport is on all courts?

Answered: 29 Skipped: 0



| ANSWER CHOICES    | RESPONSES |    |
|-------------------|-----------|----|
| ▼ Much better     | 13.79%    | 4  |
| ▼ Somewhat better | 0.00%     | 0  |
| ▼ Equal to        | 86.21%    | 25 |
| ▼ Somewhat worse  | 0.00%     | 0  |
| ▼ Much worse      | 0.00%     | 0  |
| TOTAL             |           | 29 |

## Pickleball Player Responses

| #  | WHAT FACTORS INFLUENCED THIS RESPONSE?                                                            |
|----|---------------------------------------------------------------------------------------------------|
| 1  | Both pickleball and tennis players were talking and seemed to be enjoying playing.                |
| 2  | I felt no difference                                                                              |
| 3  | We all got along                                                                                  |
| 4  | To me, it doesn't matter who's playing on the other car to concentrate on the court on playing on |
| 5  | The game is equally enjoyable whether I play next to pickleball or tennis players.                |
| 6  | There was absolutely no difference and zero impact                                                |
| 7  | Everyone got along fine                                                                           |
| 8  | Everyone got along... The tennis players laughed and talked, and that did not bother me.          |
| 9  | I find the playing experience equally enjoyable.                                                  |
| 10 | It's equally fun to play with both sports                                                         |
| 11 | Tennis is so quiet 😊                                                                              |
| 12 | Playing next to tennis players or pickleball players is equally enjoyable.                        |
| 13 | None really I thought it was fine                                                                 |
| 14 | Great atmosphere                                                                                  |

# Additional Pickleball Player Comments

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                                                                  |
|----|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | Let's go!                                                                                                                                                                                                                                                                                                                                                                                                  |
| 2  | Keep doing it                                                                                                                                                                                                                                                                                                                                                                                              |
| 3  | So fun!                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4  | The 4 tennis players in the court next to us were laughing and talking and were verbally louder than we were but it did not diminish the enjoyment of playing our games.                                                                                                                                                                                                                                   |
| 5  | The tennis players who, by the way, only played half an hour of mix s time were very noisy, laughing and having fun.... but that is okay. We are not playing a high level of professional sport here...are we?!                                                                                                                                                                                            |
| 6  | The four women playing on the tennis court next to us. We're having a great time and making a lot of noise, yelling, and laughing. It doesn't bother us because we can concentrate but it's interesting that they think we are noisy.                                                                                                                                                                      |
| 7  | Of course it it works fine as it does in most of the tennis stroke, pickle ball clubs all across the country- as you well know!                                                                                                                                                                                                                                                                            |
| 8  | Hope mixed use play continues.                                                                                                                                                                                                                                                                                                                                                                             |
| 9  | No                                                                                                                                                                                                                                                                                                                                                                                                         |
| 10 | The last hour of play from 2-3 pm there were no tennis players on courts 8 or 9. What a shame - I'm sure there were PB players who would have been happy to play.                                                                                                                                                                                                                                          |
| 11 | The first hour we played there were two Pickleball Court being used and two tennis courts being used. The second hour neither of the tennis courts were not being used. Sadly, I think they would've been used if it had been open for Pickleball players. So Pickleball players were not allowed to play which is unfortunate and the Marc did not make any money on the courts which is also unfortunate |
| 12 | Mixed use play is excellent                                                                                                                                                                                                                                                                                                                                                                                |
| 13 | I would like to see this program continued                                                                                                                                                                                                                                                                                                                                                                 |
| 14 | I noticed the tennis group was as verbally expressive as the pball group!                                                                                                                                                                                                                                                                                                                                  |
| 15 | I'm grateful for the additional pickleball hours in the bubble.                                                                                                                                                                                                                                                                                                                                            |
| 16 | Appreciate you trying this out                                                                                                                                                                                                                                                                                                                                                                             |
| 17 | No                                                                                                                                                                                                                                                                                                                                                                                                         |
| 18 | fun                                                                                                                                                                                                                                                                                                                                                                                                        |
| 19 | I hope the MARC continues to offer mixed use play in the bubble and expands the program.                                                                                                                                                                                                                                                                                                                   |
| 20 | Everything seemed to go smoothly. I know the pickleball players were all happy to be playing. We were on court 7A & 7B.                                                                                                                                                                                                                                                                                    |
| 21 | I thought I'd was fine , happy tookay side by side                                                                                                                                                                                                                                                                                                                                                         |
| 22 | Really enjoyed everyone who was here                                                                                                                                                                                                                                                                                                                                                                       |

# Additional Tennis Player Comments

| #  | RESPONSES                                                                                                                                                                                                                                                                                                                                                   |    |                                                                                                                                                                                                                                                                                                       |
|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 1  | I play both sports and enjoy both. More tennis for sure                                                                                                                                                                                                                                                                                                     | 13 | I just don't think mixed use is a good idea.                                                                                                                                                                                                                                                          |
| 2  | Really in support of all sports that bring community together! That said, my tennis experience (I game that I really enjoy!) was hampered by being in the same space during pickle ball play. I'm glad I had an opportunity to experience this first hand! I hope court times can be navigated so each sport gets their separate time on the indoor courts. | 14 | If we had been playing an actual USTA league match or taking a lesson/clinic from a tennis pro, I would expect people to demand refunds due to the detrimental effect of the noise coming from the adjacent pickle ball courts. As it is, I feel like I wasted my money today playing recreationally. |
| 3  | Just feel 2 can not coexist                                                                                                                                                                                                                                                                                                                                 | 15 | It was so loud my partner and I couldn't hear each other on the court during points. Our game suffered because we couldn't communicate. It was challenging to focus at all.                                                                                                                           |
| 4  | I love both sports. Its just had when theyvare so coose.                                                                                                                                                                                                                                                                                                    | 16 | It is a terrible idea to have tennis and pickleball playing at the same time in an indoor facility. Please do not take our court time.                                                                                                                                                                |
| 5  | Not at all a good experience                                                                                                                                                                                                                                                                                                                                | 17 | I wish they would build a facility for pickle ball people in the winter. I play pickle ball too but it's just too noisy.                                                                                                                                                                              |
| 6  | Please keep the court times separate.                                                                                                                                                                                                                                                                                                                       | 18 | I have nothing against pickle ball. It just is hard to play in bubble when pickle ball on other courts. VERY HARD to hear                                                                                                                                                                             |
| 7  | I did not mind the pickle ball noise.                                                                                                                                                                                                                                                                                                                       | 19 | Tennis is not even close to full capacity in its operation at the Marc. We are Theo not tennis facility indoor in Summit county.                                                                                                                                                                      |
| 8  | Thanks                                                                                                                                                                                                                                                                                                                                                      | 20 | Pickleball needs its own space or to be allotted its own time on shared space. Mixed use time is not the solution for tennis, which is traditionally played in a more quiet environment. Particularly in the bubble which exacerbates the noise with its echo.                                        |
| 9  | It just doesn't work for mixed use because of the noise level I tried it again on Wednesday afternoon and again we couldn't hear one another and after awhile the noise gives you a headache                                                                                                                                                                | 21 | No                                                                                                                                                                                                                                                                                                    |
| 10 | I won't ever do this again.                                                                                                                                                                                                                                                                                                                                 | 22 | No                                                                                                                                                                                                                                                                                                    |
| 11 | If it was a usta sanctioned league or tournament match, it might change my view.                                                                                                                                                                                                                                                                            | 23 | Mixing tennis and pickle ball is not recommended. especiallv in the bubble where echoina is a problem. I could not hear the score being called out on courts 8 and 9.                                                                                                                                 |
| 12 | You need to be able to hear the tennis ball, and you absolutely cannot because the pickle ball comes off with such a loud noise                                                                                                                                                                                                                             |    |                                                                                                                                                                                                                                                                                                       |



# Additional Tennis Player Comments

|    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|----|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 24 | Pickle ball should be played on gym floors                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25 | I have supported the MARC and invested a lot of money the few years that I have lived in PC. I hope we can return to the way it was. Thanks !                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 26 | I am a pickleball player as well as a tennis player. But having the PB a players next to the tennis courts INSIDE did not work.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| 27 | I have been playing tennis at the MARC for a long time, have had a MARC pass for many years, participated in clinics, lessons, tennis camps, even played in the bubble when it was very cold as they remodeled the MARC. It is has been a great tennis facility, I am very disappointed that now some of the courts are being used for pickleball instead of tennis... court time is hard enough to get for tennis. Plus I have to wonder if all the pickleball players are from Summit County or have 2nd homes here, if not do they should pay out of county rates and shouldn't be able to book courts that far in advance... which actually I think should also apply to tennis players as well. More and more people are moving here. I hope that a pickleball facility will be built |
| 28 | I think most of us had close to a headache after listening to the sound of echoing ball in that bubble. I think it's very hard to play next to them inside. Outside is another story as long as everyone maintains proper court etiquette. April is not the most indicative month for testing this program because many people travel and courts not used as much and with Radek injured tennis players now have access to his court inside.                                                                                                                                                                                                                                                                                                                                               |
| 29 | I'm finally recognizing why there are strict rules at tennis tournaments for when people can cheer and move about the stands. Tennis takes more focus and concentration than I realized.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 30 | I love pickle ball but the two sports together is really hard in the bubble. Maybe we would just adjust? I understand trying to get them more time on courts but that was hard. Additionally, there was a photographer for social media on our court taking photos...we wouldn't have minded had he waited for the point to finish and asked if we minded if he took a few photos. Instead he walked around from each corner of the court during two full games. It was more distracting just to have him wandering around than if he would have asked.                                                                                                                                                                                                                                    |
| 31 | Stay in gym, don't mix well, bad enough playing net outdoors. Just a different game, hard to bend them                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 32 | Please do not continue this                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| 33 | No                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 34 | It is no problem playing outside together but in rh bubble the sound of the pickleball is so loud and it echos all over the bubble. I am not an overly sensitive person to sound but that truly was a terrible experience.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |

# Questions/Comments



## City Council Staff Communications Report

**Subject:** Clark Ranch Feasibility Study Update  
**Author:** Browne Sebright, Housing Program Manager  
**Department:** Housing  
**Date:** September 28, 2023

### Summary

The Clark Ranch land use Feasibility Study was authorized by City Council on February 16, 2023 ([Staff Report](#), [Meeting Minutes](#)). The study began in March of 2023 and is nearing completion. The study aims to evaluate whether and how the Clark Ranch property could be used for future uses, including affordable housing or other City services.

The Clark Ranch land use feasibility study included site analysis, determining potential and appropriate site density, and developing draft concept plan options. Site constraints include slopes, access, utilities, and zoning. These constraints limit the site's layout but provide sufficient options for various uses, unit types, densities, and site design.

Overall, the study has found that several factors would dictate the type of development that could be accommodated on the site, including water pressure, sewer capacity, steep slopes, and site access. In terms of housing, the study found that an affordable housing development between 90 and 230 units is possible on the northernmost 12 acres of the site, allowing the remaining balance of the property to be permanently protected as open space.

In the coming weeks, the Housing team and consultant will evaluate the site for other City services, review the preliminary findings of the Feasibility Study with the Public Works, Water, and Police departments, as well as Park City Fire District, to evaluate if and how their needs may be accommodated on the site.

### Background

Park City Municipal Corporation ("PCMC") owns 344 acres of property known as Clark Ranch ("Property"), located along US-40 in the Quinn's Junction<sup>1</sup> area in proximity to Park City Heights, Utah Film Studios, Park City Hospital, and the National Ability Center. The City purchased the Property on December 17, 2014, from the Florence J. Gillmor Estate, which was located in unincorporated Summit County, prior to PCMC annexation.

In 2016, the Citizens Open Space Advisory Committee ("COSAC") recommended to City Council parameters and values of the proposed preservation of the Clark Ranch properties.<sup>2</sup> The Committee unanimously recommended that up to 10 acres in the

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<sup>1</sup> [Park City General Plan](#), p. 257

<sup>2</sup> [Staff Report](#), p. 79

northwest corner of the parcel adjacent to Park City Heights be excluded from the proposed conservation easement for senior or affordable housing and/or essential services, such as a fire station and public work operations. In a recent City Council work session, staff included exhibits, including a [land analysis](#) and a [site survey](#) that depicts a 10.9-acre area of land for potential affordable housing development on the Clark Ranch parcels. The Property was annexed into Park City in 2022.<sup>3</sup>

On February 16, 2023 ([Staff Report](#), [Meeting Minutes](#)), the City Council authorized a contract with Stereotomic, PLLC, for land surveying and consultant services at a total cost of \$88,450.

The primary goals of the study were to:

- Understand and report the developable feasibility of the land, including parameters such as the Sensitive Land Overlay, lot access, utilities, soils, historic structures, mining hazards, and environmental conditions;
- Evaluate appropriate density for the site in accordance with the General Plan and consider potential Community Transition or Residential Development zoning districts, or other recommended zoning for affordable housing development on the site with possible commercial uses;
  - Analyze the application of the Land Management Code to the land;
  - Evaluate the feasibility of an Affordable Master Planned Development or Master Planned Development on the site; and
- Present the concept plans and associated analysis to City Council for review and feedback

## Site Analysis

Survey work was completed for the Clark Ranch property's western half (approximately 125 acres). As recommended by COSAC in 2016, the primary focus of the study was concentrated in the northernmost 10-15 acres of the site. The site survey did not find any encumbrances, such as known contaminated soils or historic sites, that would impede the development of this portion of the property. The slope of this portion of the property ranges from 17%-25%. Slopes between 15%-30% are considered Steep Slopes in the Sensitive Lands Overlay, which require 75% of the area to remain as Open space.

The site can be accessed from two points: a primary access point from the Hwy 40 frontage road, which would require improvements, including a reconfiguration of the intersection of the frontage road and Richardson Flat Road, and a secondary access point to the existing Park City Heights neighborhood. Pedestrian and transit access is steep and just over half a mile from an existing #6/silver transit stop.

Utilities may be a limiting factor for the site's carrying capacity. The existing Park City Heights water tank can serve the Clark Ranch site, but development would be limited to an elevation of 6,917' to maintain adequate water pressure. There is sewage capacity to handle additional residential development in the area, but due to the size of the system

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<sup>3</sup> [Ordinance No. 2022-18](#)

in certain areas, new development would be capped at approximately 229 “units” (where each unit is equivalent to a 3-bedroom unit).

However, observed water usage in units in analogous developments in Park City is lower than the standard, and Snyderville Basin Water Reclamation District (SBWRD) may be able to accept a reduction in demand to assess sewer capacity at the time of development.

Sterotomic also evaluated the total trips generated by the proposed Clark Ranch development. The estimated trips generated by a future housing development are 1,338 daily trips, 116 AM peak hour trips, and 113 PM peak hour trips. In assessing impact to Richardson Flat Road, the study found that the Level of Service would be B or better, indicating that Richardson Flat Road has the capacity to receive the additional trips from additional housing on the Clark Ranch property.

The study found that the total estimated utility and road infrastructure costs for the Clark Ranch Development are considerable, with the Frontage Road road improvements along at approximately \$1,241,287. Depending on the level of development within the site, internal site utility and road infrastructure would range from \$3,852,875 to \$8,612,593. The maximum feasible build out of site infrastructure, including improvements to the Frontage Road, are estimated to be \$9,853,880.

## Site Analysis

We recommend that Council consider the preliminary information from Feasibility Study and help assess how to prioritize Clark Ranch for future affordable housing and City services development opportunities and a potential public-private partnership. As you know, the area is currently under a considerable development phasing plan, both with Ivory Homes and the Film Studio phase 2 conversation to mixed-use and affordable housing. Given the scale of both developments, there may be an immediate desire to publicly and transparently request proposals for interest in an affordable housing public-private partnership. In addition, careful attention should be given to the existing residential neighborhoods in the Park City Heights area and any construction-related impacts and mitigation measures.

Based on the preliminary findings of the feasibility study, the Housing team believes that the Clark Ranch property may be a quality opportunity for a potential public-private partnership to develop more affordable and attainable housing within Park City limits. The Housing team plans on returning to City Council on November 2, 2023, to present the final Feasibility Study, including an assessment of the property’s viability to accommodate essential City services.



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

**August 29, 2023**

The Council of Park City, Summit County, Utah, met in open meeting on August 29, 2023, at 2:00 p.m. in the City Council Chambers.

Mayor Worel excused Council Members Dickey and Rubell and noted they would arrive late.

Council Member Toly moved to close the meeting to discuss advice of counsel and property at 2:02 p.m. Council Member Gerber seconded the motion.

**RESULT: APPROVED**

**AYES:** Council Members Doilney, Gerber, and Toly

**CLOSED SESSION**

Council Members Dickey and Rubell arrived during the Closed Meeting.

Council Member Gerber moved to adjourn from Closed Meeting at 3:00 p.m. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

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

**WORK SESSION**

**Bonanza Park Small Area Plan and Feasibility Study Phase I Community Engagement Results:**

Jen McGrath, Deputy City Manager, and Rebecca Ward, Interim Planning Director, with Andy Knight and Luis Calvo, MKSK Consultants, were present for this item. Ward explained there were two studies being conducted: the Bonanza Park Small Area Plan and a feasibility study on a five-acre site within the small area boundaries. McGrath introduced the consultants involved in the projects, and indicated MKSK would review the community engagement results from the initial phases of the projects. Knight indicated there were two advisory groups for the projects and he noted they had passion for the projects. They also created an online portal for the community to learn

1 about updated information on the projects. Three community meetings, 11 stakeholder  
2 roundtables, and a Spanish speaking outreach meeting were held, and two online  
3 surveys were opened for two weeks. He indicated there was good turnout for the  
4 meetings and survey responses. There was under-representation from the Latino  
5 demographic and they continued to reach out to this group.  
6

7 Calvo reviewed the engagement results. Regarding the small area plan, he stated the  
8 goal was to address the planning needs and policy goals of residents, business owners  
9 and stakeholders. The findings included: Bonanza Park was a locals neighborhood,  
10 parks and open spaces were a community priority, future redevelopment and infill  
11 should focus on creating a destination for locals, the five-acre site couldn't meet all the  
12 City's goals, arts and culture should be woven into the neighborhood fabric, the Kimball  
13 Art Center (KAC) was one of Bonanza Park's top assets and needed a permanent  
14 home, mobility through the area should be safer and more intuitive, this was the right  
15 place for density and building height, the area was not walkable and didn't have bike  
16 connections, and the area needed more affordable housing.  
17

18 Stakeholder respondents wanted the intersection of Kearns and Bonanza Drive to be  
19 improved and the implementation of traffic calming measures. The online survey results  
20 showed the demographic breakdown on respondents. Calvo reviewed the five favorite  
21 things about the study area: restaurants, Rail Trail, proximity to amenities, KAC, and  
22 Recycle Utah. Respondents prioritized what they wanted to see for the area, and most  
23 favored a mixed-use area with parks and open space as well as bike/pedestrian paths.  
24 Within the mixed-use area, respondents wanted to see restaurants and affordable  
25 housing. They favored bridges/tunnel crossings and trail connections for mobility  
26 improvements. Traffic flow, additional affordable housing, arts and culture, walkability  
27 and local businesses were the top responses for things respondents wanted to see  
28 improved in the study area.  
29

30 Knight reviewed the results of the five-acre site feasibility study and indicated the goal of  
31 the study was to craft a community supported vision for the City-owned property at the  
32 corner of Bonanza Drive and Kearns Boulevard. Key findings included clear community  
33 support for mixed-use that included arts and culture and housing, the vision for Bonanza  
34 Park Study could supplement some of the goals for this site, strong support for a  
35 permanent home for KAC, the community wanted clarity on an "arts and culture"  
36 definition and how it would impact public funding, the site must include an open space  
37 element, affordable housing should be a focus, programming and activation to make it a  
38 community gathering space, and residents wanted action to redevelop the site.  
39

40 Knight asked the community members to design their own development. Open space,  
41 mixed-use buildings, and gathering spaces were common elements in the designs. The  
42 participants had dots that they placed on things they wanted to see on the site. High  
43 votes were given to art space, open space, and walkability. There was overwhelming  
44 support for an arts and culture district. The stakeholder roundtable group had concern

1 naming the area around arts and culture and didn't necessarily think it should be the  
2 focus of the site. They had concerns about mixed-use, height and density, but they  
3 wanted to get this project done. The online survey had 826 responses and 45%  
4 supported an arts and culture district. Those who selected "maybe" for an arts and  
5 culture district needed that defined better. They wanted restaurants and shops,  
6 community events, art, open space, multifamily housing, and walkability on the site.  
7 Knight stated the next steps included developing land use scenarios and site design  
8 alternatives. They would continue to engage with the community during this time.  
9

10 Council Member Toly asked how many stickers were given to each person to put on the  
11 map and if they were interchangeable between the small area plan and feasibility study.  
12 Knight explained the participants were given three stickers, green stickers for things  
13 they liked and red stickers for things to improve. Council Member Toly asked if the  
14 group knew about the current affordable housing projects in the area, to which Knight  
15 affirmed the stakeholder groups and in-person participants knew, but he didn't know  
16 about the online respondents. Council Member Toly asked if differentiation was made  
17 between chain businesses and local businesses. Knight stated the question was about  
18 restaurants and businesses in general without mentioning specific businesses. Council  
19 Member Toly referred to unsafe intersections in the small area plan but noted nobody  
20 suggested using part of the area to make the intersections safe. She asked if there were  
21 comments on soil, to which Knight said there was a conversation on soil, but it was not  
22 a major focus.  
23

24 Council Member Dickey asked about statistically valid results versus a random sample  
25 and about the sample bias. Knight stated he performed a community survey, which was  
26 different than a statistically valid survey. He thought the results were often similar for  
27 both methods once a certain number of results were reached. Council Member Dickey  
28 asked how engaged Sundance was in the work. Knight indicated there was a Sundance  
29 representative in the Feasibility Study group. He noted Sundance wasn't mentioned as  
30 much in the survey as the Kimball Art Center, but it was noted with the arts and culture  
31 discussions. Council Member Dickey indicated parks and plazas were combined in  
32 much of the material and asked if gathering places were prioritized more than parks or  
33 playgrounds. Knight stated parks and plazas were discussed in a wholistic term to  
34 understand the importance of open space, but that would be narrowed down in the  
35 future. Calvo thought there was more emphasis on gathering places than recreation  
36 spaces. Council Member Dickey asked how the uses would be allocated between the  
37 small area and the five-acre parcel. Knight stated that would be a main goal of Phase  
38 Two of the project.  
39

40 Council Member Gerber asked about the responses for mixed-use in the area. Calvo  
41 stated they would look at the area before defining what the mixed-use would look like.  
42 Knight stated there was a vertical mixture and a horizontal mixture. There was not a lot  
43 of interest for business, so he thought the focus would be on housing for the vertical  
44 usage. The horizontal usage might include parking and walkability features.



1 Council Member Doilney asked if they looked at input from the past on the area and if  
2 they got a sense of urgency to act from the responses. Calvo indicated he felt the  
3 urgency to act from the responses received. He knew cost was a factor and noted that  
4 could have been a factor in the reluctance to build an arts and culture area. Phase Two  
5 would look for alternatives to meet cost expectations. Council Member Doilney asked if  
6 there was a concern this area would compete with Main Street. Calvo indicated they  
7 were alerted to the competition with Main Street at the onset of the project, but he felt  
8 this site would not replicate the authenticity of Main Street. He noted he wanted the  
9 Main Street businesses to feel part of this process.

10  
11 Council Member Rubell asked if the community wanted an arts and culture district, to  
12 which Calvo stated there was clear support for arts and culture features in the space.  
13 The next step would be to continue discussions with stakeholders. Council Member  
14 Rubell thought the answer was “maybe” and he wanted a “yes” or “no.” He noted he  
15 was a liaison for this project and he was not invited to many of the meetings. Council  
16 Member Gerber indicated the liaisons were asked to recommend people for the  
17 stakeholder groups but not necessarily participate in the groups, so the participants  
18 would feel they could speak freely. Council Member Rubell didn’t think including an  
19 elected official would bias the results. He asked staff to get the answer and they didn’t.  
20 McGrath stated there was a desire by both groups to meet together so a joint meeting  
21 was scheduled for September 20<sup>th</sup>. She heard from the Council and from the advisory  
22 groups and she continuously responded to feedback. There were conflicting requests so  
23 they would not do everything asked by everyone, but they were trying to be flexible and  
24 respond to be transparent.

25  
26 Council Member Rubell asked how much engagement there was with the Latinx  
27 community, to which Calvo displayed the responses for the small area plan and noted  
28 three percent responded to the online survey and there were no in-person participants  
29 from this demographic. For the feasibility study, a little over two percent took the online  
30 survey. He acknowledged they would specifically focus on Latinx communities to get  
31 engagement. Regarding younger residents, they would go to the high school to get  
32 feedback from them.

33  
34 Mayor Worel asked if the survey was still active, to which Calvo stated it was not. They  
35 were now working on alternatives and when those were presented, the surveys would  
36 be initiated again. The Latinx and younger demographics would be sought for their input  
37 regarding Phase Two in the next couple months. In Phase Two, the project would be  
38 more tangible and less high level. Mayor Worel asked about the community comfort  
39 level for height and density. Calvo stated the in-person meetings showed people were  
40 comfortable with three- to five-story buildings in this area.

41  
42 Rubell asserted the scale of the sample size was important. He noted 57 responses  
43 included arts and culture and he thought that was not significant with 700 responses. He  
44 wanted to know what the right fit for arts and culture was for the area. He felt the answer

1 to arts and culture was no and that the community had other priorities, but some arts  
2 and culture could be included. He didn't think the insights were being presented in a fair  
3 manner. He noted some people in the meetings felt marginalized and their feedback  
4 was not incorporated. He wanted Phase Two to be more targeted to get to the final  
5 result. Calvo thought there was a lot of clarity moving forward that they didn't know in  
6 the beginning, such as the mixed-use sentiment, but there were nuanced areas as well.  
7 He suggested a statistical survey would give the answer for the area and then designs  
8 could be done based on that.

9  
10 Council Member Doilney was not surprised that the community responded to every  
11 survey wanting arts and culture plus more. He didn't think the questions needed to be  
12 asked again, but options should now be shown. He asserted the community wouldn't  
13 get everything due to the cost, but they could get some of what they wanted. He stated  
14 the arts and culture proponents deserved a dedicated area but it needed height and  
15 density. Council Member Rubell thought the survey did not say "arts and culture plus  
16 more," and asserted the response was a "maybe plus more."

17  
18 Council Member Gerber was not surprised with the demographics of the respondents,  
19 since the community was older and those residents had more time to participate. She  
20 thought the respondents who answered "maybe" for arts and culture needed more  
21 information about the design and cost. She felt there was a lot of interest in having arts  
22 and culture on the site and she knew it would be a spectrum. The Council heard from  
23 the community on what they wanted to see and she was encouraged by the process.

24  
25 Council Member Dickey felt there was a lot of clarity on the question of arts and culture.  
26 He thought the survey results showed there was not support for a dedicated arts and  
27 culture district, but support for a community space with art incorporated. He wanted to  
28 see the concrete options in Phase Two. He thought there should be a space for the  
29 Kimball Art Center but wanted MKSK to define which spaces were private and which  
30 would be public.

31  
32 Council Member Toly noted people wanted to see restaurants and bars in the area as  
33 well as businesses. She wanted to focus on what that would mean and if the  
34 businesses needed to be subsidized. Sensitivity was needed with regard to Prospector  
35 and Main Street to ensure there wasn't competition. She knew this development would  
36 add traffic and consideration needed to be given to a transit hub and traffic mitigation.  
37 She suggested having a discussion on what liaison assignments meant and the  
38 expectations as well as the time commitments during the retreat. Calvo stated a traffic  
39 engineer was performing an existing conditions inventory and would be doing a traffic  
40 model based on three land use scenarios. Those scenarios would be presented to the  
41 community at the second meeting and the results from the models would help  
42 understand traffic impacts.

Mayor Worel asserted people were anxious to get something done and she was excited to see progress with this project. McGrath summarized a request for a statistical survey and asked for Council direction. Council Member Rubell stated if the results were funneled then a survey wasn't needed. Council Member Doilney agreed the results needed to be narrowed. McGrath asked for direction to move into Phase Two by narrowing the funnel. Council Member Rubell hadn't heard clear direction. Calvo stated the survey narrowed the focus. Based on the results, they were ready to engage in design.

## REGULAR MEETING

### I. ROLL CALL

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

### II. COMMUNICATIONS AND DISCLOSURES FROM COUNCIL AND STAFF

#### Council Questions and Comments:

Mayor Worel announced early voting for the Primary Election started today and would be through Friday. Election Day would be September 5<sup>th</sup> and the polling location would be in the Council Chambers.

#### Staff Communications Reports

##### 1. Update on UDOT's US-40 and SR-248 Interchange Project:

##### 2. CivicPlus Meeting Management Software:

### III. PRESENTATION

#### 1. Deer Valley Resort Expansion Presentation by Todd Bennett, President and Chief Operating Officer:

Todd Bennett shared that Deer Valley was focused on four principles, including exceptional guest service, world-class grooming, innovative dining, and being a ski-only

resort. He indicated Deer Valley was expanding their terrain, adding a new portal and village, transforming the base, and revitalizing the existing facilities. He stated the expansion would make the resort one of the largest in the country. He anticipated half of skiers would access the resort through the new portal and village.

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

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

Deb Rentfrow 84060 talked with committee members on the Bonanza Park Small Area Study and the Five-Acre Site Feasibility Study. She requested a joint meeting with both committees and indicated the current plan for presentations was separate meetings for each study. She thought a joint meeting would enable people to compare and contrast features of the entire area. There was a disconnect between the consultants, the City, and the committee members, and a less structured joint meeting would be beneficial.

Sean Parker, 84060, wanted to set up the new Planning Director for success. He thought there should be vegetation between retaining walls and noted there was very little vegetation on Upper Main Street. He thought there could be ways to require engineering projects to follow Land Use code. He suggested giving the Planning Department part of the budget for engineering projects and then let them hire the experts who could better design projects. He thought giving this authority to the Planning Director would attract better applicants for the position.

Mayor Worel closed the public input portion of the meeting.

Council Member Rubell was excused at 5:48 p.m.

#### V. CONSENT AGENDA

**1. Request to Authorize a Three-Year Service Provider Agreement, in a Form Approved by the City Attorney with Turbo Images Corp., Not to Exceed \$397,800.47, for Removal, Printing, and Installing Vehicle Wraps on Park City Transit Vehicles:**

**2. Request to Authorize a Service Provider Agreement with Historic Park City Alliance (HPCA) for Centralized Communication and Waste Management for the Main Street Business District Not to Exceed \$80,000 Annually:**

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

**RESULT: APPROVED**

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

**EXCUSED:** Council Member Rubell

**VI. NEW BUSINESS**

**1. Consideration of a Request from Summit County, Utah, for an Interlocal Cooperative Agreement for Basic 911 Services between Summit County, Utah, the Park City Fire District, and Park City Municipal Corporation:**

Summit County Manager, Shayne Scott, reviewed Emergency Management Services (EMS) had been a topic of conversation for Summit County since 2001. Summit County did a study and the group recommended EMS be done by the county in a county-wide system. They did not consider fire in the study. The North Summit Fire District and Park City Fire District (PCFD) expressed interest having EMS as part of their fire districts. Scott felt this proposal was best practice. He stated HB303 was a state statute that dictated EMS came from each city and county. The fire chiefs wanted to operate fire and EMS as one unit. The proposal was that the county would provide a basic EMS service which was one ambulance each for North Summit, South Summit and Park City. Additional needs would be provided by the individual districts. The basic level of service, would include \$1 million for an ambulance, and it would come from the county's general fund. It would also include \$1.2 million to PCFD for paramedic services for Park City to serve the county. This interlocal agreement was for the cities so they would be part of the proposed plan.

Council Member Rubell returned at 5:56 p.m.

Scott continued that it would not change anything financially for the City. He noted that currently, PCFD provided an ambulance for North Summit and South Summit districts. North Summit would now take the ambulance in-house. South Summit was still deciding on the logistics.

Council Member Dickey thanked Scott for presenting the information and indicated he looked forward to seeing the agreement. Council Member Doilney asked if there would be a difference in operating PCFD. Scott thought there could be some minor differences, but it was basically status quo. He stated in the past, the county did not supply ambulances for Park City so this agreement was fair county-wide. Council Member Doilney asked if there would be an impact to dispatch, to which Scott stated he didn't think so. He noted the new system would begin January 1, 2024.

**2. Consideration to Approve Ordinance 2023-41, an Ordinance Approving an Extension of City Council's September 1, 2022, Approval of Ordinance No. 2022-33, an Ordinance Approving the Sommet Blanc Condominium Plat, Located at 9300 Marsac Avenue, Park City, Utah:**

Alex Ananth, Senior Planner, stated the applicant asked to extend the time allotment for the plat approval, but they missed the noticing deadline. She requested that this item be continued to September 14<sup>th</sup>.

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

Council Member Doilney moved to continue Ordinance 2023-41, an ordinance approving an extension of City Council's September 1, 2022, approval of Ordinance No. 2022-33, an Ordinance approving the Sommet Blanc Condominium Plat, located at 9300 Marsac Avenue, Park City, Utah. Council Member Gerber seconded the motion.

**RESULT: CONTINUED TO SEPTEMBER 14, 2023**

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

**3. Electric Assisted Bicycle Policy Update:**

Heinrich Deters, Trails and Open Space Manager, presented this item with Chief Carpenter and Lt. McKinney. Deters indicated ebike policy was a nationwide issue and he reviewed the current ordinance which dictated where the different classes of e-bikes were allowed. He noted the ordinance was amended in 2019 to allow exemptions for age and mobility needs. He cited state code on the age requirements for users of ebikes.

Deters recommended amending the ordinance since a lot of things had changed with regard to ebikes since 2019. He also recommended sending out a community survey in cooperation with Snyderville Basin Recreation and collaborating on a joint policy in order to be more consistent. He recommended education and messaging on helmets, collecting data, coordinating with the school district, considering ebike regulations, and infrastructure improvements to mitigate speed. Chief Carpenter stated the Police Department was working hard on community outreach and talking with the school resource officer. Julia Collins, Transportation Planning, stated she was also trying to advance education and safety for bikes.

Council Member Gerber asked if state ordinances superseded local ordinances. Chief Carpenter stated municipalities could be more restrictive with regulations than State code. He noted he hadn't pulled over a youth and stated it was hard to distinguish between a 16-year-old and 14-year-old. Council Member Gerber asked if it would be difficult to establish a helmet law. Carpenter indicated he would have to check with the City Attorney's office. Margaret Plane, City Attorney, stated she would look to see if the City was pre-empted or if it could pass a helmet law.

Council Member Toly asked why the bike share program did not include helmets. Collins stated bikeshare started with Park City and Summit County working as partners. She reviewed the previous provider required users to be 18 years old, which was

1 verified by the waiver users signed. Council Member Toly asked about the differences in  
2 the different ebike classes. Deters stated ebike Classes One and Two were similar and  
3 did not exceed 20 mph. Class Three had a throttle and achieved 28 mph.

4  
5 Council Member Dickey asked if other entities and people expressed safety concerns  
6 during the outreach efforts. Deters stated everyone was concerned with safety. He felt  
7 Park City was at the forefront of the discussion and many communities were reaching  
8 out to him for advice.

9  
10 Council Member Rubell asked if rental ebikes were allowed on single track trails, to  
11 which Deters indicated he would look into that. Council Member Rubell asked what  
12 determined the exemptions, to which Deters stated that was Council direction and it  
13 could change as Council chose. Council Member Rubell asked who determined that the  
14 medical condition was qualifying for an exemption. Deters stated the exemption was not  
15 a permit, just a courtesy tag, and to get that a person would provide a letter from a  
16 physician. Plane stated the City did not request medical records and was not qualified to  
17 evaluate those. There was a verification process but not a documentation process.

18  
19 Mayor Worel opened public input.

20  
21 Matt Nagie, 84060, clarified the distinction between the classes of ebikes. He asked that  
22 the City be proactive in the ebike conversation and noted one thing being missed was  
23 the opportunities for young people without drivers' licenses to get around town. He did  
24 not think they were using them for recreation on trails, but for transportation. They rode  
25 on trails because the streets weren't safe to use.

26  
27 Jim Clifford, 84098, indicated he owned many bikes including an ebike. He realized  
28 something needed to be done with ebikes on trails. He saw proposals on ebikes but not  
29 for bikes in general. He wanted consistency in the rules and suggested a rule for 15  
30 mph maximum on trails, bells on bikes to signal to walkers, signage on paths for biker  
31 responsibilities, etc.

32  
33 Phares Gines stated the Basin supported PCMC and there had been discussions  
34 between the entities. There was no signage noting when bikers left a Park City trail and  
35 entered a Basin trail. He stated Basin Rec was focusing on education until regulations  
36 could be made. He thought educating trail users on etiquette and respect was key to  
37 success on trails.

38  
39 Ian Armstrong, 84098, indicated he was an active biker in the area, and noted it was a  
40 great way to alleviate traffic and reduce emissions. He thought Class Two ebikes with  
41 the throttle were effective because they could get up to speed quickly. Since Class  
42 Three ebikes required peddle-assist, any changes to the regulations should include  
43 those on large paths. Most concerns were how people interacted with others on the trail.  
44 He suggested rental shops have an education component for ebikes. He supported

1 ebike accessibility for all. He suggested ebike Class One through Three for all  
2 trails/pathways and Class One mountain bikes on single track.

3  
4 Angela Wright, Bingham Cyclery, 84098 stated ebikes were a trend that was not going  
5 away. She hoped ebikes would be allowed everywhere. Single track paths would help  
6 the situation and she supported education for ebikes, especially for youth. She  
7 requested another survey as well.

8  
9 Mari Mennel Bell 84060 lived on the Rail Trail and she saw many bikes go by. She  
10 stated having a test for young people was a good idea. She suggested having an officer  
11 on a bike who could talk to the youth riding bikes.

12  
13 Ryan Goff thanked Council for discussing this topic. He was encouraged that the City  
14 was collaborating with Basin Rec regarding trails. He thought it was confusing to have  
15 different rules for different trails. Regarding the mobility disability exemption, he gave  
16 examples of different scenarios where the tags were not applicable, yet needed.

17  
18 Ted Palomaki 84098 didn't want to prohibit ebikes from trails since riding on the roads  
19 was dangerous. If speed was a problem, he suggested establishing a speed limit on the  
20 trails. He stated attitudes about transportation had shifted and young people were  
21 finding alternatives to cars.

22  
23 Mae Ding 84098 agreed with the previous comments and thought speed limits and  
24 education were great proposals. She noted children in Switzerland had a drivers' test for  
25 bikes. She also thought enforcement would be great on the Rail Trail close to town. She  
26 suggested that all bike shops distribute the City and county rules to every buyer. She  
27 stated youth were more of the problem than adults.

28  
29 Scott McClement, 84098, stated he and his wife had multiple bikes and thought it was a  
30 wonderful problem to have. He suggested reaching out to Park City's sister city to get  
31 their perspective on this topic. He also thought staff should look at establishing more  
32 single track trails.

33  
34 Jessica Klodnicki indicated there were 500 miles of single track trails and the  
35 community was lucky to have those trails. She noted ebikes helped people of different  
36 fitness levels be able to ride together. She suggested spreading out the usage of trails  
37 and supported a new survey and a pilot program.

38  
39 Todd Fischer, 84060, stated this was an important conversation for the community. He  
40 had a bike rental shop. He thought ebikes were great for so many people. He knew  
41 there needed to be regulation and looked forward to seeing the survey results.

42  
43 Sean Parker stated 15 mph on trails was the same speed limit as that posted on his  
44 street. He didn't know how that would be enforced. He thought the different speeds on



1 trails was a problem. He supported bike registration and indicated people who had  
2 infractions could not currently be identified.

3  
4 Sam Brothwell, 84060, indicated he and his wife were hikers and they didn't think bikes  
5 should be on single track trails. He was hit on his ebike by a truck and thought there  
6 should be more bike awareness.

7  
8 Victoria Schlaepfer indicated she biked to work and wanted the access available to  
9 continue biking around town.

10  
11 Chris Roon stated he attended the meeting in 2019 and asserted that ebikes went a lot  
12 farther on trails and would wear down the trails because of additional use. He stated the  
13 watt limit in Europe was different than in the U.S. and bikes here went faster. People  
14 and bikers using the same trails was a problem. He suggested a one-hour course on  
15 bike riding for youth and if they didn't take it, they couldn't ride bikes.

16  
17 Taylor Lee, bike shop owner, stated the point of ebikes was to allow people to be more  
18 active. Ebikes were alternatives to cars. She agreed regulations were needed. She  
19 noted Class Two ebikes with the throttle promoted safety.

20  
21 Mayor Worel closed the public input.

22  
23 Council Member Doilney reviewed the evolution of bikes and felt they would continue to  
24 change. He supported surveying the community. This was an imperfect situation, and it  
25 should be discussed and adjustments made as needed.

26  
27 Council Member Rubell stated this was a process that would continue to evolve. He  
28 didn't want an anti-ebike stance on trails. He thought this was a bike discussion and not  
29 just an ebike discussion. He knew bi-directional traffic was a concern. He thought  
30 solutions could be discussed. He supported education, including signage, and  
31 infrastructure mitigation. He thought bikes were ways to get people out of cars and there  
32 were ways to invest in safer paths.

33  
34 Council Member Toly stated helmet safety was forefront on people's minds. There was  
35 a conversation from last year about the usage and design of the Rail Trail and she  
36 asked to discuss that again to see if there were ways to implement some of the things  
37 discussed tonight.

38  
39 Council Member Dickey thought an incremental approach with ebikes would be good.  
40 He liked the things implemented on single track trails. He was more concerned about  
41 safety on the paved trails. He noted other cities had 15 mph on trails and he thought  
42 that was a good number. He liked the suggestion of bells on bikes. He wanted to involve  
43 the school district on certification. He also favored enforcement on trails.

Council Member Gerber agreed with the comments and supported the survey in collaboration with Basin Rec. She wanted this to be a welcoming place for seniors and those with disabilities. She was in favor of young people taking an educational class on bike usage. She wanted to explore requiring helmets and limiting two riders per bike. There was no perfect solution, but some things could be implemented to improve safety.

Mayor Worel stated she and Chief Carpenter had a conversation and education was important. She didn't know if requiring a class was possible and asked for staff to come back to discuss that possibility. She asked them to also find out if helmet requirements and implementing a Rail Trail speed limit could be done. Council Member Rubell asked if pilot programs were supported by Council. Deters stated a restricted trail pilot program would be difficult to implement before winter. He favored proceeding with the survey and going from there. Council Member Rubell asked staff to be ready to implement a program next spring. The Council agreed to the pilot as well as to discussing Rail Trail mitigations at a future meeting.

## VII. OLD BUSINESS

### **1. Consideration to Approve the Iron Mountain Open Space Donation Initiated by Summit Land Conservancy (SLC) and Iron Mountain Associates (IMA):**

Heinrich Deters, Trails and Open Space Manager, John O'Connell, Iron Mountain Associates (IMA), and Cheryl Fox, Summit Land Conservancy, presented this item. Fox reviewed Iron Mountain residents approached Summit Land with regard to putting a conservation easement on the open space property in this area. She indicated fundraising was needed to cover stewardship costs. They raised money from the neighbors. They also presented the idea to Council and Council supported the proposal. The conservation easement would cover 218 acres. Deters explained the process to have all the properties covered in the easement. He noted there were costs associated with the title transfer, including wildfire prevention measures. O'Connell stated they were happy to transfer this property and thought it was in good hands. Deters stated IMA was great to work with.

Mayor Worel thanked IMA for the generous donation. Council Member Rubell thought it was great to pursue grant funding for wildfire mitigation but if the City didn't get the grants, it still needed to do the mitigation. He asked if the mitigation was prioritized for this additional property. Deters stated the priority was based on vegetation type. The extra land didn't change the priority status. Fox noted having all the property under one ownership was a better outcome for the public in the long run.

Mayor Worel opened public input. No comments were given. Mayor Worel closed public input.

Council Member Gerber moved to approve the Iron Mountain open space donation initiated by Summit Land Conservancy and Iron Mountain Associates. Council Member Toly seconded the motion.

**RESULT: APPROVED**

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

**2. Consideration to Approve the Acquisition of a Sculpture by Matt Burney and Joseph M. Ross of So Metal Studios, LLC for the Daly West Headframe Project in a Form Approved by the City Attorney:**

Jenny Diersen, Special Events Manager, reviewed the process of this project. She indicated the project was unique because it was based on the City's mining history. The maximum cost for the project was \$60,000.

Mayor Worel asked how tall the sculpture was, to which Diersen stated it was double life size. She noted the height was discussed and the sculpture couldn't be too low to the ground. Council Member Rubell asked if a safety analysis could be performed. Diersen indicated it was meant to be climbed on, but a safety analysis could be done if Council requested. Council Member Doilney stated kids climbed on things all the time, so he hesitated to move forward on the analysis. Council Member Toly suggested having a "Climb at Your Own Risk" sign at the location.

Mayor Worel opened the public hearing.

Sandy Brumley, Friends of Ski Mountain Mining History, stated his group was excited for this project. These twisted frames would become something beautiful and he appreciated the support.

Mayor Worel closed the public hearing.

Council Member Gerber asked where the sculpture would be located, to which Diersen stated behind Bonanza Drive.

Council Member Gerber moved to approve the acquisition of a sculpture by Matt Burney and Joseph M. Ross of So Metal Studios, LLC for the Daly West Headframe Project in a form approved by the City Attorney. Council Member Doilney seconded the motion.

**RESULT: APPROVED**

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

**3. Consideration of Deer Valley Development Company's Petition for the City to Vacate Portions of Right-Of-Way on Deer Valley Drive West and South, and to**

**Dedicate Doe Pass Road to the City, as Part of the Snow Park Village Base Area Master Planned Development and Subdivision Application:**

Alex Ananth, Senior Planner, presented this item with Todd Bennett and Hannah Tyler, Deer Valley Resort (DV). Mayor Worel indicated discussions had continued between DV and herself but there was no progress to report, although both sides were working in good faith on this effort. City representatives met with members of Protect the Loop to hear their alternative proposal for the site and traffic circulation. The Council also heard from many other community members. She noted there would be no presentations tonight.

Mayor Worel opened the public hearing.

Allison Keenen, 84060 read a prepared statement and noted 30 Deer Valley HOAs supported a previous DV plan. In June of 2023, DV presented an alternate proposal and her group was collaborating with DV to ensure a net community benefit and traffic mitigation. Deer Valley just announced an expanded resort and she thought that expansion would increase traffic. She requested a new traffic study.

Sam Brothwell, 84060, resided in Lower Deer Valley and was worried about additional traffic. He supported the alternative traffic proposal Protect the Loop (PTL) put forth at the June meeting.

Angela Moschetta was excited for the resort expansion. She felt PTL did a lot of work in DV's favor. She listed the public benefits that DV offered in exchange for the road vacation, but stated the changes offered by Tyler were not compromises, and stated there needed to be improvements to the proposal. She hoped to meet with Todd Bennett at a future date.

John Kenworthy stated people were worried about the ill effects if the DV Snow Park Plan did not go through. The new portal was a big solution to the traffic problem. He quoted his comments from when he served on the Planning Commission. He thanked DV and asserted the portal was a major improvement for traffic.

John Greenfield, 84060, read a prepared statement that reviewed the history of the resort and the world. He asserted the roads could not handle the traffic headed to the resort. He didn't like DV's threat to build the plan or construct condos in its place. He stated the plan did not consider the traffic below the Y. The childcare proposal was not enough. He wanted a significant decrease to traffic. He thought DV should offer more to the City than they had in the past.

Mayor Worel closed the public hearing.

Council Member Dickey moved to continue Deer Valley Development Company's petition for the City to vacate portions of right-of-way on Deer Valley Drive West and

1 South, and to dedicate Doe Pass Road to the City, as part of the Snow Park Village  
2 Base Area Master Planned Development and Subdivision Application to September 28,  
3 2023. Council Member Gerber seconded the motion.

4 **RESULT: CONTINUED TO SEPTEMBER 28, 2023**

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

6  
7 **VIII. ADJOURNMENT**  
8

9 With no further business, the meeting was adjourned.  
10  
11  
12

\_\_\_\_\_  
Michelle Kellogg, City Recorder



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

**September 12, 2023**

The Council of Park City, Summit County, Utah, met in open meeting on September 12, 2023, at 9:00 a.m. in the City Council Chambers.

**SPECIAL MEETING**

**I. ROLL CALL**

| Attendee Name                                                                                                                                                                                                                                                                                | Status  |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------|
| Mayor Nann Worel (via Zoom)<br>Council Member Ryan Dickey<br>Council Member Max Doilney<br>Council Member Becca Gerber<br>Council Member Jeremy Rubell (via Zoom)<br>Council Member Tana Toly<br>Matt Dias, City Manager<br>Margaret Plane, City Attorney<br>Michelle Kellogg, City Recorder | Present |
| None                                                                                                                                                                                                                                                                                         | Excused |

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

Mayor Worel opened the meeting for any who wished to speak or submit comments on items not on the agenda. No comments were given. Mayor Worel closed the public input portion of the meeting.

**III. OLD BUSINESS**

**1. Request by Summit County to Approve an Interlocal Agreement (ILA) for Basic 911 Service between Summit County, Park City Fire District, and Park City Municipal in a Form Approved by the City Attorney:**

Council Member Rubell disclosed he was chair of the Park City Fire District Administrative Control Board, and it would not affect his decision on this matter.

1 Jed Briggs, Budget Manager, Chief Zanetti, Park City Fire District (PCFD), and Shayne  
2 Scott, Summit County Manager, were present for this item. Briggs stated he was asked  
3 to analyze the ILA and look for possible questions and/or concerns. The information  
4 was compiled and added to the packet. Chief Zanetti reviewed PCFD started providing  
5 service on the east side of the county in 2000 and noted that community was small and  
6 still needed help. In 2021, the state passed HB 303 that stated small communities  
7 needed to have basic emergency service. At that time, he went to the county council to  
8 express concern that PCFD was not being compensated for the level of service they  
9 provided to the east side. He worked with Summit County Council Chair Roger  
10 Armstrong and Shayne Scott, Summit County Manager, and this plan was put together.  
11 Chief Zanetti felt the proposed plan was fair and equitable for all the communities in the  
12 county. North Summit Fire District (NSFD) hired a fire chief in the past year, and they  
13 were taking over Emergency Management Services (EMS) this year. He thought the ILA  
14 was the right direction for PCFD. He noted this agreement needed to be in place as  
15 they made their budgets for next year.

16  
17 Council Member Gerber asked why the ILA had a 20-year term since it was the first  
18 time things were implemented in this way. She thought a shorter agreement might be  
19 wise as things were being figured out. Chief Zanetti stated they had been in  
20 negotiations for two years and he felt it was a good plan for Park City and the taxpayers.  
21 The agreement would provide the minimum level of funding for a basic service. Cities  
22 and districts that wanted to increase their level of service would need to increase their  
23 taxes. Scott stated the 20-year term was proof that the County was investing in this  
24 service.

25  
26 Council Member Rubell asked Chief Zanetti to discuss basic service compared to  
27 advanced service. Chief Zanetti stated basic service was a basic EMT service.  
28 Advanced service was more training for the EMTs so they could perform more services.  
29 Within PCFD, the EMTs were trained at the highest level of service the state offered,  
30 with paramedics and critical care for situations when the helicopter couldn't fly. Council  
31 Member Rubell noted the advanced service level was funded through the PCFD tax  
32 levy.

33  
34 Council Member Gerber indicated there were four interlocal agreements and asked who  
35 the parties were. Chief Zanetti stated there were ILAs between the county and PCFD,  
36 North Summit (NSFD), and South Summit (SSFD), along with their respective  
37 communities. Mayor Worel asked if all three fire districts with their respective  
38 municipalities needed to sign the ILAs to make it work, to which Scott affirmed. He also  
39 noted there were mutual aid agreements and an agreement with SSFD and one of the  
40 other fire districts to provide the service for them in the case that they could not provide  
41 that service. He stated PCFD had been covering SSFD and was prepared to continue  
42 providing that service if they requested that service. In that case, there would be an ILA  
43 between SSFD and the other provider. Chief Zanetti indicated they were working on the

1 SSFD ILA today because SSFD needed another year to get up and running. They  
2 would contract with NSFD or PCFD to provide service until then.  
3 Council Member Dickey asked if it was possible that NSFD or SSFD would not be able  
4 to provide the basic service and as a result PCFD would be required to provide mutual  
5 aid to fill that gap. Chief Zanetti stated PCFD had done mutual aid with many  
6 jurisdictions, but a request for mutual aid could be turned down if he didn't have the  
7 capacity to help. The mutual aid agreement was a formality and was a good procedure.  
8 He hoped NSFD would be able to give mutual aid to PCFD in the future. Council  
9 Member Dickey asked about the cost with this agreement. Chief Zanetti stated each fire  
10 district got \$1 million and PCFD would get an additional \$1.2 million to provide  
11 paramedic service. Currently, the county paid PCFD \$1.8 million to operate in the other  
12 part of the county.  
13

14 Council Member Toly asked what the fire district boundaries were. Chief Zanetti stated  
15 the boundaries would need to be redefined. Currently, the EMS boundary was all  
16 Summit County. The PCFD boundary was the same as the Park City School District,  
17 NSFD had a third of the county and SSFD had a third of the county. When NSFD  
18 received their EMS license, the boundary would be the same as the fire district. The  
19 district had the ability serve the people in that area exclusively. In the past 20 years,  
20 Chief Zanetti put the PCFD model in other areas, so those areas received advanced  
21 service. After the ILAs were in place, the other districts would assume the responsibility  
22 for their jurisdictions. Council Member Toly asked how the communities in Wasatch  
23 County, such as Hideout, Blackrock, and St. Regis, were served. Chief Zanetti  
24 explained there were some political complications, but they responded and gave care  
25 until Wasatch County arrived. For critical situations, PCFD would take the patient to the  
26 hospital. He thought Wasatch County would have to build a fire station in that area  
27 soon.  
28

29 Council Member Dickey asked what HB 303 required of the county. Chief Zanetti  
30 responded that the county had the obligation to provide a basic level of service  
31 throughout the county. They analyzed several things and felt the service should remain  
32 in the fire districts. He worked with the City for the past year. This bill was passed to  
33 ensure small areas in Summit County and in other counties in Utah had EMS service.  
34 Summit County gave money to the small communities, and to make it fair, they also  
35 gave money to PCFD. Council Member Dickey asked what the downside of a five-year  
36 term would be. Chief Zanetti stated it took two years to get the ILA to where it was  
37 today. They would need to discuss this with all the entities in the county again in five  
38 years. He thought NSFD and SSFD needed to get going because their communities  
39 were growing and they needed to take on their responsibilities. The risk with a shorter  
40 agreement was that the other entities would ask for more money and that would come  
41 from the west side taxpayers. Scott asserted Chief Zanetti did a great job on the ILA.  
42 The countywide basic level of service allowed the county to use the general fund to  
43 provide that service. He was grateful PCFD would always be there to help the other  
44 communities.



Mayor Worel opened the public input. No comments were given. Mayor Worel closed the public input.

Council Member Gerber favored having a five-year term to the agreement with future check ins. She also asked to see the other ILAs in the County. Scott stated the other ILAs could be supplied for review. The ILA for NSFD only had a name change. The ILA for SSFD was different since they weren't ready to take on the responsibility. Council Member Rubell favored having a 10-year agreement and could support a 20-year agreement with an option out of it. He noted the agreement was fair as it was structured. He proposed adding language that if funding was changed for other ILAs, then the whole agreement should be revisited. He thought the only way the agreement would be unbalanced was if the other ILAs changed. He didn't want to have an agreement for less than 10 years.

Council Member Toly stated she was uncomfortable making a decision so soon after receiving this information. She asked if this item could be discussed further at Thursday's meeting. Council Member Dickey favored continuing the discussion to Thursday. He expressed concern that other entities wouldn't tax themselves to increase their level of service and would depend on PCFD for that advanced level of service. He asked what would happen in that scenario. Scott stated the countywide basic level of service would be funded and he thought the \$1 million per entity was sufficient to have that level. Council Member Dickey stated there was a lot of growth in the county and he asked if the funding was sufficient with the proposed growth. Scott stated those entities could tax for additional service, but these ILAs were obligating them to provide the basic service.

Council Member Rubell asked if language could be added to state that any community that decided the basic level of service wasn't sufficient and relied on PCFD or asked the county for additional funds, would be a cause to reopen the agreement. Scott stated they could change the language but he wanted the fire districts to have enough time to get into action. He could poll the county council to see if changes to the ILAs were acceptable. He didn't think it was necessary to add language because the language to provide the service was already in the agreement.

Council Member Toly asked what the Summit County deadline was for this agreement. Scott stated the Chiefs needed the agreements by September 20<sup>th</sup>. Council Member Doilney indicated Chief Zanetti stated it would take so much time to revamp a shorter term agreement. Some agreements justified long terms because they were so complicated that the unintended consequences of reopening them could be worse than the changes trying to be made. It took two years of work to come up with an agreement and a 20-year term made sense. It was important to trust the people who did the work. Council Member Rubell agreed but noted the agreement hinged on the fact that the

1 money was equally funded for each district. He wanted a condition that if the funding  
2 distribution changed, then the agreement would need to be opened.  
3 Council Member Gerber was concerned about the fair and equal concept because  
4 equal wasn't always fair. She asked if the east side needed more to get going. Sixty five  
5 percent of money came from the Park City area, but PCFD served 30,000 people. She  
6 didn't know how the \$1 million was reached and asked if PCFD should take it if they  
7 didn't need it. Scott felt "fair" was in the eye of the beholder. The agreement wouldn't  
8 work unless the county paid each district the same amount. He wanted to pay each  
9 district the same in order to be able to use money from the general fund. He hoped the  
10 Council could trust the administration.

11  
12 Matt Dias summarized they would work with Scott and Chief Zanetti on limiting the  
13 agreement term and adding an equal funding provision. He wouldn't promise they could  
14 change it, but they would work on it. Council Member Toly asked how the county council  
15 received the agreement. Scott indicated it went to the Council of Governments (COG)  
16 and they heard it there. The county council needed to be the last signer of the  
17 agreements. Council Member Rubell stated the county had two liaisons on this process  
18 as well. There were originally 10-12 options for the agreement, and they were involved  
19 throughout the process. The legal document came out 10 days ago defining what was  
20 hoped to be achieved.

21  
22 Briggs reviewed the City laid out some concerns in the staff report and he stated the  
23 Council could reach out to Matt Dias or Margaret Plane as well as to Summit County  
24 with questions. Chief Zanetti stated this was the best thing for PCFD, the City, and for  
25 Summit County. This ILA was a formality, but it would not affect the service. It could  
26 result in a smaller staff and it was positive all around.

27  
28 Council Member Gerber moved to continue a request by Summit County to approve an  
29 interlocal agreement (ILA) for Basic 911 Service between Summit County, Park City  
30 Fire District, and Park City Municipal in a form approved by the City Attorney to  
31 September 14, 2023. Council Member Doilney seconded the motion.

32 **RESULT: CONTINUED TO SEPTEMBER 14, 2023**

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

34  
35 **IV. ADJOURNMENT**

36  
37 With no further business, the meeting was adjourned.  
38  
39  
40

\_\_\_\_\_  
Michelle Kellogg, City Recorder

## City Council Staff Report

**Subject:** Iron Mountain Conservation Easement Amendment  
**Author:** Heinrich Deters  
**Department:** Trails & Open Space  
**Date:** September 28, 2023  
**Type of Item:** Administrative

## Recommendation

Review and consider approving an amendment (Exhibit A) to the Iron Mountain Conservation Easement (Exhibit B) in a form approved by the City Attorney's Office. This action would consolidate over 500 acres of city-owned property on the eastern face of Iron Mountain under a single third-party conservation easement held by Summit Land Conservancy (SLC).

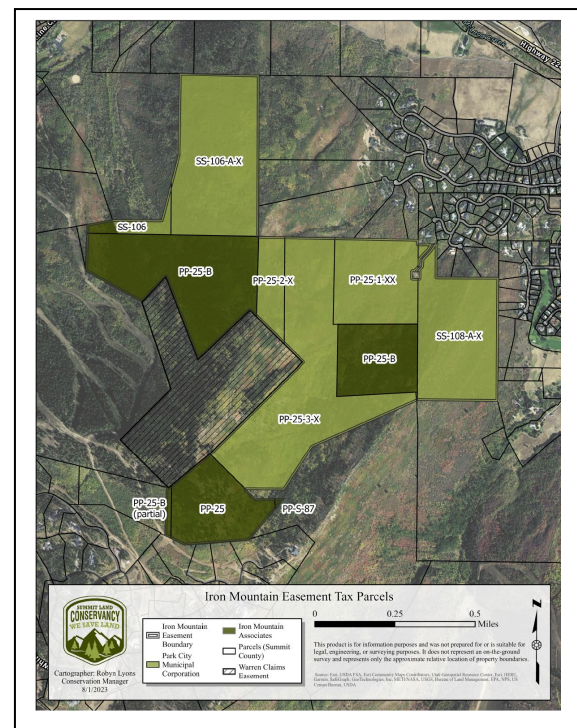
## Executive Summary

The proposed amendment to the Iron Mountain Conservation Easement would expand it from the existing 156 acres to 482 acres.

## Background

On [December 16, 2021](#), the Trails & Open Space Team and SLC proposed donating around 218 acres of open space from IMA. The proposal sought to merge this region with the pre-existing city-owned land on Iron Mountain, unifying them into a single conservation easement managed by SLC. The City Council approved moving forward with the project subject to due diligence and an assessment of conceptual maintenance costs.

On [August 29, 2023](#), the City Council accepted a donation from Iron Mountain Associates (IMA) of the land shown in dark green in Figure 1, which is adjacent to city-owned properties on Iron Mountain. The properties were subject to a conservation easement placed on the parcels at the time of donation.



## Analysis

Since the August 29th presentation, the Trails and Open Space Team learned of an acreage discrepancy. Previously, the Team presented the donation comprising 218

acres. However, while acquiring the title policy, our Team, collaborating with IMA and SLC, discovered an acreage discrepancy. The actual acreage of the donated property is 156 acres, not the previously stated 218 acres.

Notwithstanding this development, the Team, in consultation with the City Attorney's Office and SLC, recommends that the Council consider and approve the proposed amendment to the Conservation Easement serving the following purpose:

- **Amendment of Legal Description:** Amends and expands the legal description of the Conservation Easement from the existing 156 acres to include the adjacent 326.5 acres of city-owned properties referred to as the 'Additional Easement Property.' This modification reflects the accurate extent of the protected open space.
- **Update to Property Map:** Updates the 'Property Map' within the Conservation Easement documentation to reflect the revised legal description accurately.
- **Change in Notice Provision:** Alters the 'Notice' provision within the Conservation Easement, replacing the previous notifier, IMA, with Park City Municipal Corporation as the responsible entity for receiving notifications related to the easement.

Consolidating property ownership and preservation terms through a unified conservation easement is a prudent approach to managing open spaces in and around Park City. It aligns with the Council's goal of preserving and enhancing the environment.

#### Stewardship Costs and Permitted/Prohibitive Uses

SLC has secured sufficient funds for drafting and stewardship of the conservation easement. There are no additional costs associated with the granting of the conservation easement. The permitted and prohibitive terms within the conservation easement (Exhibit C of the easement) align with similar covenants on other open spaces, allowing for passive, non-motorized recreational activities.

Review and consider approving an amendment (Exhibit A) to the Iron Mountain Conservation Easement (Exhibit B) in a form approved by the City Attorney's Office. This action would consolidate over 500 acres of city-owned property on the eastern face of Iron Mountain under a single third-party conservation easement held by Summit Land Conservancy (SLC).

#### **Funding**

Funding is not being requested as part of this report.

#### **Exhibits**

**Exhibit A-** Iron Mountain Conservation Easement Amendment

**Exhibit B-** Iron Mountain Conservation Easement

WHEN RECORDED, RETURN TO:  
Summit Land Conservancy  
P.O. Box 1775  
1887 Gold Dust Lane, Suite 101  
Park City, Utah 84060

## AMENDMENT TO IRON MOUNTAIN CONSERVATION EASEMENT

THIS AMENDMENT TO IRON MOUNTAIN CONSERVATION EASEMENT (this “Amendment”) is made effective as of the date of recording with the office of the Summit County Recorder (the “Effective Date”) by and between PARK CITY MUNICIPAL CORPORATION (“Grantor”), as successor-in-interest to Iron Mountain Associates (“IMA”), and SUMMIT LAND CONSERVANCY (“Grantee”). (The Grantor and the Grantee are referred to individually as a “Party” and collectively as the “Parties”).

### RECITALS

- A. IMA and Grantee entered into a conservation easement with an effective date of September 11, 20223, recorded with the office of the Summit County Recorder as Instrument #01209394, Book 2793, Page 1679 (the “Conservation Easement”) for the 156 acre property described in Exhibit A of the Easement (the “Easement Property”).
- B. IMA conveyed fee title to the Easement Property to Grantee through execution and recording of a warranty deed recorded September 11, 2023 with the office of the Summit County Recorder as Instrument #01209402, Book 2793, Page 1745.
- C. Grantor is the owner of approximately 326.5 acres of property located on Iron Mountain and adjacent to the Easement Property and hereafter defined as the “Additional Easement Property”.
- D. The **Additional Easement Property is natural vegetated land that is habitat for wildlife with recreational trails used by the public for outdoor recreation and it is part of the scenic vista of Iron Mountain**; the Additional Easement Property shares the same Conservation Values as the Easement Property, and its permanent protection as open space would yield the same public benefits.
- E. The parties wish to amend the Conservation Easement to include the Additional Easement Property, to facilitate the protection of 482.5 acres of land perpetually protected by the Conservation Easement.

### AGREEMENT

NOW THEREFORE, in consideration of the recitals set forth above, the Parties hereby agree:

- 1. Exhibit A of the Conservation Easement, titled, “LEGAL DESCRIPTION OF THE PROPERTY,” is deleted in its entirety and is hereby replaced with the attached Exhibit A

for the purpose of including both the Easement Property and the Additional Easement Property as the property subject to the terms of the Conservation Easement.

2. Exhibit B of the Conservation Easement, titled, "PROPERTY MAP," is deleted in its entirety and is hereby replaced with the attached Exhibit B to depict the original Easement Property as well as the Additional Easement Property.
3. Section 18 of the Conservation Easement, titled, "NOTICE," is hereby amended to delete IMA and its address from the "To Grantor" section and replace it with the following:

Park City Municipal Corporation  
P.O. Box 1480  
445 Marsac Ave.  
Park City, UT 84060  
Attention: City Attorney's Office

4. The Parties acknowledge that the Baseline Report as described in section 2 of the Conservation Easement, titled, "BASELINE REPORT," includes documentation of both the original Easement Property and the Additional Easement Property and is evidence of the present condition of the Additional Easement Property.
5. All other terms of the Conservation Easement shall remain unchanged, and Grantee and Grantor acknowledge and agree that the Conservation Easement, as amended by this amendment, is hereby reaffirmed, ratified, and confirmed in its entirety and is in full force and effect.
6. This Amendment may be executed in any number of counterparts, each of which counterpart copy shall be deemed an original for all purposes.

GRANTEE and GRANTOR have executed this Amendment to Conservation Easement as of the effective date

[SIGNATURE PAGE TO FOLLOW]

GRANTOR:

Park City Municipal Corporation

GRANTEE:

Summit Land Conservancy, a Utah  
nonprofit corporation

By: \_\_\_\_\_  
Printed Name: \_\_\_\_\_  
Title: \_\_\_\_\_

By: \_\_\_\_\_  
William A. Hodgman, Board President

STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_ )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by William A. Hodgman, the Board President of the Summit Land Conservancy, a Utah nonprofit corporation.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_



STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_ )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 2023, by \_\_\_\_\_.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_

**EXHIBIT A  
TO  
CONSERVATION EASEMENT**

---

**LEGAL DESCRIPTION OF THE PROPERTY**

**NORTH PARCEL**

A parcel lying within the Northwest Quarter of Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at the Southwest Corner of Lot 1, The Colony at White Pine Canyon Phase 1 Amended, said point being East 377.99 feet and South 1111.48 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence South 20°47'08" East 367.66 feet; thence North 88°34'04" East 2312.49 feet; thence South 01°14'45" West 1320.77 feet; thence North 46°04'23" West 142.23 feet; thence South 45°01'38" West 1145.82 feet; thence North 19°38'13" West 1506.79 feet; thence South 43°59'49" West 674.93 feet; thence North 61°00'44" West 1089.85 feet; thence North 01°38'36" East 780.01 feet; thence North 79°22'50" East 412.72 feet to the point of beginning.

Summit County Tax Serial Numbers: PP-25-B and SS-106

**SOUTH PARCEL**

A parcel lying within Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at a point East 2008.03 feet and South 4939.95 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence South 45°02'22" East 1057.81 feet; thence North 89°15'15" East 475.31 feet; thence South 39°45'27" West 900.21 feet; thence South 86°06'18" West 1059.84 feet; thence North 64°01'13" West 372.86 feet; thence North 01°39'17" East 750.76 feet; thence South 76°01'13" East 107.86 feet; thence North 45°01'38" East 873.83 feet to the point of beginning.

Summit County Tax Serial Numbers: PP- 25, PP-25-B and PP-S-87

**SQUARE PARCEL**

A parcel lying within the Northeast Quarter of Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at a point East 4106.95 feet and South 2802.76 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence North 89°33'36" East 1332.32 feet; thence South 00°25'53" West 1110.07 feet; thence South 86°33'44" West 1342.71 feet; thence North 00°47'42" East 1180.43 feet to the point of beginning.

Summit County Tax Serial Numbers: PP-25-B

#### Parcel 1

Beginning at the Northeast Corner of Lot 1, The Colony at White Pine Canyon Phase 1, Amended Final Subdivision Plat, recorded as Entry No. 534009, said point being South 89°24'49" East along the East-West center of Section line of Section 6, Township 2 South, Range 4 East, Salt Lake Base and Meridian 1443.13 feet from the West quarter corner of said Section 6, and marked "A.P." for angle point for Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, as per original notes from the 1938 dependent resurvey, (basis of bearing being North 00°37'54" East a distance of 1316.67 feet between said West quarter corner and the corner to Government Lots 1 & 8, Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian); and running thence South 89°24'49" East along said East-West center of Section line a distance of 1312.01 feet, more or less, to the center of said Section 6, said point also being the Northwest corner of Aspen Springs Ranch Subdivision Phase II; thence South 00°51'05" East along the North-South center of Section line of said Section 6, and the West line of said Aspen Springs Ranch Subdivision Phase II a distance of 2676.04 feet, more or less, to the South quarter corner of said Section 6, and the Southwest corner of said Aspen Springs Ranch Subdivision Phase II; thence South 88°34'04" West along the South

line of said Section 6 a distance of 2312.50 feet; thence North 20°47'08" West a distance of 367.66 feet, more or less, to the Southwesterly most corner of said Lot 1, The Colony at White Pine Canyon Phase 1, Amended; thence East along the South line of said Lot 1 a distance of 807.58 feet to the Southeast corner of said Lot 1; thence North 14°08'50" East along the East line of said Lot 1 a distance of 1102.30 feet; thence continuing along said East line of Lot 1 North 00°34'53" East a distance of 1334.45 feet to the point of beginning.

Summit County Tax Serial Number: SS-106-A-X

#### Parcel 2

Beginning at a point South 89°24'49" East along the East-West center of Section line of Section 6, Township 2 South, Range 4 East, Salt Lake Base and Meridian, a distance of 1312.01 feet and South 00°51'05" East along the North-South center of Section line of said Section 6, a distance of 2676.04 feet from the Northeast Corner of Lot 1, The Colony at White Pine Canyon Phase 1, Amended Final Subdivision Plat, recorded as Entry No. 534009, said Northeast Corner of Lot 1 being South 89°24'49" East along the East-West center of Section line of said Section 6, a distance of 1443.13 feet from the West quarter corner of said Section 6, and marked "A.P." for angle point for Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, as per original notes from the 1938 dependent resurvey, said point of beginning also being the South quarter corner of said Section 6, and the Southwest corner of Aspen Springs Ranch Subdivision Phase II (basis of bearing being North 00°37'54" East a distance of 1316.67 feet between said West quarter corner and the corner to Government Lots 1 & 8, Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian); and running thence South 89°06'26" East along the South line of said Aspen Springs Ranch Subdivision Phase II and the North line of Section 7, Township 2 South, Range 4 East, Salt Lake Base and Meridian, a distance of 403.36 feet; thence South a distance of 1730.31 feet, more or less, to a point on Line 3-4 of the Warren No. 2 Patented Lode Mining Claim, M.S. 6292; thence North 46°04'23" West along said Line 3-4 of said Warren No. 2 Mining Claim, a distance of 599.85 feet to the North-South center of Section line of said Section 7; thence North 01°14'45" East along said North-South center of Section line a distance of 1320.77 feet to the point of beginning.

Summit County Tax Serial Number: PP-25-2-X

#### Parcel 3

Beginning at a point South 89°24'49" East along the East-West center of Section line of Section 6, Township 2 South, Range 4 East, Salt Lake Base and Meridian, a distance of 1312.01 feet and South 00°51'05" East along the North-South center of Section line of said Section 6, a distance of 2676.04 feet and South 89°06'26" East along the South line of said Section 6, a distance of 1226.09 feet from the Northeast Corner of Lot 1, The Colony at White Pine Canyon Phase 1, Amended Final Subdivision Plat, recorded as Entry No. 534009, said Northeast Corner of Lot 1 being South 89°24'49" East along the East-West center of Section line of said Section 6, a distance of 1443.13 feet from the West quarter corner of said Section 6, marked "A.P." for angle point for Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, as per original notes from the 1938 dependent resurvey, said point of beginning being on the South line of Aspen Springs Ranch Subdivision Phase II (basis of bearing being North 00°37'54" East a distance of 1316.67 feet between said West quarter corner and the corner to Government Lots 1 & 8, Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian); and running thence South 89°06'26" East along said South line of Section 6, and the South line of Aspen Springs Ranch Subdivision Phase II, a distance of 1403.42 feet, more or less, to a point on the West line of Iron Canyon Subdivision; thence South 00°01'42" East along said West line a distance of 41.54 feet, more or less, to the Southwest corner of Lot 34, Iron Canyon Subdivision; thence North 89°25'07" East along the South line of Iron Canyon Subdivision a distance of 278.64 feet, more or less, to a point on the West line of Lot 41, Iron Canyon Subdivision; thence South 00°04'07" West along said West line a distance of 543.50 feet to the Southwest corner of Lot 42, Iron Canyon Subdivision; thence South 89°55'53" East along the South line of Iron Canyon Subdivision a distance of 1020.00 feet, more or less, to the East line of the West half of the Northwest quarter of Section 8, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also lying on the West line of Thaynes Canyon Subdivision No. 3; thence South 00°04'07" West along the West line of Thaynes Canyon

Subdivision No. 3, and the East line if the West half of the Northwest quarter of said Section 8, a distance of 2025.11 feet, more or less, to the East-West center of Section line of said Section 8; thence North 89°53'53" West along said East-West center of Section line a distance of 1315.20 feet, more or less, to the East quarter corner of Section 7, Township 2 South, Range 4 East, Salt Lake Base and Meridian; thence South 65°47'51" West a distance of 26.28 feet, more or less, to a point on Line 1-2 of the Pheasant No. 2 Patented Lode Mining Claim, M.S. 6967; thence North 03°16'03" West along said Line 1-2, a distance of 151.13 feet, more or less, to Corner No. 2 of said Pheasant No. 2 Patented Lode Mining Claim; thence North 86°45'43" East a distance of 33.71 feet, more or less, to a point on the East line of said Section 7; thence North 00°25'53" East along said East line, a distance of 1110.07 feet, more or less, to the Northeast corner of Government Lot 22 of said Section 7; thence South 89°33'36" West along the North line of said Government Lot 22 a distance of 1412.33 feet, more or less, to the Northwest corner of said Government Lot 22; thence North 00°47'42" East a distance of 1387.00 feet to the point of beginning.

EXCEPTING THEREFROM any portions lying within the following:

Exception Parcel 1

BEGINNING at a point West 5272.02 feet and South 506.93 feet from the Northeast corner of Section 8, Township 2 South Range 4 East, Salt Lake Base and Meridian, said point being the Northeast corner of a 110.00 foot by 110.00 foot water tank site; thence South 110.00 feet; thence West 110.00 feet; thence North 110.00 feet; thence East 110.00 feet to the point of BEGINNING.

Exception Parcel 2

A parcel of land being 35.00 feet wide, 17.50 feet right and 17.50 feet left of the following described line. BEGINNING at a point on the North line of the above described water tank site description, West 55.00 feet from the Northeast corner of said description; thence North 41°09'25" East 122.35 feet; thence North 2°29'57" East 116.39 feet; thence North 43°23'52" East 193.71 feet; thence North 33°16'48" East 120.30 feet, more or less, to a point on the North line of said Section 8 and the South line of Lot 34 of Iron Canyon Subdivision (to be recorded) said point being South 89°21'00" West 5042.65 feet from the Northeast corner of said Section 8. Basis of bearing for the water tank site and the access road is the North line of Section 9, Township 2 South Range 4 East, Salt Lake Base and Meridian which has a bearing of North 89°49'28" East.

Summit County Tax Serial Numbers: PP-25-1-X and SS-108-A-X

Parcel 4

Beginning at a point South 89°24'49" East along the East-West center of Section line of Section 6, Township 2 South, Range 4 East, Salt Lake Base and Meridian, a distance of 1312.01 feet and South 00°51'05" East along the North-South center of Section line of said Section 6, a distance of 2676.04 feet and South 89°06'26" East along the South line of said Section 6, and the South line of Aspen Springs Ranch Subdivision Phase II, a distance of 403.36 feet from the Northeast Corner of Lot 1, The Colony at White Pine Canyon Phase 1, Amended Final Subdivision Plat, recorded as Entry No. 534009, said Northeast Corner of Lot 1 being South 89°24'49" East along the East-West center of Section line of said Section 6 a distance of 1443.13 feet from the West quarter corner of said Section 6, marked "A.P." for angle point for Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian, as per original notes from the 1938 dependent resurvey, (basis of bearing being North 00°37'54" East a distance of 1316.67 feet between said West quarter corner and the corner to Government Lots 1 & 8, Section 1, Township 2 South, Range 3 East, Salt Lake Base & Meridian); and running thence South 89°06'26" East along said South line of Section 6, and South line of Aspen Springs Ranch Subdivision Phase II, a distance of 822.73 feet; thence South 00°47'42" West a distance of 1387.00 feet; thence North 89°33'36" East a distance of 80.02 feet; thence South 00°47'42" West a distance of 1180.43 feet, more or less, to a point on Line 2-3 of the Lawrence No. 1 Patented Lode Mining Claim, M.S. 6967; thence North 86°33'25" East along Line 2-3 of said Lawrence No. 2 Mining Claim, and along Line 2-3 of the Pheasant No. 2 Patented Lode Mining Claim, M.S. 6967 and Line

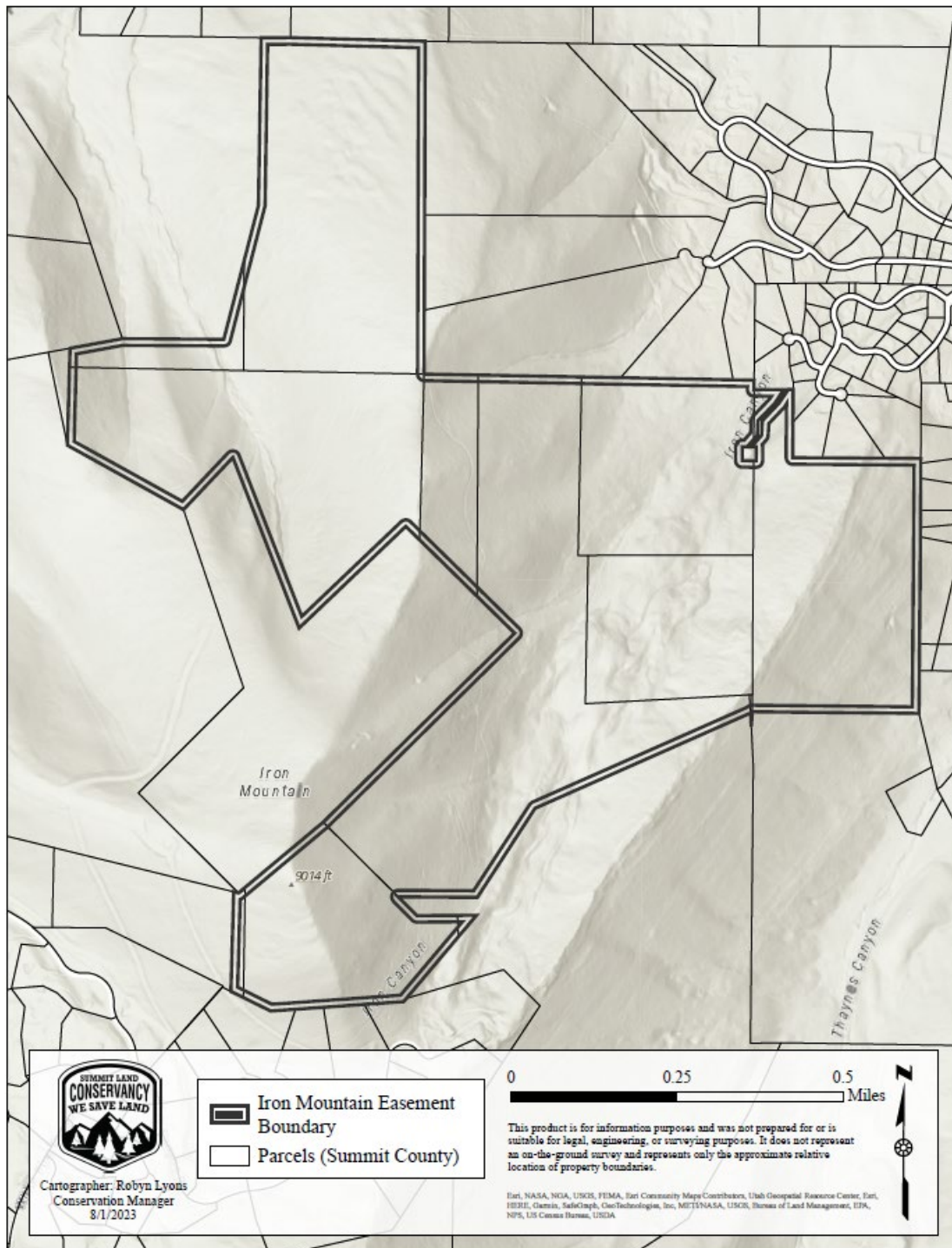
2-3 of the Pheasant No. 3 Patented Lode Mining Claim, M.S. 6967, a distance of 1309.00 feet, more or less, to Corner No. 2 of said Pheasant No. 2 Mining Claim; thence South 03°16'03" East along Line 1-2 of said Pheasant No. 2 Mining Claim a distance of 151.13 feet; thence South 65°47'51" West a distance of 1877.49 feet; thence South 32°35'25" West a distance of 847.16 feet; thence West a distance of 629.34 feet; thence North 44°58'22" West a distance of 847.51 feet, more or less, to a point on Line 1-4 of the Warren No. 1 Patented Lode Mining Claim, M.S. 6292; thence North 45°01'38" East along Line 1-4 of said Warren No. 1 Mining Claim, and Line 1-4 of the Warren No. 2 Patented Lode Mining Claim, M.S. 6292, a distance of 2143.36 feet, more or less, to Corner No. 4 of said Warren No. 2 Mining Claim; thence North 46°04'23" West along Line 3-4 of said Warren No. 2 Mining Claim, a distance of 418.59 feet; thence North a distance of 1730.31 feet to the point of beginning.

Summit County Tax Serial Number: PP-25-3-X



**EXHIBIT B  
TO  
CONSERVATION EASEMENT**

**PROPERTY MAP**



WHEN RECORDED, RETURN TO:  
Summit Land Conservancy  
P.O. Box 1775  
1887 Gold Dust Lane, Suite 101  
Park City, Utah 84060

## IRON MOUNTAIN CONSERVATION EASEMENT

THIS IRON MOUNTAIN CONSERVATION EASEMENT (this “Easement”) is made effective as of the date of recording with the office of the Summit County Recorder (the “Effective Date”) by and between IRON MOUNTAIN ASSOCIATES, L.L.C., a Utah limited liability company (“Grantor”) and SUMMIT LAND CONSERVANCY, a Utah non-profit corporation (“Grantee”). (The Grantor and the Grantee are referred to individually as a “Party” and collectively as the “Parties”).

The following exhibits are attached to and are incorporated into this Easement by this reference:

Exhibit A: Legal Description of the Property;  
Exhibit B: Property Map; and  
Exhibit C: Permitted and Restricted Uses and Practices.

## RECITALS

- A. Grantor owns approximately 218 acres of certain real property and appurtenances located in the area known as Iron Mountain, in Park City, Summit County, State of Utah (collectively, the “Property”). The Property is described in Exhibit A and shown on the Property Map attached as Exhibit B.
- B. As fee owner of the Property, Grantor owns the affirmative right to identify, preserve, enhance, and protect forever the Conservation Values (defined below) of the Property. Grantor desires to grant a Conservation Easement in perpetuity to Grantee pursuant to Utah Code Title 57, Chapter 18, Land Conservation Easement Act (“Conservation Easement Act”) which authorizes protection of natural, scenic, open space, aesthetic, historic, hydrologic, ecological, agricultural, and scientific values that are of great importance to Grantor, the Grantee, the residents of Summit County, and the people of the State of Utah.
- C. The Property is open hillside land adjacent to Park City Mountain Resort, The Colony subdivision, and open public recreational land owned by Park City Municipal Corporation. Seasonal public access trails designed for hiking and mountain biking run through the Property.
- D. The conservation values preserved and protected under this Easement include (i) relatively natural vegetation and wildlife habitat; (ii) natural, scenic open space; (iii) outdoor public recreation; and (iv) water quality. Said conservation values are described in more detail in subsections (i) through (iv) immediately below and collectively referred to as the

“Conservation Values.” This Easement is consistent with and meets the requirements of §170(h)(4) of the Internal Revenue Code of 1986, as amended, and the regulations thereunder (the “I.R.C.”). The Conservation Values are further documented in the Baseline Report (defined below).

- (i) Natural Vegetation and Wildlife Habitat: This Easement protects a relatively natural habitat of plants and wildlife and therefore meets the requirements of I.R.C. §170(h)(4)(A)(ii), in particular:

- (a) Vegetation. The Property is primarily Quaking Aspen groves and Conifer trees with smaller pockets of deciduous Bigtooth Maples, Gamble Oak, and sagebrush. The Property is contiguous to a greater wildlife habitat area comprised of the existing Warren Claims conservation easement, lands used for commercial recreational skiing, the Wasatch-Cache National Forest, and large residential subdivision lots with native vegetation. Its variable elevation creates ample opportunity for many different vegetation types, and potentially habitat for rare wildflowers like *Dodecatheon utahensis* that is only found in the Wasatch range. Other rare species, like *Primula maguirei* which is federally listed as “threatened,” may be found on the Property given its elevation, precipitation, and proximity to other open space.
- (b) Wildlife. The Property is relatively natural habitat for a variety of wildlife including large game (deer, elk, moose), ground mammals (marmot, squirrel, ermine, montane vole, porcupine), and birds (ruffed grouse, turkeys, birds of prey). Many of these species use the Property for travel between seasonal habitats. The Utah Division of Wildlife Resources identifies the Property as part of a crucial habitat for moose, elk, mule deer, and dusky grouse. The Wasatch Cache National Forest Plan included the northern goshawk as a Sensitive Species and designated special status to the Property area. The monarch butterfly, a candidate for protection under the Endangered Species Act, travels to Utah annually and relies on plants that provide foraging opportunities and suitable land, like the Property, for milkweed plants as a breeding habitat. The flowering plants on the Property also create a suitable habitat for the western bumble bee, a species being reviewed for protection under the Endangered Species Act, as well as many other native pollinators like mason bees and long-horned bees. Utah State University researchers estimate that Utah is home to roughly 1,100 different bee species that perform pollination services for wild and managed flowering plants. The majority of these species are non-aggressive solitary nesters, and are threatened by habitat loss in the state.

- (ii) Scenic, Aesthetic and Open Space Values. The Property qualifies as open space that yields a significant public benefit pursuant to IRS Regulations §1.170A-14(d)(1)(iii) because (a) it is used for the scenic enjoyment of the general public, and (b) such use is supported by clearly delineated government policies described in the “Park City General Plan”. In particular:

- (a) *Scenic Enjoyment.* The Property is part of Iron Mountain and forms part of the iconic landscape clearly visible from many public roadways and vantage points in and around the greater Park City area and Snyderville Basin. The Property offers unobstructed ridgeline views and views of steep hillsides with rocky buttress features. Views of native vegetation vary from season-to season; evergreen and deciduous trees are snow-covered in the winter and their foliage is colorful and striking in the fall.
    - (b) *Park City's General Plan.* Preservation of the Property for conservation purposes is consistent with the community open space values reflected in the Park City General Plan, adopted by Park City Municipal Corporation in 2014. The protection of the Property is consistent with the following objectives of Goal 4 of the plan: (i) to protect natural areas critical to biodiversity and healthy ecological function, (ii) to buffer entry corridors from development and protect mountain vistas to enhance the natural setting, quality of life, and visitor experience, (iii) to prevent fragmentation of open space to support ecosystem health, wildlife corridors, and recreation opportunities, and (iv) to minimize further land disturbance and the conversion to development of remaining undisturbed land areas, to minimize the effects on neighborhoods.
  - (iii) Public Outdoor Recreation. The Property has natural surface trails open to the public and designed and maintained for hiking and mountain biking during months when the commercially operated ski resort proximate to the Property is not in operation. The Mid-Mountain trail, a 26-mile trail at approximately 8000', that extends across the mountain range from Deer Valley to Summit Park, runs through the Property. The Iron Mountain, Iron Man and Goldfinger trails provide opportunities for recreationists to access the upper elevations of Iron Mountain and link to other trails within the greater trail network. In addition, the Property is adjacent to ski runs, and highly visible from chairlifts that are maintained and operated by the ski resort and the protection of the Property as natural open space enhances the winter recreational experience for the resort's clientele. Finally, the Property provides for backcountry skiing access when conditions allow. Accordingly, the Property qualifies as outdoor recreational land pursuant to IRS Regulations § 1.170A-14(d)(1)(i).
  - (iv) Water Quality: The undeveloped open space forms a portion of the upper East Canyon Creek watershed and the Property is adjacent to residential subdivisions. Trees and native vegetation prevent erosion of the steep hillsides, and form highly permeable surfaces that absorb snow-melt from the high elevation peaks. The Property mitigates flooding to adjacent urban areas and maintains water quality. The health of the Property remains valuable to the function of the region's water resources and the wildlife that rely on them.
- E. The Conservation Values are further documented in the Baseline Document Report (the "Baseline Report"), a copy of which is on file at the offices of Grantor and Grantee. The Grantor and Grantee have acknowledged and hereby acknowledge said Baseline Report



memorializes the condition of the Property as of the effective date of this grant of Easement.

- F. As of the Effective Date, Grantee is a nonprofit corporation incorporated under the laws of Utah as a tax-exempt public charity described in I.R.C. §§ 501(c)(3) and 509(a)(1). The Grantee is organized to protect and conserve natural areas and ecologically significant land for scientific, charitable, and educational purposes. The Grantee is a “qualified organization” within the provisions of I.R.C. § 170(h) and is qualified to acquire and hold conservation easements and is a qualified “Grantee” of a conservation easement under the Conservation Easement Act.
- G. To accomplish the Conservation Purposes (defined below), Grantor desires to convey to the Grantee and the Grantee desires to accept from the Grantor a conservation easement that restricts the uses of the Property as provided herein and that grants certain rights to the Grantee in order to preserve, protect, identify, monitor, enhance, and restore the Conservation Values in perpetuity.
- H. The Grantee agrees by accepting this grant to honor the intentions of the Grantor stated herein and to preserve and protect the Conservation Values of the Property in perpetuity for the public benefit. The Grantee acknowledges that no goods or services or other consideration of any kind whatsoever were received by the Grantee in consideration of or in exchange for this grant.

## **CONSERVATION EASEMENT TERMS**

IN CONSIDERATION of the recitals set forth above, the mutual covenants, terms, conditions, and restrictions contained in this Easement and other good and valuable consideration, the receipt and sufficiency of which are acknowledged, and pursuant to Utah state law including without limitation the Conservation Easement Act, Grantor voluntarily and without consideration of any kind hereby grants and conveys to the Grantee, and the Grantee hereby accepts from Grantor, a perpetual conservation easement in, on, over, and across the Property, subject to the terms and conditions set forth in this Easement, restricting forever the uses that may be made of the Property and granting the Grantee certain rights in the Property; and Grantor and the Grantee agree as follows:

1. **CONSERVATION PURPOSES.** The purposes of this Easement are to preserve and protect in perpetuity and, in the event of their degradation or destruction, to assure the preservation and restoration of the Conservation Values of the Property. In particular, the purpose of this Easement is to protect natural vegetation and wildlife habitat, maintain the Property’s natural, aesthetic and scenic open space qualities, provide public access to outdoor recreation, and to protect water quality within the East Canyon Creek watershed. In achieving the above-named purposes (collectively the “Conservation Purposes”), it is the intent of this Easement to permit the continuation of such uses of the Property as may be conducted consistent with the Conservation Values protected herein, and consistent with the terms, conditions and restrictions stated in this Easement.

2. **BASELINE REPORT.** By its execution of this Easement, the Grantee acknowledges that Grantor's present uses of the Property are compatible with the purposes of this Easement. In order to evidence the present condition of the Property (including both natural and manmade features) and to facilitate future monitoring and enforcement of this Easement, the Parties acknowledge that a Baseline Report has been prepared, which provides a collection of baseline data on the Property and its natural resources and an assessment of the consistent uses. The Parties acknowledge that said Baseline Report includes documentation of lands adjacent to the Property, that are also part of the Iron Mountain open public recreational area. The Parties agree that the Baseline Report, signed by the Parties at the time of this grant of Easement, contains an accurate representation of the biological and physical condition of the Property as of the Effective Date and of the historical uses of the Property, including historical water uses. In addition to the public benefits described as the Conservation Values, the Baseline Report identifies public policies and statements and/or other factual information supporting the significant public benefit of this Easement. The Grantee may use the Baseline Report in enforcing provisions of this Conservation Easement, but is not limited to use of the Baseline Report to show change of conditions. The Baseline Report is incorporated into this Conservation Easement by reference. Grantor and the Grantee approve the Baseline Report, a copy of which is on file with the Grantor and the original of which is on file with the Grantee at their respective addresses for notices set forth below.
3. **THE GRANTEE'S RIGHTS.** In order to accomplish the Conservation Purposes, the rights and interests that are granted and conveyed to the Grantee by this Easement include the following:
  - A. **Preserve and Protect.** The right to preserve, protect, identify, monitor, and enhance the Conservation Values in perpetuity, and, in the event of their degradation or destruction, the right to restore such areas or features of the Property that are damaged by any inconsistent activity or use.
  - B. **Entry and Access Rights.** The Grantee is, by this Easement, granted rights of access by public ways or otherwise including, but not limited to, any access easements appurtenant to the Property or held by Grantor, to enter upon the Property at any time in order to: monitor compliance with and otherwise enforce the terms of this Easement; to study and document ecosystems and other features of the Property; to take ground and aerial photographs of the property; and to determine whether the Grantor's activities are in compliance with the terms of this Easement; all in a manner that does not unreasonably disturb the use of the Property by Grantor consistent with this Easement.
  - C. **Enforcement.** The Grantee has the right to prevent or enjoin any activity on or use of the Property that constitutes a breach of this Easement or is inconsistent, in any material respect, with the preservation of the Conservation Values.

#### 4. USES OF THE PROPERTY.

- A. Reserved Use Rights. Grantor may use and manage the Property as open space for passive recreational use by the public, consistent with the Conservation Values and the permitted and prohibited uses described in Exhibit C (the "Reserved Use Rights").
- B. Reserved Rights. Grantor reserves to Grantor and to Grantor's successors and assigns as the owner of the Property all rights accruing from the ownership of the Property, including the right to engage in or permit or invite others to engage in uses of the Property that are not expressly prohibited herein and that are consistent with the purpose of the Easement, including without limitation the right to engage in or permit others to engage in Reserved Use Rights.

#### 5. APPROVAL REQUEST.

- A. The Grantee's Approval. Grantor will not undertake or authorize any activity requiring prior approval by the Grantee, as set forth in Exhibit C, without first having notified and received approval from the Grantee as provided herein. Prior to the commencement of any activity for which this Easement requires prior written approval by the Grantee, Grantor will send the Grantee written notice of Grantor's intention to undertake such activity. The notice will inform the Grantee of all aspects of the proposed activity, including location, design, materials or equipment to be used, dates and duration, and all other relevant information. If in the Grantee's judgment additional information is required to adequately review the proposal, the Grantee will send written notice requesting such additional information within thirty (30) days of receipt of Grantor's notice.
- B. The Grantee's Decision. No later than thirty (30) days from the Grantee's receipt of information adequate to review the proposal, the Grantee will notify Grantor of its disapproval or approval of Grantor's proposal, or the Grantee may approve Grantor's proposal with specified modifications. The Grantee's decision must be based upon the Grantee's assessment of the proposed activity in relation to its consistency or inconsistency with the terms of this Easement. Approval to proceed with, or failure to object to, any proposed use or activity will not constitute consent to any subsequent use or activity of the same or any different nature. Grantee's approval may be withheld only upon a reasonable determination by Grantee that the action as proposed would be inconsistent with the purpose of this Easement. Grantee's failure to respond within the thirty (30) day period will be deemed an approval.

#### 6. ENFORCEMENT AND REMEDIES.

- A. Notice of Violation; Corrective Action. If the Grantee becomes aware that a violation of the terms of this Easement caused by Grantor has occurred or is threatened to occur, the Grantee will give written notice to Grantor of such violation who will, in the case of an existing violation, promptly cure the violation by (a)

ceasing the same and (b) restoring the Property to the condition before such violation, or in the case of a threatened violation, refrain from the activity that would result in the violation. If Grantor fails to cure such violation within sixty (60) days after receipt of notice from the Grantee, or under circumstances where the violation cannot reasonably be cured within a sixty (60)-day period, or if Grantor fails to begin curing such violation within the sixty (60)-day period or if Grantor fails to continue diligently to cure such violation until finally cured, the Grantee will have all remedies available at law or equity to enforce the terms of this Easement, including, without limitation, the right to seek a temporary or permanent injunction with respect to such activity, to cause the restoration of that portion of the Property affected by such activity to the condition that existed prior to the undertaking of such prohibited activity (regardless of whether the costs of restoration exceed the value of the Property), and to otherwise pursue all other available legal and equitable remedies, including, but not limited to, monetary damages arising from the violation. The Grantee's rights under this Paragraph apply equally to actual or threatened violations of the terms of this Easement. Grantor agrees that the Grantee's remedies at law for any violation of the terms of this Easement may be inadequate and that the Grantee is entitled to the injunctive relief described in this Paragraph, both prohibitive and mandatory, in addition to such other relief to which the Grantee may be entitled, including specific performance of the terms of this Easement, without the necessity of proving either actual damages or the inadequacy of otherwise available legal remedies. Furthermore, the provisions of the Conservation Easement Act are incorporated into this Easement by this reference, and this Easement includes all of the rights and remedies set forth therein.

- i. Grantor is responsible for the acts and omissions of persons acting on its behalf, at its direction or with its authorization including but not limited to Grantor's agents, employees, lessees and guests ("Grantor Parties"), and the Grantee has the right to enforce this Easement against Grantor for any use of or activities upon the Property which are a violation of this Easement and which result from such acts or omissions of Grantor. Except for Grantor Parties, Grantor is not liable for any acts, actions, or omission of any other person and the Grantee does not have a right to enforce this Easement or make any claim arising under this Easement with respect to Grantor for the acts or commission of any other person.
  - ii. The Grantee has the right, but not the obligation, to pursue all legal and equitable remedies provided under this Paragraph against any third party responsible for any activity or use of the Property that is a violation of this Easement.
- B. Costs of Enforcement. If Grantee is the prevailing party in any judicial proceeding against Grantor, or against Grantor Parties, Grantor shall reimburse Grantee for any reasonable costs of enforcement or defense, including court costs, mediation and, if applicable, arbitration costs, reasonable attorneys' fees, and any other payment ordered by such Court or arbitrator. In addition, any reasonable costs of restoration

will be borne by the Grantor if Grantor is deemed to be solely responsible for damage to the Property. If Grantor prevails in any action to enforce the terms of this Easement, Grantor's costs of suit, including without limitation attorneys' fees, shall be borne by Grantee.

- C. Emergency Enforcement. If the Grantee, in its reasonable good faith judgment, determines that circumstances require immediate action to prevent or mitigate significant, immediate and material damage to the Conservation Values or to prevent significant and material breach of this Easement, the Grantee may pursue its remedies under this Easement without prior notice to Grantor and without waiting for the cure period to expire. Grantee shall concurrently or as soon as possible thereafter notify Grantor orally and in writing of all actions taken pursuant to this paragraph.
- D. Forbearance Not a Waiver. Any forbearance by Grantee to exercise its right under this Easement in the event of any violation of this Easement shall not be deemed or construed to be a waiver by Grantee of such violation or another violation of this Easement or of any of Grantee's rights under this Easement. No delay or omission by Grantee in the exercise of any right or remedy upon any breach shall impair such rights or remedy or be construed as a waiver.
- E. Remedies Cumulative. No single or partial exercise of any right, power, or privilege hereunder will preclude any other or further exercise thereof or the exercise of any other right, power, or privilege hereunder and all remedies under this Easement may be exercised concurrently, independently or successively from time to time. The rights and remedies herein provided are cumulative and not exclusive of any rights or remedies which may be available at law or equity.
- F. Acts Beyond the Grantor's Control. Notwithstanding anything here to the contrary, nothing contained in this Easement will be construed to entitle the Grantee to bring any action against Grantor for, or to require the Grantee or Grantor to restore destruction of or damage to the Conservation Values resulting from, any damage, injury to, or change in the Property resulting from or arising as a result of causes beyond Grantor's control, including without limitation fire, flood, storm, earth movement, landslides, acts of God and/or any other natural disasters, or from any action that Grantor reasonably determines is prudent under emergency conditions to prevent, abate, or mitigate significant injury to the Property.

## 7. REPRESENTATIONS AND WARRANTIES.

- A. Hazardous Material. Grantor warrants that it has no actual knowledge of release or threatened release of hazardous substances or wastes on the Property, as such substances and wastes are defined by applicable law.
- B. State of Title. Grantor represents and warrants that Grantor has good and marketable title to the Property, subject only to any liens, encumbrances and defects described in the title commitment obtained by the Grantee prior to execution of this

Easement. To the best of Grantor's knowledge, there are no existing easements, leases or other agreements with Grantor and third-parties that might cause extinguishment of this Easement, or that would materially impair the Conservation Purposes.

- C. Compliance with Laws. Grantor has not received notice of and has no knowledge of any material violation of any federal, state, county, or other governmental or quasi-governmental statute, ordinance, rule, regulation, law, or administrative or judicial order with respect to the Property.
  - D. No Litigation. Grantor represents and warrants that to its knowledge there is no action, suit, or proceeding that is pending or threatened against the Property or any portion thereof relating to or arising out of the ownership or use of the Property, or any portion thereof, in any court or before or by any federal, state, county, or municipal department, commission, board, bureau, agency, or other governmental instrumentality.
  - E. Disclosure of Easement Information. The Grantee has informed Grantor of the types and legal effects of conservation easements and has advised Grantor to obtain independent legal advice as required by section 57-18-4 of the Conservation Easement Act.
  - F. Authority to Execute Easement. The person or persons executing this Easement on behalf of the Grantee represent and warrant that the execution of this Easement has been duly authorized by the Grantee. The person or persons executing this Easement on behalf of Grantor represent and warrant that the execution of this Easement has been duly authorized by Grantor.
8. COSTS, LEGAL REQUIREMENTS, AND LIABILITIES. Grantor, or Grantor's assigns, will be responsible for and will bear all costs and liabilities of any kind related to the ownership, operation, upkeep, and maintenance of the Property and agrees that the Grantee will have no duty or responsibility for the operation or maintenance of the Property, the monitoring of hazardous conditions on the Property, or the protection of Grantor, the public, or any third-parties from risks relating to conditions on the Property. The Parties hereby acknowledge that the Mid-Mountain trail is maintained and managed by the Snyderville Basin Recreation District, a political subdivision of Summit County. Grantor agrees to pay before delinquency any and all real property taxes and assessments levied on the Property and agrees that the Grantor will keep the Grantee's interest in the Property free of any liens, including those arising out of any work performed for, materials furnished to, or obligations incurred by Grantor. Grantor will be solely responsible for any costs related to the maintenance of general liability insurance covering Grantor's acts on the Property. Grantor remains solely responsible for obtaining any applicable governmental permits and approvals for any activity or use by Grantor on the Property and permitted by this Easement, and any activity or use will be undertaken in accordance with all applicable federal, state, and local laws, rules, regulations, and requirements. If more than one person

or entity constitutes Grantor, the obligations of each and all of them under this Easement will be joint and several.

9. RUNNING WITH THE LAND. This Easement burdens and runs with the Property in perpetuity. Every provision of this Easement that applies to Grantor or the Grantee also applies forever to and burdens or benefits, as applicable, their respective agents, heirs, devisees, administrators, employees, personal representatives, lessees, and assigns, and all other successors as their interest may appear.
10. SUBSEQUENT TRANSFERS AND SUBORDINATION. Grantor agrees that the terms, conditions, restrictions, and purposes of this Easement or reference thereto will be inserted by Grantor in any subsequent deed or other legal instrument by which Grantor divests either the fee simple title or a possessory interest (including, but not limited to, any leases) of the Property; and Grantor further agrees to notify the Grantee of any pending transfer (including, without limitation, leases) at least forty-five (45) days in advance of the transfer. The failure of the Grantor to comply with this Paragraph will not impair the validity of this Easement or limit its enforceability in any way. Any successor in interest of the Grantor, by acceptance of a deed, lease, or other document purporting to convey an interest in all or any portion of the Property, will be deemed to have consented to, reaffirmed, and agreed to be bound by all of the terms, covenants, restrictions, and conditions of this Easement. Upon conveyance of the Property to any third party, Grantor will have no further obligations or responsibilities of any kind under this Easement except for matters and occurrences, if any, that arise or arose out of acts or conditions prior to the date of conveyance.
11. INDEMNIFICATION.
  - A. Cross Indemnification. Notwithstanding any other provision of this Agreement to the contrary, each Party hereby indemnifies, defends, and holds harmless the other, including, without limitation, the other Party's directors, officers, employees, agents, contractors, and their successors and assigns (collectively, the "Indemnified Parties"), from and against any costs, liabilities, penalties, damages, claims, or expenses and litigation costs (including reasonable attorneys' fees) that an Indemnified Party may suffer or incur as a result of, or arising out of use of or activities on the Property, except to the extent caused by the negligence of, or willful misconduct by, the other indemnifying Party.
  - B. Grantor Indemnification. Grantor hereby indemnifies, defends, and holds harmless the Grantee and its Indemnified Parties for any real property taxes, insurance, utilities, or assessments that are levied against the Property, including those for which exemption cannot be obtained, or any claims pertaining to the Grantor's title to the Property or representations and warranties made in this Easement.
  - C. No provision of this Easement shall waive any defense or limitation of the Governmental Immunity Act of Utah (Utah Code §§ 63G-7-101 to -904).

12. CHANGE OF CONDITIONS. In granting this Easement, Grantor has considered the possibility that uses prohibited by the terms of this Easement may become more economically valuable than permitted uses and that neighboring properties may be used entirely for such prohibited uses in the future. It is the intent of Grantor and the Grantee that any such changes will not be deemed circumstances justifying the extinguishment of this Easement. In addition, the inability of Grantor, or Grantor's successors or assigns, to conduct or implement any or all of the uses permitted under this Easement, or the unprofitability of doing so, will not impair the validity of this Easement or be considered grounds for its termination or extinguishment.
13. EXTINGUISHMENT. If subsequent, unexpected circumstances arise in the future that render the purposes of this Easement impossible to accomplish, this Easement can be released, terminated, or otherwise extinguished, whether in whole or in part, only (a) in a judicial proceeding in a court of competent jurisdiction and (b) upon a finding by the court that a subsequent unexpected change in conditions has made impossible or impractical the continued use of the Property for Conservation Purposes. Each Party will promptly notify the other when it first learns of such circumstances. Proceeds received after the satisfaction of prior claims, from any sale, exchange, or involuntary conversion of all or any portion of the Property subsequent to such termination or extinguishment, will be determined and distributed, unless otherwise provided by law at the time, in accordance with Paragraph 15 "USE OF PROCEEDS".
14. CONDEMNATION. If all or part of the Property is taken in exercise of eminent domain by public, corporate, or other authority so as to abrogate the restrictions imposed by this Easement, Grantor and Grantee will join in appropriate actions at the time of such taking to recover the full value of the taking and all incidental or direct damages resulting from the taking, it being expressly agreed that this Easement constitutes a compensable property right, in addition to Grantor's fee interest, which the parties agree shall be the priority claim in any condemnation in which the Grantor is not directly involved in its government role. Proceeds received pursuant to condemnation proceedings will be determined and distributed, unless otherwise provided by law at the time, in accordance with Paragraph 15 "USE OF PROCEEDS".
15. USE OF PROCEEDS. Condemnation, termination or extinguishment proceeds will be utilized by the Grantor to advance conservation purposes and acquire a fee-simple, conservation easement, or a similar property interest in open space lands. As appropriate and upon mutual agreement of the parties, Grantee shall have the right to hold a property interest in the acquired property as either a joint property owner, conservation easement holder, conservation easement co-holder or otherwise. All expenses incurred by Grantor and Grantee in such action will be paid out of the recovered proceeds.



16. AMENDMENT. If circumstances arise under which an amendment to or modification of this Easement might be appropriate, the Grantee and Grantor may by mutual written agreement jointly amend this Easement. Any such amendment will: (1) be consistent with the preservation of the Conservation Values of the Property and the Conservation Purposes of this Easement; (2) not affect its perpetual duration or its qualification under any laws; (3) not permit any private inurement or impermissible private benefit to any person or entity, in accordance with rules and regulations governing charitable organizations qualified under section 501(c)(3) of the IRS Code; and (4) have a positive or not less than neutral conservation outcome. Any such amendment will be recorded in the land records of Summit County, Utah. Nothing in this Paragraph will require either Party to agree to any amendment or to consult or negotiate regarding any amendment.
17. INTERACTION WITH STATE LAW. The provisions of the above paragraphs addressing EXTINGUISHMENT, CONDEMNATION, and AMENDMENT shall apply notwithstanding, and in addition to, any provisions addressing such actions under Utah law.
18. NOTICE. Any written notice called for in this Easement will be delivered: (i) in person; (ii) by certified mail, return receipt requested, postage prepaid; (iii) by e-mail with the original deposited with the United States Post office, postage prepaid; or (iv) by next-business-day delivery through a reputable overnight courier that guarantees next-business-day delivery and provides a receipt. Notices must be addressed as follows:

To the Grantee:

Summit Land Conservancy  
P.O. Box 1775  
1887 Gold Dust Lane, Suite 101  
Park City, Utah 84060  
Attention: Executive Director

To Grantor:

Iron Mountain Associates, L.L.C.  
2455 White Pine Canyon Drive  
Park City, Utah 84088  
Attention: Walter J. Brett

Either Party may, from time to time, by written notice to the other, designate a different address that will be substituted for the relevant address or addresses set forth above. Notice is deemed to be given upon receipt.

## 19. INTERPRETATION.

- A. Intent. It is the intent of this Easement to protect the Conservation Values in perpetuity by prohibiting and restricting specific uses of the Property, notwithstanding economic or other hardship or changes in circumstances or conditions. If any provision in this Easement is found to be ambiguous, an interpretation consistent with protection of the Conservation Values and

Conservation Purposes is favored, regardless of any general rule of construction that may be to the contrary. In the event of any conflict between the provisions of this Easement and the provisions of any use and zoning restrictions of the State of Utah, the county in which the Property is located, or any other governmental entity with jurisdiction, the more restrictive conservation provisions will apply.

- B. Governing Law. This Easement will be interpreted in accordance with the laws of the State of Utah.
- C. Captions. The section captions in this Easement have been inserted solely for convenience of reference and are not part of this Easement and will have no effect upon construction or interpretation.
- D. No Hazardous Materials Liability. Notwithstanding any other provision of this Easement to the contrary, nothing in this Easement will be construed such that it creates in or gives to the Grantee: (a) the obligations or liabilities of a “Grantor” or “operator” as those words are defined and used in Environmental Laws (defined below), including, without limitation, (b) the obligations or liabilities of a person described in 42 USC §9607(a)(3); (c) the obligations of a responsible person under any applicable Environmental Law; (d) any obligation to investigate or remediate any Hazardous Materials associated with the Property; or (e) any control over Grantor’s ability to investigate, remove, remediate, or otherwise clean up any Hazardous Materials associated with the Property.
- E. Merger. This Easement shall not be extinguished under the doctrine of merger. Notwithstanding the foregoing, prior to any occasion in which the Grantee takes legal title to Grantor’s interest in the Property, the Grantee must commit the monitoring and enforcement of this Easement to another qualified organization within the meaning of I.R.C. § 170(h)(3) which organization has among its purposes the conservation and preservation of land and water areas.
- F. Construction. The Parties acknowledge and agree that (a) each Party is of equal bargaining strength; (b) each Party has actively participated in the drafting, preparation, and negotiation of this Easement; (c) each Party has consulted with its own independent counsel, and such other professional advisors as it has deemed appropriate, relating to any and all matters contemplated under this Easement; (d) each Party and its counsel and advisors have reviewed this Easement; (e) each Party has agreed to enter into this Easement following such review and the rendering of such advice; and (f) any rule of construction to the effect that ambiguities are to be resolved against the drafting Party do not apply in the interpretation of this Easement, or any portions hereof, or any amendments hereto.
- G. Definitions. Unless defined elsewhere in this Easement, capitalized terms used in this Easement have the following meanings.
  - i. The term “Development Rights” means and includes any and all legal rights under federal, state, and/or local laws, ordinances, rules or regulations now

in effect or enacted after this date to develop and build structures, expressed as the maximum number of dwelling units per acre for residential parcels or square feet of gross floor area for nonresidential parcels, that could be permitted under applicable zoning and subdivision rules and regulations.

- ii. All references to the “I.R.C.” or “IRS Code” means the Internal Revenue Code in Title 26 of the United States Code.
- iii. All references to the “IRS Regulations” means the Internal Revenue Service Treasury Regulations, 26 C.F.R. Ch. 1, §1.170A-14 as amended.
- iv. The terms “Grantor” and the “Grantee”, and any pronouns used in place thereof, mean and include, respectively, Grantor and Grantor’s personal representatives, heirs, devisees, personal representatives, and assigns, and all other successors as their interest may appear and the Grantee and its successors and assigns.
- v. The term “Hazardous Materials” includes, without limitation, any of the following wastes, materials, chemicals, or other substances (whether in the form of liquids, solids, or gases, and whether or not airborne) which are ignitable, reactive, corrosive, toxic, or radioactive, or which are deemed to be pollutants, contaminants, or hazardous or toxic substances under or pursuant to, or which are to any extent regulated by or under or form the basis of liability under any statute, regulation, rule, ordinance, order, or requirement concerning such wastes, materials, chemicals, or other substances (in each case, an “Environmental Law”), including, but not limited to, petroleum-based products and any material containing or producing any polychlorinated biphenyl, dioxin, or asbestos, as well as any biocide, herbicide, insecticide, or other agrichemical, at any level that may (a) constitute a present or potential threat to human health, safety, welfare, or the environment, (b) exceed any applicable or relevant and appropriate cleanup standard, or (c) cause any person to incur any investigation, removal, remediation, maintenance, abatement, or other cleanup expense; it being understood that such Environmental Laws include, but are not limited to Comprehensive Environmental Response, Compensation and Liability Act of 1980, as amended (42 USC §§ 9601 et seq.); the Hazardous Materials Transportation Act (49 USC §§ 6901 et seq.); similar Utah state environmental laws; and any rule, regulation, or other promulgation adopted under any of the foregoing laws.

20. RESTRICTIONS ON TRANSFER. Other than in the context of an extinguishment or condemnation that complies with this Easement, this Easement may be transferred by Grantee, only if (i) as a condition of the transfer, Grantee requires that the purpose of this Easement continues to be carried out; (ii) the transferee, at the time of transfer, qualifies under I.R.C. §501(c)(3) and/or §170(h) and §57-18-3 of the Conservation Easement Act as an eligible donee to receive this Easement directly (hereafter described as “Eligible

Donee”); and (iii) the Eligible Donee has the commitment and resources to enforce, and agrees to enforce this Easement. Grantee agrees to provide written notice to Grantor at least sixty (60) days prior to any intended transfer of this Easement and if Grantor requests that the Easement be transferred to a specific Eligible Donee, the Parties shall make reasonable efforts to transfer the Easement to said Eligible Donee. Any subsequent transfer of this Easement by any successor in interest to the Grantee in whole or in part shall also be subject to the provisions of this Paragraph. Any attempted transfer by Grantee of all or a portion of this Easement contrary to the terms hereof shall be invalid but shall not operate to extinguish this Easement.

21. SEVERABILITY AND ENFORCEABILITY. The terms and purposes of this Easement are intended to be perpetual. If any provision herein shall be held invalid or unenforceable by any court of competent jurisdiction or as a result of future legislative action, and if the rights or obligations of any Party under this Easement will not be materially and adversely affected thereby, (a) such holding or action will be strictly construed; (b) such provision will be fully severable; (c) this Easement will be construed and enforced as if such provision had never comprised a part hereof; (d) the remaining provisions of this Easement will remain in full force and effect and will not be affected by the invalid or unenforceable provision or by its severance from this Easement; and (e) in lieu of such illegal, invalid or unenforceable provision, there will be added automatically as a part of this Easement a legal, valid and enforceable provision as similar in terms to such illegal, invalid and unenforceable provision as may be possible.
22. COUNTERPARTS. This Easement may be executed in one or more counterparts, all of which taken together will be considered one and the same agreement and each of which will be deemed an original. This Easement shall become effective when each Party has received a counterpart signature page signed by all of the other Parties.
23. RECORDING EFFECTIVE DATE. This Easement shall be effective (the “Effective Date”) on the day and date it is delivered for recording with the office of the Summit County Recorder, with a date-stamped copy retained as proof of timely delivery. The Grantee is authorized to record or file any notices or instruments appropriate to assuring the perpetual enforceability of this Easement, and Grantor agrees to execute any such instruments upon reasonable request.
24. ENTIRE AGREEMENT. This Easement, including the exhibits attached hereto and the Baseline Report, sets forth the entire agreement and understanding of the Parties with respect to the transactions contemplated by this Easement and supersedes all prior arrangements, promises, communications, representations, warranties and understandings, whether oral or written, by any Party or any officer, employee, representative or agent of any Party with respect to the transactions contemplated by this Easement.

[SIGNATURE PAGE TO FOLLOW]

SIGNATURE PAGE CONSERVATION EASEMENT

GRANTOR AND THE GRANTEE have executed this Conservation Easement as of the Effective Date.

GRANTOR:

Iron Mountain Associates, L.L.C.

By: WPA, Ltd., its Manager

By: \_\_\_\_\_  
Walter J. Brett, President

GRANTEE:

Summit Land Conservancy, a Utah  
nonprofit corporation

By: \_\_\_\_\_  
Cheryl Fox, Executive Director

STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_ )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, by Cheryl Fox, the Executive Director of Summit Land Conservancy, a Utah nonprofit corporation.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_

STATE OF UTAH )

: ss.

COUNTY OF \_\_\_\_\_ )

The foregoing instrument was acknowledged before me this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_, by Walter J. Brett, the President of White Pine Associates, Inc., for and on behalf of Iron Mountain Associates, L.L.C., a Utah limited liability company.

\_\_\_\_\_  
NOTARY PUBLIC

Residing at: \_\_\_\_\_

My Commission Expires:

\_\_\_\_\_

**EXHIBIT A  
TO  
CONSERVATION EASEMENT**

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**LEGAL DESCRIPTION OF THE PROPERTY**

**NORTH PARCEL**

A parcel lying within the Northwest Quarter of Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at the Southwest Corner of Lot 1, The Colony at White Pine Canyon Phase 1 Amended, said point being East 377.99 feet and South 1111.48 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence South 20°47'08" East 367.66 feet; thence North 88°34'04" East 2312.49 feet; thence South 01°14'45" West 1320.77 feet; thence North 46°04'23" West 142.23 feet; thence South 45°01'38" West 1145.82 feet; thence North 19°38'13" West 1506.79 feet; thence South 43°59'49" West 674.93 feet; thence North 61°00'44" West 1094.72 feet; thence North 12°01'21" West 759.34 feet; thence North 79°22'50" East 600.73 feet to the point of beginning.

**SOUTH PARCEL**

A parcel lying within Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at a point East 2008.03 feet and South 4939.95 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence South 45°02'22" East 1057.81 feet; thence North 89°15'15" East 475.31 feet; thence South 39°45'27" West 900.21 feet; thence South 86°06'18" West 1059.84 feet; thence North 64°01'13" West 372.86 feet; thence North 01°39'17" East 750.76 feet; thence South 76°01'13" East 107.86 feet; thence North 45°01'38" East 873.83 feet to the point of beginning.

**SQUARE PARCEL**

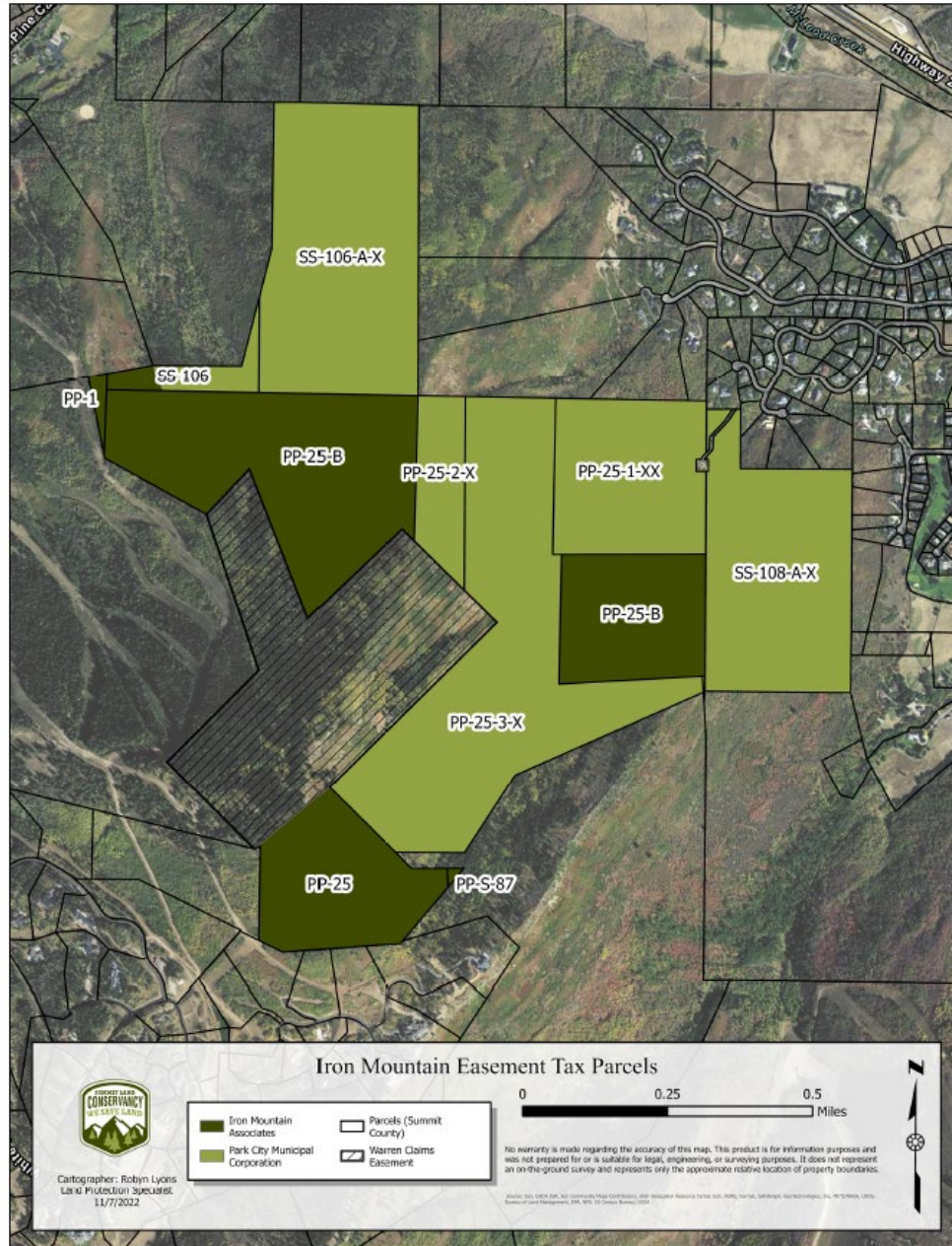
A parcel lying within the Northeast Quarter of Section 7, Township 2 South, Range 4 East, Salt Lake Base & Meridian, Summit County Utah more particularly described as follows:

Beginning at a point East 4106.95 feet and South 2802.76 feet from the East Quarter Corner of Section 1, Township 2 South, Range 3, East, Salt Lake Base and Meridian (Basis of Bearing being North 01°07'03" East 1306.79 feet from said East Quarter Corner of Section 1 to the West Quarter Corner of Section 6, Township 2 South, Range 3 East, Salt Lake Base and Meridian) and running thence North 89°33'36" East 1332.32 feet; thence South 00°25'53" West 1110.07 feet; thence South 86°33'44" West 1342.71 feet; thence North 00°47'42" East 1180.43 feet to the point of beginning.



# EXHIBIT B TO CONSERVATION EASEMENT

## PROPERTY MAP



**EXHIBIT C  
TO  
CONSERVATION EASEMENT**

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The Property shall not be used for residential or commercial purposes except as permitted in this Exhibit C. Industrial uses are not permitted. The uses set forth in this Exhibit C detail specific activities that are permitted or prohibited under this Easement. The uses set forth in this Exhibit C are also intended to provide guidance in determining the consistency of other activities with the Conservation Purposes.

1. MANAGEMENT. The Property shall be named the “Iron Mountain Conservation Easement Area” and will be managed by the Grantor according to best practices for natural and undeveloped open space, with specific attention to maintaining the recreational, wildlife habitat and scenic qualities. The Property shall not be used for any purpose that is inconsistent with it being held as open space.

2. IMPROVEMENTS. No dwelling, building, structure or above-surface equipment or facilities of any kind shall be erected or placed on the Property except for the following: (a) improvements necessary to protect or promote the safety and physical integrity of the surrounding properties; or (b) improvements for trails and signs, as hereafter described.

3. RECREATIONAL USES. The Property may be used for passive recreational activities including, but not limited to, hiking, biking, snowshoeing, back-country skiing and horse-back riding on designated recreational trails.

4. TRAILS. Grantor shall construct and manage trails in a manner consistent with the Conservation Values and with jurisdictional planning and permitting requirements. All trails, signs, water bars, stream crossings or other structures shall be constructed so as to maintain the harmony of the trails within the natural surroundings, and (ii) all trails shall be located so as to limit visual impact to the natural appearance of the Property from adjoining properties and/or from the surrounding community. The Mid-Mountain trail shall be designed for passive recreation (hiking and mountain biking) and the Grantor may make improvements and minor adjustments to the alignment of the Mid-Mountain trail without prior notice to Grantee. Grantor may maintain other existing public access trails located on the Property and may construct new trails or substantial reroutes upon 60 days prior notice and approval of Grantee, not to be unreasonably withheld.

5. AVALANCHE CONTROL AND SAFETY. The Homeowners Association for the Colony at White Pine Canyon, their successors or assigns and/or the ski resort operator may each take all actions on the Property that are reasonably necessary to ensure the safety and well-being of the recreational users of the Property and the occupants and users of lands adjacent to the Property. Avalanche control measures may include but shall not be limited to the closure of the Property for public recreational use, avalanche control work using explosives and the construction of snow barriers and fences.

Avalanche control measures may maintain and protect the continued operation of the certain private ski lift located on Lots 243 and 244 in The Colony Project.

6. GATHERINGS OF PEOPLE AND EVENTS. Public recreational events on established trails and making use of undeveloped park areas are permitted, consistent with the jurisdictional special event application and review process, including but not limited to, mountain bike races, trail running races, organized hikes and small gatherings, so long as they are consistent with the Conservation Values. Temporary uses and facilities incidental to the event are permitted, such as a water station for a trail running event or small gathering are permitted.

7. PARKING AND MOTORIZED VEHICLE USE. Motorized vehicles, including but not limited to, snowmobiles, ATVs, jeeps, and motor bikes, are not permitted on the property other than for emergency services, in association with an approved special event, for ski resort operations, for trail and Property maintenance, the maintenance of utilities, or for the construction of new trails or trail amenities as otherwise permitted by this Easement. Parking is not permitted anywhere on the Property other than temporarily, for the purposes described above.

8. ADA ACCESS. Notwithstanding, the terms of this Easement shall not prevent the Grantor from allowing the use of electric wheelchairs on the Property, or other power-driven mobility devices pursuant to Grantor's obligations under the American's With Disabilities Act of 1990, or other laws and regulations pertaining to the rights of persons with disabilities.

9. HABITAT RESTORATION ACTIVITIES. Activities to restore or enhance native plant communities or wildlife habitat will be permitted, upon mutual agreement and approval of the Grantor and Grantee.

10. UTILITIES. The installation of new utilities on parts of the Property not subject to existing utility easements is subject to the Grantee's prior written approval. Grantee shall approve the installation of new utilities if, in Grantee's reasonable opinion, (a) such utility will have a minimal impact to the Conservation Values, (b) the utility is vital to the people of Park City and it's highly impractical to locate it anywhere other than on the Property, and (c) such new utility is to be located underground in an existing utility corridor. If the installation of a new utility and appurtenant road is considered necessary, the Parties shall make all efforts to locate the utilities and road in a manner that minimizes the impact to the Conservation Values. Grantor will notify the Grantee prior to any use, modification, or work on the existing utility easements on the Property, and to the extent practicable, will conduct any such work in a way that minimizes any impact to the Conservation Values.

11. ROADS. The construction of new roads and the improvement or expansion of old roads for the purpose of vehicular access is prohibited, unless necessary for new utilities allowed pursuant to the previous section and restored after the new utilities are installed.

12. CHEMICAL AND BIOLOGICAL CONTROLS. In accordance with all applicable federal, state and local laws and regulations, Grantor has the right to use agrichemicals and biological controls on the Property as necessary to control noxious weeds, pests and for mosquito abatement. Chemical and biological controls may only be used in accordance with all applicable laws, and in those amounts and with that frequency of application constituting the minimum necessary to accomplish reasonable noxious weed, pest and mosquito abatement objectives. The use of such agents shall be conducted in a manner to minimize adverse effects on the natural values of the Property and to avoid any impairment of the natural ecosystems and processes.

13. ALTERATION OF WATERCOURSES AND TOPOGRAPHY. Grantor may not make any change, disturbance, alteration, excavation, or impairment to any watercourse or the topography of the ground on the Property except as otherwise permitted by this Easement.

14. WATER RESOURCES. Grantor may enhance, if applicable, water quality on the Property recognized as necessary or beneficial to wildlife, ecological or habitat values on the Property, provided such enhancements are consistent with the terms of this Easement and its Conservation Values, and complies with all applicable laws and regulations.

15. FENCES. Fences may be built on the Property upon prior approval of Grantee, not to be unreasonably withheld and provided such fences (a) are reasonably necessary for the protection of property, wildlife resources or public safety, (b) will not unduly restrict or impair wildlife movement, and (c) will not unduly interfere with the scenic value of the Property.

16. SIGNS AND BILLBOARDS. Billboards and signs are prohibited on the Property, other than signs for the following purposes:

- A. To indicate that the Property is protected by a conservation easement held by the Grantee; and
- B. To identify trails or interpretive sites on the Property and provide educational information; and
- C. To state rules and regulations, safety, or hazardous conditions found on the Property in accordance with the Grantor and the Grantee's established guidelines for properties they own; and
- D. To close trails temporarily on the Property in order to protect wildlife or for public safety reasons; and
- E. To post "No Hunting or Trapping" signs; and
- F. To notify the public of temporary events, including but not limited to, directional markers for race participants, provided such signs are promptly removed after culmination of the event.

17. RESIDENTIAL AND INDUSTRIAL USES: The Property shall not be used for residential or industrial purposes and shall not be improved for vehicle access to

residential properties or used for access or staging for construction of adjacent lands, and/or snow storage for the benefit of adjacent properties.

18. SUBDIVISION. The legal or de facto division, subdivision, or partitioning of the Property is prohibited. Notwithstanding the fact that, as of the Effective Date, the Property is comprised of separate legal parcels, the terms and conditions of this Easement will apply to the Property as a whole, and the Property will not be sold, transferred, or otherwise conveyed except as a whole, intact, single piece of real estate; it being expressly agreed that neither the Grantor nor the Grantor's personal representative, heirs, successors, or assigns will sell, transfer, or otherwise convey any portion of the Property that constitutes less than the entire Property. The existence of any separate legal parcels, if any, as of the Effective Date will not be interpreted to permit any use or activity on an individual legal parcel that would not have been permitted on such individual legal parcel under the terms and conditions of this Easement as applied to the Property as a whole.

19. DEVELOPMENT RIGHTS. All development rights that are now or hereafter allocated to, implied, reserved, or inherent in the Property are terminated and extinguished and may not be used on or transferred to any portion of the Property as it now or hereafter may be bounded or described or to any other property adjacent or otherwise or used for the purpose of calculating permissible lot yield of the Property or any other property.

20. MINING AND NATURAL RESOURCE DEVELOPMENT. Subject to pre-existing mineral rights of record, the exploration for or extraction of minerals, gas, hydrocarbons, soils, sands, gravel, or rock, or any other material on or below the surface of the Property is prohibited. Grantor will not grant any rights to any minerals, oil, gas, or hydrocarbons, including the sale or lease of surface or subsurface minerals or any exploration or extraction rights in or to the Property, and Grantor will not grant any right of access to the Property to conduct exploration or extraction activities for minerals, oil, gas, or hydrocarbons, or other substances on any other property.

21. NO HAZARDOUS MATERIALS. Use, dumping, storage, or other disposal of non-compostable refuse, trash, sewer sludge, unsightly or toxic materials or Hazardous Materials is prohibited. This Easement does not permit Grantee to control any use of the Property by Grantor which may result in the storage, dumping or disposal of hazardous or toxic materials; provided, however, Grantee may bring an action to protect the Conservation Values of the Property. This prohibition does not impose liability on Grantee, nor shall Grantee be construed as having liability as a "responsible party" or "potentially responsible party" under CERCLA or other similar state or federal statutes.

22. NON-NATIVE SPECIES. Introduction of any non-native plant or animal species is prohibited other than those generally accepted for habitat improvement or as mutually agreed upon by Grantor and the Grantee.

23. DUMPING AND WASTE. No dumping, burying, storing, applying or releasing of waste, sewage, garbage, vehicles or appliances is allowed on the Property,

except for appropriate routine storage of garbage and wastes from permitted uses of the Property pending transport for proper disposal.

24. DESTRUCTION OF NATIVE VEGETATION. The removal, cutting or destruction of native vegetation is prohibited except as reasonably incident to permitted activities or as otherwise permitted by this Exhibit C, for disease or insect control or to prevent property damage or personal injury. Trail clearing activities may involve the limited removal and trimming of vegetation, but whenever reasonably possible shall avoid the removal of large, specimen trees or other significant vegetation.

25. FOREST MANAGEMENT AND FIRE MITIGATION. Grantor may remove brush and vegetation necessary to minimize the risk of wildfire on the Property. Potential means to reduce or remove high risk fuel loads should include requiring City or City's agent to remove deadfall and slash created during the maintenance of trails. Removal methods shall limit the effect of the native biological diversity and may include, but would not be limited to; hand removal, mechanized methods, biological controls including short-duration grazing; slash, stack and burn; or controlled burns. Measures shall be consistent with the techniques employed by and the wildfire management determinations of the governing fire authority for the Property.

26. HABITAT RESTORATION ACTIVITIES. Activities to restore or enhance native plant communities or wildlife habitat will be permitted upon the mutual agreement and approval of Grantor and the Grantee.

27. BURNING. Burning of any materials on the Property is prohibited, except as necessary for vegetation management, fire protection purposes or other best-practice property management purposes.

## City Council Staff Report



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

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

**Date:** September 28, 2023

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

### Recommendation

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

Staff recommends the City Council (I) open a public hearing, and (II) consider action, or continue the public hearing to October 26, 2023.

### Description

|                     |                                                                                                            |
|---------------------|------------------------------------------------------------------------------------------------------------|
| Applicant:          | Deer Valley Development Company, Inc. (DVDC)                                                               |
| Location:           | 2250 Deer Valley Drive                                                                                     |
| Zoning District:    | Residential Development within the Deer Valley Master Planned Development (RD-MPD)                         |
| Adjacent Land Uses: | Residential, Resort, Open Space                                                                            |
| Reason for Review:  | Vacation of public Right-Of-Way requires City Engineer recommendation and City Council action <sup>1</sup> |

### Exhibits

|            |                                                             |
|------------|-------------------------------------------------------------|
| Exhibit A: | Applicant's ROW Vacation Petition                           |
| Exhibit B: | Summary of the Amendments to the DVD MPD                    |
| Exhibit C: | Applicant's final Transportation Analysis – SML Alternative |
| Exhibit D: | WCG's Third Party Transportation Analysis Review            |
| Exhibit E: | Public Input received since August 29, 2023                 |

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



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LOS ANGELES  
LOS CABOS  
ORANGE COUNTY  
PHOENIX  
PORTLAND  
RENO  
SALT LAKE CITY  
TUCSON

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

January 31, 2022

**VIA EMAIL AND US MAIL**

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



Re: Right of Way Vacation Petition - Revised Vacation Descriptions

Dear: Mr. Dias

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

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

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

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

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



Matt Dias  
January 31, 2022  
Page 2

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

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

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

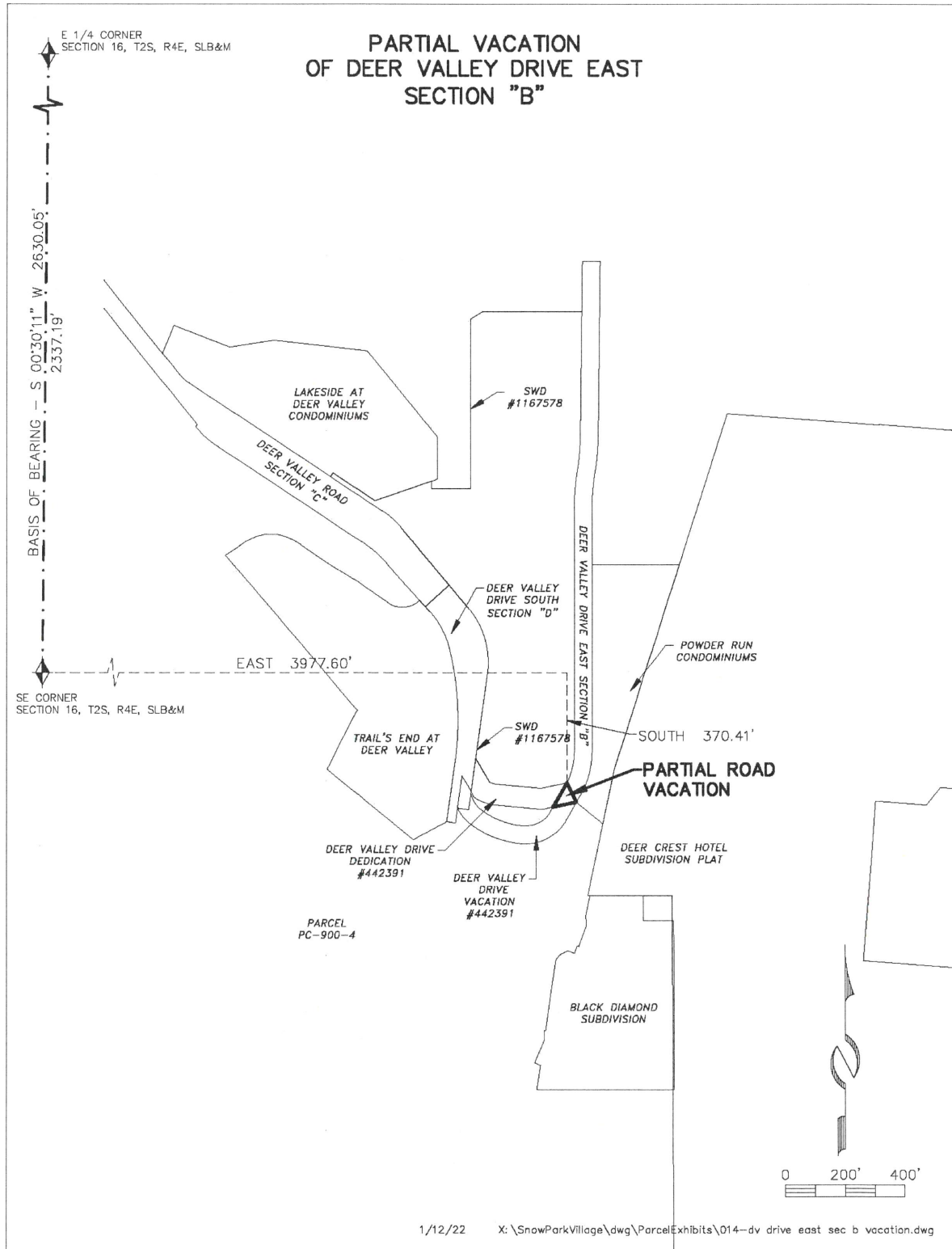
Very truly yours,



Wade R. Budge, P.C.

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

# Specific area maps and legal descriptions



SNOW PARK VILLAGE  
  
PARTIAL VACATION  
OF DEER VALLEY DRIVE EAST  
SECTION "B"

January 13, 2022

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

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

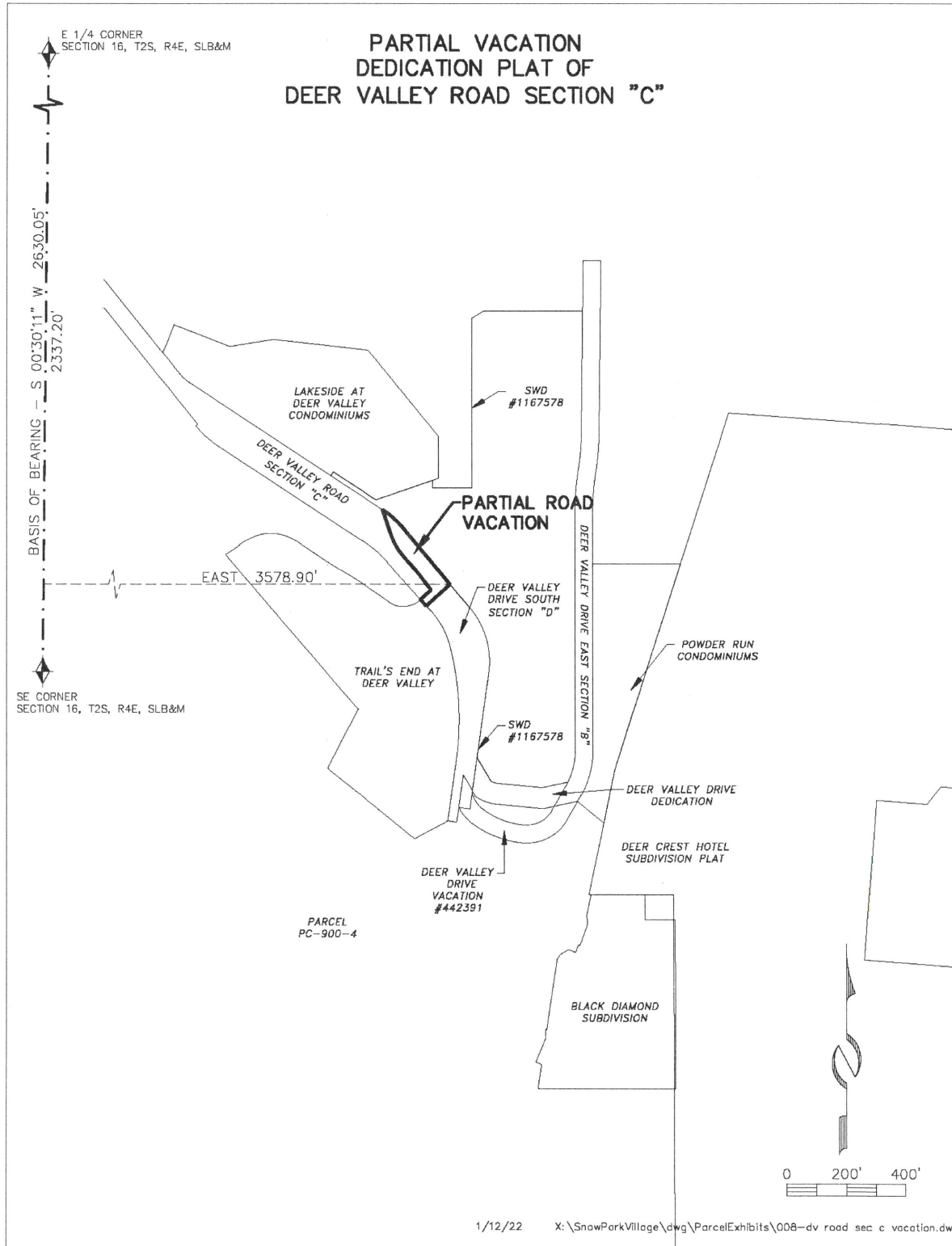
The Basis of Bearing for the above description is South 00°30'11" West 2630.05 feet between the east quarter corner and the southeast corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian.

Description contains 0.064 acres.

Matt Dias

January 31, 2022

Page 6



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

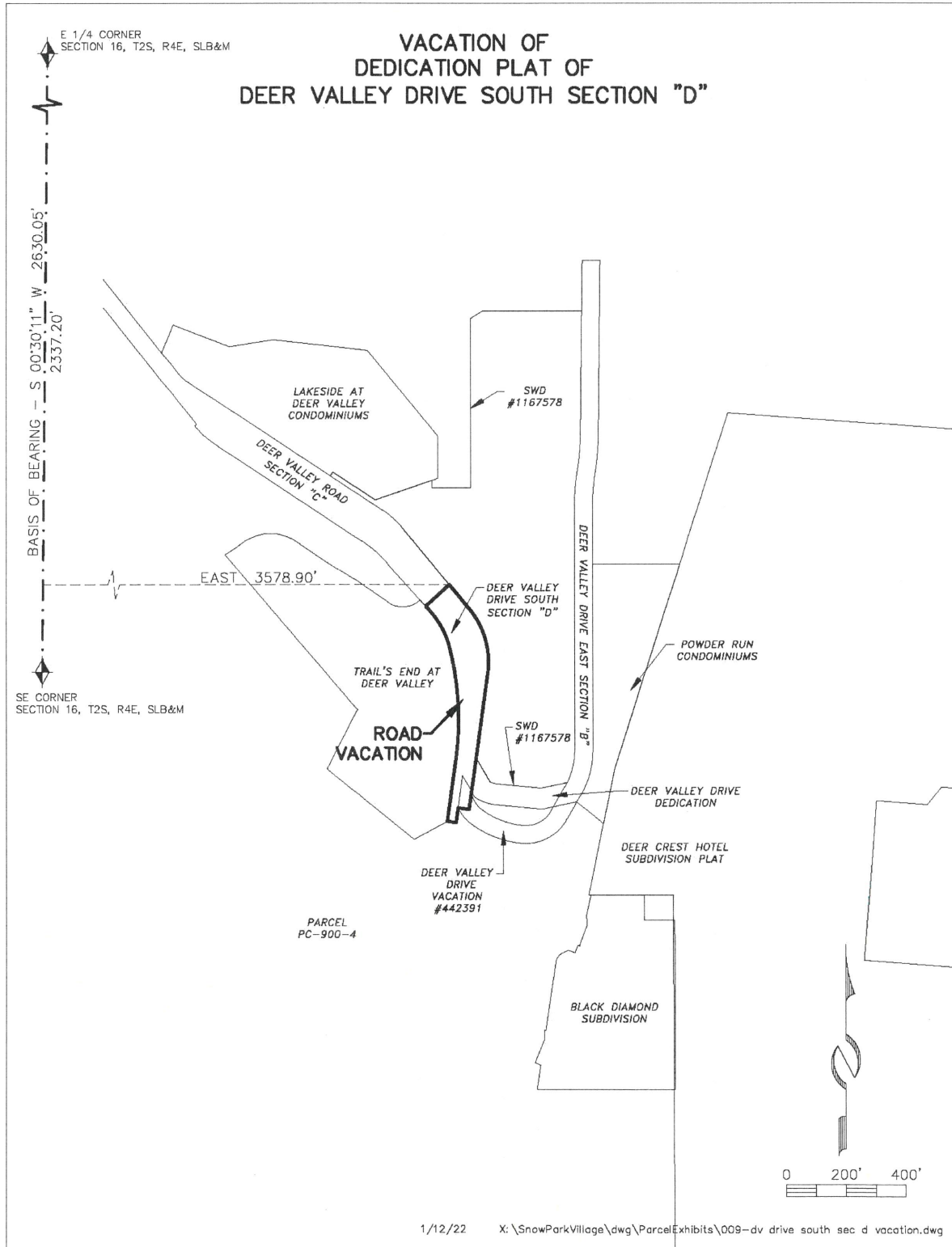
January 18, 2022

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

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

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

Description contains 0.42 acres.





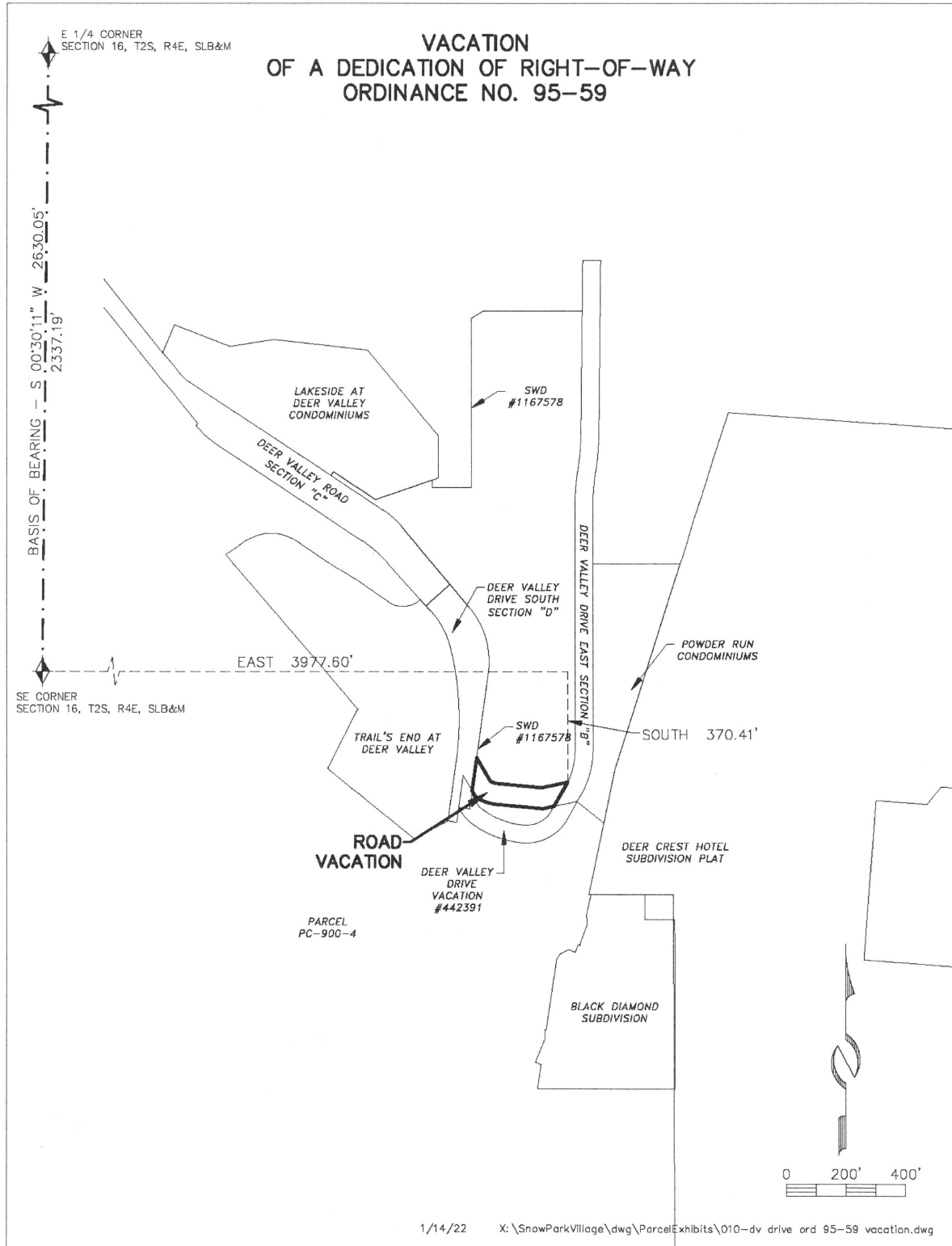
SNOW PARK VILLAGE

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

January 12, 2022

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





SNOW PARK VILLAGE

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

January 14, 2022

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

Contains 0.52 acres, more or less.

## **Exhibit B: Deer Valley Special Exception Permit and Amendments Summary**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Exhibit A: DVD MPD Amendment Summary Table

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

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

# Snow Park Village

## Transportation Analysis – Shared Mobility Lane Alternative

Prepared for:  
Deer Valley

April 2023

UT20-2245

FEHR  PEERS

# Table of Contents

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|                                                            |           |
|------------------------------------------------------------|-----------|
| <b>1. Executive Summary.....</b>                           | <b>7</b>  |
| 1.1 Study Results .....                                    | 8         |
| 1.2 LOS Summary.....                                       | 9         |
| 1.3 Proposed Mitigations.....                              | 11        |
| 1.4 Conclusion / Recommendations .....                     | 12        |
| <b>2. Introduction.....</b>                                | <b>14</b> |
| 2.1 Scope.....                                             | 15        |
| 2.2 Analysis Methodology .....                             | 18        |
| <b>3. Existing (2020) Background Conditions .....</b>      | <b>20</b> |
| 3.1 Roadway System.....                                    | 20        |
| 3.2 Traffic Volumes .....                                  | 21        |
| 3.3 Level of Service Analysis .....                        | 24        |
| 3.4 Mitigation Measures .....                              | 25        |
| 3.5 Origin-Destination Data .....                          | 25        |
| 3.6 Vehicle Occupancy Data .....                           | 26        |
| <b>4. Project Conditions .....</b>                         | <b>30</b> |
| 4.1 Project Description.....                               | 30        |
| 4.1.1 Site Access and Circulation .....                    | 30        |
| 4.2 Trip Generation .....                                  | 33        |
| 4.3 Trip Distribution and Assignment.....                  | 38        |
| <b>5. Existing 2020 plus Project Conditions .....</b>      | <b>40</b> |
| 5.1 Traffic Volumes .....                                  | 40        |
| 5.2 Level of Service Analysis .....                        | 42        |
| 5.3 Mitigation Measures .....                              | 43        |
| <b>6. Opening Year (2024) Background Conditions .....</b>  | <b>47</b> |
| 6.1 Traffic Volumes .....                                  | 47        |
| 6.2 Level of Service Analysis .....                        | 47        |
| 6.3 Mitigation Measures .....                              | 49        |
| <b>7. Opening Year (2024) Plus Project Conditions.....</b> | <b>51</b> |
| 7.1 Traffic Volumes .....                                  | 51        |
| 7.2 Level of Service Analysis .....                        | 51        |
| 7.3 Mitigation Measures .....                              | 53        |
| <b>8. Future 2040 Background Conditions.....</b>           | <b>57</b> |
| 8.1 Traffic Volumes .....                                  | 57        |



|                                                     |           |
|-----------------------------------------------------|-----------|
| 8.2 Level of Service Analysis .....                 | 57        |
| 8.3 Mitigation Measures .....                       | 59        |
| <b>9. Future 2040 plus Project Conditions .....</b> | <b>61</b> |
| 9.1 Purpose .....                                   | 61        |
| 9.2 Traffic Volumes .....                           | 61        |
| 9.3 Level of Service Analysis .....                 | 61        |
| 9.4 Mitigation Measures .....                       | 63        |
| <b>10. Roadway Analysis.....</b>                    | <b>67</b> |
| 10.1 Analysis Results .....                         | 67        |
| <b>11. Site Circulation Analysis.....</b>           | <b>69</b> |
| 11.1.1 Conditions and Assumptions.....              | 69        |
| 11.1.2 Analysis Results .....                       | 71        |
| <b>12. Parking Analysis .....</b>                   | <b>82</b> |
| 12.1 Analysis Method .....                          | 82        |
| 12.2 Parking Management .....                       | 83        |
| <b>13. Transit Evaluation .....</b>                 | <b>84</b> |
| 13.1.1 Existing Transit Service .....               | 84        |
| 13.2 Proposed Transit Improvements .....            | 84        |
| <b>14. Transportation Demand Management .....</b>   | <b>86</b> |
| 14.1 TDM Monitoring .....                           | 87        |
| 14.2 Regional Considerations .....                  | 87        |
| <b>15. Conclusion/Recommendations .....</b>         | <b>88</b> |
| <b>Appendix.....</b>                                | <b>89</b> |

## List of Figures

---

|                                                                                                                                |    |
|--------------------------------------------------------------------------------------------------------------------------------|----|
| Figure 1: Project Location .....                                                                                               | 16 |
| Figure 2: Study Intersections .....                                                                                            | 17 |
| Figure 3: Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions .....                                         | 23 |
| Figure 4: Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends .....                                                | 29 |
| Figure 5: Conceptual Site Plan.....                                                                                            | 32 |
| Figure 6: Saturday AM & PM Peak Hour Trip Generation and Distribution.....                                                     | 39 |
| Figure 7: Existing 2020 plus Project Saturday AM & PM Peak Hour Traffic Conditions.....                                        | 41 |
| Figure 8: Proposed Reconfiguration of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West<br>Intersection..... | 45 |
| Figure 9: Opening Year 2024 Background Saturday AM & PM Peak Hour Traffic Conditions.....                                      | 50 |
| Figure 10: Opening Year 2024 plus Project Saturday AM & PM Peak Hour Traffic Conditions.....                                   | 56 |
| Figure 11: Future 2040 Background Saturday AM & PM Peak Hour Traffic Conditions.....                                           | 60 |
| Figure 12: Future 2040 plus Project Saturday AM & PM Peak Hour Traffic Conditions .....                                        | 66 |
| Figure 13: 2040 Site Circulation Analysis Intersection LOS Results.....                                                        | 75 |
| Figure 14: 2040 Site Circulation Analysis Intersection Queue Results.....                                                      | 81 |

## List of Tables

---

|                                                                                                                          |    |
|--------------------------------------------------------------------------------------------------------------------------|----|
| Table 1: Snow Park Village Saturday AM and PM Peak Hour Level of Service Summary .....                                   | 10 |
| Table 2: Proposed Mitigations for Snow Park Village-Generated Traffic Impacts.....                                       | 11 |
| Table 3: Snow Park Traffic .....                                                                                         | 14 |
| Table 4: Level of Service Descriptions .....                                                                             | 19 |
| Table 5: Existing 2020 Background Conditions Saturday AM & PM Peak Hour Level of Service.....                            | 24 |
| Table 6: Snow Park Village Vehicle Occupancy Summary.....                                                                | 28 |
| Table 7: Snow Park Village Trip Generation .....                                                                         | 37 |
| Table 8: Existing 2020 plus Project Conditions Saturday AM & PM Peak Hour Level of Service .....                         | 42 |
| Table 9: Existing 2020 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service .....               | 46 |
| Table 10: Opening Year 2024 Background Conditions Saturday AM & PM Peak Hour Level of Service.....                       | 48 |
| Table 11: Opening Year 2024 plus Project Conditions Saturday AM & PM Peak Hour Level of Service .....                    | 52 |
| Table 12: Opening Year 2024 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service .....          | 55 |
| Table 13: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service .....                            | 58 |
| Table 14: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service.....                           | 62 |
| Table 15: Future 2040 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service .....                | 65 |
| Table 16: Roadway Level of Service Peak Hour Two-Way Traffic Thresholds .....                                            | 67 |
| Table 17: Snow Park Village Roadway LOS Analysis Summary .....                                                           | 68 |
| Table 18: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Level of Service Site Circulation Results ..... | 73 |
| Table 19: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Queues Site Circulation Analysis .....          | 78 |
| Table 20: Snow Park Village Parking Analysis Summary .....                                                               | 83 |
| Table 21: Deer Valley TDM Measures .....                                                                                 | 86 |

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# 1. Executive Summary

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

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

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

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

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

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



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

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

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

## 1.1 Study Results

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

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

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



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

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

## 1.2 LOS Summary

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



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

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

Notes:

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

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

Source: Fehr & Peers.



## 1.3 Proposed Mitigations

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

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

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

Notes:

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

Source: Fehr & Peers.



## 1.4 Conclusion / Recommendations

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

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

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

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

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

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



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



## 2. Introduction

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

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

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

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

**Table 3: Snow Park Traffic**

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

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

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

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



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

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

## 2.1 Scope

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

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

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

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



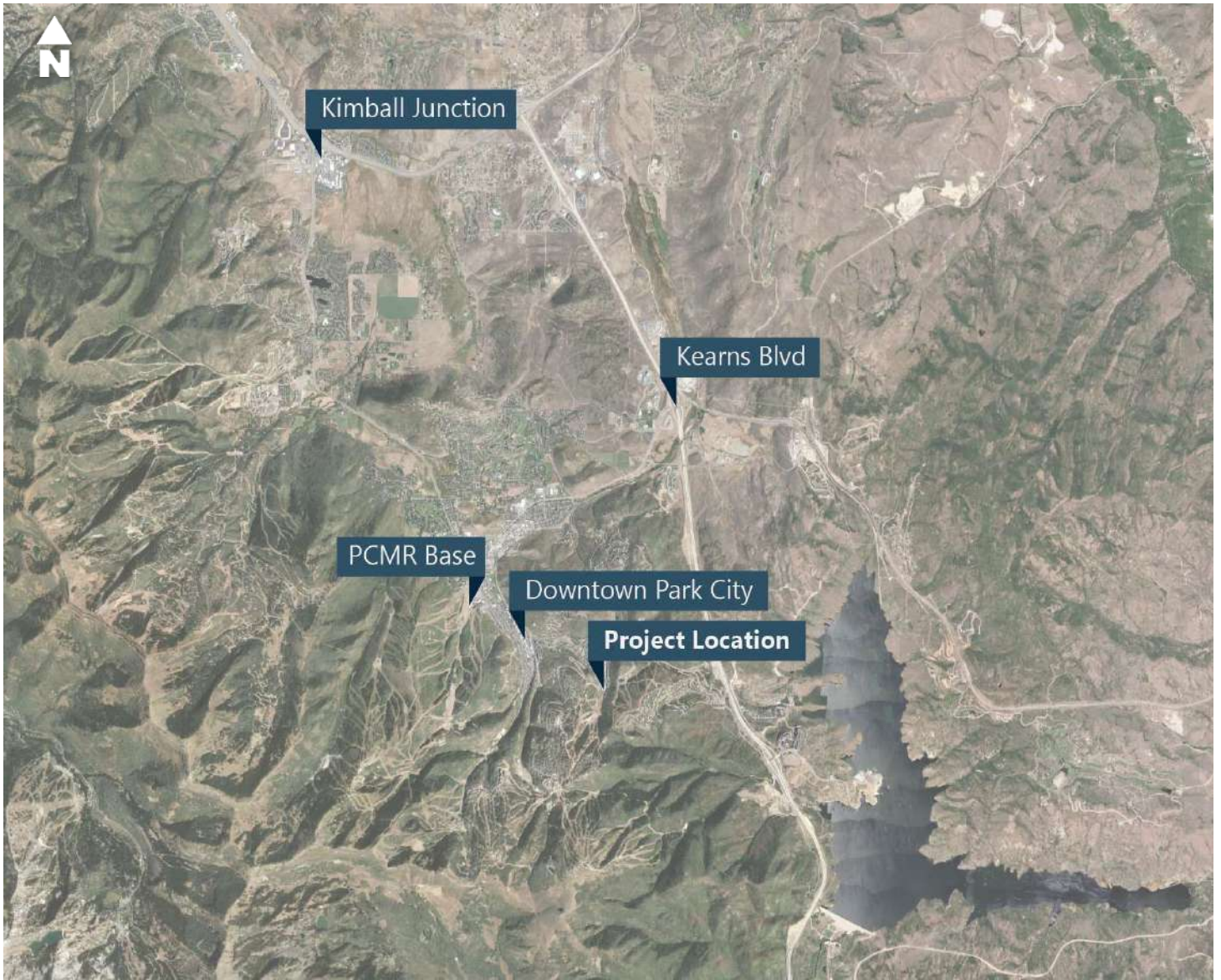


Figure 1  
**Project Location**



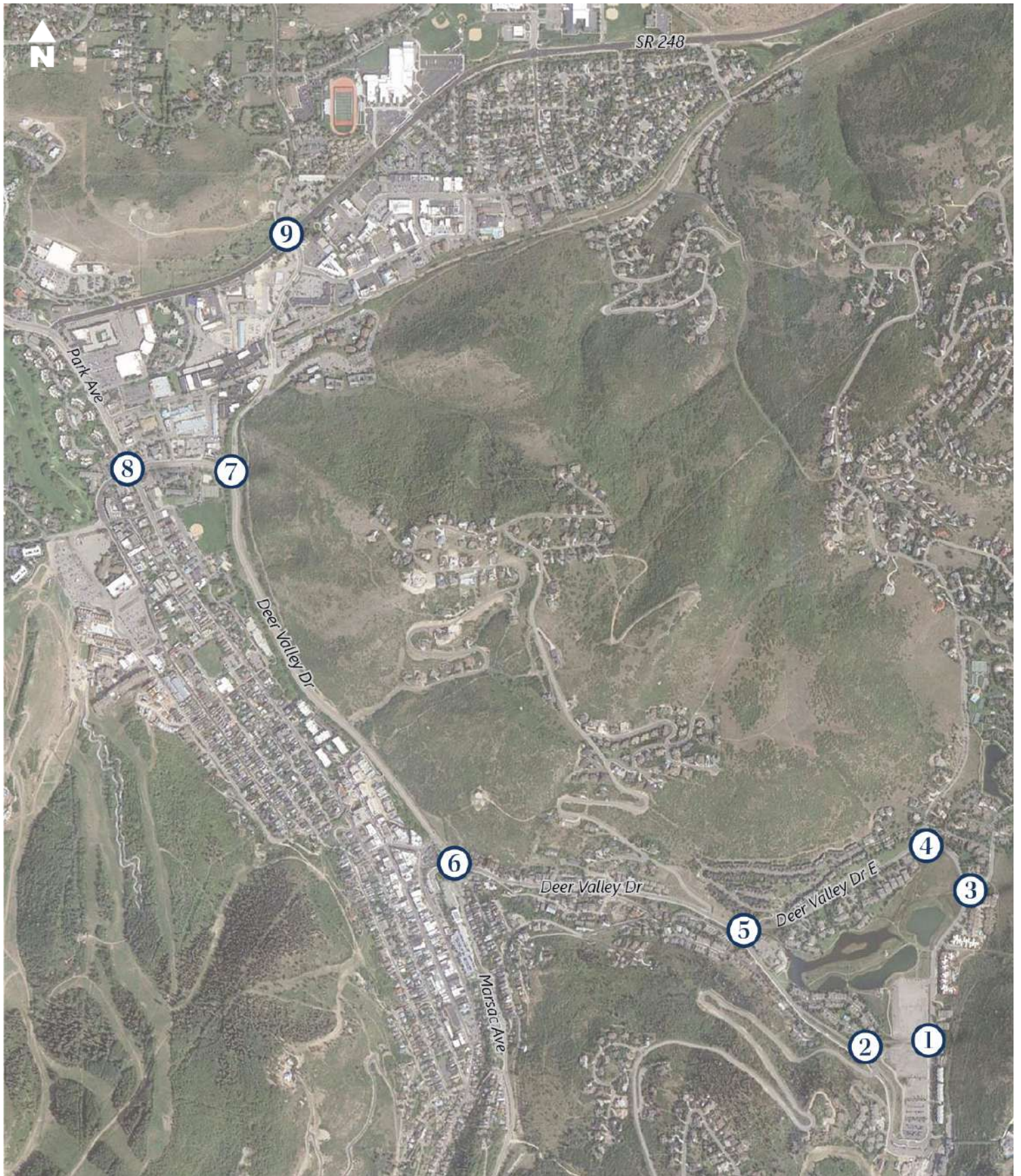


Figure 2  
Study Intersections



## 2.2 Analysis Methodology

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





**Table 4: Level of Service Descriptions**

| LOS | Description                                                                                                                                                       | Signalized Intersections          | Unsignalized Intersections        | Roundabouts                       |
|-----|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------|-----------------------------------|-----------------------------------|
|     |                                                                                                                                                                   | Avg. Delay (sec/veh) <sup>1</sup> | Avg. Delay (sec/veh) <sup>2</sup> | Avg. Delay (sec/veh) <sup>3</sup> |
| A   | <i>Free Flow / Insignificant Delay</i><br>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><br>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><br>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><br>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><br>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><br>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, 6<sup>th</sup> 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



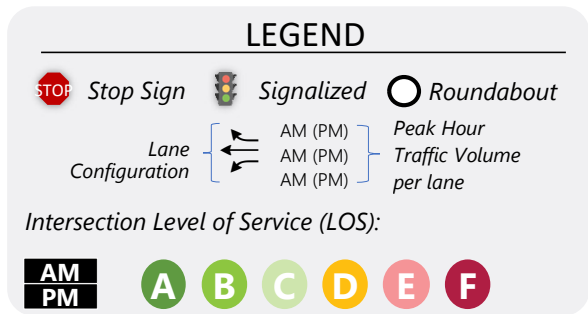
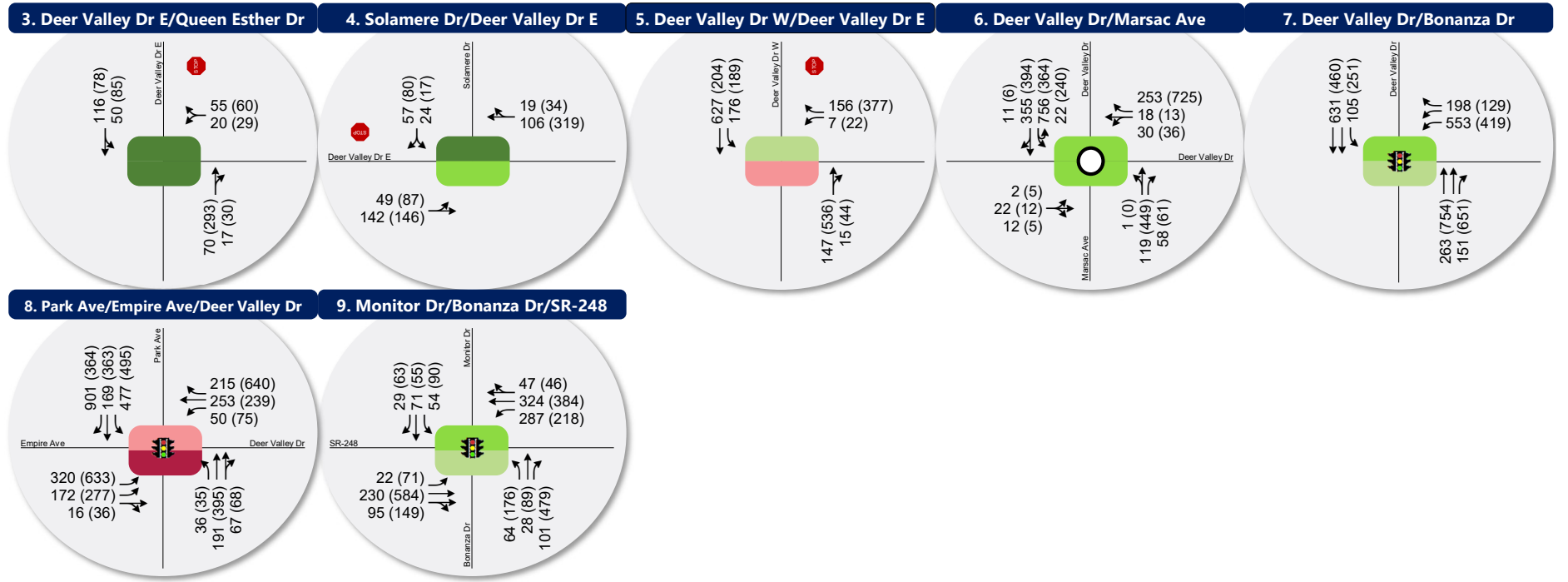
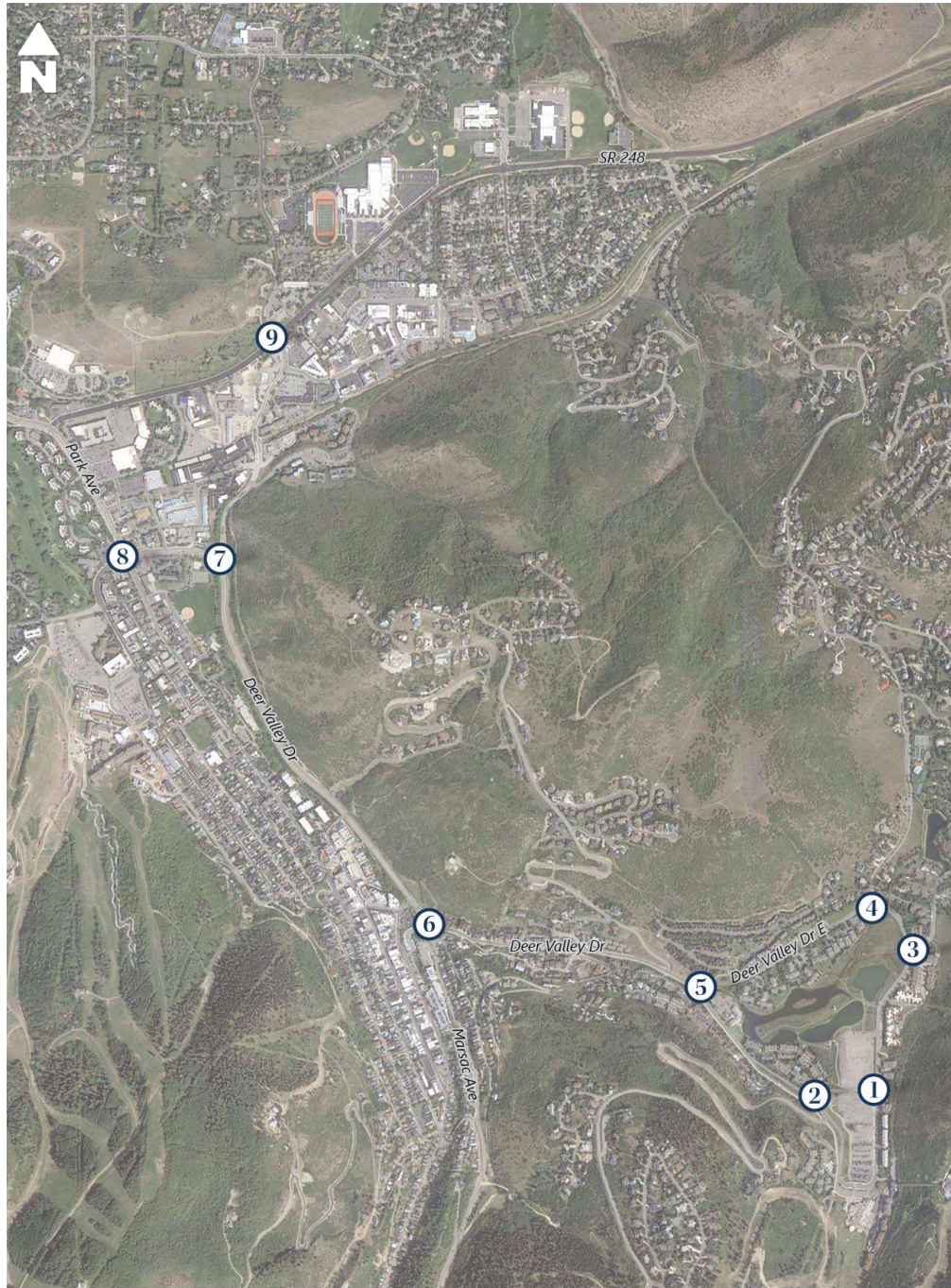


Figure 3  
Existing 2020 Background Saturday AM & PM Peak Hour Traffic Conditions



## 3.3 Level of Service Analysis

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

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

| Intersection |                                                            |        |                   | Worst Movement <sup>1</sup> |               |          | Overall Intersection <sup>2</sup> |          |
|--------------|------------------------------------------------------------|--------|-------------------|-----------------------------|---------------|----------|-----------------------------------|----------|
| ID           | Location                                                   | Period | Control           | Movement <sup>3</sup>       | Delay Sec/Veh | LOS      | Avg. Delay Sec/Veh                | LOS      |
| 1            | Doe Pass Rd / Deer Valley Dr East                          | AM     | SSSC <sup>4</sup> | -                           | -             | -        | -                                 | -        |
|              |                                                            | 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                     | <b>39</b>     | <b>E</b> | -                                 | -        |
| 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            | -                           | -             | -        | <b>77</b>                         | <b>E</b> |
|              |                                                            | PM     |                   | -                           | -             | -        | <b>84</b>                         | <b>F</b> |
| 9            | Bonanza Dr / Monitor Dr / SR-248                           | AM     | Signal            | -                           | -             | -        | 12                                | B        |
|              |                                                            | PM     |                   | -                           | -             | -        | 20                                | C        |

Notes:

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

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

Source: Fehr & Peers.





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

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

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

## 3.4 Mitigation Measures

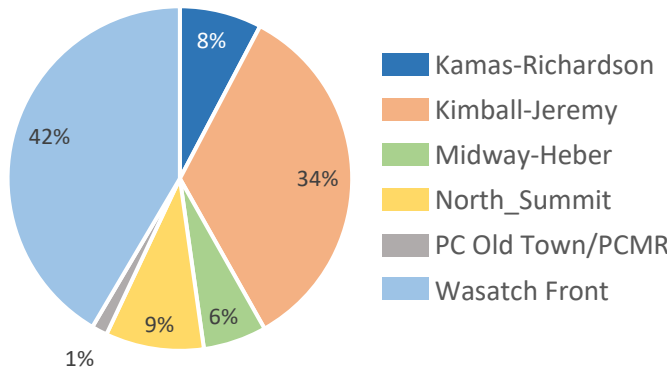
The concept master plan for Snow Park Village shows reconfiguration and signalization of the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, which will alter the westbound LOS at this intersection. Therefore, Fehr & Peers does not recommend any mitigation measures for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

## 3.5 Origin-Destination Data

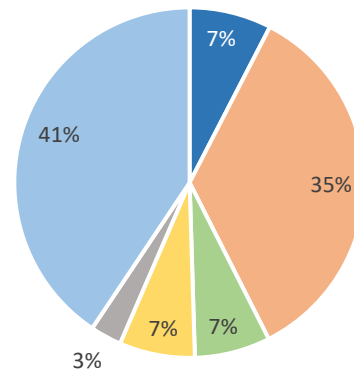
To understand the distribution of origins from which travelers access Deer Valley, Fehr & Peers employed origin-destination data provided by StreetLight Data. StreetLight Data collects samples of trips using anonymized mobile phone data (location-based services, or LBS) and aggregates it to provide estimates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



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



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



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

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

## 3.6 Vehicle Occupancy Data

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

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





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

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



**Table 6: Snow Park Village Vehicle Occupancy Summary**

| Time Period                        | Total Vehicle Count | Average Occupancy | Single Occupant Vehicles | Percent Single Occupant Vehicles |
|------------------------------------|---------------------|-------------------|--------------------------|----------------------------------|
| <b>Saturday, February 13, 2021</b> |                     |                   |                          |                                  |
| 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%                              |
| <b>Sum</b>                         | <b>372</b>          | <b>-</b>          | <b>133</b>               | <b>-</b>                         |
| <b>Weighted Average</b>            | <b>-</b>            | <b>1.99</b>       | <b>-</b>                 | <b>36%</b>                       |
| <b>Tuesday, February 23, 2021</b>  |                     |                   |                          |                                  |
| 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%                              |
| <b>Sum</b>                         | <b>329</b>          | <b>-</b>          | <b>124</b>               | <b>-</b>                         |
| <b>Weighted Average</b>            | <b>-</b>            | <b>1.90</b>       | <b>-</b>                 | <b>38%</b>                       |
| <b>Saturday, February 27, 2021</b> |                     |                   |                          |                                  |
| 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%                              |
| <b>Sum</b>                         | <b>731</b>          | <b>-</b>          | <b>260</b>               | <b>-</b>                         |
| <b>Weighted Average</b>            | <b>-</b>            | <b>2.03</b>       | <b>-</b>                 | <b>36%</b>                       |

Source: Fehr & Peers.

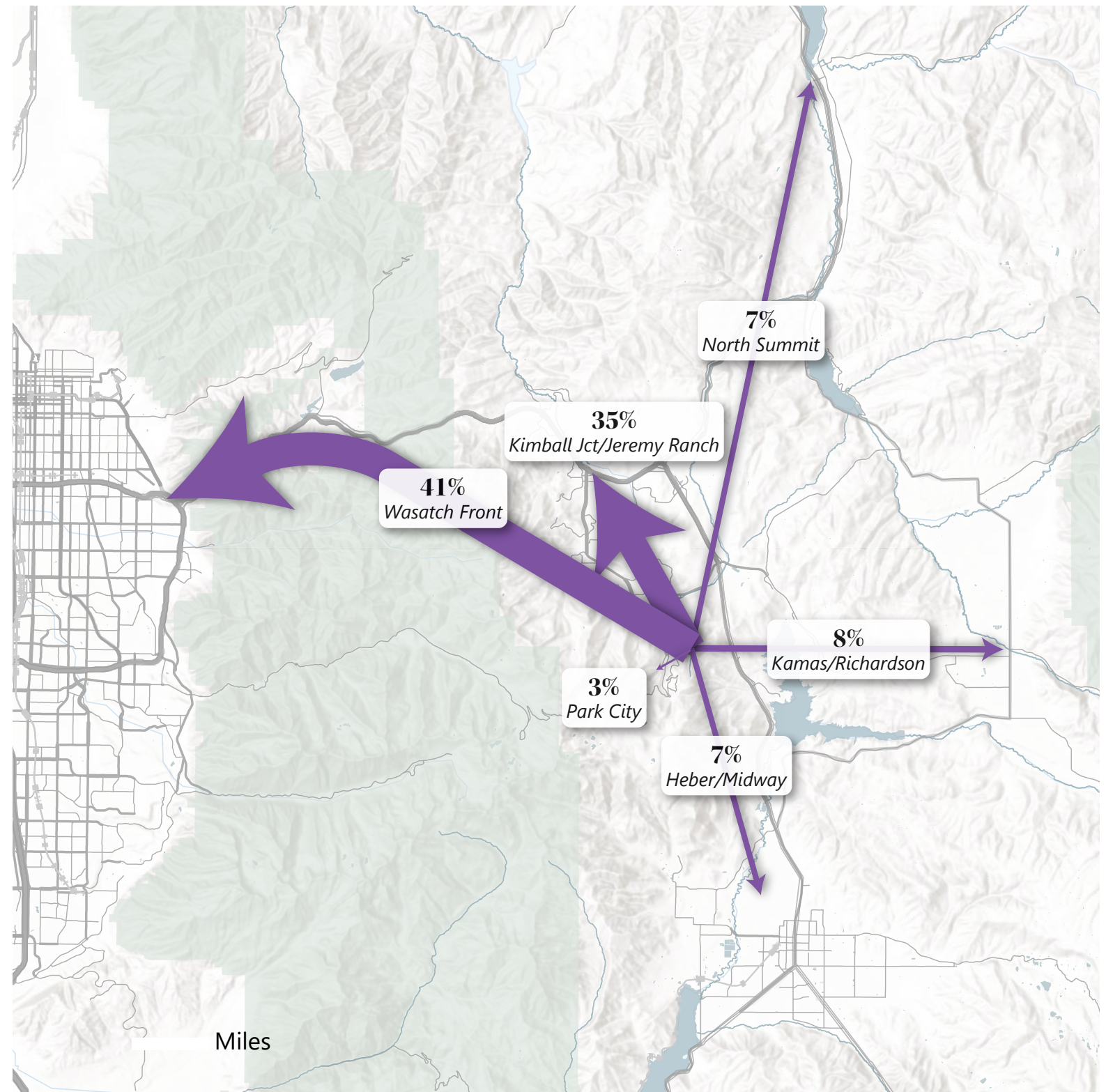
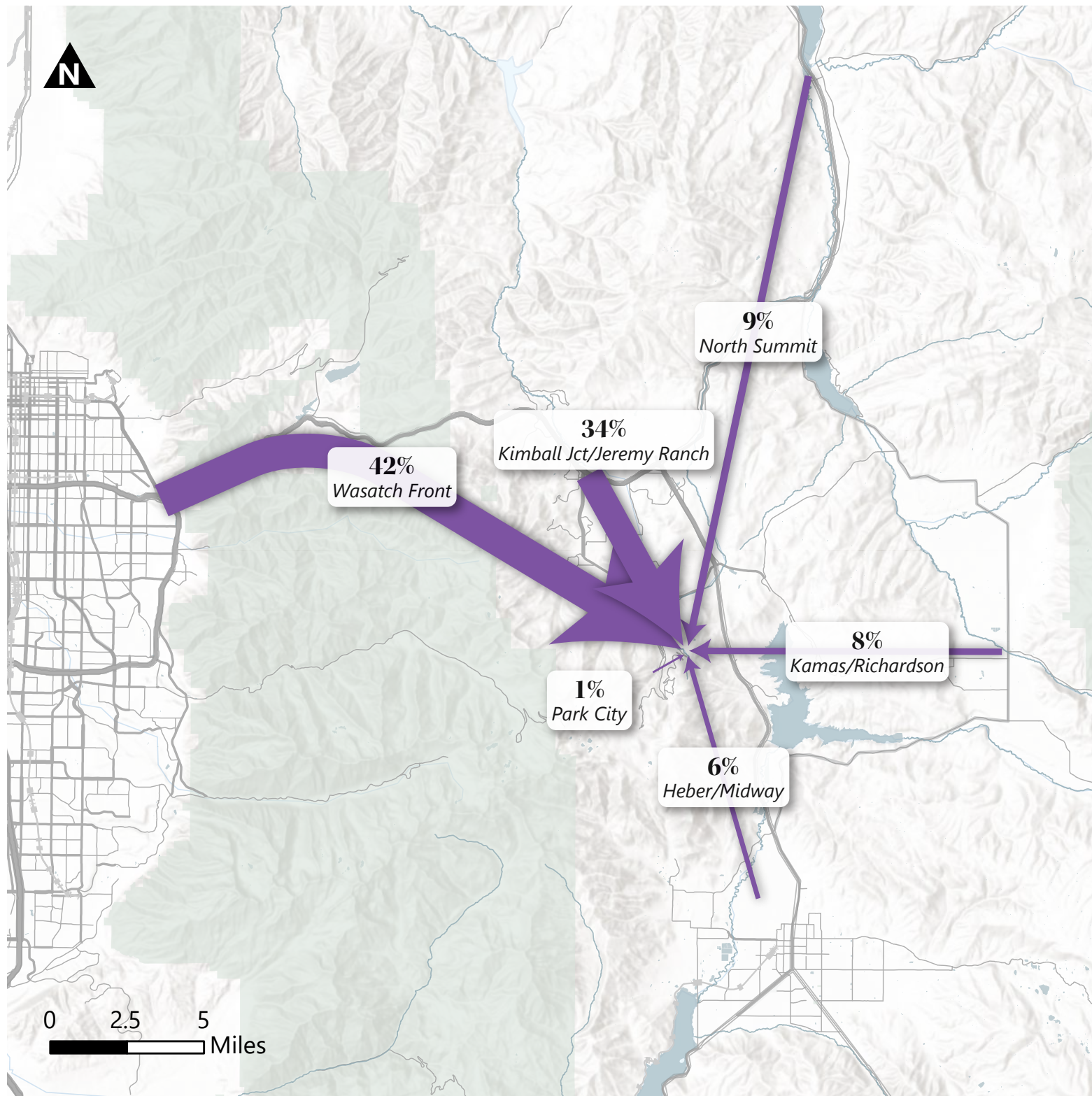


Figure 4  
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends





## 4. Project Conditions

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

### 4.1 Project Description

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

#### 4.1.1 Site Access and Circulation

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

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

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



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

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

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





Figure 5  
Conceptual Site Plan



## 4.2 Trip Generation

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

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

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

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

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

- Employment



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

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

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

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

#### 4.2.1.1 Resort Hotel Trip Generation Rates

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





#### **4.2.1.2 Assumed Mode Shift**

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

#### **4.2.1.3 Reduction in Vehicle Trips due to Implementation of Paid Parking**

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

#### **4.2.1.4 Trip Internalization Derived from MXD**

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

#### **4.2.1.5 Trip Internalization Derived from Squaw Valley (Palisades Tahoe)**

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



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

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

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

**Table 7: Snow Park Village Trip Generation**

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

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

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

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

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

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

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

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

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

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

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

Source: Fehr & Peers



## 4.3 Trip Distribution and Assignment

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

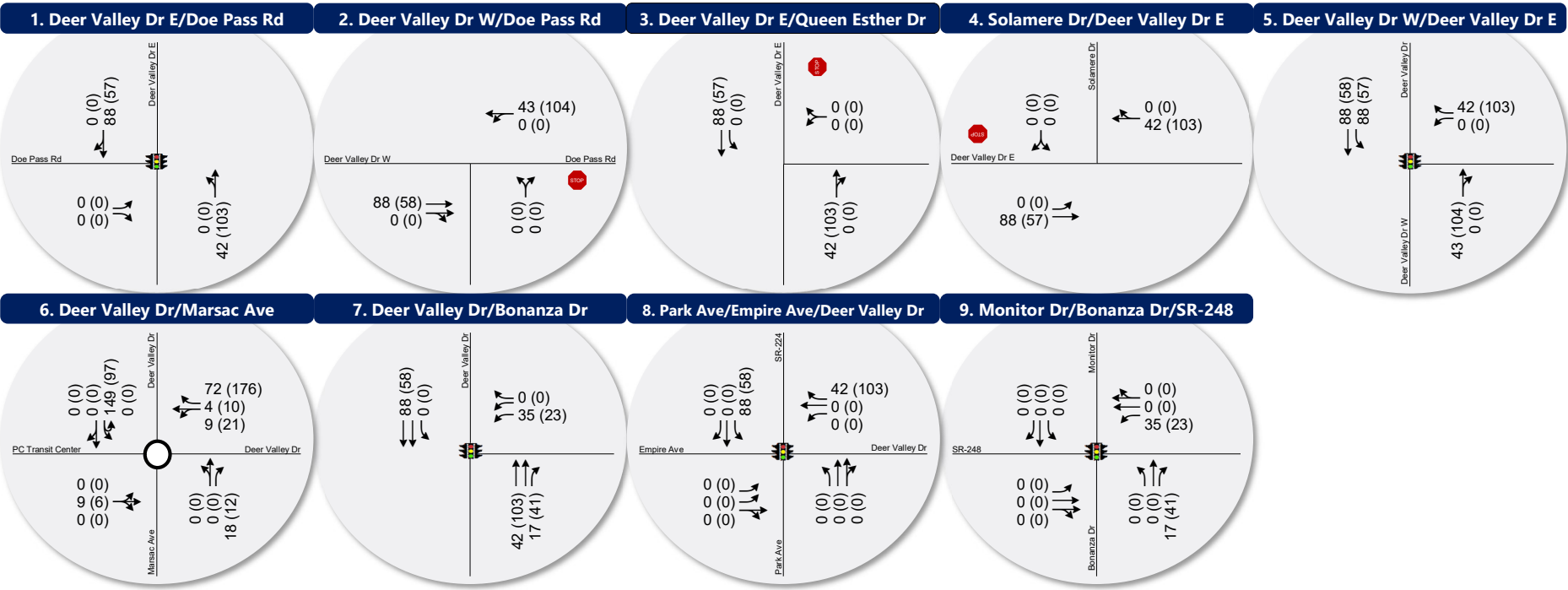
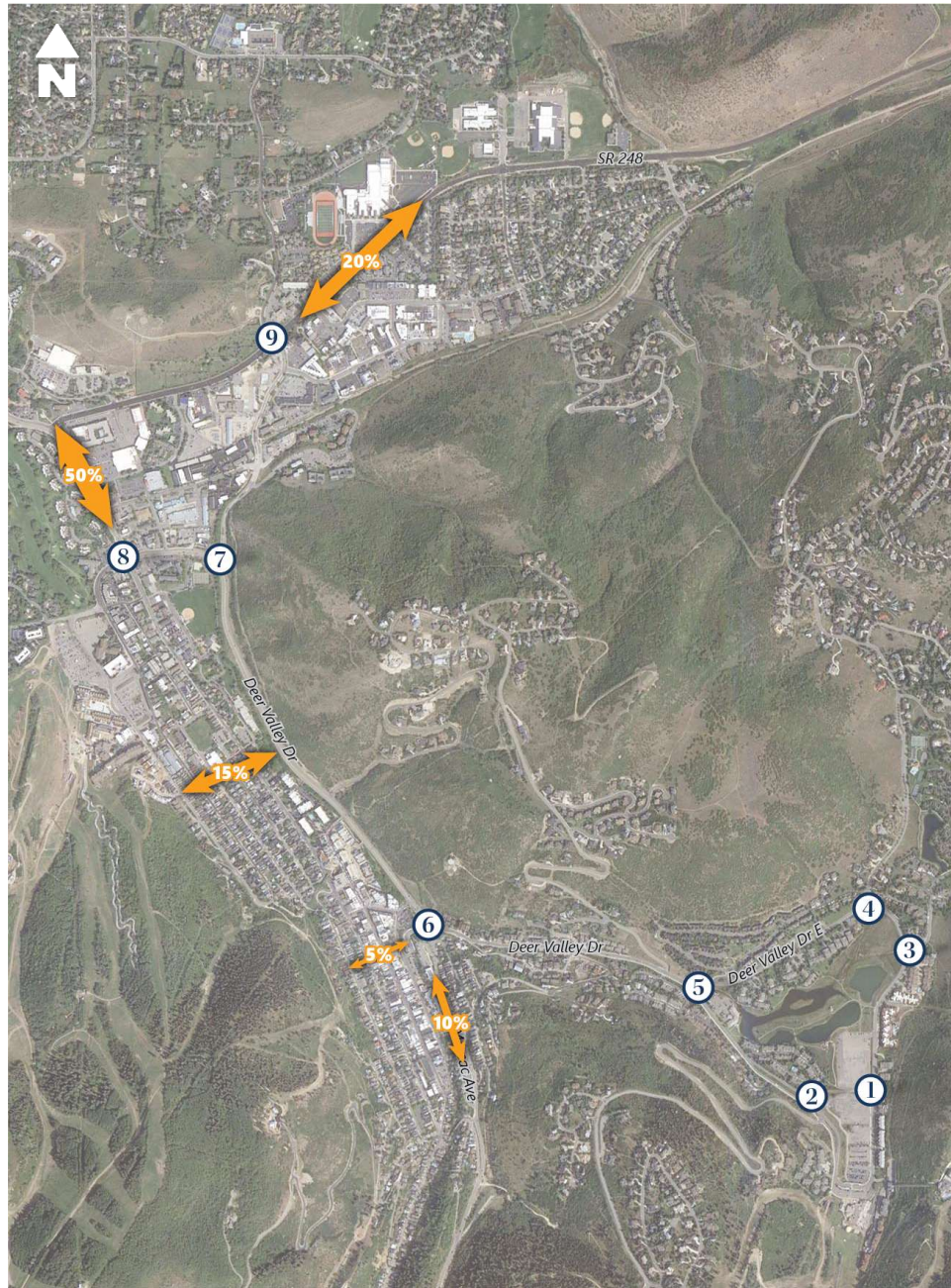
The CCS data from UDOT informed the distribution of trips arriving via SR-224 and SR-248. Closer to the project site, Streetlight data informed the distribution of trips arriving via Marsac Avenue and Deer Valley Drive. Overall, the project-generated trips were distributed to and from these directions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

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

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

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





LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

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

Page 167 of 690



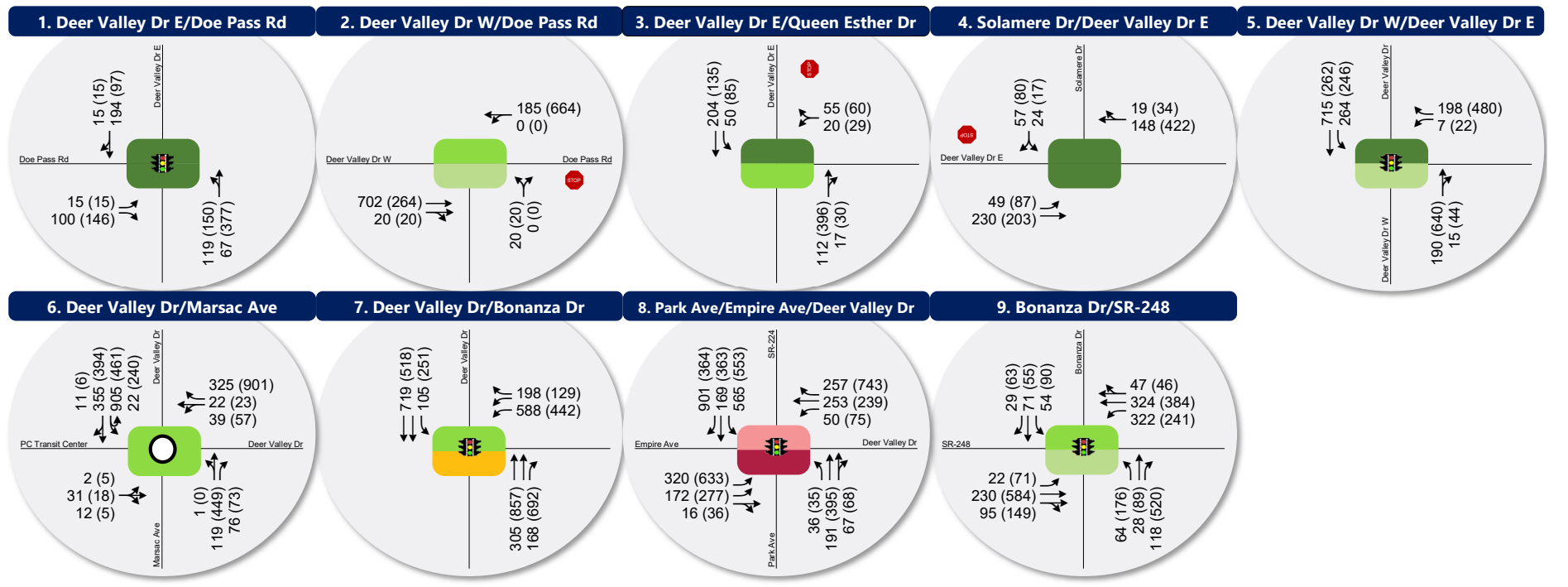
## 5. Existing 2020 plus Project Conditions

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

### 5.1 Traffic Volumes

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





LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour Traffic Volume per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

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

Figure 7

Page 169 of 690



## 5.2 Level of Service Analysis

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

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

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

Notes:

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

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

Source: Fehr & Peers.



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

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

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

## 5.3 Mitigation Measures

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

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



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

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

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



Source: Alliance Engineering Inc

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



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

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

Notes:

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

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

Source: Fehr & Peers.

## 6. Opening Year (2024) Background Conditions

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

### 6.1 Traffic Volumes

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

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

### 6.2 Level of Service Analysis

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



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

| Intersection |                                                            |        |                   | Worst Movement <sup>1</sup> |               |          | Overall Intersection <sup>2</sup> |          |
|--------------|------------------------------------------------------------|--------|-------------------|-----------------------------|---------------|----------|-----------------------------------|----------|
| ID           | Location                                                   | Period | Control           | Movement <sup>3</sup>       | Delay Sec/Veh | LOS      | Avg. Delay Sec/Veh                | LOS      |
| 1            | Doe Pass Rd / Deer Valley Dr East                          | AM     | SSSC <sup>4</sup> | -                           | -             | -        | -                                 | -        |
|              |                                                            | 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                     | <b>41</b>     | <b>E</b> | -                                 | -        |
| 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            | -                           | -             | -        | <b>82</b>                         | <b>F</b> |
|              |                                                            | PM     |                   | -                           | -             | -        | <b>85</b>                         | <b>F</b> |
| 9            | Bonanza Dr / Monitor Dr / SR-248                           | AM     | Signal            | -                           | -             | -        | 13                                | B        |
|              |                                                            | PM     |                   | -                           | -             | -        | 20                                | C        |

Notes:

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

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

Source: Fehr & Peers.

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

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



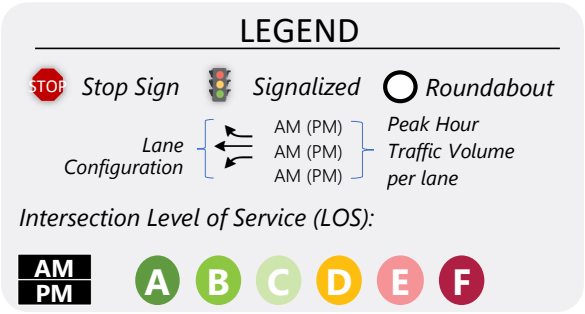
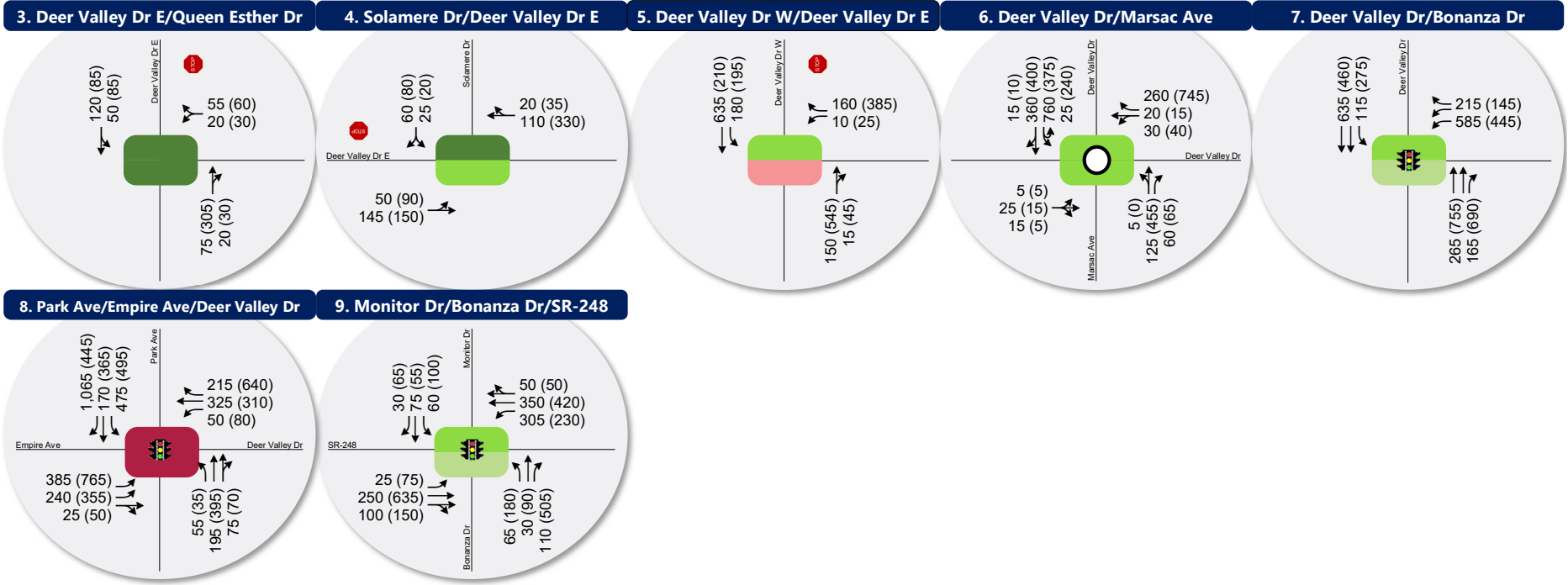
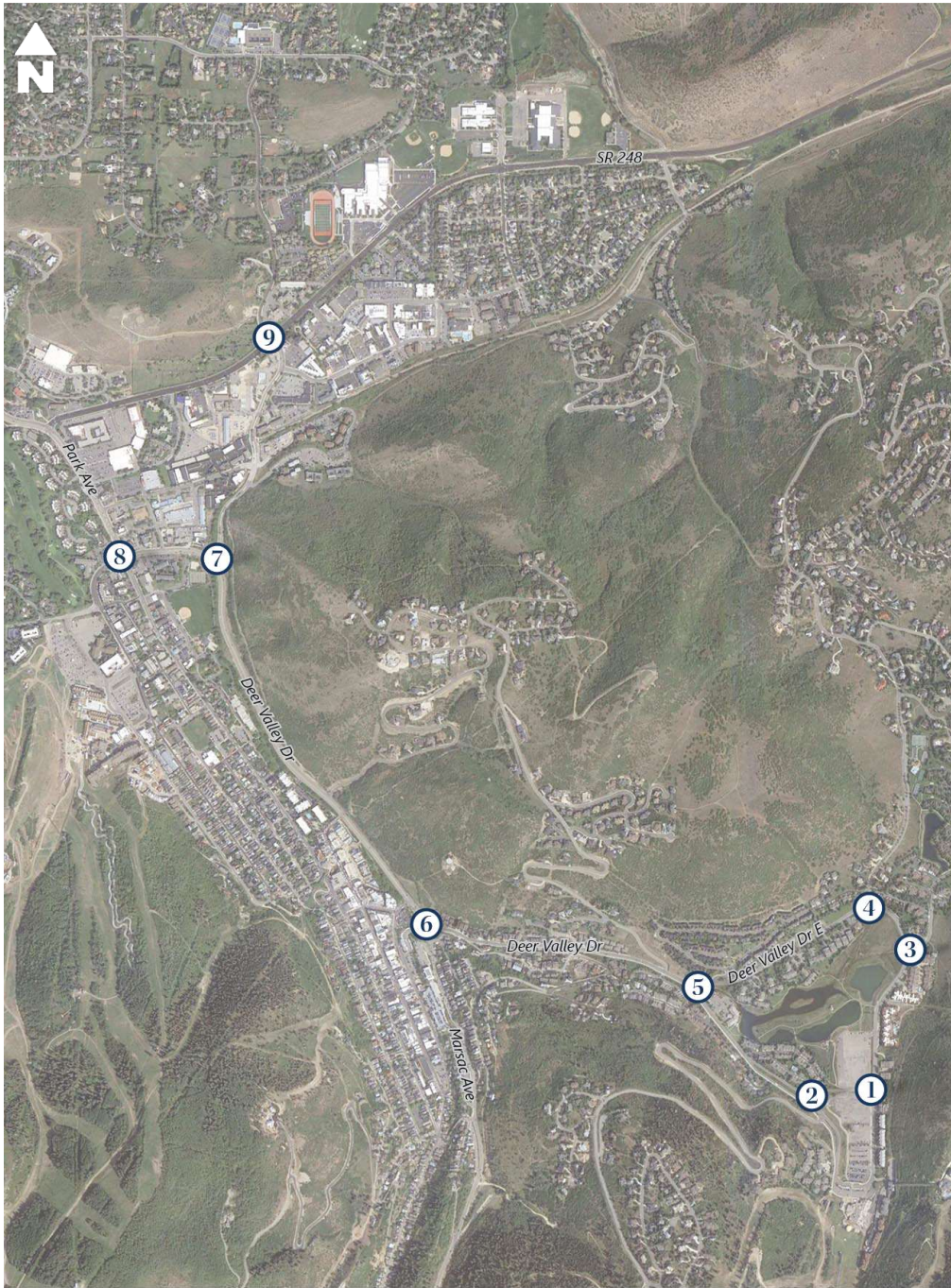


- Deer Valley Drive / Park Avenue / Empire Avenue: LOS F in both AM and PM peak hours
  - This is caused by high congestion at the signal due to high volumes accessing various ski resorts and downtown Park City.

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

## 6.3 Mitigation Measures

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



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





## 7. Opening Year (2024) Plus Project Conditions

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

### 7.1 Traffic Volumes

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

### 7.2 Level of Service Analysis

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



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

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

Notes:

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

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

Source: Fehr & Peers.

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

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



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

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

## 7.3 Mitigation Measures

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

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



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

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

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

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

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

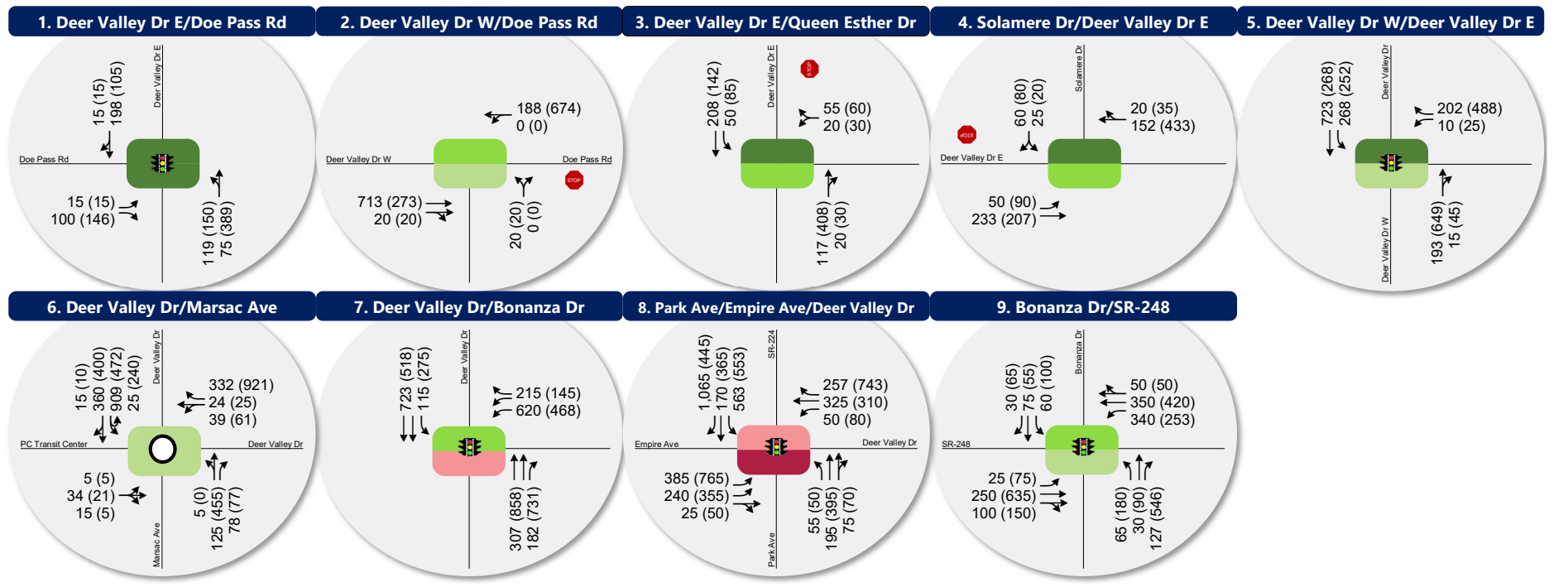
Notes:

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

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

Source: Fehr & Peers.





**LEGEND**

Stop Sign   
 Signalized   
 Roundabout

Lane Configuration: AM (PM) Traffic Volume per lane

Intersection Level of Service (LOS):

A   
 B   
 C   
 D   
 E   
 F

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





## 8. Future 2040 Background Conditions

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

### 8.1 Traffic Volumes

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

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

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

### 8.2 Level of Service Analysis

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

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

| Intersection |                                                            |        |                   | Worst Movement <sup>1</sup> |               |          | Overall Intersection <sup>2</sup> |          |
|--------------|------------------------------------------------------------|--------|-------------------|-----------------------------|---------------|----------|-----------------------------------|----------|
| ID           | Location                                                   | Period | Control           | Movement <sup>3</sup>       | Delay Sec/Veh | LOS      | Avg. Delay Sec/Veh                | LOS      |
| 1            | Doe Pass Rd / Deer Valley Dr East                          | AM     | SSSC <sup>4</sup> | -                           | -             | -        | -                                 | -        |
|              |                                                            | 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                    | <b>112</b>    | <b>F</b> | -                                 | -        |
| 6            | Deer Valley Drive / Marsac Avenue                          | AM     | Roundabout        | -                           | -             | -        | 16                                | C        |
|              |                                                            | PM     |                   | -                           | -             | -        | 11                                | B        |
| 7            | Deer Valley Dr / Bonanza Dr                                | AM     | Signal            | -                           | -             | -        | 18                                | B        |
|              |                                                            | PM     |                   | -                           | -             | -        | <b>59</b>                         | <b>E</b> |
| 8            | Deer Valley Dr / Park Ave / Empire Ave                     | AM     | Signal            | -                           | -             | -        | <b>83</b>                         | <b>F</b> |
|              |                                                            | PM     |                   | -                           | -             | -        | <b>90</b>                         | <b>F</b> |
| 9            | Bonanza Dr / Monitor Dr / SR-248                           | AM     | Signal            | -                           | -             | -        | 16                                | B        |
|              |                                                            | PM     |                   | -                           | -             | -        | 28                                | C        |

Notes:

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

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

Source: Fehr & Peers.

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

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





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

## 8.3 Mitigation Measures

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

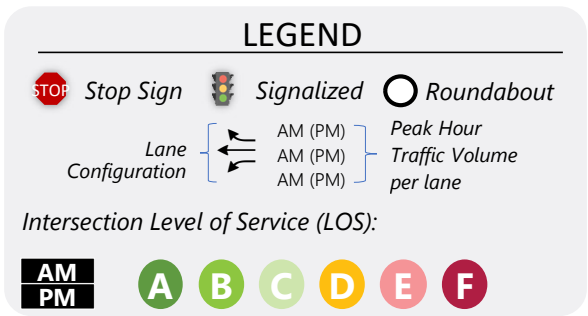
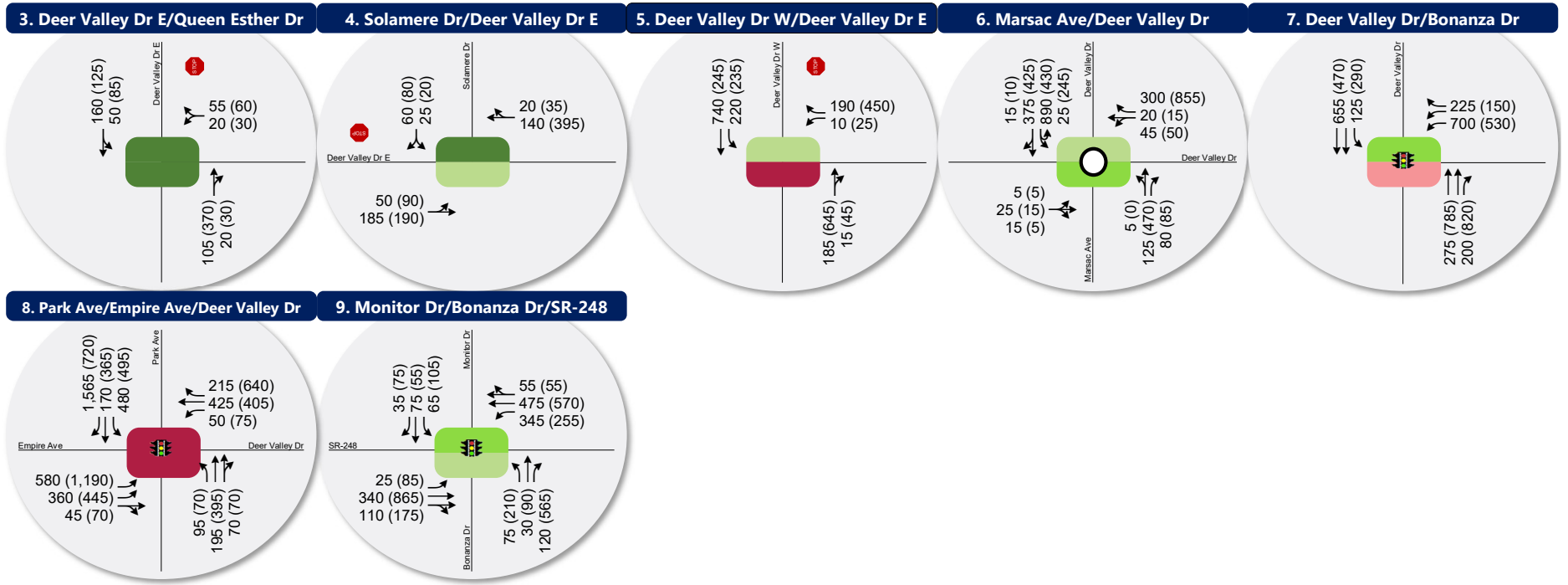
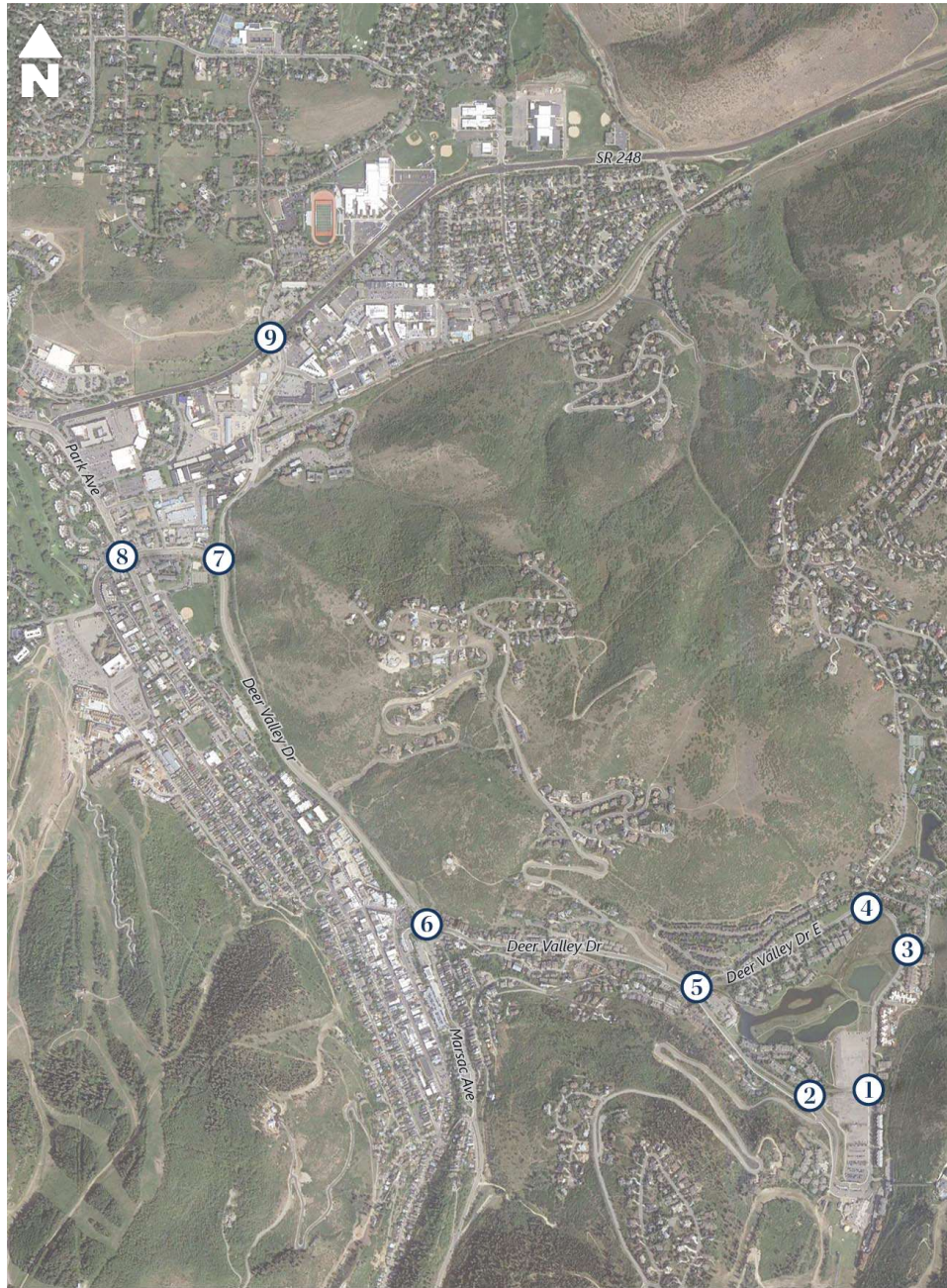


Figure 11  
Future 2040 Background Saturday AM & PM Peak hour Traffic Conditions





## 9. Future 2040 plus Project Conditions

### 9.1 Purpose

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

### 9.2 Traffic Volumes

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

### 9.3 Level of Service Analysis

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



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

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

Notes:

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

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

Source: Fehr & Peers.

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

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





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

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

## 9.4 Mitigation Measures

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



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

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

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

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



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

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

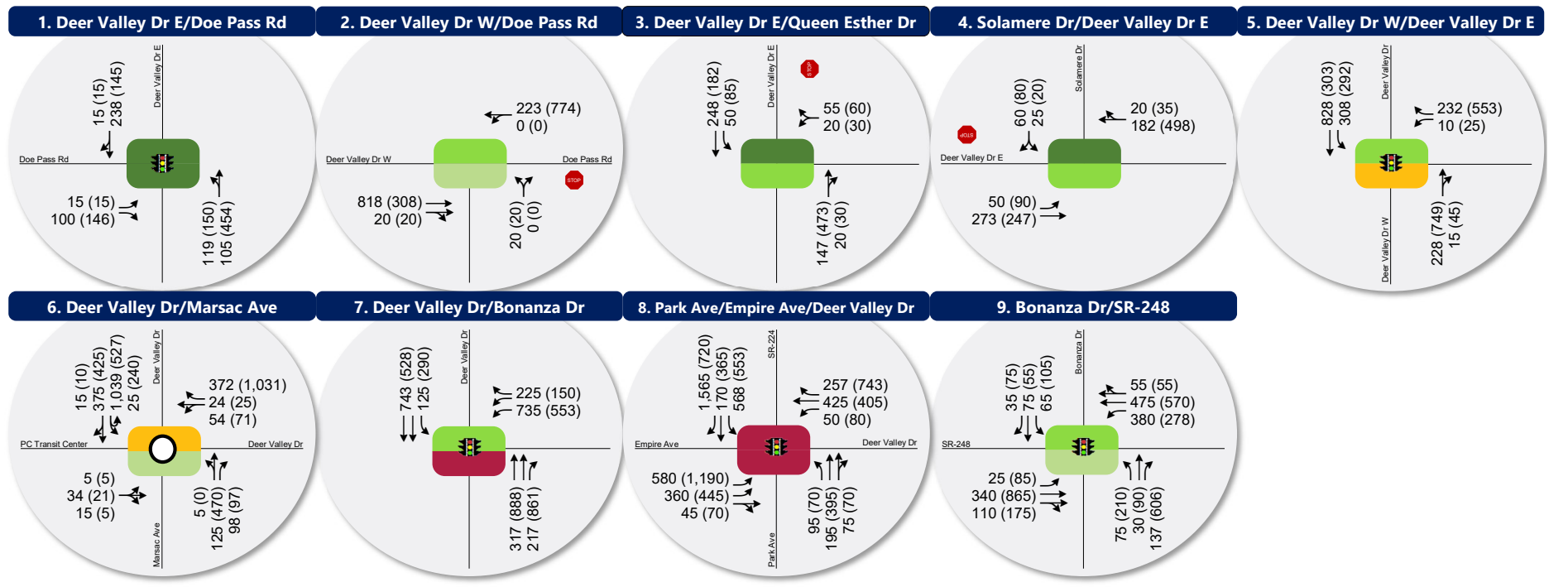
Notes:

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

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

Source: Fehr & Peers.





**LEGEND**

Stop Sign
 Signalized
 Roundabout

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

Intersection Level of Service (LOS):
 **A** **B** **C** **D** **E** **F**

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



# 10. Roadway Analysis

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

## 10.1 Analysis Results

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

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

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

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

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

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



**Table 17: Snow Park Village Roadway LOS Analysis Summary**

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

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

Existing roadway count sheets are included in the Appendix.



# 11. Site Circulation Analysis

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

## 11.1.1 Conditions and Assumptions

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

### 11.1.1.1 Volumes

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

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

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

### 11.1.1.2 Parking Garage Gate Transaction

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

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



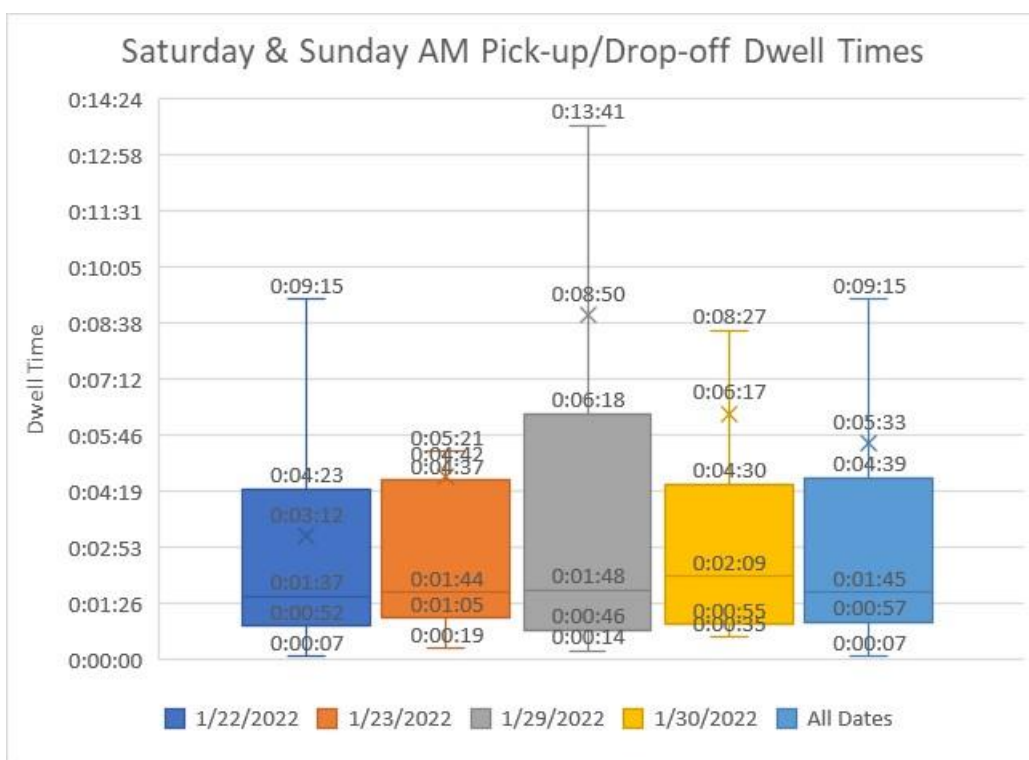


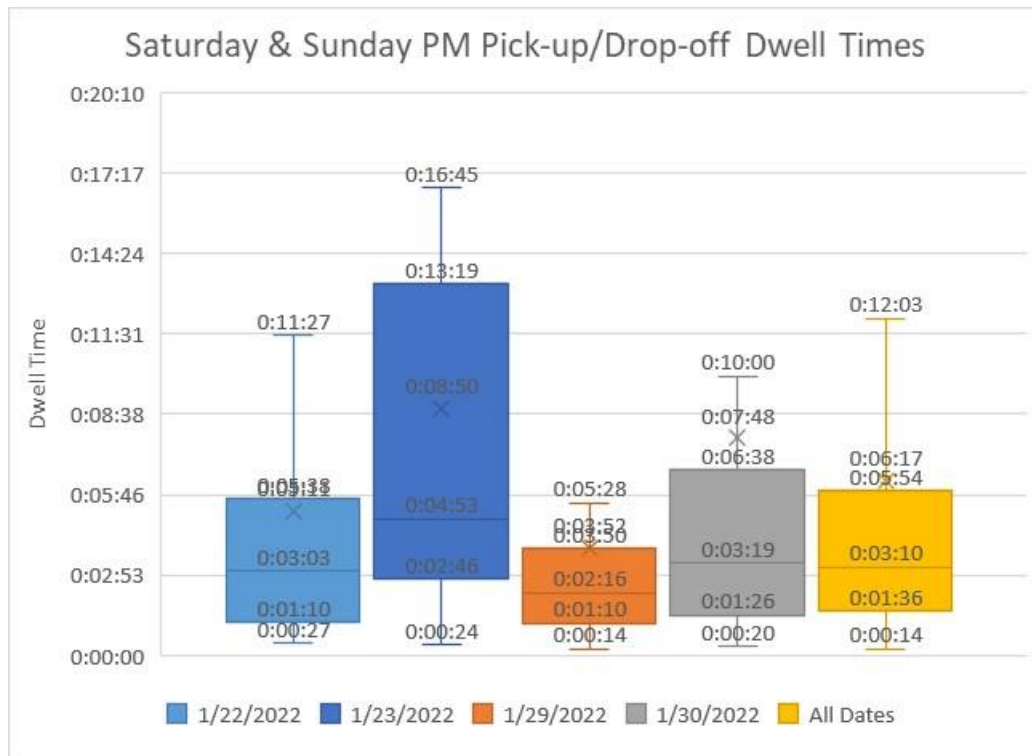
### 11.1.1.3 Pick-up/Drop-off

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

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

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





#### 11.1.1.4 Other Considerations

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

### 11.1.2 Analysis Results

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

1. Doe Pass Road / P2 Parking Garage Access
2. Doe Pass Road / P1 Parking Garage Access
3. Doe Pass Road / Mobility Hub Entrance
4. Doe Pass Road / Mobility Hub Exit
5. P2 Parking Garage Access / Deer Valley Drive East
6. P3 Parking Garage Access / Deer Valley Drive East
7. P4 Parking Garage Access / Deer Valley Drive East
8. Snow Park Lodge Pick-up/Drop-off

The same analysis methodology (as described in the previous sections) was used for this analysis.



**Table 18** below (see Appendix for the detailed LOS reports) shows the intersection delay and LOS results from the VISSIM simulation model. As shown in **Table 18**, all study intersections operate at acceptable LOS with the exception of the following locations:

- Doe Pass Road / Mobility Hub Exit: LOS E in the PM peak hour
  - This is caused by the stop control for the buses exiting the mobility hub onto Doe Pass Road.
- Snow Park Lodge Pick-up/Drop-off: LOS E in both AM and PM peak hours
  - This is caused by delays at the pick-up/drop-off zone that the VISSIM simulation has limitations in simulating efficient operations. This can likely be mitigated by efficient operations assisted by Deer Valley staff.



**Table 18: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Level of Service Site Circulation Results**

| Intersection |                                     |        |         | Worst Movement <sup>1</sup> |               |          | Overall Intersection <sup>2</sup> |     |
|--------------|-------------------------------------|--------|---------|-----------------------------|---------------|----------|-----------------------------------|-----|
| ID           | Location                            | Period | Control | Movement <sup>3</sup>       | Delay Sec/Veh | LOS      | Avg. Delay Sec/Veh                | LOS |
| 1            | Doe Pass Rd / P2 Parking            | AM     | SSSC    | EB Right                    | 12            | B        | -                                 | -   |
|              |                                     | PM     |         | NB Left                     | 11            | B        | -                                 | -   |
| 2            | Doe Pass Rd / P1 Parking            | AM     | SSSC    | NB Left                     | 9             | A        | -                                 | -   |
|              |                                     | PM     |         | NB Left                     | 10            | B        | -                                 | -   |
| 3            | Doe Pass Rd / Mobility Hub Entrance | AM     | SSSC    | WB Left                     | 2             | A        | -                                 | -   |
|              |                                     | PM     |         | EB Right                    | 3             | A        | -                                 | -   |
| 4            | Doe Pass Rd / Mobility Hub Exit     | AM     | SSSC    | NB Right                    | 33            | D        | -                                 | -   |
|              |                                     | PM     |         | NB Left                     | <b>37</b>     | <b>E</b> | -                                 | -   |
| 5            | P2 Parking / Deer Valley Dr East    | AM     | SSSC    | EB Left                     | 9             | A        | -                                 | -   |
|              |                                     | PM     |         | EB Left                     | 6             | A        | -                                 | -   |
| 6            | P3 Parking / Deer Valley Dr East    | AM     | SSSC    | SB Through                  | 5             | A        | -                                 | -   |
|              |                                     | PM     |         | EB Left                     | 9             | A        | -                                 | -   |
| 7            | P4 Parking / Deer Valley Dr East    | AM     | SSSC    | SB Through                  | 17            | C        | -                                 | -   |
|              |                                     | PM     |         | EB Right                    | 23            | C        | -                                 | -   |
| 8            | Snow Park Lodge Pick-up/Drop-off    | AM     | -       | SB Through                  | <b>44</b>     | <b>E</b> | -                                 | -   |
|              |                                     | PM     |         | SB Through                  | <b>44</b>     | <b>E</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 patterns similar to current conditions. It is likely that based on driver behavior and expectation, the actual traffic distributions will be different at the time of opening and in subsequent weeks, months, and years as preferences are established and transportation options evolve.

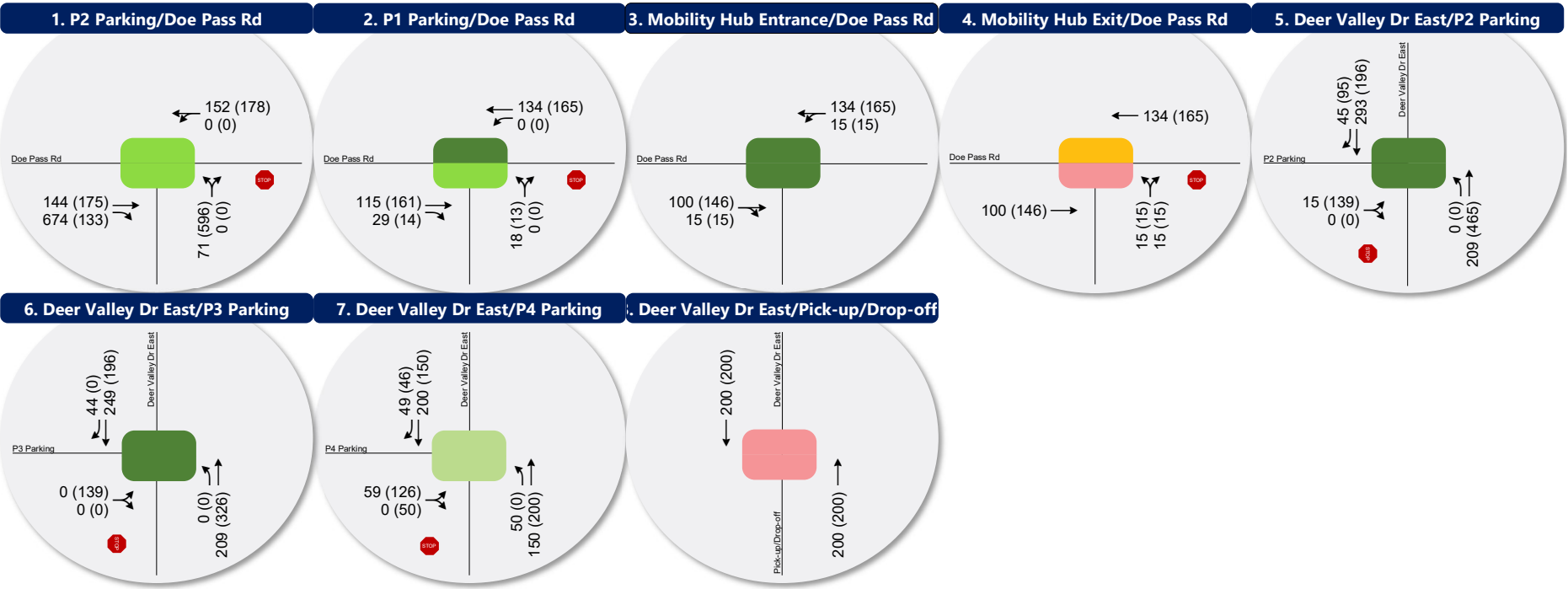
A sensitivity analysis shows that in the AM peak hour, the P2 access on Doe Pass Road becomes a constraint that potentially causes congestion, with inbound queues backing up onto Deer Valley Drive West under traffic conditions similar to the existing conditions (roughly 80% entering via Deer Valley Drive West).



Operations at this key driveway also depend on the transaction time for entry (assumed to be 4 seconds for the purpose of microsimulation analysis in this report, which was validated by a national parking operations consultant). As this entry transaction time is reduced due to improved technology or adjustments to when and how parking is paid for and validated, traffic distributions at the “Y” intersection have less effect on traffic operations.

To provide efficient and safe traffic circulation on-site and on the Deer Valley Drive Loop, Deer Valley and Snow Park Village will be committed to provide extensive wayfinding and traffic monitoring, especially to improve inbound operations where visitors will be informed whether to travel on Deer Valley Drive West or Deer Valley Drive East.





LEGEND

STOP

Stop Sign

Signalized

Roundabout

Lane Configuration

AM (PM)

AM (PM)

AM (PM)

Peak Hour

Traffic Volume

per lane

Intersection Level of Service (LOS):

AM PM

A

B

C

D

E

F

Figure 13

2040 Site Circulation Analysis Intersection LOS Results

Page 203 of 690





**Table 19** (see Appendix for the detailed queue report) below shows the average maximum queue for each approach at the study intersections. The following lists locations that the average maximum queue is expected to exceed the storage length in the AM peak hour:

- Doe Pass Road / P2 Parking
  - Eastbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive West intersection. This queue is caused by queue spillback beginning at the gate to enter the P2 Parking Garage Access and the high inbound volumes in the AM peak hour.
- Doe Pass Road / Mobility Hub Entrance
  - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is 1 foot, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
  - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.

The following lists locations that the average maximum queue is expected to exceed the storage length in the PM peak hour:

- Doe Pass Road / Deer Valley Drive East
  - Eastbound queues occasionally extend past the Mobility Hub Exit. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Entrance
  - Westbound queues occasionally extend past the mobility hub exit. The average queue, however, is less than 1 foot, and the queue spillback is not expected to be a common occurrence.
- Doe Pass Road / Mobility Hub Exit
  - Westbound queues occasionally extend past the Doe Pass Road / Deer Valley Drive East intersection. The average queue, however, is 2 feet, and the queue spillback is not expected to be a common occurrence.
- Deer Valley Drive East / Deer Valley Drive West



- The simulation shows average maximum queues of over 500 feet for the westbound approach at the new signal. This queue however is not expected to reach the Solamere Drive intersection, especially with signal operations to assist in flushing out the heavy outbound movement via Deer Valley Drive East.



**Table 19: Future 2040 Plus Project Conditions Saturday AM & PM Peak Hour Queues Site Circulation Analysis**

| Intersection |                                           |        |                       | Average Maximum Queues<br>(feet) <sup>2</sup> |
|--------------|-------------------------------------------|--------|-----------------------|-----------------------------------------------|
| ID           | Location                                  | Period | Approach <sup>1</sup> |                                               |
| 1            | Doe Pass Rd / Deer Valley Dr East         | AM     | NB                    | 75                                            |
|              |                                           |        | SB                    | 175                                           |
|              |                                           |        | EB                    | 100                                           |
|              |                                           | PM     | NB                    | 250                                           |
|              |                                           |        | SB                    | 125                                           |
|              |                                           |        | EB                    | 125                                           |
| 2            | Doe Pass Rd / Deer Valley Dr West         | AM     | NB                    | 50                                            |
|              |                                           |        | EB                    | 375                                           |
|              |                                           |        | WB                    | 25                                            |
|              |                                           | PM     | NB                    | 50                                            |
|              |                                           |        | EB                    | 25                                            |
|              |                                           |        | WB                    | 75                                            |
| 3            | Queen Esther Dr / Deer Valley Dr East     | AM     | NB                    | 0                                             |
|              |                                           |        | SB                    | 25                                            |
|              |                                           |        | WB                    | 100                                           |
|              |                                           | PM     | NB                    | 0                                             |
|              |                                           |        | SB                    | 25                                            |
|              |                                           |        | WB                    | 100                                           |
| 4            | Deer Valley Dr East / Solamere Dr         | AM     | SB                    | 50                                            |
|              |                                           |        | EB                    | 0                                             |
|              |                                           |        | WB                    | 50                                            |
|              |                                           | PM     | SB                    | 50                                            |
|              |                                           |        | EB                    | 0                                             |
|              |                                           |        | WB                    | 50                                            |
| 5            | Deer Valley Dr East / Deer Valley Dr West | AM     | NB                    | 275                                           |
|              |                                           |        | SB                    | 300                                           |
|              |                                           |        | WB                    | 125                                           |
|              |                                           | PM     | NB                    | 525                                           |
|              |                                           |        | SB                    | 175                                           |
|              |                                           |        | WB                    | 350                                           |
| 6            | Doe Pass Rd / P2 Parking                  | AM     | NB                    | 125                                           |
|              |                                           |        | EB                    | 250                                           |
|              |                                           |        | WB                    | 0                                             |



| Intersection |                                     |        |                       | Average Maximum Queues<br>(feet) <sup>2</sup> |
|--------------|-------------------------------------|--------|-----------------------|-----------------------------------------------|
| ID           | Location                            | Period | Approach <sup>1</sup> |                                               |
| 7            | Doe Pass Rd / P1 Parking            | PM     | NB                    | 125                                           |
|              |                                     |        | EB                    | 75                                            |
|              |                                     |        | WB                    | 0                                             |
|              |                                     | AM     | NB                    | 100                                           |
|              |                                     |        | EB                    | 0                                             |
|              |                                     |        | WB                    | 0                                             |
| 8            | Doe Pass Rd / Mobility Hub Entrance | AM     | NB                    | 100                                           |
|              |                                     |        | EB                    | 0                                             |
|              |                                     | PM     | WB                    | 0                                             |
|              |                                     |        | NB                    | 100                                           |
| 9            | Doe Pass Rd / Mobility Hub Exit     | AM     | EB                    | 0                                             |
|              |                                     |        | WB                    | 125                                           |
|              |                                     |        | NB                    | 150                                           |
|              |                                     | PM     | EB                    | 25                                            |
|              |                                     |        | WB                    | 125                                           |
|              |                                     |        | NB                    | 150                                           |
| 10           | P2 Parking / Deer Valley Dr East    | AM     | EB                    | 25                                            |
|              |                                     |        | WB                    | 125                                           |
|              |                                     |        | NB                    | 150                                           |
|              |                                     | PM     | EB                    | 125                                           |
|              |                                     |        | SB                    | 0                                             |
|              |                                     |        | NB                    | 25                                            |
| 11           | P3 Parking / Deer Valley Dr East    | AM     | EB                    | 75                                            |
|              |                                     |        | SB                    | 75                                            |
|              |                                     |        | NB                    | 50                                            |
|              |                                     | PM     | EB                    | 125                                           |
|              |                                     |        | SB                    | 50                                            |
|              |                                     |        | NB                    | 75                                            |
| 12           | P4 Parking / Deer Valley Dr East    | AM     | EB                    | 100                                           |
|              |                                     |        | SB                    | 25                                            |
|              |                                     |        | NB                    | 0                                             |
|              |                                     | PM     | NB                    | 125                                           |



| Intersection |                                  |        |                       | Average Maximum Queues<br>(feet) <sup>2</sup> |
|--------------|----------------------------------|--------|-----------------------|-----------------------------------------------|
| ID           | Location                         | Period | Approach <sup>1</sup> |                                               |
| 13           | Snow Park Lodge Pick-up/Drop-off |        | SB                    | 0                                             |
|              |                                  |        | EB                    | 150                                           |
|              |                                  | AM     | NB                    | 25                                            |
|              |                                  |        | SB                    | 100                                           |
|              |                                  | PM     | NB                    | 225                                           |
|              |                                  |        | SB                    | 100                                           |

Notes:

1. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound
2. Rounded up to nearest 25'.

Source: Fehr & Peers.

It should be noted that the LOS results and queue results shown in **Table 18** and **Table 19** capture the delays and queues at the side-streets for vehicles turning onto the major road. However, it does not capture the delays and queues for vehicles experienced at the parking gate due to the assumed transaction time. The VISSIM simulation indicates that with the assumed gate transaction times, vehicles are expected to experience over 100 seconds of delay per vehicle to exit the garage in the PM peak hour, with potentially long internal queues.





Figure 14  
 2040 Site Circulation Analysis Queue Results





# 12. Parking Analysis

A fundamental aspect of the Snow Park Village proposal is the implementation of a constrained, structured parking supply that will require parkers to pay a daily fee. This strategy is seen as a key disincentive to traveling in Park City by single-occupant vehicle, and aligns with the City’s broader mobility goals. However, Snow Park Village proposes no reductions to the parking supply and will build to the Park City LMC requirements.

## 12.1 Analysis Method

For the shared parking analysis of the updated land use plan, the development is proposed to include 11 buildings which include the following land uses (taken from the land use program dated October 26, 2021):

- 30,900 square feet of ballroom/event center space
- 143 multifamily housing units
- 193 hotel rooms with 4,500 square feet of hotel support uses.
- 25,900 square feet of commercial/retail space

The development is also proposed to include the Deer Valley Ski resort and other land uses in support of the resort. It should be noted that the land uses supporting the ski resort will not be parking generators; rather, the ski resort will be the parking generator, and the support land uses serve as accessories to the resort.

In The most recent submittal (November 2022), Fehr & Peers applied reductions to the recommended parking due to paid parking and shared parking. However, Snow Park Village now proposes to build the full parking supply required by the Park City LMC. From the proposed land uses that generate parking demand as listed above, and the recommended rates from the Park City zoning code, the minimum required parking supply was calculated to be 2,236 stalls.

**Table 20** outlines the number of recommended stalls with recommended rates from the Park City zoning code, and the number of stalls proposed by Snow Park Village. Parking calculations are attached in the Appendix. As shown in **Table 20**, the proposed parking supply is sufficient for the proposed land use program. It should be noted that phasing and ongoing refinement of the land use program may adjust the base parking rates and recommendations.



Table 20: Snow Park Village Parking Analysis Summary

| Base Recommended Stalls | Proposed Stalls |
|-------------------------|-----------------|
| 2,236                   | 2,262           |

Source: Fehr & Peers

## 12.2 Parking Management

An effective and efficient parking management system is essential to maintain both a high-quality user experience and to minimize traffic impacts on adjacent roadways. An essential element to improve the efficiency of structured parking is to provide real time information regarding parking availability. In addition to implementing payment technology that expedites vehicle ingress at all driveways, Deer Valley will work with relevant partners to ensure more complete information is available to parkers.

The Snow Park Parking Management Plan is included in **Attachment B**.



# 13. Transit Evaluation

This section includes an evaluation of existing transit service and infrastructure, proposed transit improvements, and description of how the Snow Park Village proposal aligns with Park City's *Transit First* policy.

## 13.1.1 Existing Transit Service

In addition to a multitude of private shuttles and buses, there are two public transit operators providing transit service to and from Deer Valley: Park City Transit and High-Valley Transit. High Valley Transit operates one route that services Deer Valley:

- 101 – Spiro / 224 Local that services Deer Valley.

Park City Transit operates six routes the service Deer Valley:

- 1 Red: Prospector Square – Deer Valley
- 2 Green: Park Meadows/Thaynes Canyon – Deer Valley
- 3 Blue: Thaynes Canyon/Park Meadows – Deer Valley
- 5 Yellow: Prospector Square – Deer Valley
- 40 Bronze: Main Street – Royal Street – Silver Lake Lodge
- 50 Teal: Prospector Square – Deer Valley

Park City Transit Park City Transit is undergoing a short-range service plan update, with potential changes in transit service to and from Deer Valley expected in the coming year.

Local bus stops are provided along both sides of Deer Valley Drive East and Deer Valley Drive West, allowing transit riders to board buses that are Deer Valley- or Old Town-bound. At the southern end of the Deer Valley Drive loop closest to the existing Snow Park base area, there are bi-directional bus stops that can accommodate up to four buses at once. Aside from the existing bi-directional stops at Snow Park, bus stops do not include shelters. Buses providing service to Deer Valley travel in mixed traffic.

## 13.2 Proposed Transit Improvements

A proposed six bus-bay mobility hub at the northeast corner of Snow Park Village will provide a comfortable and appealing transit facility on-site that provides direct access to the project and relocated ski lift bases. The mobility hub will also include accommodations for cyclists and allow for electric bus charging



infrastructure. This mobility hub will allow for increased frequency of transit service which will be essential to incentivizing transit service.

To further support transit service as part of the Snow Park Village proposal, a new traffic signal with transit preemption capabilities is proposed at the Doe Pass Road / Deer Valley Drive East intersection. This will help ensure that transit vehicles accessing and exiting the proposed mobility hub with limited conflicting traffic.

Furthermore, this circulation plan includes a proposed seasonal one-way Shared Mobility Lane (SML) inbound from the Deer Valley Drive East / Deer Valley Drive West intersection along Deer Valley Drive West, accessing the mobility hub. Outbound transit traffic will have the SML which parallels general purpose traffic around the loop on Deer Valley Drive East to the Deer Valley Drive East / Deer Valley Drive West intersection. After ski season during the summer months, the SML will be open to bicycle traffic. Management, maintenance, and enforcement, year-round, will be a City responsibility.

The VISSIM simulation presented previously in chapter 11 simulates the SML and captures the impacts of the design. The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data. The Shared Mobility Lane proposed in this alternative will likely improve bus travel times in more congested conditions, such as special events, snow conditions, etc.

# 14. Transportation Demand Management

Park City, through its ongoing Transportation Master Plan update, has identified the laudable and ambitious goal of reducing vehicle trips by 20% throughout Park City. The City is tackling this challenge through a variety of strategies, including but not limited to the following:

- Updates to the local and regional transit system
- Coordination with partner agencies to implement greater park-and-ride capacity
- Expansion of high-quality active transportation facilities throughout Park City
- Partnerships with private developments to implement and operate comprehensive Transportation Demand Management (TDM) programs

Furthering the City's broader trip reduction goal, Deer Valley will continue to operate its TDM program, and expand on current offerings, to better align with the adopted PCMC TDM Plan (2016). A high-level summary of the Deer Valley TDM Plan is shown below in **Table 21**.

**Table 21: Deer Valley TDM Measures**

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

Source: Fehr & Peers.

## 14.1 TDM Monitoring

As the transportation landscape in Park City and Summit County changes, monitoring the use and effectiveness of Deer Valley's TDM program will be crucial to its success. In alignment with requests from Park City staff, Deer Valley will implement an annual monitoring program consisting of the following elements:

- One nine day period of vehicle counts at all Snow Park Village driveways, to be analyzed and summarized by a third-party consultant. This data will be analyzed and summarized by a third-party consultant;
- Average vehicle occupancy collected on one weekday and one weekend day, collected by a third-party vendor, to be analyzed and summarized by a third-party consultant;
- A permanent traffic count station implemented at the Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West intersection, installed and maintained by Deer Valley for year-round monitoring of traffic conditions;
- Ski season transit ridership, summarized at the stop and daily levels and provided by transit operators, to be analyzed and summarized by a third-party consultant;
- Available data regarding program utilization from the *Ride On Park City* platform, to be analyzed and summarized by a third-party consultant.

Analysis of this data will be submitted in an annual monitoring memorandum for City staff review and will be supported by semiannual coordination meetings with City staff and other major employers in Park City. This monitoring program will be used to enhance program offerings and avoid redundancy of service where public and private options overlap.

## 14.2 Regional Considerations

Park City Municipal Corporation has a stated goal of reducing traffic volumes by 20% from existing traffic volumes (the specific, reference time period is to-be-defined). Deer Valley has operated an effective and comprehensive TDM program for years in support of this goal, and the proposed opening of an additional portal to Deer Valley via Mayflower Resort will improve access to Deer Valley to any skiers visiting from the Wasatch Front or Back and not require a trip through Park City. While this change will not solve all of Park City's traffic challenges, it will likely divert a substantial portion of traffic destined for Deer Valley.

The Deer Valley TDM Plan is presented in full in **Attachment C**.





## 15. Conclusion/Recommendations

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

Implementing a new traffic signal with transit preemption at the intersection of Doe Pass Road / Deer Valley Drive East will improve traffic operations and support transit. A new traffic signal at the reconfigured Y intersection of Deer Valley Drive / Deer Valley Drive East / Deer Valley Drive West facilitates safer and more efficient movement for all modes. Implementing an off-street, multi-use path around the Deer Valley Drive loop will improve pedestrian and cyclist connectivity adjacent to the project site. Ongoing monitoring of TDM program effectiveness will maintain City-Deer Valley cooperation in pursuit of shared goals.



# Appendix

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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

## Groups Printed- General Traffic

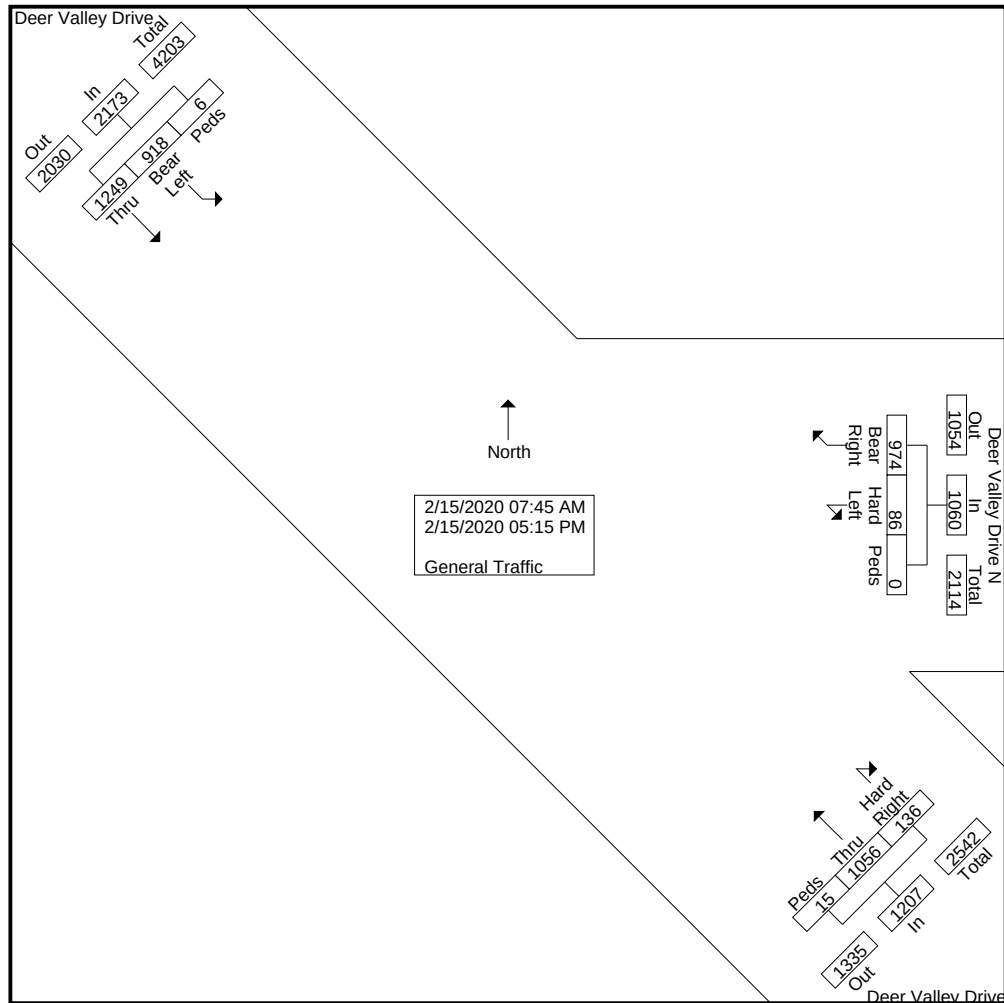
| Start Time  | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>From Southeast |      |      |            | Int. Total |
|-------------|-------------------------------------|-----------|------|------------|----------------------------------|-----------|------|------------|-------------------------------------|------|------|------------|------------|
|             | Thru                                | Bear Left | Peds | App. Total | Bear Right                       | Hard Left | Peds | App. Total | Hard Right                          | Thru | Peds | App. Total |            |
| 07:45 AM    | 71                                  | 123       | 0    | 194        | 19                               | 4         | 0    | 23         | 2                                   | 18   | 0    | 20         | 237        |
| Total       | 71                                  | 123       | 0    | 194        | 19                               | 4         | 0    | 23         | 2                                   | 18   | 0    | 20         | 237        |
| 08:00 AM    | 110                                 | 101       | 0    | 211        | 34                               | 2         | 0    | 36         | 5                                   | 21   | 1    | 27         | 274        |
| 08:15 AM    | 124                                 | 70        | 0    | 194        | 29                               | 2         | 0    | 31         | 5                                   | 26   | 0    | 31         | 256        |
| 08:30 AM    | 117                                 | 55        | 0    | 172        | 53                               | 10        | 0    | 63         | 4                                   | 29   | 0    | 33         | 268        |
| 08:45 AM    | 125                                 | 46        | 0    | 171        | 48                               | 7         | 0    | 55         | 6                                   | 32   | 4    | 42         | 268        |
| Total       | 476                                 | 272       | 0    | 748        | 164                              | 21        | 0    | 185        | 20                                  | 108  | 5    | 133        | 1066       |
| 09:00 AM    | 111                                 | 35        | 0    | 146        | 54                               | 7         | 0    | 61         | 2                                   | 31   | 0    | 33         | 240        |
| 09:15 AM    | 94                                  | 27        | 0    | 121        | 51                               | 6         | 0    | 57         | 4                                   | 31   | 0    | 35         | 213        |
| 09:30 AM    | 77                                  | 42        | 0    | 119        | 55                               | 13        | 0    | 68         | 4                                   | 43   | 0    | 47         | 234        |
| Total       | 282                                 | 104       | 0    | 386        | 160                              | 26        | 0    | 186        | 10                                  | 105  | 0    | 115        | 687        |
| 03:30 PM    | 81                                  | 47        | 0    | 128        | 67                               | 4         | 0    | 71         | 13                                  | 69   | 0    | 82         | 281        |
| 03:45 PM    | 55                                  | 50        | 0    | 105        | 81                               | 7         | 0    | 88         | 16                                  | 98   | 3    | 117        | 310        |
| Total       | 136                                 | 97        | 0    | 233        | 148                              | 11        | 0    | 159        | 29                                  | 167  | 3    | 199        | 591        |
| 04:00 PM    | 66                                  | 41        | 0    | 107        | 83                               | 8         | 0    | 91         | 11                                  | 130  | 0    | 141        | 339        |
| 04:15 PM    | 46                                  | 49        | 6    | 101        | 73                               | 3         | 0    | 76         | 18                                  | 155  | 0    | 173        | 350        |
| 04:30 PM    | 46                                  | 68        | 0    | 114        | 104                              | 2         | 0    | 106        | 13                                  | 109  | 1    | 123        | 343        |
| 04:45 PM    | 54                                  | 58        | 0    | 112        | 71                               | 5         | 0    | 76         | 13                                  | 91   | 2    | 106        | 294        |
| Total       | 212                                 | 216       | 6    | 434        | 331                              | 18        | 0    | 349        | 55                                  | 485  | 3    | 543        | 1326       |
| 05:00 PM    | 42                                  | 51        | 0    | 93         | 89                               | 2         | 0    | 91         | 11                                  | 95   | 4    | 110        | 294        |
| 05:15 PM    | 30                                  | 55        | 0    | 85         | 63                               | 4         | 0    | 67         | 9                                   | 78   | 0    | 87         | 239        |
| Grand Total | 1249                                | 918       | 6    | 2173       | 974                              | 86        | 0    | 1060       | 136                                 | 1056 | 15   | 1207       | 4440       |
| Apprch %    | 57.5                                | 42.2      | 0.3  |            | 91.9                             | 8.1       | 0    |            | 11.3                                | 87.5 | 1.2  |            |            |
| Total %     | 28.1                                | 20.7      | 0.1  | 48.9       | 21.9                             | 1.9       | 0    | 23.9       | 3.1                                 | 23.8 | 0.3  | 27.2       |            |

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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



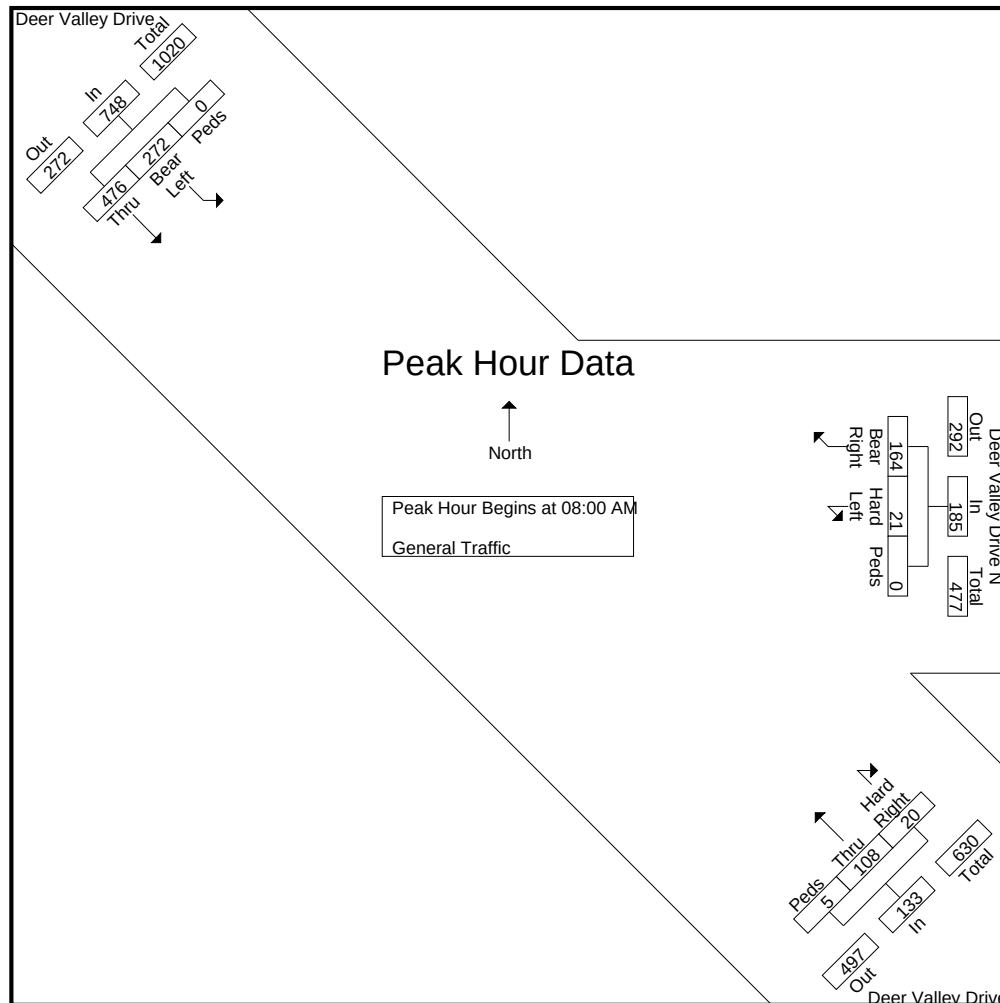
# L2 Data Collection

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

Study: FEHR0119  
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File Name : Deer Valley Dr & Deer Valley Dr N - D1  
Site Code : Day 1  
Start Date : 2/15/2020  
Page No : 3

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:00 AM              |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| 08:00 AM                                                          | 110                                 | 101       | 0    | 211        | 34                               | 2         | 0    | 36         | 5                                   | 21   | 1    | 27         | 274        |
| 08:15 AM                                                          | 124                                 | 70        | 0    | 194        | 29                               | 2         | 0    | 31         | 5                                   | 26   | 0    | 31         | 256        |
| 08:30 AM                                                          | 117                                 | 55        | 0    | 172        | 53                               | 10        | 0    | 63         | 4                                   | 29   | 0    | 33         | 268        |
| 08:45 AM                                                          | 125                                 | 46        | 0    | 171        | 48                               | 7         | 0    | 55         | 6                                   | 32   | 4    | 42         | 268        |
| Total Volume                                                      | 476                                 | 272       | 0    | 748        | 164                              | 21        | 0    | 185        | 20                                  | 108  | 5    | 133        | 1066       |
| % App. Total                                                      | 63.6                                | 36.4      | 0    |            | 88.6                             | 11.4      | 0    |            | 15                                  | 81.2 | 3.8  |            |            |
| PHF                                                               | .952                                | .673      | .000 | .886       | .774                             | .525      | .000 | .734       | .833                                | .844 | .313 | .792       | .973       |



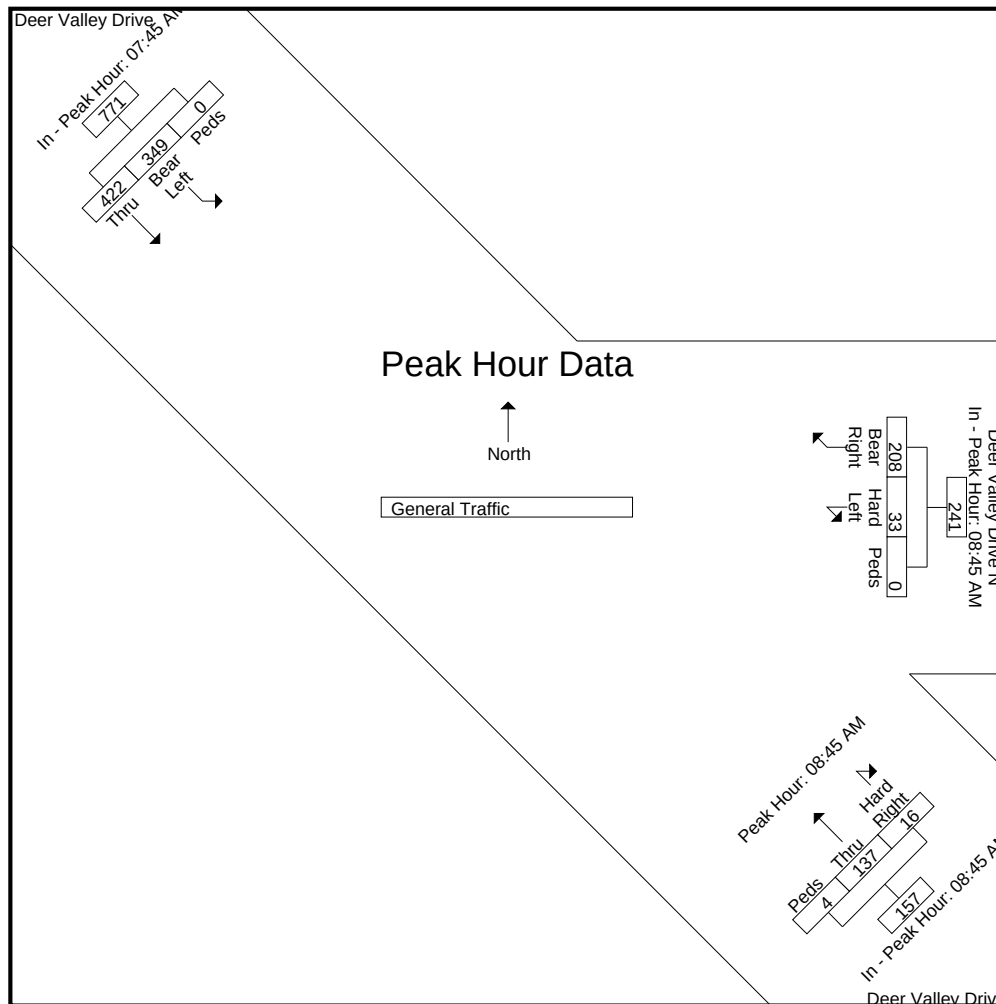
# L2 Data Collection

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

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

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Each Approach Begins at:                            |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
|                                                                   | 07:45 AM                            |           |      |            | 08:45 AM                         |           |      |            | 08:45 AM                            |      |      |            |            |
| +0 mins.                                                          | 71                                  | 123       | 0    | 194        | 48                               | 7         | 0    | 55         | 6                                   | 32   | 4    | 42         |            |
| +15 mins.                                                         | 110                                 | 101       | 0    | 211        | 54                               | 7         | 0    | 61         | 2                                   | 31   | 0    | 33         |            |
| +30 mins.                                                         | 124                                 | 70        | 0    | 194        | 51                               | 6         | 0    | 57         | 4                                   | 31   | 0    | 35         |            |
| +45 mins.                                                         | 117                                 | 55        | 0    | 172        | 55                               | 13        | 0    | 68         | 4                                   | 43   | 0    | 47         |            |
| Total Volume                                                      | 422                                 | 349       | 0    | 771        | 208                              | 33        | 0    | 241        | 16                                  | 137  | 4    | 157        |            |
| % App. Total                                                      | 54.7                                | 45.3      | 0    |            | 86.3                             | 13.7      | 0    |            | 10.2                                | 87.3 | 2.5  |            |            |
| PHF                                                               | .851                                | .709      | .000 | .914       | .945                             | .635      | .000 | .886       | .667                                | .797 | .250 | .835       |            |





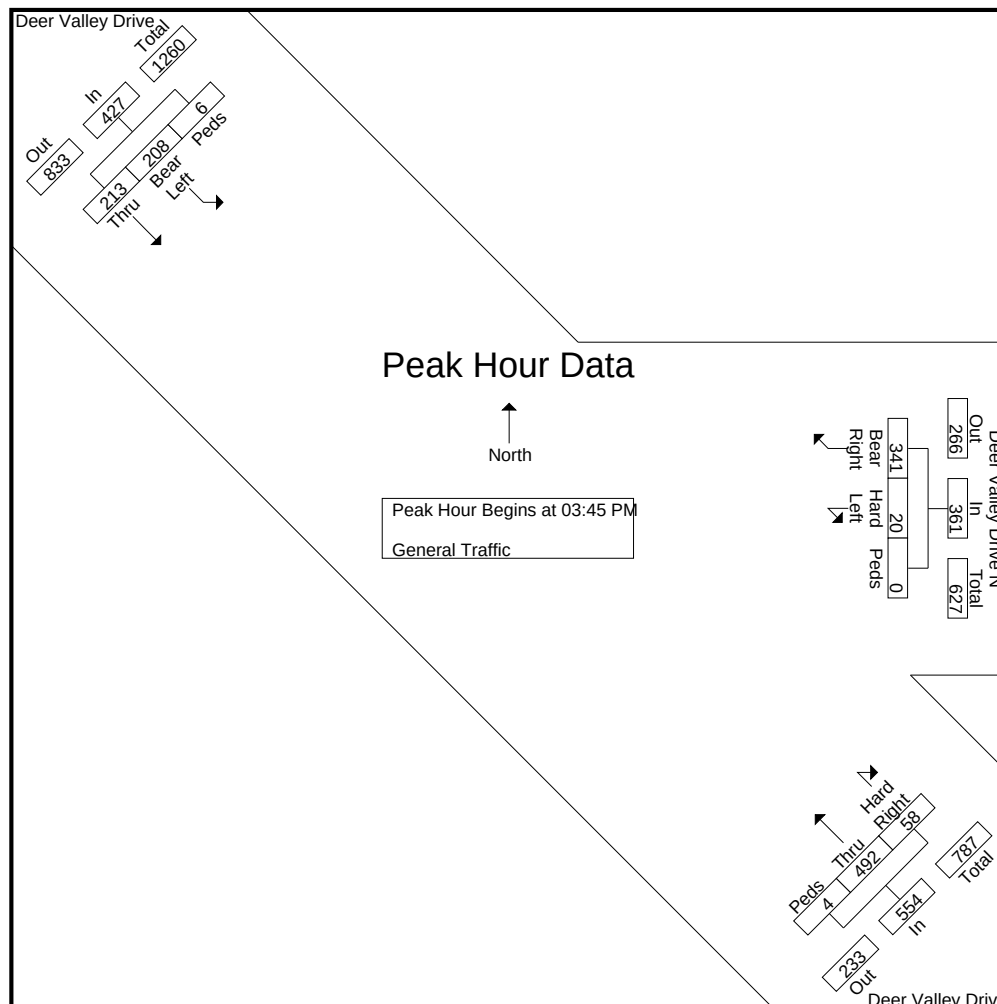
# L2 Data Collection

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

File Name : Deer Valley Dr & Deer Valley Dr N - D1  
Site Code : Day 1  
Start Date : 2/15/2020  
Page No : 5

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:45 PM              |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| 03:45 PM                                                          | 55                                  | 50        | 0    | 105        | 81                               | 7         | 0    | 88         | 16                                  | 98   | 3    | 117        | 310        |
| 04:00 PM                                                          | 66                                  | 41        | 0    | 107        | 83                               | 8         | 0    | 91         | 11                                  | 130  | 0    | 141        | 339        |
| 04:15 PM                                                          | 46                                  | 49        | 6    | 101        | 73                               | 3         | 0    | 76         | 18                                  | 155  | 0    | 173        | 350        |
| 04:30 PM                                                          | 46                                  | 68        | 0    | 114        | 104                              | 2         | 0    | 106        | 13                                  | 109  | 1    | 123        | 343        |
| Total Volume                                                      | 213                                 | 208       | 6    | 427        | 341                              | 20        | 0    | 361        | 58                                  | 492  | 4    | 554        | 1342       |
| % App. Total                                                      | 49.9                                | 48.7      | 1.4  |            | 94.5                             | 5.5       | 0    |            | 10.5                                | 88.8 | 0.7  |            |            |
| PHF                                                               | .807                                | .765      | .250 | .936       | .820                             | .625      | .000 | .851       | .806                                | .794 | .333 | .801       | .959       |



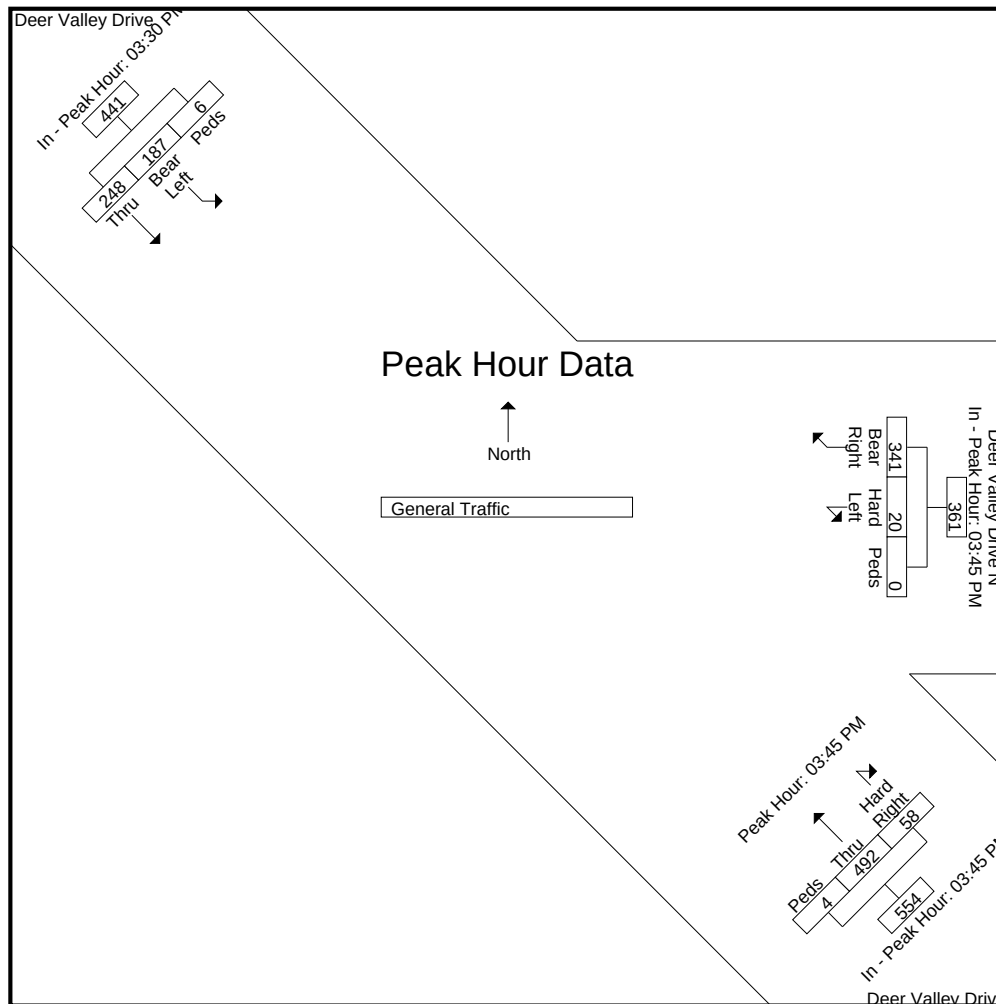
# L2 Data Collection

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

File Name : Deer Valley Dr & Deer Valley Dr N - D1  
Site Code : Day 1  
Start Date : 2/15/2020  
Page No : 6

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Each Approach Begins at:                            |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
|                                                                   | 03:30 PM                            |           |      |            | 03:45 PM                         |           |      |            | 03:45 PM                            |      |      |            |            |
| +0 mins.                                                          | 81                                  | 47        | 0    | 128        | 81                               | 7         | 0    | 88         | 16                                  | 98   | 3    | 117        |            |
| +15 mins.                                                         | 55                                  | 50        | 0    | 105        | 83                               | 8         | 0    | 91         | 11                                  | 130  | 0    | 141        |            |
| +30 mins.                                                         | 66                                  | 41        | 0    | 107        | 73                               | 3         | 0    | 76         | 18                                  | 155  | 0    | 173        |            |
| +45 mins.                                                         | 46                                  | 49        | 6    | 101        | 104                              | 2         | 0    | 106        | 13                                  | 109  | 1    | 123        |            |
| Total Volume                                                      | 248                                 | 187       | 6    | 441        | 341                              | 20        | 0    | 361        | 58                                  | 492  | 4    | 554        |            |
| % App. Total                                                      | 56.2                                | 42.4      | 1.4  |            | 94.5                             | 5.5       | 0    |            | 10.5                                | 88.8 | 0.7  |            |            |
| PHF                                                               | .765                                | .935      | .250 | .861       | .820                             | .625      | .000 | .851       | .806                                | .794 | .333 | .801       |            |



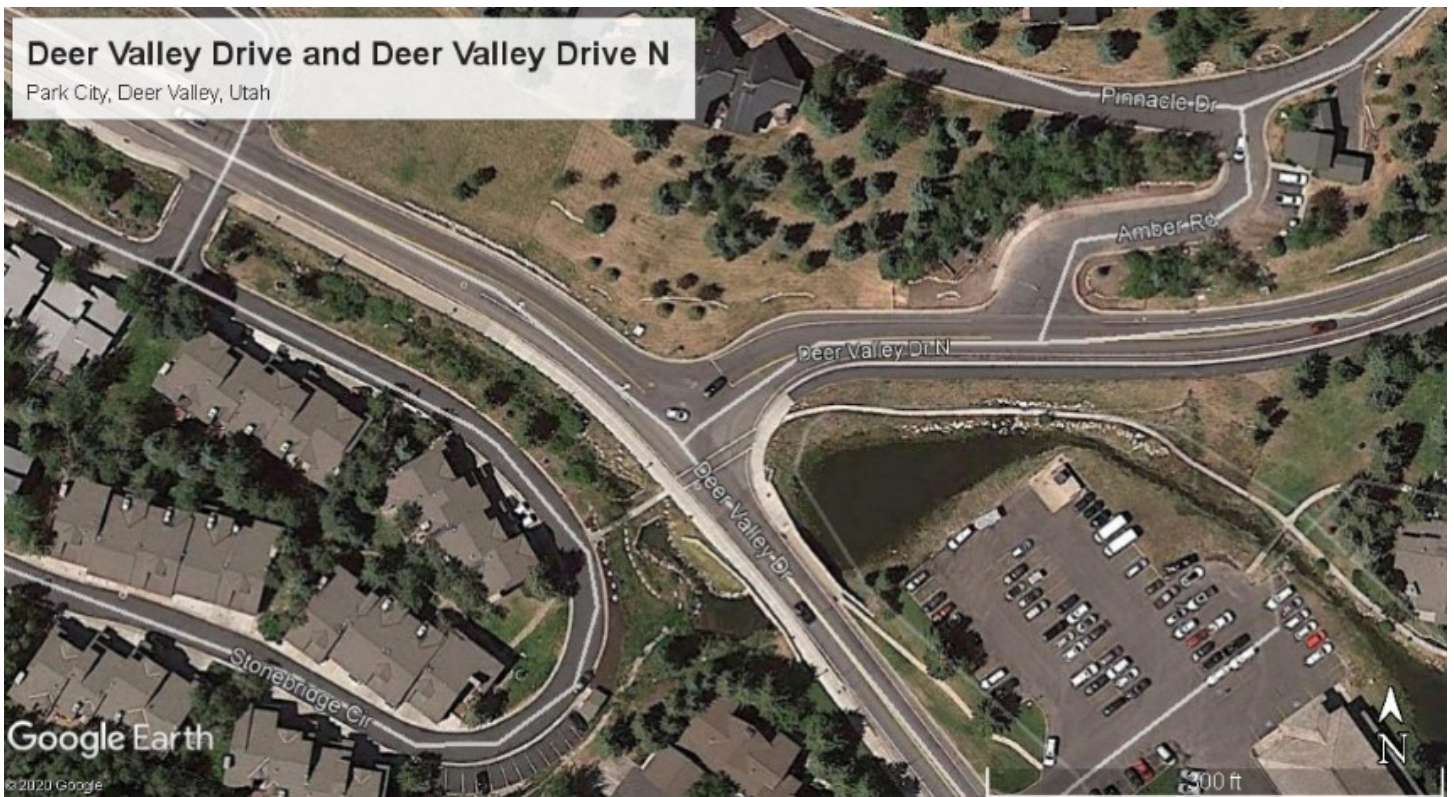
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

File Name : Deer Valley Dr & Deer Valley Dr N - D1  
Site Code : Day 1  
Start Date : 2/15/2020  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

File Name : Deer Valley Dr & Deer Valley Dr N - D2  
Site Code : Day 2  
Start Date : 2/29/2020  
Page No : 1

## Groups Printed- General Traffic

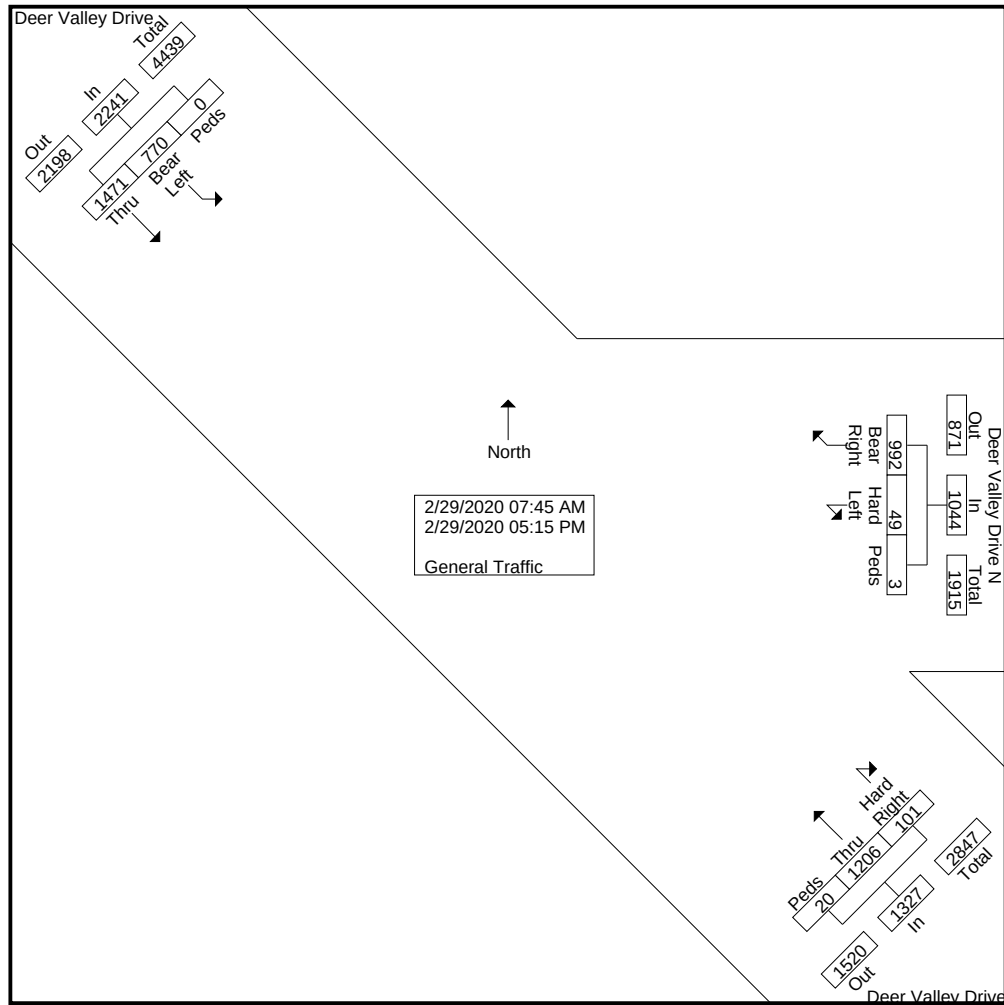
| Start Time  | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>From Southeast |      |      |            | Int. Total |
|-------------|-------------------------------------|-----------|------|------------|----------------------------------|-----------|------|------------|-------------------------------------|------|------|------------|------------|
|             | Thru                                | Bear Left | Peds | App. Total | Bear Right                       | Hard Left | Peds | App. Total | Hard Right                          | Thru | Peds | App. Total |            |
| 07:45 AM    | 53                                  | 73        | 0    | 126        | 21                               | 1         | 0    | 22         | 2                                   | 21   | 0    | 23         | 171        |
| Total       | 53                                  | 73        | 0    | 126        | 21                               | 1         | 0    | 22         | 2                                   | 21   | 0    | 23         | 171        |
| 08:00 AM    | 104                                 | 59        | 0    | 163        | 38                               | 0         | 0    | 38         | 2                                   | 19   | 0    | 21         | 222        |
| 08:15 AM    | 150                                 | 70        | 0    | 220        | 32                               | 1         | 0    | 33         | 3                                   | 19   | 0    | 22         | 275        |
| 08:30 AM    | 160                                 | 35        | 0    | 195        | 36                               | 5         | 0    | 41         | 5                                   | 33   | 0    | 38         | 274        |
| 08:45 AM    | 173                                 | 39        | 0    | 212        | 38                               | 1         | 0    | 39         | 2                                   | 48   | 0    | 50         | 301        |
| Total       | 587                                 | 203       | 0    | 790        | 144                              | 7         | 0    | 151        | 12                                  | 119  | 0    | 131        | 1072       |
| 09:00 AM    | 144                                 | 32        | 0    | 176        | 50                               | 0         | 0    | 50         | 5                                   | 47   | 1    | 53         | 279        |
| 09:15 AM    | 128                                 | 36        | 0    | 164        | 53                               | 4         | 0    | 57         | 2                                   | 42   | 0    | 44         | 265        |
| 09:30 AM    | 149                                 | 35        | 0    | 184        | 43                               | 5         | 0    | 48         | 2                                   | 31   | 1    | 34         | 266        |
| Total       | 421                                 | 103       | 0    | 524        | 146                              | 9         | 0    | 155        | 9                                   | 120  | 2    | 131        | 810        |
| 03:30 PM    | 66                                  | 48        | 0    | 114        | 103                              | 3         | 1    | 107        | 10                                  | 111  | 0    | 121        | 342        |
| 03:45 PM    | 51                                  | 54        | 0    | 105        | 95                               | 4         | 0    | 99         | 10                                  | 116  | 1    | 127        | 331        |
| Total       | 117                                 | 102       | 0    | 219        | 198                              | 7         | 1    | 206        | 20                                  | 227  | 1    | 248        | 673        |
| 04:00 PM    | 43                                  | 45        | 0    | 88         | 102                              | 8         | 0    | 110        | 12                                  | 159  | 1    | 172        | 370        |
| 04:15 PM    | 63                                  | 52        | 0    | 115        | 76                               | 8         | 2    | 86         | 9                                   | 140  | 0    | 149        | 350        |
| 04:30 PM    | 47                                  | 38        | 0    | 85         | 104                              | 2         | 0    | 106        | 13                                  | 121  | 1    | 135        | 326        |
| 04:45 PM    | 57                                  | 61        | 0    | 118        | 66                               | 2         | 0    | 68         | 6                                   | 97   | 4    | 107        | 293        |
| Total       | 210                                 | 196       | 0    | 406        | 348                              | 20        | 2    | 370        | 40                                  | 517  | 6    | 563        | 1339       |
| 05:00 PM    | 52                                  | 44        | 0    | 96         | 80                               | 4         | 0    | 84         | 11                                  | 113  | 2    | 126        | 306        |
| 05:15 PM    | 31                                  | 49        | 0    | 80         | 55                               | 1         | 0    | 56         | 7                                   | 89   | 9    | 105        | 241        |
| Grand Total | 1471                                | 770       | 0    | 2241       | 992                              | 49        | 3    | 1044       | 101                                 | 1206 | 20   | 1327       | 4612       |
| Apprch %    | 65.6                                | 34.4      | 0    |            | 95                               | 4.7       | 0.3  |            | 7.6                                 | 90.9 | 1.5  |            |            |
| Total %     | 31.9                                | 16.7      | 0    | 48.6       | 21.5                             | 1.1       | 0.1  | 22.6       | 2.2                                 | 26.1 | 0.4  | 28.8       |            |

# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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



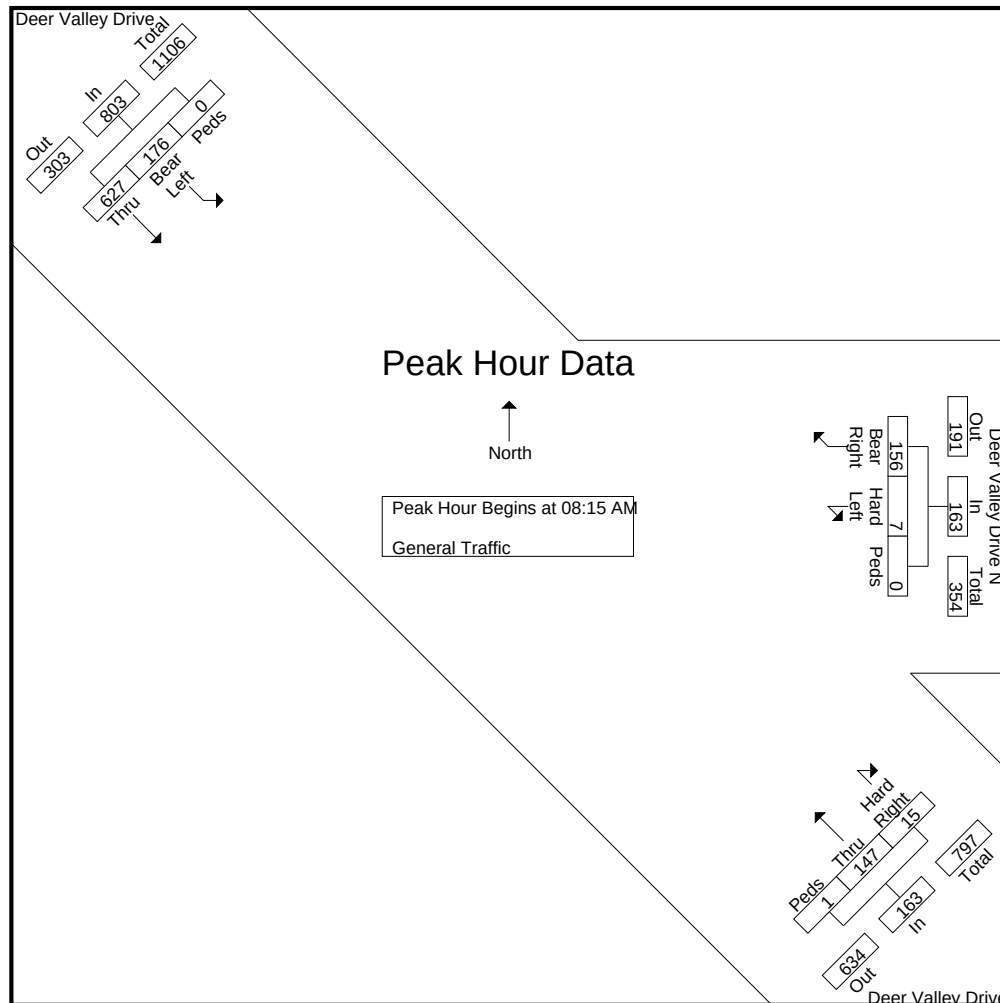
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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

|                                                            | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>From Southeast |      |      |            |            |
|------------------------------------------------------------|-------------------------------------|-----------|------|------------|----------------------------------|-----------|------|------------|-------------------------------------|------|------|------------|------------|
| Start Time                                                 | Thru                                | Bear Left | Peds | App. Total | Bear Right                       | Hard Left | Peds | App. Total | Hard Right                          | Thru | Peds | App. Total | Int. Total |
| Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1 |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 08:15 AM       |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| 08:15 AM                                                   | 150                                 | 70        | 0    | 220        | 32                               | 1         | 0    | 33         | 3                                   | 19   | 0    | 22         | 275        |
| 08:30 AM                                                   | 160                                 | 35        | 0    | 195        | 36                               | 5         | 0    | 41         | 5                                   | 33   | 0    | 38         | 274        |
| 08:45 AM                                                   | 173                                 | 39        | 0    | 212        | 38                               | 1         | 0    | 39         | 2                                   | 48   | 0    | 50         | 301        |
| 09:00 AM                                                   | 144                                 | 32        | 0    | 176        | 50                               | 0         | 0    | 50         | 5                                   | 47   | 1    | 53         | 279        |
| Total Volume                                               | 627                                 | 176       | 0    | 803        | 156                              | 7         | 0    | 163        | 15                                  | 147  | 1    | 163        | 1129       |
| % App. Total                                               | 78.1                                | 21.9      | 0    |            | 95.7                             | 4.3       | 0    |            | 9.2                                 | 90.2 | 0.6  |            |            |
| PHF                                                        | .906                                | .629      | .000 | .913       | .780                             | .350      | .000 | .815       | .750                                | .766 | .250 | .769       | .938       |





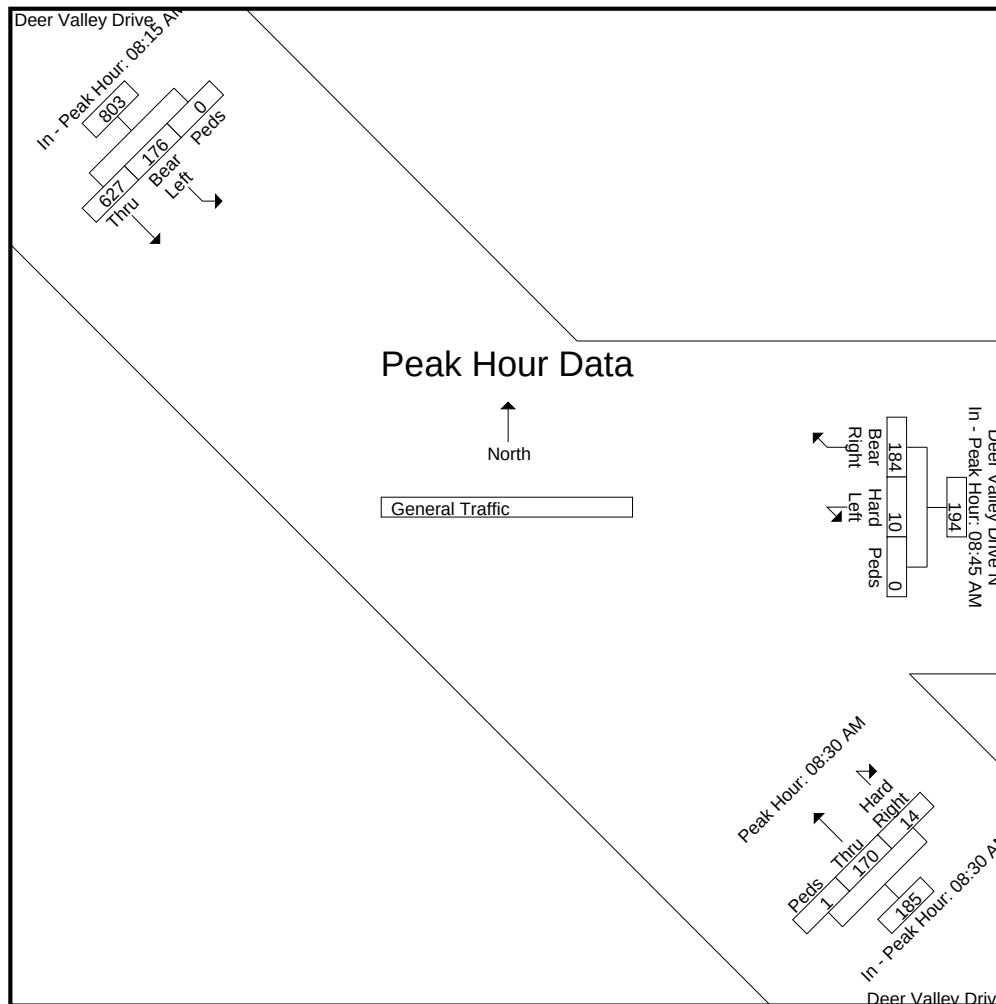
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Each Approach Begins at:                            |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
|                                                                   | 08:15 AM                            |           |      |            | 08:45 AM                         |           |      |            | 08:30 AM                            |      |      |            |            |
| +0 mins.                                                          | 150                                 | 70        | 0    | 220        | 38                               | 1         | 0    | 39         | 5                                   | 33   | 0    | 38         |            |
| +15 mins.                                                         | 160                                 | 35        | 0    | 195        | 50                               | 0         | 0    | 50         | 2                                   | 48   | 0    | 50         |            |
| +30 mins.                                                         | 173                                 | 39        | 0    | 212        | 53                               | 4         | 0    | 57         | 5                                   | 47   | 1    | 53         |            |
| +45 mins.                                                         | 144                                 | 32        | 0    | 176        | 43                               | 5         | 0    | 48         | 2                                   | 42   | 0    | 44         |            |
| Total Volume                                                      | 627                                 | 176       | 0    | 803        | 184                              | 10        | 0    | 194        | 14                                  | 170  | 1    | 185        |            |
| % App. Total                                                      | 78.1                                | 21.9      | 0    |            | 94.8                             | 5.2       | 0    |            | 7.6                                 | 91.9 | 0.5  |            |            |
| PHF                                                               | .906                                | .629      | .000 | .913       | .868                             | .500      | .000 | .851       | .700                                | .885 | .250 | .873       |            |



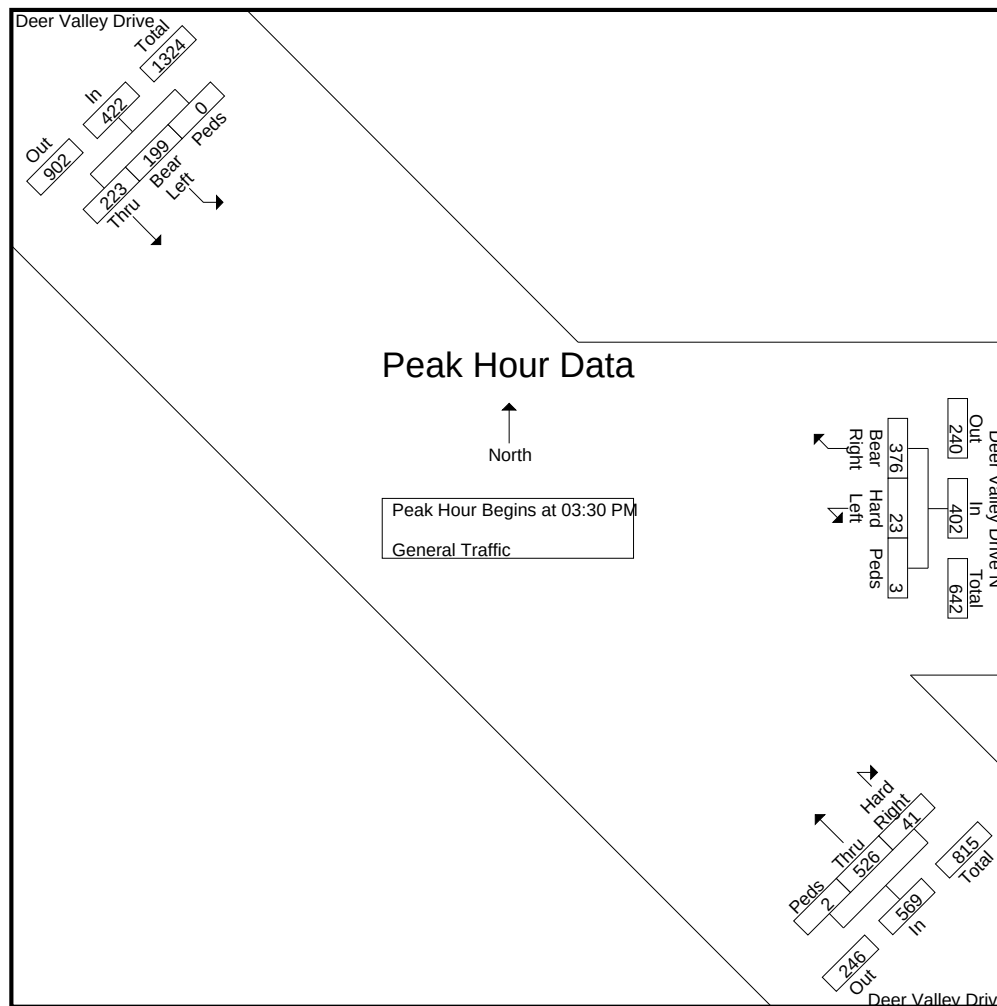
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

File Name : Deer Valley Dr & Deer Valley Dr N - D2  
Site Code : Day 2  
Start Date : 2/29/2020  
Page No : 5

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| Peak Hour for Entire Intersection Begins at 03:30 PM              |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| 03:30 PM                                                          | 66                                  | 48        | 0    | 114        | 103                              | 3         | 1    | 107        | 10                                  | 111  | 0    | 121        | 342        |
| 03:45 PM                                                          | 51                                  | 54        | 0    | 105        | 95                               | 4         | 0    | 99         | 10                                  | 116  | 1    | 127        | 331        |
| 04:00 PM                                                          | 43                                  | 45        | 0    | 88         | 102                              | 8         | 0    | 110        | 12                                  | 159  | 1    | 172        | 370        |
| 04:15 PM                                                          | 63                                  | 52        | 0    | 115        | 76                               | 8         | 2    | 86         | 9                                   | 140  | 0    | 149        | 350        |
| Total Volume                                                      | 223                                 | 199       | 0    | 422        | 376                              | 23        | 3    | 402        | 41                                  | 526  | 2    | 569        | 1393       |
| % App. Total                                                      | 52.8                                | 47.2      | 0    |            | 93.5                             | 5.7       | 0.7  |            | 7.2                                 | 92.4 | 0.4  |            |            |
| PHF                                                               | .845                                | .921      | .000 | .917       | .913                             | .719      | .375 | .914       | .854                                | .827 | .500 | .827       | .941       |



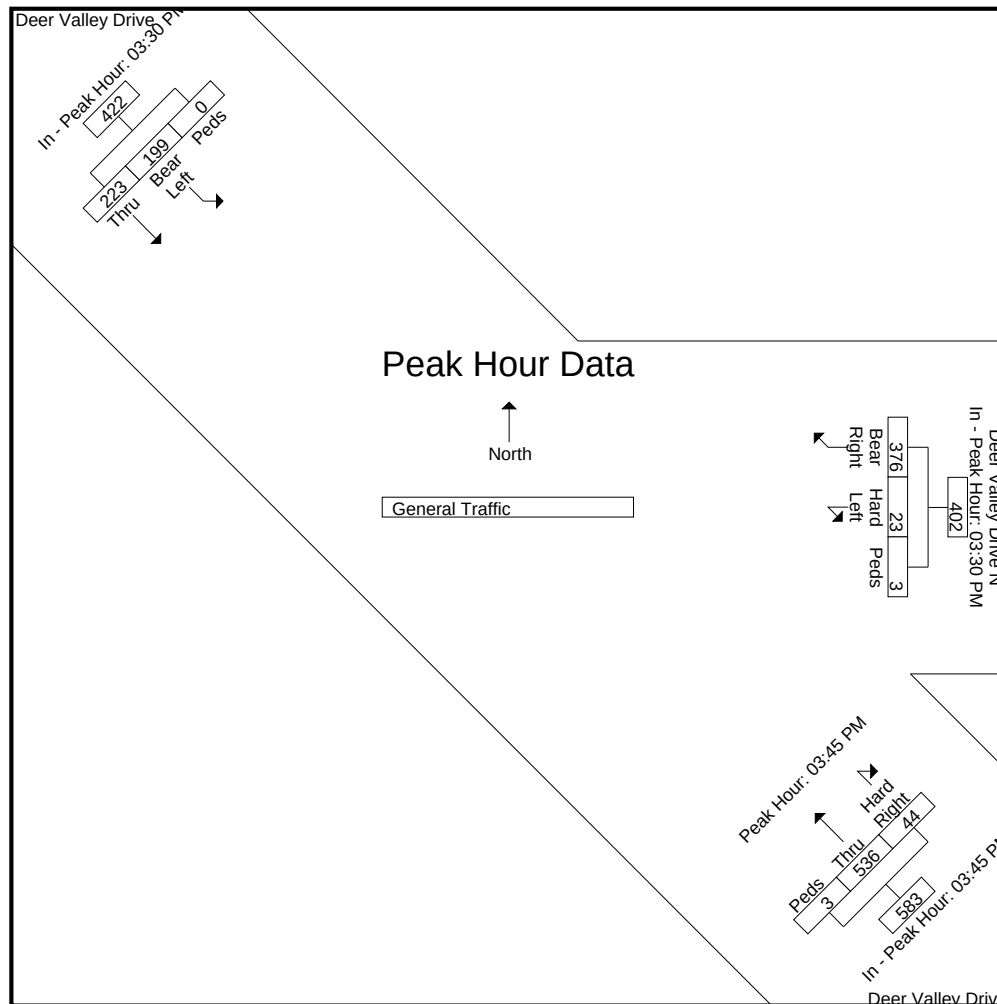
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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

|                                                                   | Deer Valley Drive<br>From Northwest |           |      |            | Deer Valley Drive N<br>From East |           |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b> |                                     |           |      |            |                                  |           |      |            |                                     |      |      |            |            |
| 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       |            |



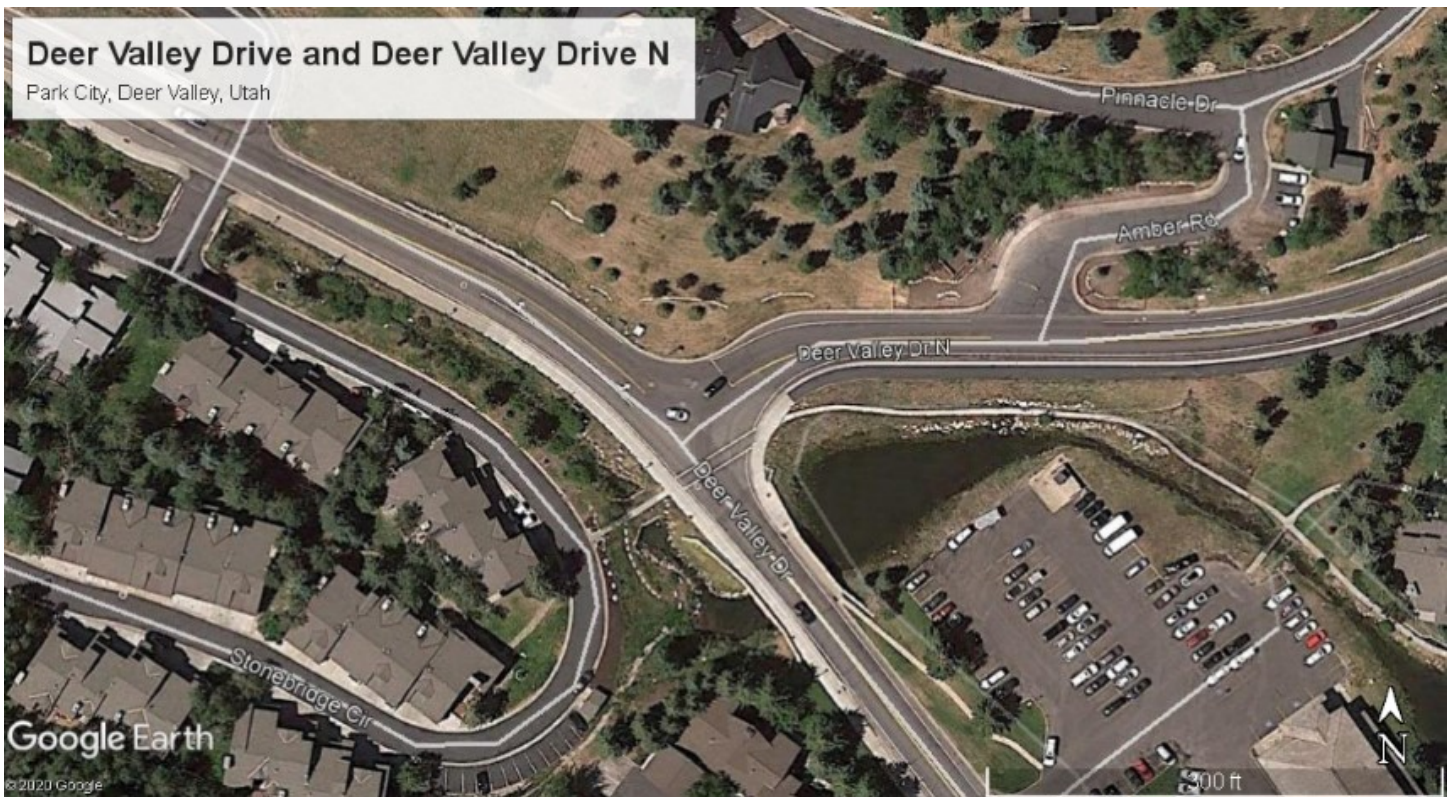
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

File Name : Deer Valley Dr & Deer Valley Dr N - D2  
Site Code : Day 2  
Start Date : 2/29/2020  
Page No : 7

Image 1



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124

Intersection: Deer Valley Dr / Marsac Av

City, State: Park City, Utah

Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT

Site Code : Saturday

Start Date : 12/19/2020

Page No : 1

## Groups Printed- General Traffic - Turns

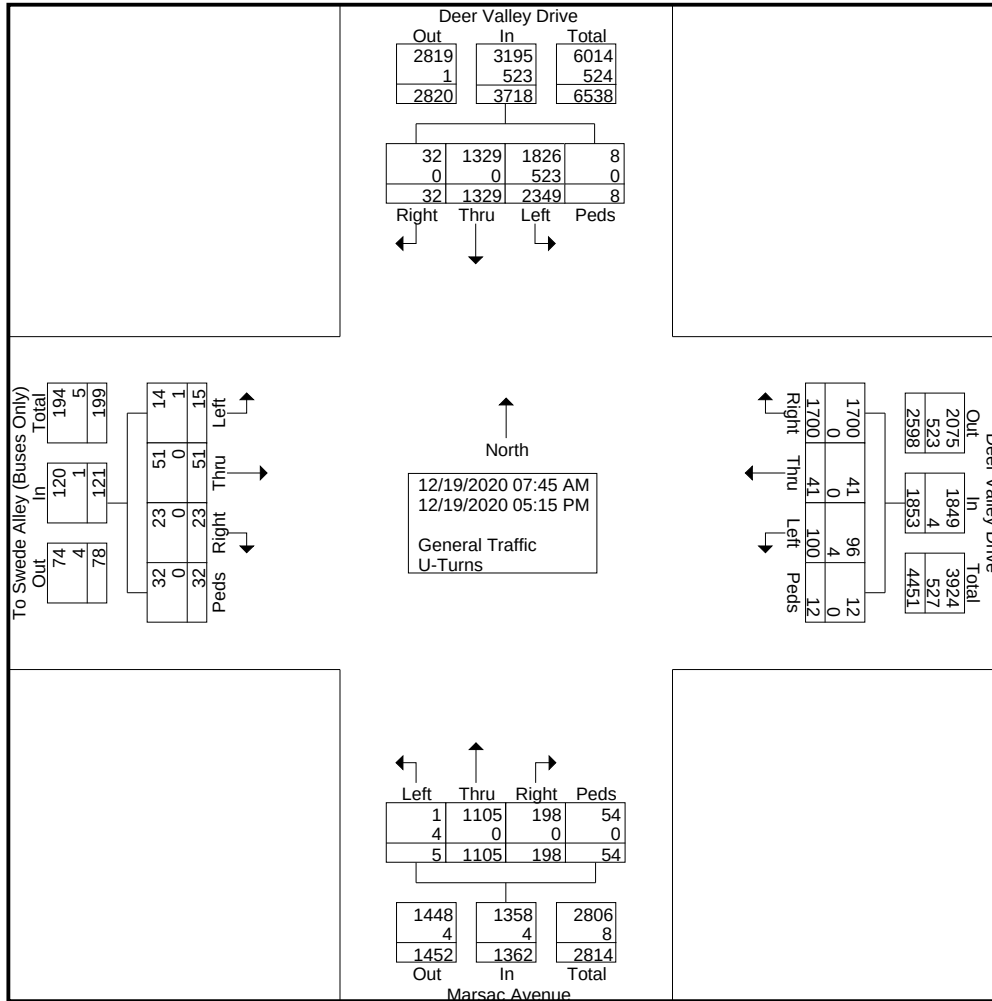
| Start Time        | Deer Valley Drive From North |      |      |      |            | Deer Valley Drive From East |      |      |      |            | Marsac Avenue From South |      |      |      |            | To Swede Alley (Buses Only) From West |      |      |      |            | Int. Total |
|-------------------|------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|--------------------------|------|------|------|------------|---------------------------------------|------|------|------|------------|------------|
|                   | 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

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

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





# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124

Intersection: Deer Valley Dr / Marsac Av

City, State: Park City, Utah

Control: Yields

File Name : Deer Valley Dr & Marsac Ave RDBT

Site Code : Saturday

Start Date : 12/19/2020

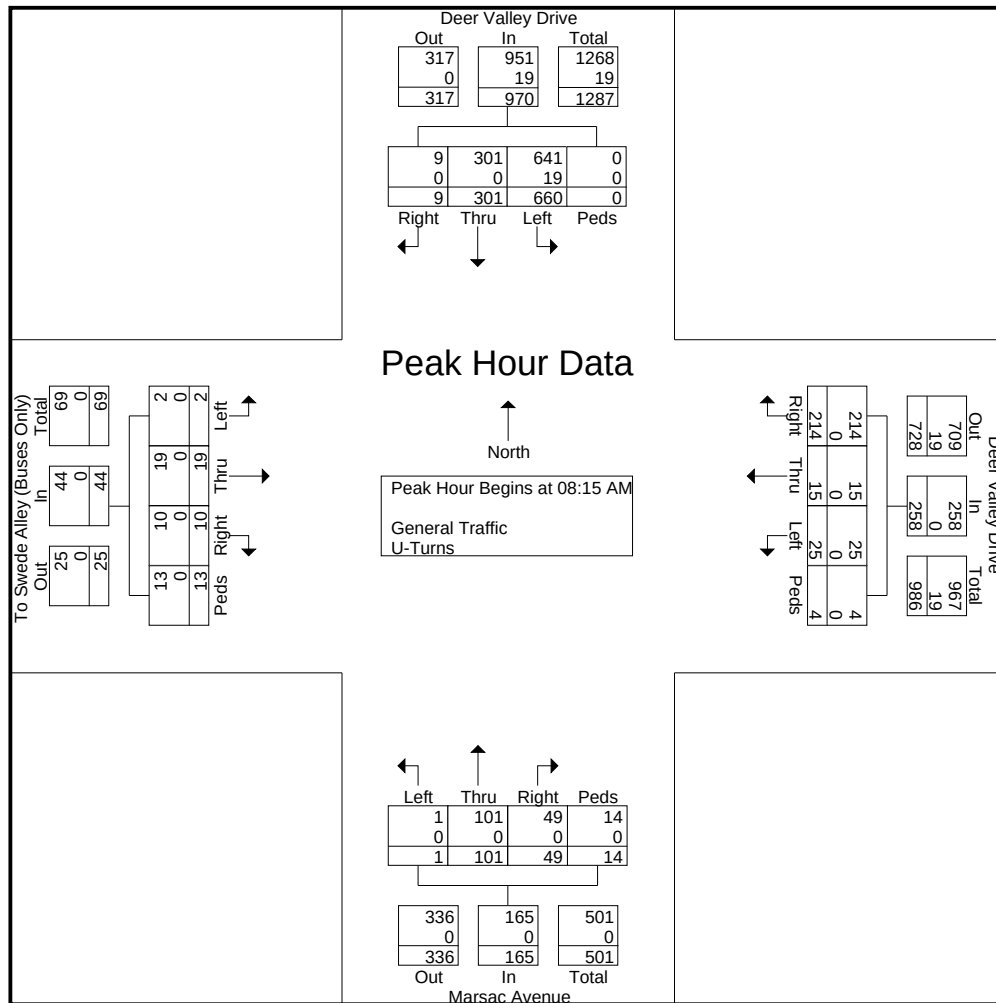
Page No : 3

|               | Deer Valley Drive<br>From North |      |      |      |            | Deer Valley Drive<br>From East |      |      |      |            | Marsac Avenue<br>From South |      |      |      |            | To Swede Alley (Buses Only)<br>From West |      |      |      |            |            |
|---------------|---------------------------------|------|------|------|------------|--------------------------------|------|------|------|------------|-----------------------------|------|------|------|------------|------------------------------------------|------|------|------|------------|------------|
| Start<br>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 Entire Intersection Begins at 08:15 AM

|                   |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 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  |
| 09:00 AM          | 3    | 70   | 140  | 0    | 213  | 74   | 4    | 4    | 2    | 84   | 8    | 31   | 0    | 8    | 47   | 4    | 3    | 1    | 6    | 14   | 358  |
| Total Volume      | 9    | 301  | 660  | 0    | 970  | 214  | 15   | 25   | 4    | 258  | 49   | 101  | 1    | 14   | 165  | 10   | 19   | 2    | 13   | 44   | 1437 |
| % App. Total      | 0.9  | 31   | 68   | 0    |      | 82.9 | 5.8  | 9.7  | 1.6  |      | 29.7 | 61.2 | 0.6  | 8.5  |      | 22.7 | 43.2 | 4.5  | 29.5 |      |      |
| PHF               | .750 | .953 | .927 | .000 | .955 | .723 | .938 | .568 | .500 | .768 | .766 | .815 | .250 | .438 | .878 | .625 | .679 | .500 | .542 | .786 | .943 |
| General Traffic   | 9    | 301  | 641  | 0    | 951  | 214  | 15   | 25   | 4    | 258  | 49   | 101  | 1    | 14   | 165  | 10   | 19   | 2    | 13   | 44   | 1418 |
| % General Traffic | 100  | 100  | 97.1 | 0    | 98.0 | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 100  | 98.7 |
| U-Turns           | 0    | 0    | 19   | 0    | 19   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 19   |
| % U-Turns         | 0    | 0    | 2.9  | 0    | 2.0  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 1.3  |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

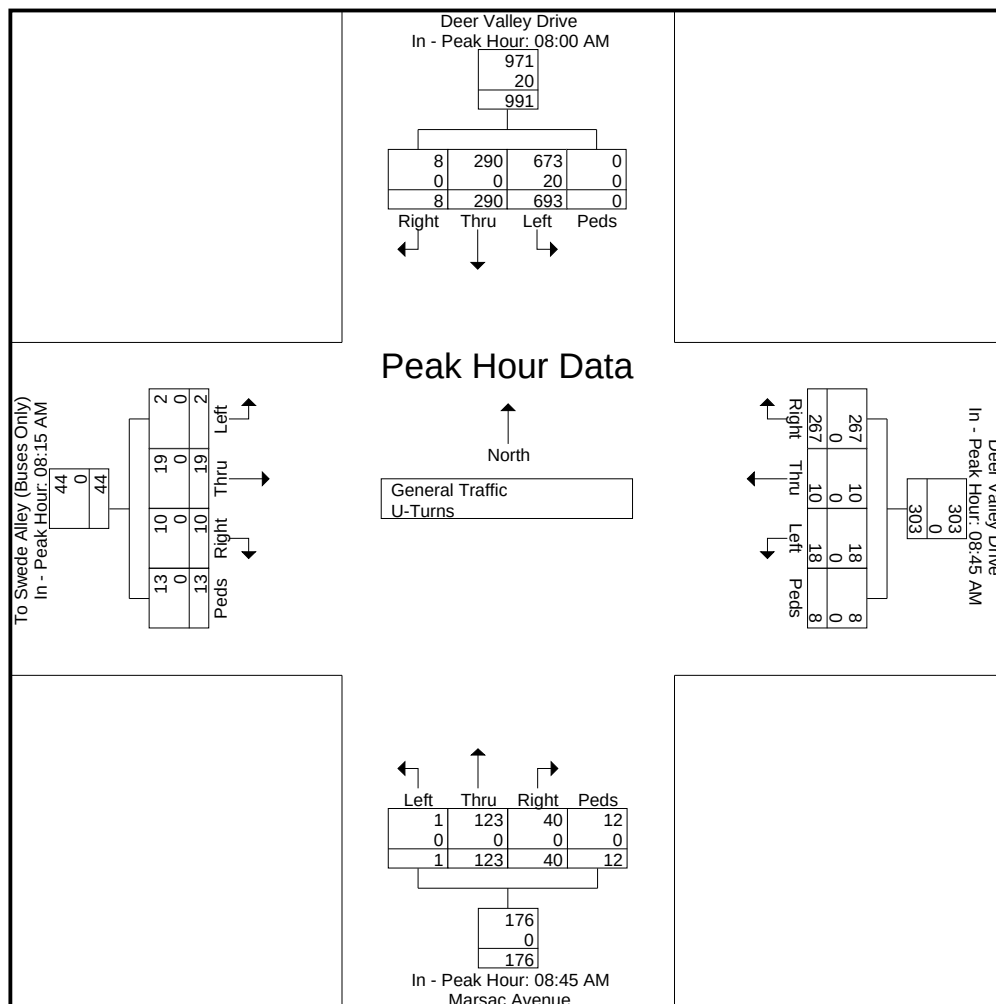
File Name : Deer Valley Dr & Marsac Ave RDBT  
Site Code : Saturday  
Start Date : 12/19/2020  
Page No : 4

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

## Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

|                   | 08:00 AM |      |      |      |      | 08:45 AM |      |      |       |      | 08:45 AM |      |      |      |      | 08:15 AM |      |      |      |      |
|-------------------|----------|------|------|------|------|----------|------|------|-------|------|----------|------|------|------|------|----------|------|------|------|------|
| +0 mins.          | 2        | 59   | 173  | 0    | 234  | 55       | 4    | 6    | 2     | 67   | 16       | 26   | 1    | 3    | 46   | 0        | 3    | 0    | 2    | 5    |
| +15 mins.         | 3        | 78   | 171  | 0    | 252  | 74       | 4    | 4    | 2     | 84   | 8        | 31   | 0    | 8    | 47   | 3        | 7    | 0    | 1    | 11   |
| +30 mins.         | 1        | 79   | 171  | 0    | 251  | 63       | 2    | 6    | 2     | 73   | 9        | 31   | 0    | 1    | 41   | 3        | 6    | 1    | 4    | 14   |
| +45 mins.         | 2        | 74   | 178  | 0    | 254  | 75       | 0    | 2    | 2     | 79   | 7        | 35   | 0    | 0    | 42   | 4        | 3    | 1    | 6    | 14   |
| Total Volume      | 8        | 290  | 693  | 0    | 991  | 267      | 10   | 18   | 8     | 303  | 40       | 123  | 1    | 12   | 176  | 10       | 19   | 2    | 13   | 44   |
| % App. Total      | 0.8      | 29.3 | 69.9 | 0    |      | 88.1     | 3.3  | 5.9  | 2.6   |      | 22.7     | 69.9 | 0.6  | 6.8  |      | 22.7     | 43.2 | 4.5  | 29.5 |      |
| PHF               | .667     | .918 | .973 | .000 | .975 | .890     | .625 | .750 | 1.000 | .902 | .625     | .879 | .250 | .375 | .936 | .625     | .679 | .500 | .542 | .786 |
| General Traffic   | 8        | 290  | 673  | 0    | 971  | 267      | 10   | 18   | 8     | 303  | 40       | 123  | 1    | 12   | 176  | 10       | 19   | 2    | 13   | 44   |
| % General Traffic | 100      | 100  | 97.1 | 0    | 98   | 100      | 100  | 100  | 100   | 100  | 100      | 100  | 100  | 100  | 100  | 100      | 100  | 100  | 100  | 100  |
| U-Turns           | 0        | 0    | 20   | 0    | 20   | 0        | 0    | 0    | 0     | 0    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0    |
| % U-Turns         | 0        | 0    | 2.9  | 0    | 2    | 0        | 0    | 0    | 0     | 0    | 0        | 0    | 0    | 0    | 0    | 0        | 0    | 0    | 0    | 0    |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

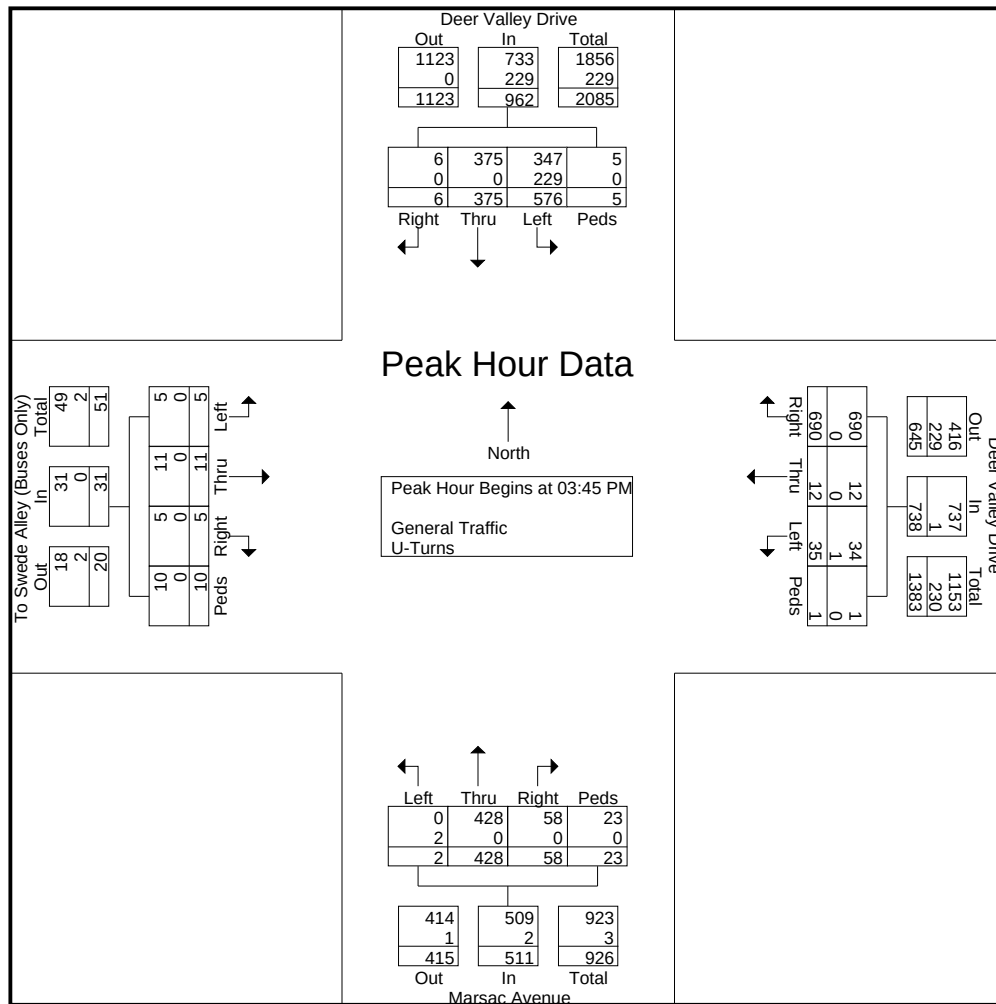
File Name : Deer Valley Dr & Marsac Ave RDBT  
Site Code : Saturday  
Start Date : 12/19/2020  
Page No : 5

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

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

Peak Hour for Entire Intersection Begins at 03:45 PM

|                   |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|
| 03:45 PM          | 2    | 90   | 162  | 0    | 254  | 157  | 4    | 9    | 0    | 170  | 17   | 116  | 0    | 7    | 140  | 2    | 4    | 1    | 4    | 11   | 575  |
| 04:00 PM          | 1    | 101  | 141  | 0    | 243  | 177  | 1    | 12   | 0    | 190  | 9    | 106  | 1    | 7    | 123  | 1    | 2    | 0    | 3    | 6    | 562  |
| 04:15 PM          | 1    | 93   | 129  | 5    | 228  | 180  | 3    | 9    | 1    | 193  | 16   | 106  | 1    | 2    | 125  | 0    | 3    | 0    | 2    | 5    | 551  |
| 04:30 PM          | 2    | 91   | 144  | 0    | 237  | 176  | 4    | 5    | 0    | 185  | 16   | 100  | 0    | 7    | 123  | 2    | 2    | 4    | 1    | 9    | 554  |
| Total Volume      | 6    | 375  | 576  | 5    | 962  | 690  | 12   | 35   | 1    | 738  | 58   | 428  | 2    | 23   | 511  | 5    | 11   | 5    | 10   | 31   | 2242 |
| % App. Total      | 0.6  | 39   | 59.9 | 0.5  |      | 93.5 | 1.6  | 4.7  | 0.1  |      | 11.4 | 83.8 | 0.4  | 4.5  |      | 16.1 | 35.5 | 16.1 | 32.3 |      |      |
| PHF               | .750 | .928 | .889 | .250 | .947 | .958 | .750 | .729 | .250 | .956 | .853 | .922 | .500 | .821 | .913 | .625 | .688 | .313 | .625 | .705 | .975 |
| General Traffic   | 6    | 375  | 347  | 5    | 733  | 690  | 12   | 34   | 1    | 737  | 58   | 428  | 0    | 23   | 509  | 5    | 11   | 5    | 10   | 31   | 2010 |
| % General Traffic | 100  | 100  | 60.2 | 100  | 76.2 | 100  | 100  | 97.1 | 100  | 99.9 | 100  | 100  | 0    | 100  | 99.6 | 100  | 100  | 100  | 100  | 100  | 89.7 |
| U-Turns           | 0    | 0    | 229  | 0    | 229  | 0    | 0    | 1    | 0    | 1    | 0    | 0    | 2    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 232  |
| % U-Turns         | 0    | 0    | 39.8 | 0    | 23.8 | 0    | 0    | 2.9  | 0    | 0.1  | 0    | 0    | 100  | 0    | 0.4  | 0    | 0    | 0    | 0    | 0    | 10.3 |



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

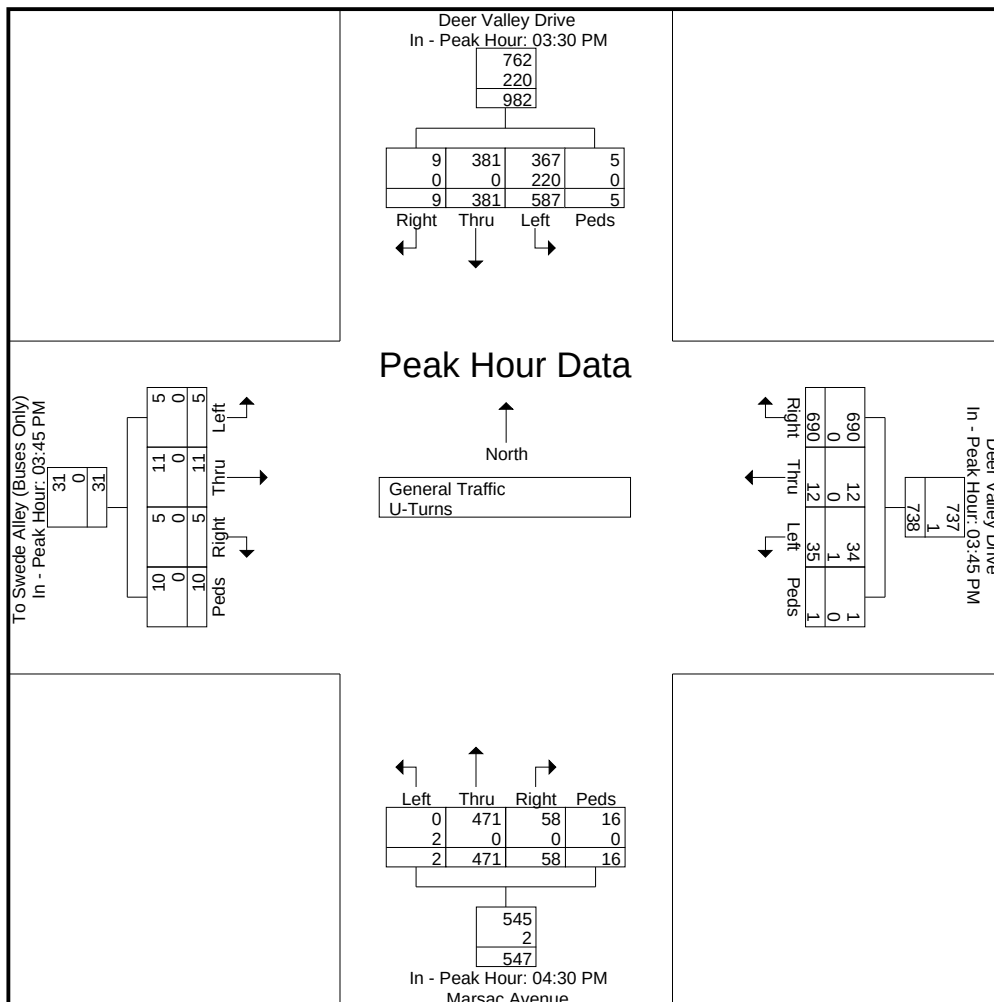
File Name : Deer Valley Dr & Marsac Ave RDBT  
Site Code : Saturday  
Start Date : 12/19/2020  
Page No : 6

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

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

Peak Hour for Each Approach Begins at:

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



# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

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

File Name : Deer Valley Dr & Marsac Ave RDBT  
Site Code : Saturday  
Start Date : 12/19/2020  
Page No : 7

Image 1



# L2 Data Collection

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 : 1

## Groups Printed- General Traffic

| Start Time  | Bonanza Drive<br>From Northeast |           |      |            | Deer Valley Drive<br>From South |      |      |            | Deer Valley Drive<br>From West |           |      |            | Int. Total |
|-------------|---------------------------------|-----------|------|------------|---------------------------------|------|------|------------|--------------------------------|-----------|------|------------|------------|
|             | Bear Right                      | Bear Left | Peds | App. Total | Bear Right                      | Left | Peds | App. Total | Right                          | Bear Left | Peds | App. Total |            |
| 07:45 AM    | 34                              | 138       | 0    | 172        | 21                              | 37   | 0    | 58         | 137                            | 13        | 0    | 150        | 380        |
| Total       | 34                              | 138       | 0    | 172        | 21                              | 37   | 0    | 58         | 137                            | 13        | 0    | 150        | 380        |
| 08:00 AM    | 26                              | 111       | 0    | 137        | 30                              | 42   | 0    | 72         | 147                            | 8         | 0    | 155        | 364        |
| 08:15 AM    | 49                              | 115       | 0    | 164        | 24                              | 60   | 0    | 84         | 141                            | 14        | 0    | 155        | 403        |
| 08:30 AM    | 51                              | 113       | 0    | 164        | 23                              | 48   | 0    | 71         | 137                            | 23        | 0    | 160        | 395        |
| 08:45 AM    | 40                              | 130       | 0    | 170        | 32                              | 58   | 0    | 90         | 137                            | 23        | 0    | 160        | 420        |
| Total       | 166                             | 469       | 0    | 635        | 109                             | 208  | 0    | 317        | 562                            | 68        | 0    | 630        | 1582       |
| 09:00 AM    | 28                              | 111       | 0    | 139        | 49                              | 57   | 0    | 106        | 120                            | 29        | 0    | 149        | 394        |
| 09:15 AM    | 22                              | 85        | 0    | 107        | 27                              | 70   | 0    | 97         | 112                            | 34        | 0    | 146        | 350        |
| 09:30 AM    | 26                              | 90        | 0    | 116        | 38                              | 54   | 0    | 92         | 121                            | 30        | 0    | 151        | 359        |
| -----       |                                 |           |      |            |                                 |      |      |            |                                |           |      |            |            |
| Total       | 76                              | 286       | 0    | 362        | 114                             | 181  | 0    | 295        | 353                            | 93        | 0    | 446        | 1103       |
| -----       |                                 |           |      |            |                                 |      |      |            |                                |           |      |            |            |
| 03:30 PM    | 23                              | 90        | 0    | 113        | 146                             | 174  | 0    | 320        | 120                            | 58        | 0    | 178        | 611        |
| 03:45 PM    | 41                              | 110       | 1    | 152        | 147                             | 184  | 0    | 331        | 110                            | 67        | 0    | 177        | 660        |
| Total       | 64                              | 200       | 1    | 265        | 293                             | 358  | 0    | 651        | 230                            | 125       | 0    | 355        | 1271       |
| 04:00 PM    | 25                              | 92        | 0    | 117        | 155                             | 175  | 0    | 330        | 119                            | 59        | 0    | 178        | 625        |
| 04:15 PM    | 26                              | 103       | 0    | 129        | 142                             | 177  | 0    | 319        | 110                            | 63        | 0    | 173        | 621        |
| 04:30 PM    | 31                              | 94        | 0    | 125        | 176                             | 182  | 0    | 358        | 99                             | 50        | 0    | 149        | 632        |
| 04:45 PM    | 17                              | 86        | 0    | 103        | 130                             | 166  | 0    | 296        | 121                            | 44        | 0    | 165        | 564        |
| Total       | 99                              | 375       | 0    | 474        | 603                             | 700  | 0    | 1303       | 449                            | 216       | 0    | 665        | 2442       |
| 05:00 PM    | 21                              | 81        | 0    | 102        | 136                             | 171  | 0    | 307        | 110                            | 41        | 0    | 151        | 560        |
| 05:15 PM    | 16                              | 93        | 0    | 109        | 139                             | 141  | 0    | 280        | 136                            | 38        | 0    | 174        | 563        |
| Grand Total | 476                             | 1642      | 1    | 2119       | 1415                            | 1796 | 0    | 3211       | 1977                           | 594       | 0    | 2571       | 7901       |
| Apprch %    | 22.5                            | 77.5      | 0    |            | 44.1                            | 55.9 | 0    |            | 76.9                           | 23.1      | 0    |            |            |
| Total %     | 6                               | 20.8      | 0    | 26.8       | 17.9                            | 22.7 | 0    | 40.6       | 25                             | 7.5       | 0    | 32.5       |            |

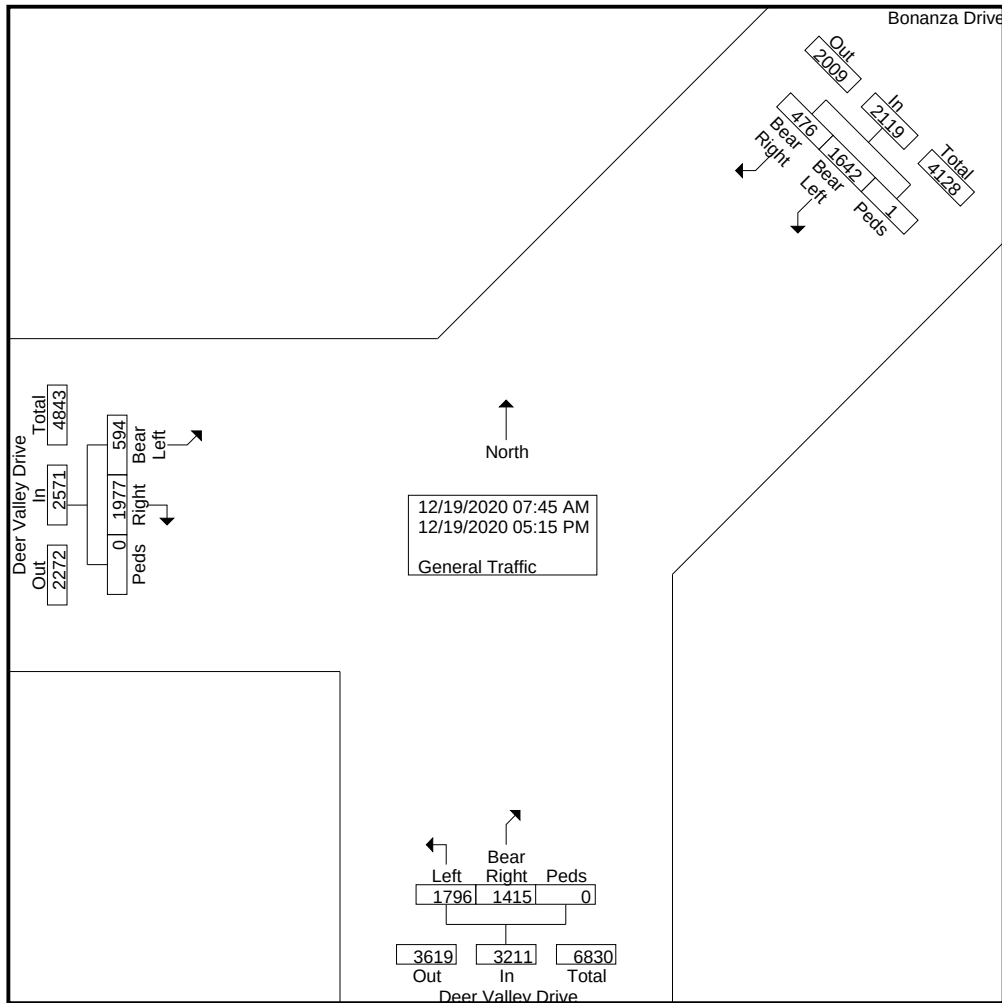


# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124  
Intersection: Deer Valley Dr / Bonanza  
City, State: Park City, Utah  
Control: Signalized

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



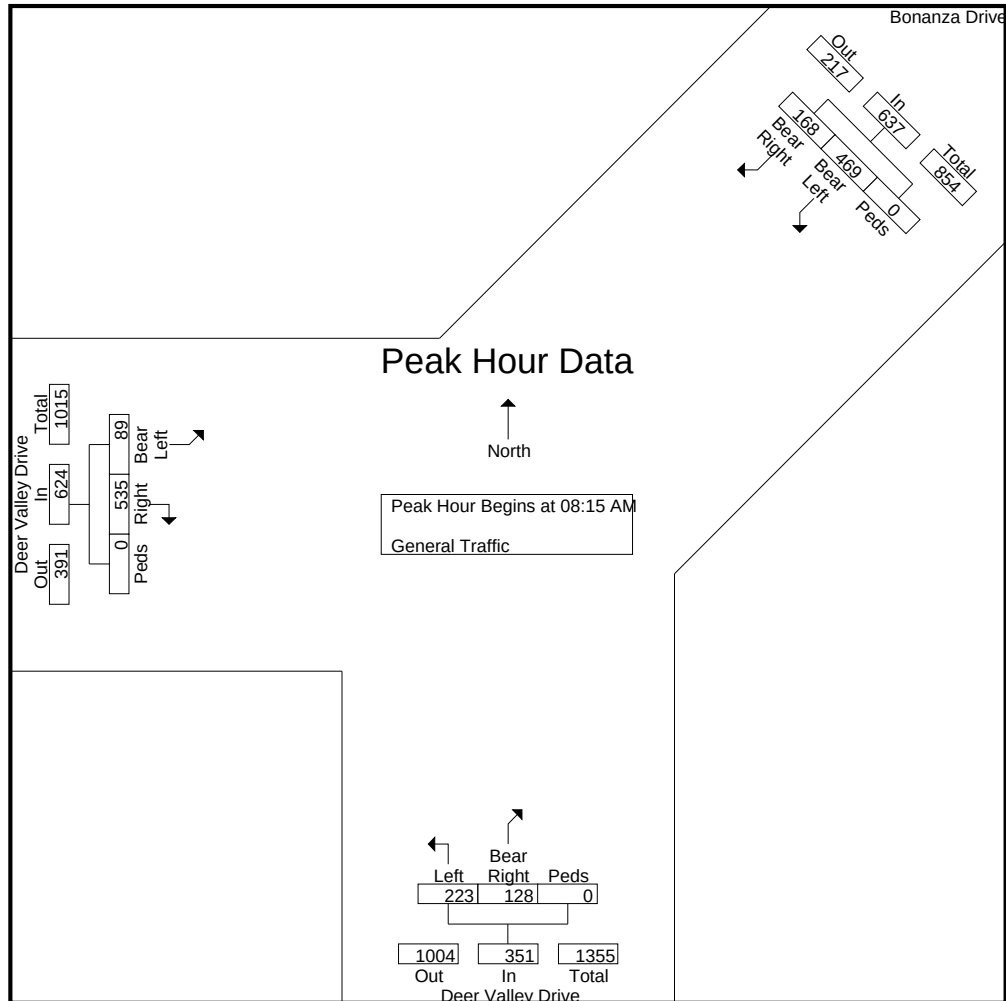
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124  
Intersection: Deer Valley Dr / Bonanza  
City, State: Park City, Utah  
Control: Signalized

File Name : Deer Valley Dr & Bonanza Dr  
Site Code : Saturday  
Start Date : 12/19/2020  
Page No : 3

|                                                            | Bonanza Drive<br>From Northeast |           |      |            | Deer Valley Drive<br>From South |      |      |            | Deer Valley Drive<br>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       |



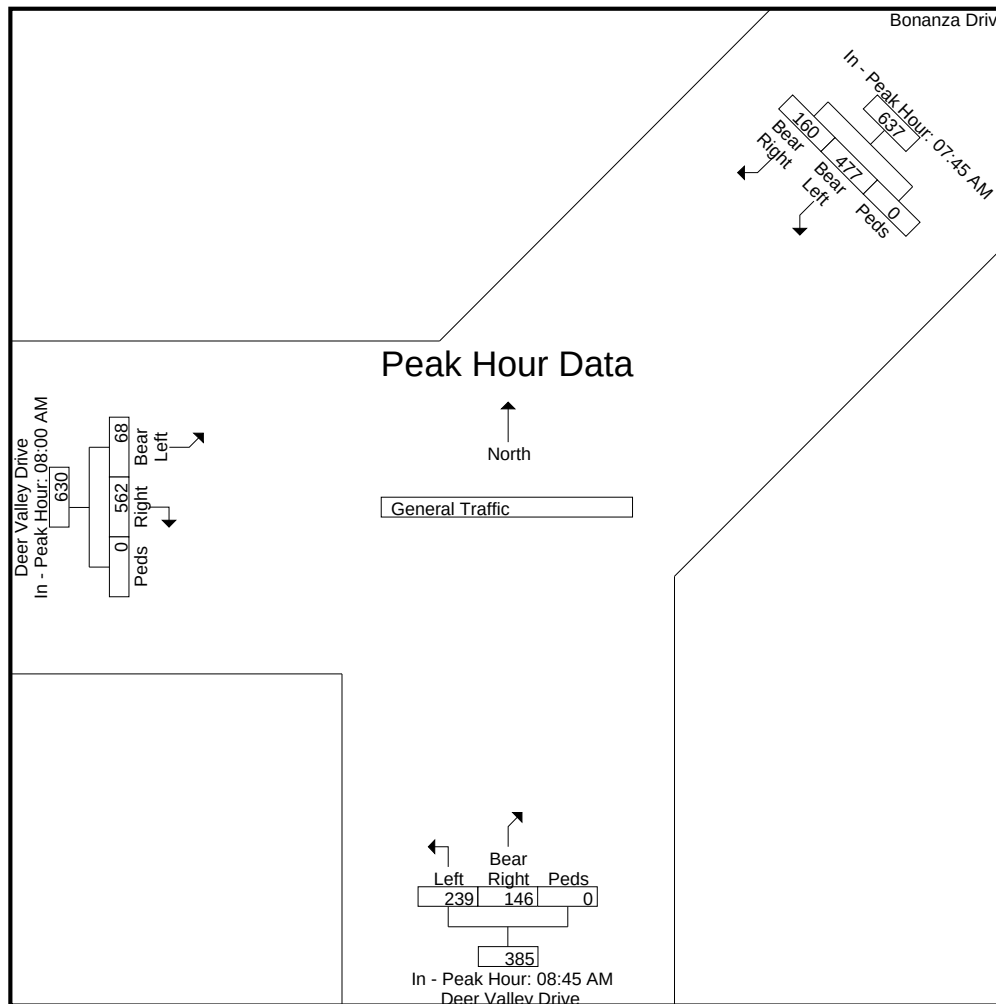
# L2 Data Collection

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<br>From Northeast |           |      |            | Deer Valley Drive<br>From South |      |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 07:45 AM to 11:45 AM - Peak 1 of 1</b> |                                 |           |      |            |                                 |      |      |            |                                |           |      |            |            |
| 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       |            |



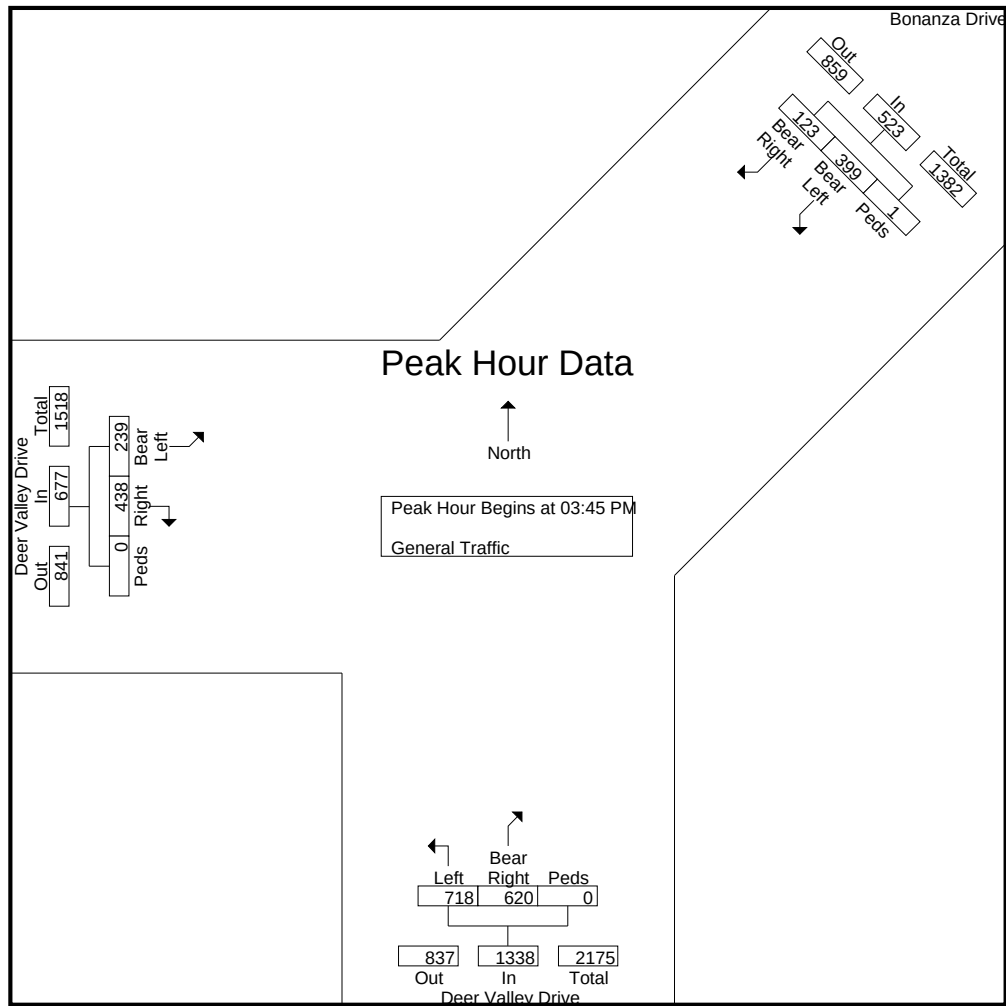
# L2 Data Collection

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Study: FEHR0124  
Intersection: Deer Valley Dr / Bonanza  
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Start Date : 12/19/2020  
Page No : 5

|                                                            | Bonanza Drive<br>From Northeast |           |      |            | Deer Valley Drive<br>From South |      |      |            | Deer Valley Drive<br>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       |



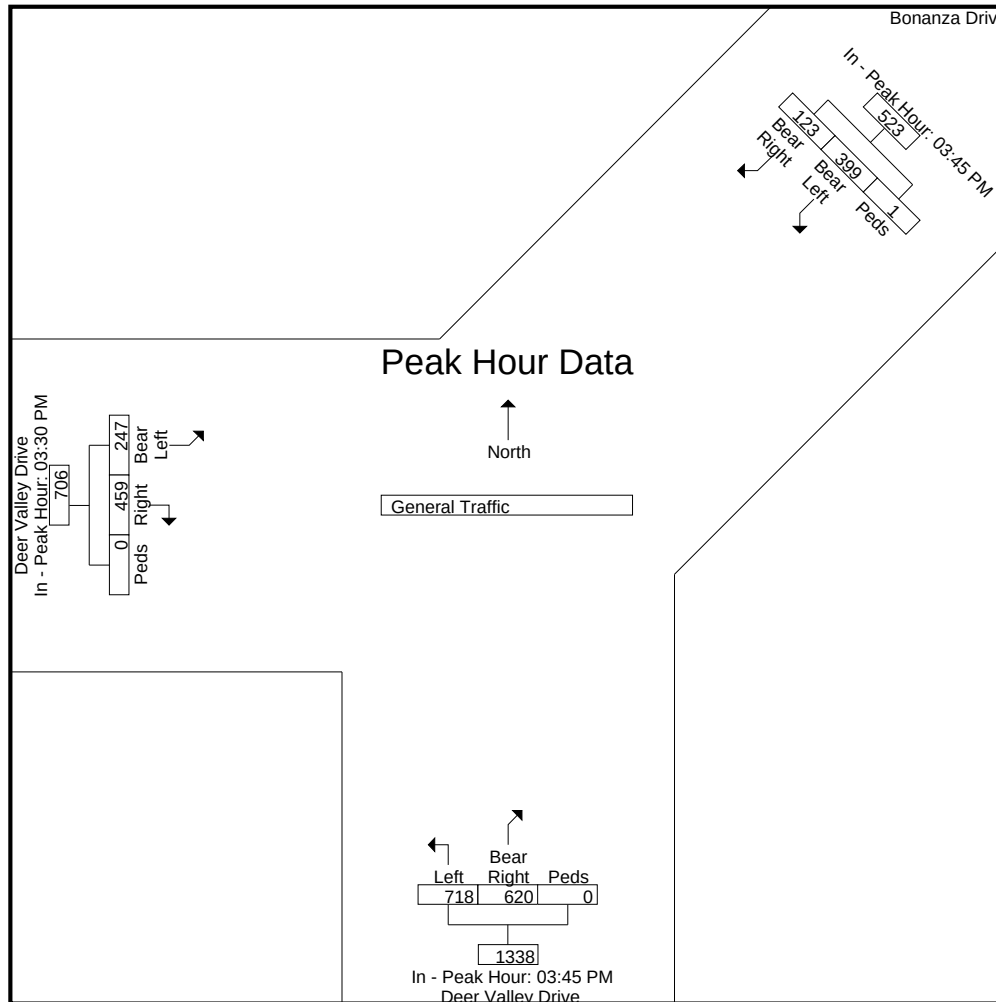
# L2 Data Collection

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<br>From Northeast |           |      |            | Deer Valley Drive<br>From South |      |      |            | Deer Valley Drive<br>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 |
| <b>Peak Hour Analysis From 12:00 PM to 05:15 PM - Peak 1 of 1</b> |                                 |           |      |            |                                 |      |      |            |                                |           |      |            |            |
| 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





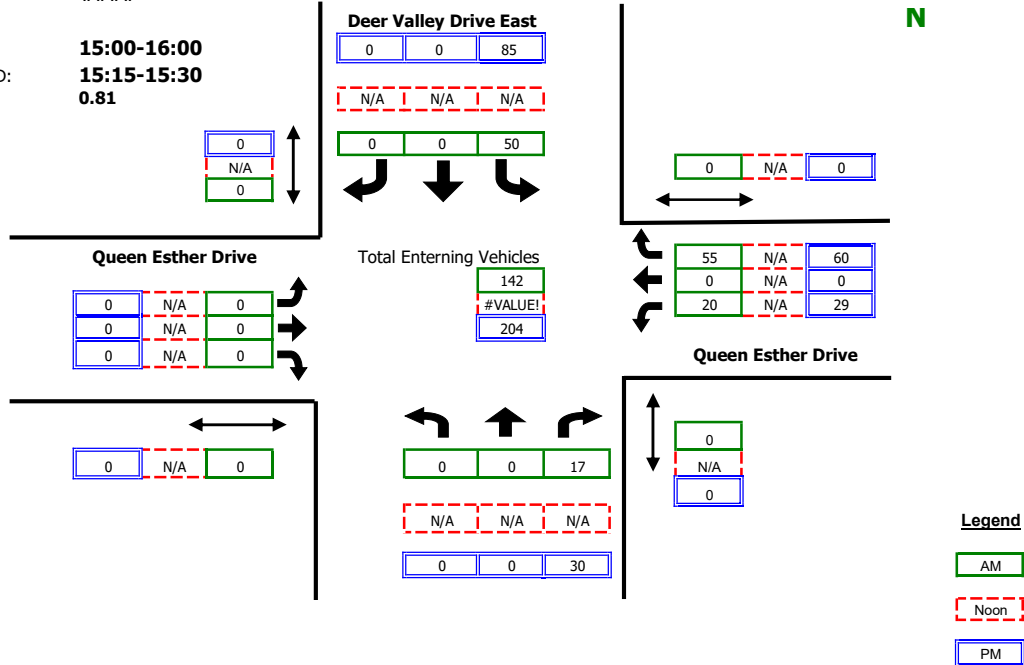
# Intersection Turning Movement Summary

|                       |                                           |                                  |             |
|-----------------------|-------------------------------------------|----------------------------------|-------------|
| <b>Intersection:</b>  | Deer Valley Drive East/Queen Esther Drive | <b>Date:</b>                     | 3-3-22, Thu |
| <b>North/South:</b>   | Deer Valley Drive East                    | <b>Day of Week Adjustment:</b>   | 100.0%      |
| <b>East/West:</b>     | Queen Esther Drive                        | <b>Month of Year Adjustment:</b> | 100.0%      |
| <b>Jurisdiction:</b>  | Park City                                 | <b>Adjustment Station #:</b>     |             |
| <b>Project Title:</b> | Snow Park Development                     | <b>Growth Rate:</b>              | 0.0%        |
| <b>Project No:</b>    | UT20-2245                                 | <b>Number of Years:</b>          | 0           |
| <b>Weather:</b>       |                                           |                                  |             |

AM PEAK HOUR PERIOD: **9:00-10:00**  
 AM PEAK 15 MINUTE PERIOD: **9:15-9:30**  
 AM PHF: **0.99**

NOON PEAK HOUR PERIOD:  
 NOON PEAK 15 MINUTE PERIOD:  
 NOON PHF: **####**

PM PEAK HOUR PERIOD: **15:00-16:00**  
 PM PEAK 15 MINUTE PERIOD: **15:15-15:30**  
 PM PHF: **0.81**



| RAW<br>COUNT<br>SUMMARIES | Deer Valley Drive East Northbound |      |       |      | Deer Valley Drive East Southbound |      |       |      | Queen Esther Drive Eastbound |      |       |      | Queen Esther Drive Westbound |      |       |      |  |
|---------------------------|-----------------------------------|------|-------|------|-----------------------------------|------|-------|------|------------------------------|------|-------|------|------------------------------|------|-------|------|--|
|                           | Left                              | Thru | Right | Peds | Left                              | Thru | Right | Peds | Left                         | Thru | Right | Peds | Left                         | Thru | Right | Peds |  |

| AM PERIOD COUNTS |   |   |   |   |    |   |   |   |   |   |   |   |    |   |    |   |       |
|------------------|---|---|---|---|----|---|---|---|---|---|---|---|----|---|----|---|-------|
| Period           | A | B | C | D | E  | F | G | H | I | J | K | L | M  | N | O  | P | TOTAL |
| 8:00-8:15        | 0 | 0 | 0 | 0 | 4  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5  | 0 | 4  | 0 | 13    |
| 8:15-8:30        | 0 | 0 | 8 | 0 | 7  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9  | 0 | 13 | 0 | 37    |
| 8:30-8:45        | 0 | 0 | 6 | 0 | 6  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5  | 0 | 11 | 0 | 28    |
| 8:45-9:00        | 0 | 0 | 2 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 9  | 0 | 32    |
| 9:00-9:15        | 0 | 0 | 5 | 0 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7  | 0 | 14 | 0 | 35    |
| 9:15-9:30        | 0 | 0 | 5 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 0 | 10 | 0 | 36    |
| 9:30-9:45        | 0 | 0 | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6  | 0 | 18 | 0 | 36    |
| 9:45-10:00       | 0 | 0 | 5 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3  | 0 | 13 | 0 | 35    |

| NOON PERIOD COUNTS |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |   |       |
|--------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-------|
| Period             | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | TOTAL |
| 14:00-14:15        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 14:15-14:30        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 14:30-14:45        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 14:45-15:00        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 15:00-15:15        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 15:15-15:30        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 15:30-15:45        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |
| 15:45-14:00        | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0     |

| PM PERIOD COUNTS |   |   |    |   |    |   |   |   |   |   |   |   |    |   |    |   |       |
|------------------|---|---|----|---|----|---|---|---|---|---|---|---|----|---|----|---|-------|
| Period           | A | B | C  | D | E  | F | G | H | I | J | K | L | M  | N | O  | P | TOTAL |
| 14:30-14:45      | 0 | 0 | 9  | 0 | 9  | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5  | 0 | 14 | 0 | 37    |
| 14:45-15:00      | 0 | 0 | 5  | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3  | 0 | 17 | 0 | 46    |
| 15:00-15:15      | 0 | 0 | 5  | 0 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3  | 0 | 18 | 0 | 49    |
| 15:15-15:30      | 0 | 0 | 9  | 0 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 17 | 0 | 63    |
| 15:30-15:45      | 0 | 0 | 6  | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8  | 0 | 9  | 0 | 42    |
| 15:45-16:00      | 0 | 0 | 10 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7  | 0 | 16 | 0 | 50    |
| 16:00-16:15      | 0 | 0 | 5  | 0 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 0 | 13 | 0 | 40    |
| 16:15-16:30      | 0 | 0 | 7  | 0 | 25 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4  | 0 | 8  | 0 | 44    |

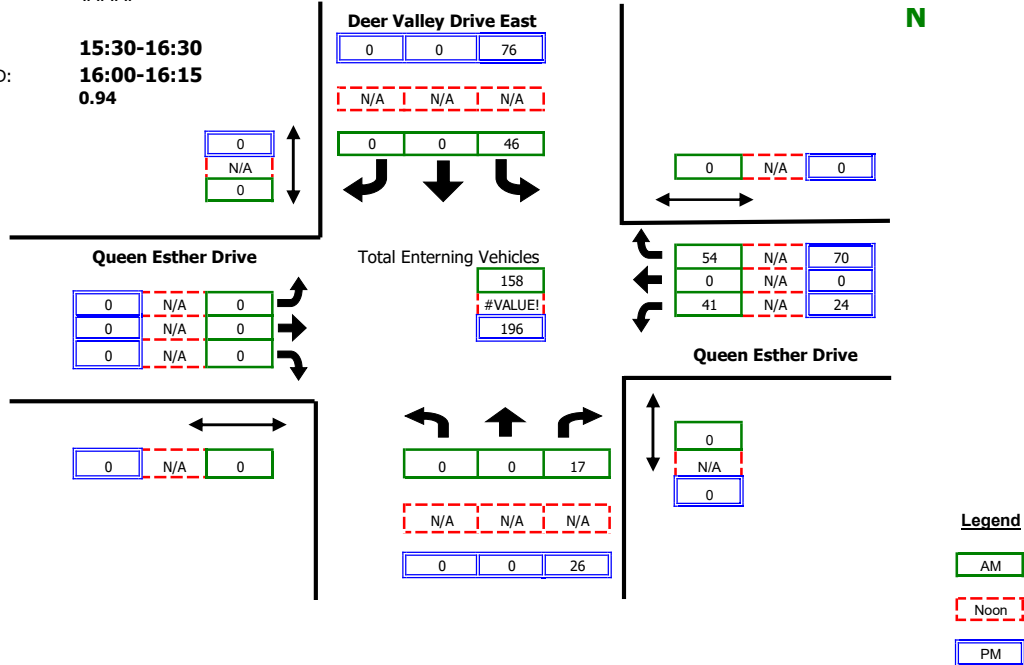
## Intersection Turning Movement Summary

|                       |                                           |                                  |             |
|-----------------------|-------------------------------------------|----------------------------------|-------------|
| <b>Intersection:</b>  | Deer Valley Drive East/Queen Esther Drive | <b>Date:</b>                     | 3-4-22, Fri |
| <b>North/South:</b>   | Deer Valley Drive East                    | <b>Day of Week Adjustment:</b>   | 100.0%      |
| <b>East/West:</b>     | Queen Esther Drive                        | <b>Month of Year Adjustment:</b> | 100.0%      |
| <b>Jurisdiction:</b>  | Park City                                 | <b>Adjustment Station #:</b>     |             |
| <b>Project Title:</b> | Snow Park Development                     | <b>Growth Rate:</b>              | 0.0%        |
| <b>Project No:</b>    | UT20-2245                                 | <b>Number of Years:</b>          | 0           |
| <b>Weather:</b>       |                                           |                                  |             |

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 |       |
| <b>AM PERIOD COUNTS</b>   |                                   |      |       |      |                                   |      |       |      |                              |      |       |      |                              |      |       |      |       |
| 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    |
| <b>NOON PERIOD COUNTS</b> |                                   |      |       |      |                                   |      |       |      |                              |      |       |      |                              |      |       |      |       |
| 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     |
| <b>PM PERIOD COUNTS</b>   |                                   |      |       |      |                                   |      |       |      |                              |      |       |      |                              |      |       |      |       |
| 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    |

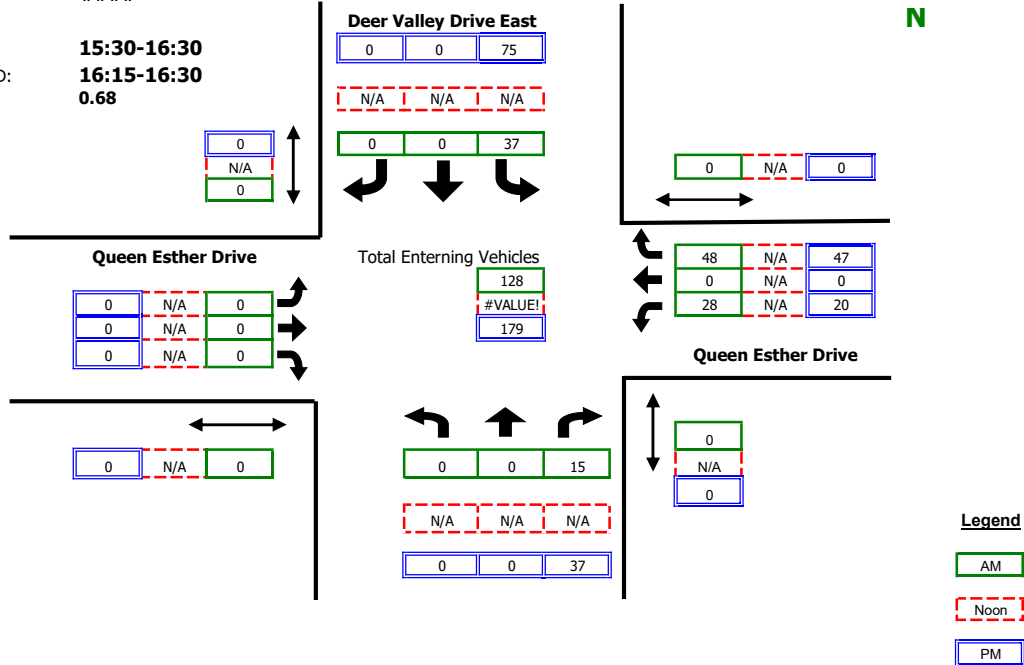
# Intersection Turning Movement Summary

|                       |                                           |                                  |             |
|-----------------------|-------------------------------------------|----------------------------------|-------------|
| <b>Intersection:</b>  | Deer Valley Drive East/Queen Esther Drive | <b>Date:</b>                     | 3-5-22, Sat |
| <b>North/South:</b>   | Deer Valley Drive East                    | <b>Day of Week Adjustment:</b>   | 100.0%      |
| <b>East/West:</b>     | Queen Esther Drive                        | <b>Month of Year Adjustment:</b> | 100.0%      |
| <b>Jurisdiction:</b>  | Park City                                 | <b>Adjustment Station #:</b>     |             |
| <b>Project Title:</b> | Snow Park Development                     | <b>Growth Rate:</b>              | 0.0%        |
| <b>Project No:</b>    | UT20-2245                                 | <b>Number of Years:</b>          | 0           |
| <b>Weather:</b>       |                                           |                                  |             |

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<br>COUNT<br>SUMMARIES | Deer Valley Drive East<br>Northbound |      |       |      | Deer Valley Drive East<br>Southbound |      |       |      | Queen Esther Drive<br>Eastbound |      |       |      | Queen Esther Drive<br>Westbound |      |       |      |       |
|---------------------------|--------------------------------------|------|-------|------|--------------------------------------|------|-------|------|---------------------------------|------|-------|------|---------------------------------|------|-------|------|-------|
|                           | Left                                 | Thru | Right | Peds | Left                                 | Thru | Right | Peds | Left                            | Thru | Right | Peds | Left                            | Thru | Right | Peds |       |
| AM PERIOD COUNTS          |                                      |      |       |      |                                      |      |       |      |                                 |      |       |      |                                 |      |       |      |       |
| Period                    | A                                    | B    | C     | D    | E                                    | F    | G     | H    | I                               | J    | K     | L    | M                               | N    | O     | P    | TOTAL |
| 8:00-8:15                 | 0                                    | 0    | 6     | 0    | 10                                   | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 4                               | 0    | 4     | 0    | 24    |
| 8:15-8:30                 | 0                                    | 0    | 1     | 0    | 7                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 10                              | 0    | 4     | 0    | 22    |
| 8:30-8:45                 | 0                                    | 0    | 7     | 0    | 6                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 10                              | 0    | 10    | 0    | 33    |
| 8:45-9:00                 | 0                                    | 0    | 5     | 0    | 12                                   | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 10                              | 0    | 10    | 0    | 37    |
| 9:00-9:15                 | 0                                    | 0    | 4     | 0    | 9                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 6                               | 0    | 10    | 0    | 29    |
| 9:15-9:30                 | 0                                    | 0    | 3     | 0    | 10                                   | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 4                               | 0    | 9     | 0    | 26    |
| 9:30-9:45                 | 0                                    | 0    | 3     | 0    | 6                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 8                               | 0    | 19    | 0    | 36    |
| 9:45-10:00                | 0                                    | 0    | 4     | 0    | 10                                   | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 7                               | 0    | 9     | 0    | 30    |
| NOON PERIOD COUNTS        |                                      |      |       |      |                                      |      |       |      |                                 |      |       |      |                                 |      |       |      |       |
| Period                    | A                                    | B    | C     | D    | E                                    | F    | G     | H    | I                               | J    | K     | L    | M                               | N    | O     | P    | TOTAL |
| 14:00-14:15               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 14:15-14:30               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 14:30-14:45               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 14:45-15:00               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 15:00-15:15               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 15:15-15:30               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 15:30-15:45               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 15:45-16:00               | 0                                    | 0    | 0     | 0    | 0                                    | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0                               | 0    | 0     | 0    | 0     |
| 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    |

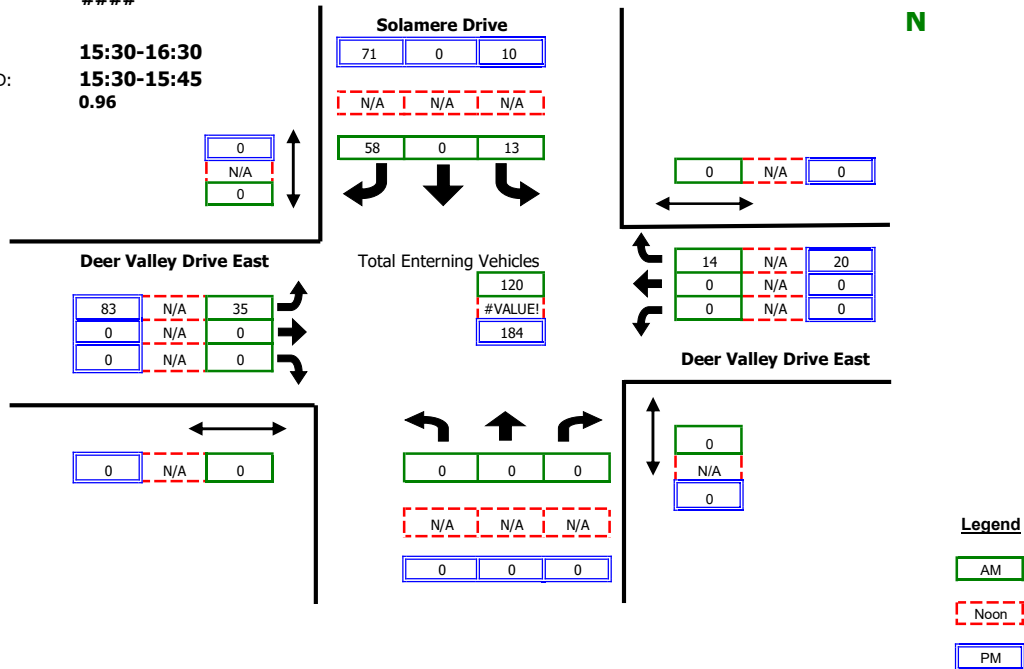
# Intersection Turning Movement Summary

|                       |                                              |                                  |                    |
|-----------------------|----------------------------------------------|----------------------------------|--------------------|
| <b>Intersection:</b>  | <b>Solamere Drive/Deer Valley Drive East</b> | <b>Date:</b>                     | <b>3-3-22, Thu</b> |
| <b>North/South:</b>   | <b>Solamere Drive</b>                        | <b>Day of Week Adjustment:</b>   | <b>100.0%</b>      |
| <b>East/West:</b>     | <b>Deer Valley Drive East</b>                | <b>Month of Year Adjustment:</b> | <b>100.0%</b>      |
| <b>Jurisdiction:</b>  | <b>Park City</b>                             | <b>Adjustment Station #:</b>     |                    |
| <b>Project Title:</b> | <b>Snow Park Development</b>                 | <b>Growth Rate:</b>              | <b>0.0%</b>        |
| <b>Project No:</b>    | <b>UT20-2245</b>                             | <b>Number of Years:</b>          | <b>0</b>           |
| <b>Weather:</b>       |                                              |                                  |                    |

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<br>COUNT<br>SUMMARIES | Solamere Drive<br>Northbound |      |       |      | Solamere Drive<br>Southbound |      |       |      | Deer Valley Drive East<br>Eastbound |      |       |      | Deer Valley Drive East<br>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    |

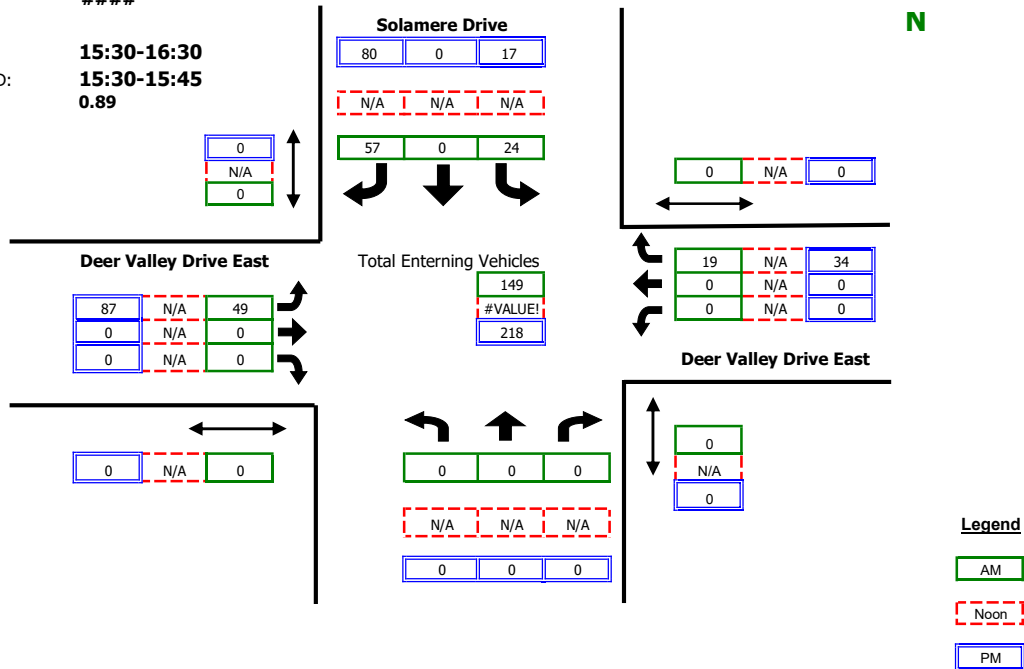
## Intersection Turning Movement Summary

|                       |                                              |                                  |                    |
|-----------------------|----------------------------------------------|----------------------------------|--------------------|
| <b>Intersection:</b>  | <b>Solamere Drive/Deer Valley Drive East</b> | <b>Date:</b>                     | <b>3-4-22, Fri</b> |
| <b>North/South:</b>   | <b>Solamere Drive</b>                        | <b>Day of Week Adjustment:</b>   | <b>100.0%</b>      |
| <b>East/West:</b>     | <b>Deer Valley Drive East</b>                | <b>Month of Year Adjustment:</b> | <b>100.0%</b>      |
| <b>Jurisdiction:</b>  | <b>Park City</b>                             | <b>Adjustment Station #:</b>     |                    |
| <b>Project Title:</b> | <b>Snow Park Development</b>                 | <b>Growth Rate:</b>              | <b>0.0%</b>        |
| <b>Project No:</b>    | <b>UT20-2245</b>                             | <b>Number of Years:</b>          | <b>0</b>           |
| <b>Weather:</b>       |                                              |                                  |                    |

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<br>COUNT<br>SUMMARIES | Solamere Drive<br>Northbound |      |       |      | Solamere Drive<br>Southbound |      |       |      | Deer Valley Drive East<br>Eastbound |      |       |      | Deer Valley Drive East<br>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 |

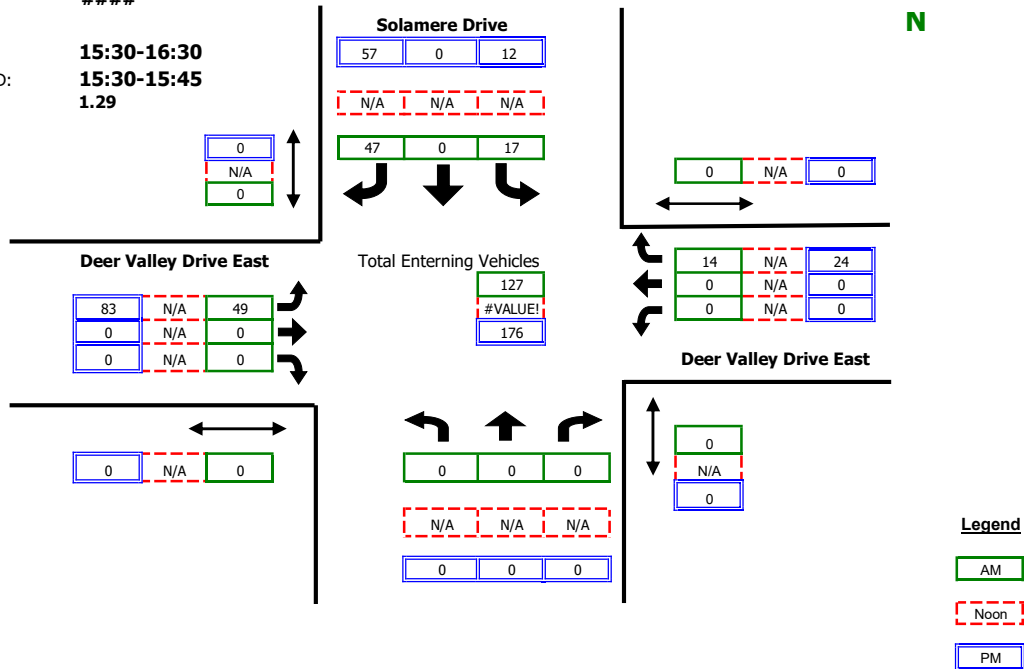
# Intersection Turning Movement Summary

|                       |                                              |                                  |                    |
|-----------------------|----------------------------------------------|----------------------------------|--------------------|
| <b>Intersection:</b>  | <b>Solamere Drive/Deer Valley Drive East</b> | <b>Date:</b>                     | <b>3-5-22, Sat</b> |
| <b>North/South:</b>   | <b>Solamere Drive</b>                        | <b>Day of Week Adjustment:</b>   | <b>100.0%</b>      |
| <b>East/West:</b>     | <b>Deer Valley Drive East</b>                | <b>Month of Year Adjustment:</b> | <b>100.0%</b>      |
| <b>Jurisdiction:</b>  | <b>Park City</b>                             | <b>Adjustment Station #:</b>     |                    |
| <b>Project Title:</b> | <b>Snow Park Development</b>                 | <b>Growth Rate:</b>              | <b>0.0%</b>        |
| <b>Project No:</b>    | <b>UT20-2245</b>                             | <b>Number of Years:</b>          | <b>0</b>           |
| <b>Weather:</b>       |                                              |                                  |                    |

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<br>COUNT<br>SUMMARIES | Solamere Drive<br>Northbound |      |       |      | Solamere Drive<br>Southbound |      |       |      | Deer Valley Drive East<br>Eastbound |      |       |      | Deer Valley Drive East<br>Westbound |      |       |      |       |
|---------------------------|------------------------------|------|-------|------|------------------------------|------|-------|------|-------------------------------------|------|-------|------|-------------------------------------|------|-------|------|-------|
|                           | Left                         | Thru | Right | Peds | Left                         | Thru | Right | Peds | Left                                | Thru | Right | Peds | Left                                | Thru | Right | Peds |       |
| AM PERIOD COUNTS          |                              |      |       |      |                              |      |       |      |                                     |      |       |      |                                     |      |       |      |       |
| Period                    | A                            | B    | C     | D    | E                            | F    | G     | H    | I                                   | J    | K     | L    | M                                   | N    | O     | P    | TOTAL |
| 8:00-8:15                 | 0                            | 0    | 0     | 0    | 2                            | 0    | 12    | 0    | 4                                   | 0    | 0     | 0    | 0                                   | 0    | 2     | 0    | 20    |
| 8:15-8:30                 | 0                            | 0    | 0     | 0    | 5                            | 0    | 6     | 0    | 5                                   | 0    | 0     | 0    | 0                                   | 0    | 1     | 0    | 17    |
| 8:30-8:45                 | 0                            | 0    | 0     | 0    | 9                            | 0    | 15    | 0    | 8                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 32    |
| 8:45-9:00                 | 0                            | 0    | 0     | 0    | 6                            | 0    | 15    | 0    | 4                                   | 0    | 0     | 0    | 0                                   | 0    | 6     | 0    | 31    |
| 9:00-9:15                 | 0                            | 0    | 0     | 0    | 5                            | 0    | 4     | 0    | 8                                   | 0    | 0     | 0    | 0                                   | 0    | 2     | 0    | 19    |
| 9:15-9:30                 | 0                            | 0    | 0     | 0    | 1                            | 0    | 12    | 0    | 13                                  | 0    | 0     | 0    | 0                                   | 0    | 5     | 0    | 31    |
| 9:30-9:45                 | 0                            | 0    | 0     | 0    | 8                            | 0    | 9     | 0    | 14                                  | 0    | 0     | 0    | 0                                   | 0    | 4     | 0    | 35    |
| 9:45-10:00                | 0                            | 0    | 0     | 0    | 3                            | 0    | 22    | 0    | 14                                  | 0    | 0     | 0    | 0                                   | 0    | 3     | 0    | 42    |
| NOON PERIOD COUNTS        |                              |      |       |      |                              |      |       |      |                                     |      |       |      |                                     |      |       |      |       |
| Period                    | A                            | B    | C     | D    | E                            | F    | G     | H    | I                                   | J    | K     | L    | M                                   | N    | O     | P    | TOTAL |
| 14:00-14:15               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 14:15-14:30               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 14:30-14:45               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 14:45-15:00               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 15:00-15:15               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 15:15-15:30               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 15:30-15:45               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| 15:45-14:00               | 0                            | 0    | 0     | 0    | 0                            | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0                                   | 0    | 0     | 0    | 0     |
| PM PERIOD COUNTS          |                              |      |       |      |                              |      |       |      |                                     |      |       |      |                                     |      |       |      |       |
| Period                    | A                            | B    | C     | D    | E                            | F    | G     | H    | I                                   | J    | K     | L    | M                                   | N    | O     | P    | TOTAL |
| 14:30-14:45               | 0                            | 0    | 0     | 0    | 4                            | 0    | 9     | 0    | 17                                  | 0    | 0     | 0    | 0                                   | 0    | 6     | 0    | 36    |
| 14:45-15:00               | 0                            | 0    | 0     | 0    | 3                            | 0    | 12    | 0    | 2                                   | 0    | 0     | 0    | 0                                   | 0    | 2     | 0    | 19    |
| 15:00-15:15               | 0                            | 0    | 0     | 0    | 3                            | 0    | 8     | 0    | 7                                   | 0    | 0     | 0    | 0                                   | 0    | 7     | 0    | 25    |
| 15:15-15:30               | 0                            | 0    | 0     | 0    | 2                            | 0    | 11    | 0    | 16                                  | 0    | 0     | 0    | 0                                   | 0    | 1     | 0    | 30    |
| 15:30-15:45               | 0                            | 0    | 0     | 0    | 2                            | 0    | 11    | 0    | 17                                  | 0    | 0     | 0    | 0                                   | 0    | 4     | 0    | 34    |
| 15:45-16:00               | 0                            | 0    | 0     | 0    | 5                            | 0    | 13    | 0    | 20                                  | 0    | 0     | 0    | 0                                   | 0    | 10    | 0    | 48    |
| 16:00-16:15               | 0                            | 0    | 0     | 0    | 3                            | 0    | 15    | 0    | 25                                  | 0    | 0     | 0    | 0                                   | 0    | 9     | 0    | 52    |
| 16:15-16:30               | 0                            | 0    | 0     | 0    | 2                            | 0    | 18    | 0    | 21                                  | 0    | 0     | 0    | 0                                   | 0    | 1     | 0    | 42    |



# L2 Data Collection

Study: FEHR0119  
Type: Volume / Direction  
Tech: Judd / Mosdell / Anderson  
Count: Axle Hits / 2

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
Date End: 15-Feb-20  
Deer Valley Dr E of the DV Dr Split Intersect VOL D1  
DV Dr east of the DV Dr Split Intersect  
Deer Valley, Idaho  
Site Code: Day 1

| Start Time | 15-Feb-20 Sat | WB    | EB    | Total |
|------------|---------------|-------|-------|-------|
| 12:00 AM   |               | *     | *     | *     |
| 12:15      |               | 10    | 8     | 18    |
| 12:30      |               | 6     | 6     | 12    |
| 12:45      |               | 6     | 7     | 13    |
| 01:00      |               | 4     | 2     | 6     |
| 01:15      |               | 0     | 1     | 1     |
| 01:30      |               | 3     | 4     | 7     |
| 01:45      |               | 3     | 6     | 9     |
| 02:00      |               | 1     | 4     | 5     |
| 02:15      |               | 0     | 2     | 2     |
| 02:30      |               | 0     | 0     | 0     |
| 02:45      |               | 0     | 0     | 0     |
| 03:00      |               | 0     | 1     | 1     |
| 03:15      |               | 1     | 0     | 1     |
| 03:30      |               | 2     | 0     | 2     |
| 03:45      |               | 0     | 0     | 0     |
| 04:00      |               | 0     | 0     | 0     |
| 04:15      |               | 1     | 1     | 2     |
| 04:30      |               | 1     | 0     | 1     |
| 04:45      |               | 1     | 0     | 1     |
| 05:00      |               | 0     | 0     | 0     |
| 05:15      |               | 1     | 2     | 3     |
| 05:30      |               | 3     | 0     | 3     |
| 05:45      |               | 1     | 3     | 4     |
| 06:00      |               | 0     | 8     | 8     |
| 06:15      |               | 3     | 1     | 4     |
| 06:30      |               | 3     | 16    | 19    |
| 06:45      |               | 9     | 30    | 39    |
| 07:00      |               | 14    | 38    | 52    |
| 07:15      |               | 15    | 60    | 75    |
| 07:30      |               | 22    | 94    | 116   |
| 07:45      |               | 22    | 127   | 149   |
| 08:00      |               | 32    | 106   | 138   |
| 08:15      |               | 29    | 64    | 93    |
| 08:30      |               | 54    | 62    | 116   |
| 08:45      |               | 48    | 52    | 100   |
| 09:00      |               | 56    | 32    | 88    |
| 09:15      |               | 51    | 26    | 77    |
| 09:30      |               | 65    | 46    | 111   |
| 09:45      |               | 68    | 36    | 104   |
| 10:00      |               | 66    | 29    | 95    |
| 10:15      |               | 42    | 29    | 71    |
| 10:30      |               | 61    | 46    | 107   |
| 10:45      |               | 56    | 36    | 92    |
| 11:00      |               | 52    | 38    | 90    |
| 11:15      |               | 54    | 38    | 92    |
| 11:30      |               | 60    | 34    | 94    |
| 11:45      |               | 55    | 33    | 88    |
| Total      |               | 981   | 1128  | 2109  |
| Percent    |               | 46.5% | 53.5% |       |
| Peak       | -             | 09:15 | 07:30 | 07:30 |
| Vol.       | -             | 250   | 391   | 496   |
| P.H.F.     |               | 0.919 | 0.770 | 0.832 |

# L2 Data Collection

Study: FEHR0119  
Type: Volume / Direction  
Tech: Judd / Mosdell / Anderson  
Count: Axle Hits / 2

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
Date End: 15-Feb-20  
Deer Valley Dr E of the DV Dr Split Intersect VOL D1  
DV Dr east of the DV Dr Split Intersect  
Deer Valley, Idaho  
Site Code: Day 1

| Start Time  | 15-Feb-20 Sat | WB    | EB    | Total |
|-------------|---------------|-------|-------|-------|
| 12:00 PM    |               | 90    | 44    | 134   |
| 12:15       |               | 53    | 30    | 83    |
| 12:30       |               | 58    | 36    | 94    |
| 12:45       |               | 84    | 34    | 118   |
| 01:00       |               | 50    | 50    | 100   |
| 01:15       |               | 66    | 38    | 104   |
| 01:30       |               | 48    | 45    | 93    |
| 01:45       |               | 62    | 40    | 102   |
| 02:00       |               | 75    | 36    | 111   |
| 02:15       |               | 66    | 42    | 108   |
| 02:30       |               | 64    | 37    | 101   |
| 02:45       |               | 49    | 46    | 95    |
| 03:00       |               | 61    | 58    | 119   |
| 03:15       |               | 80    | 48    | 128   |
| 03:30       |               | 80    | 58    | 138   |
| 03:45       |               | 92    | 55    | 147   |
| 04:00       |               | 100   | 52    | 152   |
| 04:15       |               | 78    | 64    | 142   |
| 04:30       |               | 109   | 70    | 179   |
| 04:45       |               | 72    | 62    | 134   |
| 05:00       |               | 84    | 59    | 143   |
| 05:15       |               | 64    | 56    | 120   |
| 05:30       |               | 84    | 58    | 142   |
| 05:45       |               | 72    | 58    | 130   |
| 06:00       |               | 73    | 38    | 111   |
| 06:15       |               | 58    | 59    | 117   |
| 06:30       |               | 61    | 61    | 122   |
| 06:45       |               | 51    | 48    | 99    |
| 07:00       |               | 45    | 53    | 98    |
| 07:15       |               | 34    | 43    | 77    |
| 07:30       |               | 42    | 41    | 83    |
| 07:45       |               | 45    | 36    | 81    |
| 08:00       |               | 40    | 36    | 76    |
| 08:15       |               | 32    | 35    | 67    |
| 08:30       |               | 45    | 40    | 85    |
| 08:45       |               | 34    | 34    | 68    |
| 09:00       |               | 36    | 30    | 66    |
| 09:15       |               | 27    | 30    | 57    |
| 09:30       |               | 24    | 24    | 48    |
| 09:45       |               | 34    | 32    | 66    |
| 10:00       |               | 23    | 24    | 47    |
| 10:15       |               | 16    | 26    | 42    |
| 10:30       |               | 20    | 13    | 33    |
| 10:45       |               | 9     | 10    | 19    |
| 11:00       |               | 10    | 7     | 17    |
| 11:15       |               | *     | *     | *     |
| 11:30       |               | *     | *     | *     |
| 11:45       |               | *     | *     | *     |
| Total       |               | 2500  | 1896  | 4396  |
| Percent     |               | 56.9% | 43.1% |       |
| Peak        | -             | 15:45 | 16:15 | 15:45 |
| Vol.        | -             | 379   | 255   | 620   |
| P.H.F.      |               | 0.869 | 0.911 | 0.866 |
| Grand Total |               | 3481  | 3024  | 6505  |
| Percent     |               | 53.5% | 46.5% |       |

# L2 Data Collection

Study: FEHR0119  
Type: Volume / Direction  
Tech: Judd / Mosdell / Anderson  
Count: Axle Hits / 2

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
Date End: 15-Feb-20  
Deer Valley Dr N of Parking & S of Queen Esther VOL D1  
DV Dr N Of Parking & S of Queen Esther  
Deer Valley, Utah  
Site Code: Day 1

| Start Time | 15-Feb-20 Sat | SB    | NB    | Total |
|------------|---------------|-------|-------|-------|
| 12:00 AM   |               | *     | *     | *     |
| 12:15      |               | *     | *     | *     |
| 12:30      |               | 3     | 2     | 5     |
| 12:45      |               | 1     | 2     | 3     |
| 01:00      |               | 0     | 1     | 1     |
| 01:15      |               | 0     | 1     | 1     |
| 01:30      |               | 3     | 2     | 5     |
| 01:45      |               | 1     | 0     | 1     |
| 02:00      |               | 1     | 0     | 1     |
| 02:15      |               | 2     | 0     | 2     |
| 02:30      |               | 0     | 0     | 0     |
| 02:45      |               | 0     | 0     | 0     |
| 03:00      |               | 0     | 0     | 0     |
| 03:15      |               | 0     | 0     | 0     |
| 03:30      |               | 0     | 2     | 2     |
| 03:45      |               | 0     | 0     | 0     |
| 04:00      |               | 0     | 0     | 0     |
| 04:15      |               | 1     | 3     | 4     |
| 04:30      |               | 0     | 0     | 0     |
| 04:45      |               | 0     | 0     | 0     |
| 05:00      |               | 2     | 0     | 2     |
| 05:15      |               | 1     | 1     | 2     |
| 05:30      |               | 0     | 1     | 1     |
| 05:45      |               | 1     | 0     | 1     |
| 06:00      |               | 6     | 0     | 6     |
| 06:15      |               | 1     | 1     | 2     |
| 06:30      |               | 9     | 2     | 11    |
| 06:45      |               | 23    | 4     | 27    |
| 07:00      |               | 31    | 5     | 36    |
| 07:15      |               | 61    | 8     | 69    |
| 07:30      |               | 81    | 13    | 94    |
| 07:45      |               | 106   | 10    | 116   |
| 08:00      |               | 122   | 26    | 148   |
| 08:15      |               | 73    | 25    | 98    |
| 08:30      |               | 72    | 48    | 120   |
| 08:45      |               | 47    | 44    | 91    |
| 09:00      |               | 40    | 48    | 88    |
| 09:15      |               | 38    | 44    | 82    |
| 09:30      |               | 36    | 50    | 86    |
| 09:45      |               | 27    | 46    | 73    |
| 10:00      |               | 21    | 45    | 66    |
| 10:15      |               | 20    | 33    | 53    |
| 10:30      |               | 28    | 38    | 66    |
| 10:45      |               | 21    | 29    | 50    |
| 11:00      |               | 22    | 34    | 56    |
| 11:15      |               | 19    | 23    | 42    |
| 11:30      |               | 21    | 34    | 55    |
| 11:45      |               | 19    | 24    | 43    |
| Total      |               | 960   | 649   | 1609  |
| Percent    |               | 59.7% | 40.3% |       |
| Peak       | -             | 07:30 | 09:00 | 07:45 |
| Vol.       | -             | 382   | 188   | 482   |
| P.H.F.     |               | 0.783 | 0.940 | 0.814 |

# L2 Data Collection

Study: FEHR0119  
Type: Volume / Direction  
Tech: Judd / Mosdell / Anderson  
Count: Axle Hits / 2

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
Date End: 15-Feb-20  
Deer Valley Dr N of Parking & S of Queen Esther VOL D1  
DV Dr N Of Parking & S of Queen Esther  
Deer Valley, Utah  
Site Code: Day 1

| Start Time  | 15-Feb-20 Sat | SB    | NB    | Total |
|-------------|---------------|-------|-------|-------|
| 12:00 PM    |               | 22    | 40    | 62    |
| 12:15       |               | 19    | 28    | 47    |
| 12:30       |               | 27    | 36    | 63    |
| 12:45       |               | 19    | 32    | 51    |
| 01:00       |               | 25    | 26    | 51    |
| 01:15       |               | 13    | 37    | 50    |
| 01:30       |               | 20    | 31    | 51    |
| 01:45       |               | 16    | 41    | 57    |
| 02:00       |               | 15    | 46    | 61    |
| 02:15       |               | 21    | 38    | 59    |
| 02:30       |               | 24    | 44    | 68    |
| 02:45       |               | 27    | 36    | 63    |
| 03:00       |               | 28    | 51    | 79    |
| 03:15       |               | 26    | 56    | 82    |
| 03:30       |               | 47    | 62    | 109   |
| 03:45       |               | 44    | 72    | 116   |
| 04:00       |               | 29    | 80    | 109   |
| 04:15       |               | 36    | 82    | 118   |
| 04:30       |               | 40    | 86    | 126   |
| 04:45       |               | 34    | 52    | 86    |
| 05:00       |               | 24    | 48    | 72    |
| 05:15       |               | 22    | 34    | 56    |
| 05:30       |               | 28    | 62    | 90    |
| 05:45       |               | 22    | 40    | 62    |
| 06:00       |               | 14    | 36    | 50    |
| 06:15       |               | 16    | 33    | 49    |
| 06:30       |               | 14    | 20    | 34    |
| 06:45       |               | 16    | 16    | 32    |
| 07:00       |               | 20    | 23    | 43    |
| 07:15       |               | 12    | 12    | 24    |
| 07:30       |               | 8     | 15    | 23    |
| 07:45       |               | 10    | 16    | 26    |
| 08:00       |               | 11    | 13    | 24    |
| 08:15       |               | 8     | 18    | 26    |
| 08:30       |               | 12    | 15    | 27    |
| 08:45       |               | 7     | 12    | 19    |
| 09:00       |               | 15    | 24    | 39    |
| 09:15       |               | 10    | 13    | 23    |
| 09:30       |               | 5     | 16    | 21    |
| 09:45       |               | 5     | 16    | 21    |
| 10:00       |               | 8     | 17    | 25    |
| 10:15       |               | 8     | 9     | 17    |
| 10:30       |               | 4     | 11    | 15    |
| 10:45       |               | 4     | 8     | 12    |
| 11:00       |               | *     | *     | *     |
| 11:15       |               | *     | *     | *     |
| 11:30       |               | *     | *     | *     |
| 11:45       |               | *     | *     | *     |
| Total       |               | 835   | 1503  | 2338  |
| Percent     |               | 35.7% | 64.3% |       |
| Peak        | -             | 15:30 | 15:45 | 15:45 |
| Vol.        | -             | 156   | 320   | 469   |
| P.H.F.      |               | 0.830 | 0.930 | 0.931 |
| Grand Total |               | 1795  | 2152  | 3947  |
| Percent     |               | 45.5% | 54.5% |       |

# L2 Data Collection

Study: FEHR0119  
Type: Volume / Direction  
Tech: Judd / Mosdell / Anderson  
Count: Axle Hits / 2

L2DataCollection.com  
Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
Date End: 15-Feb-20  
Deer Valley Dr S of the DV Dr Split Intersect VOL D1  
DV Dr south of the DV Dr Split Intersect  
Deer Valley, Utah  
Site Code: Day 1

| Start Time | 15-Feb-20 Sat | SB    | NB    | Total |
|------------|---------------|-------|-------|-------|
| 12:00 AM   |               | 6     | 10    | 16    |
| 12:15      |               | 3     | 6     | 9     |
| 12:30      |               | 2     | 9     | 11    |
| 12:45      |               | 4     | 2     | 6     |
| 01:00      |               | 4     | 3     | 7     |
| 01:15      |               | 3     | 2     | 5     |
| 01:30      |               | 0     | 2     | 2     |
| 01:45      |               | 2     | 1     | 3     |
| 02:00      |               | 4     | 4     | 8     |
| 02:15      |               | 0     | 3     | 3     |
| 02:30      |               | 0     | 0     | 0     |
| 02:45      |               | 1     | 0     | 1     |
| 03:00      |               | 1     | 1     | 2     |
| 03:15      |               | 4     | 1     | 5     |
| 03:30      |               | 1     | 1     | 2     |
| 03:45      |               | 1     | 0     | 1     |
| 04:00      |               | 1     | 3     | 4     |
| 04:15      |               | 0     | 1     | 1     |
| 04:30      |               | 0     | 0     | 0     |
| 04:45      |               | 0     | 1     | 1     |
| 05:00      |               | 4     | 1     | 5     |
| 05:15      |               | 2     | 3     | 5     |
| 05:30      |               | 1     | 0     | 1     |
| 05:45      |               | 1     | 0     | 1     |
| 06:00      |               | 4     | 4     | 8     |
| 06:15      |               | 4     | 2     | 6     |
| 06:30      |               | 21    | 6     | 27    |
| 06:45      |               | 28    | 10    | 38    |
| 07:00      |               | 32    | 10    | 42    |
| 07:15      |               | 36    | 13    | 49    |
| 07:30      |               | 62    | 26    | 88    |
| 07:45      |               | 70    | 22    | 92    |
| 08:00      |               | 114   | 28    | 142   |
| 08:15      |               | 127   | 30    | 157   |
| 08:30      |               | 129   | 38    | 167   |
| 08:45      |               | 134   | 41    | 175   |
| 09:00      |               | 113   | 34    | 147   |
| 09:15      |               | 98    | 34    | 132   |
| 09:30      |               | 90    | 48    | 138   |
| 09:45      |               | 98    | 44    | 142   |
| 10:00      |               | 75    | 42    | 117   |
| 10:15      |               | 62    | 46    | 108   |
| 10:30      |               | 48    | 43    | 91    |
| 10:45      |               | 48    | 40    | 88    |
| 11:00      |               | 54    | 50    | 104   |
| 11:15      |               | 48    | 40    | 88    |
| 11:30      |               | 42    | 31    | 73    |
| 11:45      |               | 66    | 40    | 106   |
| Total      |               | 1648  | 776   | 2424  |
| Percent    |               | 68.0% | 32.0% |       |
| Peak       | -             | 08:00 | 09:30 | 08:15 |
| Vol.       | -             | 504   | 180   | 646   |
| P.H.F.     |               | 0.940 | 0.938 | 0.923 |

## L2 Data Collection

Study: FEHR0119  
 Type: Volume / Direction  
 Tech: Judd / Mosdell / Anderson  
 Count: Axle Hits / 2

L2DataCollection.com  
 Idaho (208) 860-7554 Utah (801) 413-2993

Date Start: 15-Feb-20  
 Date End: 15-Feb-20  
 Deer Valley Dr S of the DV Dr Split Intersect VOL D1  
 DV Dr south of the DV Dr Split Intersect  
 Deer Valley, Utah  
 Site Code: Day 1

| Start Time  | 15-Feb-20 Sat | SB    | NB    |   |   |   |   |   |   | Total |
|-------------|---------------|-------|-------|---|---|---|---|---|---|-------|
| 12:00 PM    |               | 44    | 47    |   |   |   |   |   |   | 91    |
| 12:15       |               | 46    | 34    |   |   |   |   |   |   | 80    |
| 12:30       |               | 54    | 25    |   |   |   |   |   |   | 79    |
| 12:45       |               | 43    | 43    |   |   |   |   |   |   | 86    |
| 01:00       |               | 46    | 36    |   |   |   |   |   |   | 82    |
| 01:15       |               | 51    | 39    |   |   |   |   |   |   | 90    |
| 01:30       |               | 45    | 53    |   |   |   |   |   |   | 98    |
| 01:45       |               | 42    | 40    |   |   |   |   |   |   | 82    |
| 02:00       |               | 57    | 54    |   |   |   |   |   |   | 111   |
| 02:15       |               | 54    | 70    |   |   |   |   |   |   | 124   |
| 02:30       |               | 53    | 78    |   |   |   |   |   |   | 131   |
| 02:45       |               | 62    | 66    |   |   |   |   |   |   | 128   |
| 03:00       |               | 63    | 71    |   |   |   |   |   |   | 134   |
| 03:15       |               | 77    | 74    |   |   |   |   |   |   | 151   |
| 03:30       |               | 82    | 86    |   |   |   |   |   |   | 168   |
| 03:45       |               | 64    | 112   |   |   |   |   |   |   | 176   |
| 04:00       |               | 77    | 146   |   |   |   |   |   |   | 223   |
| 04:15       |               | 53    | 170   |   |   |   |   |   |   | 223   |
| 04:30       |               | 53    | 122   |   |   |   |   |   |   | 175   |
| 04:45       |               | 60    | 106   |   |   |   |   |   |   | 166   |
| 05:00       |               | 46    | 108   |   |   |   |   |   |   | 154   |
| 05:15       |               | 34    | 90    |   |   |   |   |   |   | 124   |
| 05:30       |               | 52    | 116   |   |   |   |   |   |   | 168   |
| 05:45       |               | 38    | 116   |   |   |   |   |   |   | 154   |
| 06:00       |               | 48    | 56    |   |   |   |   |   |   | 104   |
| 06:15       |               | 38    | 48    |   |   |   |   |   |   | 86    |
| 06:30       |               | 38    | 34    |   |   |   |   |   |   | 72    |
| 06:45       |               | 40    | 26    |   |   |   |   |   |   | 66    |
| 07:00       |               | 30    | 24    |   |   |   |   |   |   | 54    |
| 07:15       |               | 22    | 38    |   |   |   |   |   |   | 60    |
| 07:30       |               | 34    | 25    |   |   |   |   |   |   | 59    |
| 07:45       |               | 40    | 30    |   |   |   |   |   |   | 70    |
| 08:00       |               | 26    | 22    |   |   |   |   |   |   | 48    |
| 08:15       |               | 31    | 22    |   |   |   |   |   |   | 53    |
| 08:30       |               | 11    | 18    |   |   |   |   |   |   | 29    |
| 08:45       |               | 27    | 22    |   |   |   |   |   |   | 49    |
| 09:00       |               | 18    | 28    |   |   |   |   |   |   | 46    |
| 09:15       |               | 16    | 21    |   |   |   |   |   |   | 37    |
| 09:30       |               | 12    | 12    |   |   |   |   |   |   | 24    |
| 09:45       |               | 16    | 23    |   |   |   |   |   |   | 39    |
| 10:00       |               | 10    | 19    |   |   |   |   |   |   | 29    |
| 10:15       |               | 16    | 24    |   |   |   |   |   |   | 40    |
| 10:30       |               | 9     | 7     |   |   |   |   |   |   | 16    |
| 10:45       |               | *     | *     |   |   |   |   |   |   | *     |
| 11:00       |               | *     | *     |   |   |   |   |   |   | *     |
| 11:15       |               | *     | *     |   |   |   |   |   |   | *     |
| 11:30       |               | *     | *     |   |   |   |   |   |   | *     |
| 11:45       |               | *     | *     |   |   |   |   |   |   | *     |
| Total       |               | 1778  | 2401  |   |   |   |   |   |   | 4179  |
| Percent     |               | 42.5% | 57.5% |   |   |   |   |   |   |       |
| Peak        | -             | 15:15 | 15:45 | - | - | - | - | - | - | 15:45 |
| Vol.        | -             | 300   | 550   | - | - | - | - | - | - | 797   |
| P.H.F.      |               | 0.915 | 0.809 |   |   |   |   |   |   | 0.893 |
| Grand Total |               | 3426  | 3177  |   |   |   |   |   |   | 6603  |
| Percent     |               | 51.9% | 48.1% |   |   |   |   |   |   |       |

| MXD+ Vehicle Trip Generation Reduction Percent |       |              |              |
|------------------------------------------------|-------|--------------|--------------|
|                                                | Daily | AM Peak Hour | PM Peak Hour |
| Internal Capture                               | 1.9%  | 3.7%         | 10.6%        |
| Shift to Transit                               | 3%    | 1.9%         | 2.9%         |
| Shift to Walk/Bike                             | 4.6%  | 5.6%         | 3.4%         |

### Advanced MXD+ Results

| Predicted Probabilities | Daily |       |       | AM    |       |       | PM     |       |       |
|-------------------------|-------|-------|-------|-------|-------|-------|--------|-------|-------|
| Productions             | HBW   | HBO   | NHB   | HBW   | HBO   | NHB   | HBW    | HBO   | NHB   |
| Internal Capture        | 4.35% | 1.53% | 1.45% | 5.00% | 2.88% | 1.52% | 21.06% | 7.42% | 7.04% |
| Walking External        | 2.59% | 6.40% | 0.30% | 3.11% | 8.32% | 0.30% | 2.59%  | 6.40% | 0.30% |
| Transit External        | 0.25% | 3.38% | 4.43% | 0.35% | 3.72% | 4.43% | 0.35%  | 3.38% | 4.43% |
| Attractions             | HBW   | HBO   | NHB   | HBW   | HBO   | NHB   | HBW    | HBO   | NHB   |
| Internal Capture        | 4.28% | 1.51% | 1.45% | 5.00% | 2.88% | 1.52% | 21.06% | 7.42% | 7.04% |
| Walking External        | 2.56% | 6.38% | 0.30% | 3.07% | 7.66% | 0.30% | 2.56%  | 6.38% | 0.30% |
| Transit External        | 0.25% | 3.35% | 4.44% | 0.34% | 4.69% | 6.21% | 0.34%  | 3.35% | 4.44% |

| Number of Trips  | Daily |     |     | AM  |     |     | PM  |     |     |
|------------------|-------|-----|-----|-----|-----|-----|-----|-----|-----|
| Productions      | HBW   | HBO | NHB | HBW | HBO | NHB | HBW | HBO | NHB |
| Internal Capture | 7     | 9   | 2   | 1   | 1   | 0   | 4   | 5   | 2   |
| Walking External | 5     | 35  | 0   | 1   | 2   | 0   | 0   | 2   | 0   |
| Transit External | 0     | 18  | 6   | 0   | 1   | 0   | 0   | 1   | 1   |
| Attractions      | HBW   | HBO | NHB | HBW | HBO | NHB | HBW | HBO | NHB |
| Internal Capture | 7     | 9   | 2   | 1   | 1   | 0   | 4   | 5   | 2   |
| Walking External | 2     | 43  | 1   | 0   | 3   | 0   | 0   | 5   | 0   |
| Transit External | 0     | 23  | 9   | 0   | 1   | 0   | 0   | 3   | 1   |



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

**Snow Park Village**  
**Existing**  
**AM Peak Hour**

**Intersection 3**

**Deer Valley Drive East/Queen Esther Drive**

**Side-street Stop**

| Direction | Movement   | Demand<br>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<br>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<br>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<br>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<br>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<br>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<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 1                     | 100.0         | 0.157            | 13.4                 | LOS B            | 0.6                                  | 14.5           | 0.63         | 0.63                | 0.63             | 33.7                 |
| 8                               | T1   | 127                   | 3.0           | 0.157            | 7.8                  | LOS A            | 0.6                                  | 14.5           | 0.63         | 0.63                | 0.63             | 34.3                 |
| 18b                             | R3   | 62                    | 3.0           | 0.157            | 7.8                  | LOS A            | 0.6                                  | 14.5           | 0.63         | 0.63                | 0.63             | 32.5                 |
| Approach                        |      | 189                   | 3.5           | 0.157            | 7.9                  | LOS A            | 0.6                                  | 14.5           | 0.63         | 0.63                | 0.63             | 33.7                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 32                    | 3.0           | 0.142            | 4.3                  | LOS A            | 0.5                                  | 14.7           | 0.29         | 0.17                | 0.29             | 35.9                 |
| 3ax                             | L1   | 19                    | 100.0         | 0.142            | 7.1                  | LOS A            | 0.5                                  | 14.7           | 0.29         | 0.17                | 0.29             | 34.5                 |
| 18ax                            | R1   | 269                   | 3.0           | 0.142            | 4.3                  | LOS A            | 0.6                                  | 15.2           | 0.29         | 0.17                | 0.29             | 35.6                 |
| Approach                        |      | 320                   | 8.8           | 0.142            | 4.4                  | LOS A            | 0.6                                  | 15.2           | 0.29         | 0.17                | 0.29             | 35.5                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 23                    | 3.0           | 0.748            | 14.3                 | LOS B            | 8.6                                  | 221.4          | 0.52         | 0.26                | 0.52             | 30.4                 |
| 7a                              | L1   | 804                   | 3.0           | 0.748            | 14.3                 | LOS B            | 8.6                                  | 221.4          | 0.52         | 0.26                | 0.52             | 29.5                 |
| 4                               | T1   | 378                   | 3.0           | 0.748            | 8.1                  | LOS A            | 8.6                                  | 221.4          | 0.32         | 0.15                | 0.32             | 33.5                 |
| 14                              | R2   | 12                    | 100.0         | 0.204            | 7.2                  | LOS A            | 0.9                                  | 23.5           | 0.20         | 0.09                | 0.20             | 34.5                 |
| Approach                        |      | 1217                  | 3.9           | 0.748            | 12.3                 | LOS B            | 8.6                                  | 221.4          | 0.45         | 0.23                | 0.45             | 30.7                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 2                     | 100.0         | 0.159            | 18.6                 | LOS C            | 0.3                                  | 11.7           | 0.68         | 0.68                | 0.68             | 29.6                 |
| 12a                             | R1   | 23                    | 100.0         | 0.159            | 18.6                 | LOS C            | 0.3                                  | 11.7           | 0.68         | 0.68                | 0.68             | 29.2                 |
| 12                              | R2   | 13                    | 100.0         | 0.159            | 18.6                 | LOS C            | 0.3                                  | 11.7           | 0.68         | 0.68                | 0.68             | 28.6                 |
| Approach                        |      | 38                    | 100.0         | 0.159            | 18.6                 | LOS C            | 0.3                                  | 11.7           | 0.68         | 0.68                | 0.68             | 29.0                 |
| All Vehicles                    |      | 1765                  | 6.9           | 0.748            | 10.5                 | LOS B            | 8.6                                  | 221.4          | 0.45         | 0.27                | 0.45             | 31.7                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Sunday, February 28, 2021 2:14:36 AM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

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

**Snow Park Village**  
**Existing**  
**PM Peak Hour**

**Intersection 3**

**Deer Valley Drive East/Queen Esther Drive**

**Side-street Stop**

| Direction | Movement   | Demand<br>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<br>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<br>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<br>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<br>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<br>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<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>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<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 119                 | 99.7%   | 7.2                   | 2.3       | A   |
|           | Through    | 67                     | 69                  | 103.6%  | 4.7                   | 1.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 186                    | 188                 | 101.1%  | 6.2                   | 1.7       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 194                    | 200                 | 103.2%  | 5.3                   | 1.6       | A   |
|           | Right Turn | 15                     | 16                  | 105.3%  | 1.9                   | 1.0       | A   |
|           | Subtotal   | 209                    | 216                 | 103.4%  | 5.1                   | 1.4       | A   |
| EB        | Left Turn  | 15                     | 15                  | 100.0%  | 10.7                  | 4.6       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 99                  | 99.0%   | 5.4                   | 1.1       | A   |
|           | Subtotal   | 115                    | 114                 | 99.1%   | 6.3                   | 1.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 510                    | 518                 | 101.6%  | 5.7                   | 1.2       | A   |

Intersection 2                      Deer Valley Drive West/Doe Pass Road                      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 101.5%  | 7.9                   | 2.2       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 20                  | 101.5%  | 7.9                   | 2.2       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 702                    | 711                 | 101.3%  | 3.7                   | 0.6       | A   |
|           | Right Turn | 20                     | 21                  | 104.0%  | 2.2                   | 1.2       | A   |
|           | Subtotal   | 722                    | 732                 | 101.4%  | 3.7                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 185                    | 183                 | 98.9%   | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 185                    | 183                 | 98.9%   | 0.3                   | 0.1       | A   |
| Total     |            | 927                    | 935                 | 100.9%  | 3.2                   | 0.5       | A   |

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

Snow Park Village  
Existing Plus Project  
AM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 112                    | 114                 | 102.1%  | 0.9                   | 0.2       | A   |
|           | Right Turn | 17                     | 21                  | 125.3%  | 1.0                   | 0.6       | A   |
|           | Subtotal   | 129                    | 136                 | 105.1%  | 0.9                   | 0.1       | A   |
| SB        | Left Turn  | 50                     | 49                  | 97.0%   | 4.0                   | 0.3       | A   |
|           | Through    | 204                    | 213                 | 104.4%  | 1.2                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 254                    | 261                 | 102.9%  | 1.7                   | 0.2       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 22                  | 108.0%  | 7.5                   | 2.8       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 52                  | 94.0%   | 5.3                   | 0.3       | A   |
|           | Subtotal   | 75                     | 73                  | 97.7%   | 5.9                   | 0.8       | A   |
| Total     |            | 458                    | 470                 | 102.7%  | 2.1                   | 0.3       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 24                     | 24                  | 97.9%   | 8.2                   | 2.6       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 57                     | 56                  | 97.5%   | 5.7                   | 0.7       | A   |
|           | Subtotal   | 81                     | 79                  | 97.7%   | 6.5                   | 1.1       | A   |
| EB        | Left Turn  | 49                     | 49                  | 99.8%   | 4.4                   | 0.6       | A   |
|           | Through    | 230                    | 236                 | 102.8%  | 1.7                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 279                    | 285                 | 102.3%  | 2.2                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 148                    | 145                 | 97.7%   | 1.0                   | 0.3       | A   |
|           | Right Turn | 19                     | 20                  | 103.7%  | 0.8                   | 0.4       | A   |
|           | Subtotal   | 167                    | 164                 | 98.4%   | 0.9                   | 0.2       | A   |
| Total     |            | 527                    | 529                 | 100.3%  | 2.5                   | 0.3       | A   |

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

Snow Park Village  
Existing Plus Project  
AM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 190                    | 190                 | 100.0%  | 1.4                   | 0.4       | A   |
|           | Right Turn | 15                     | 14                  | 96.0%   | 1.4                   | 1.3       | A   |
|           | Subtotal   | 205                    | 204                 | 99.7%   | 1.4                   | 0.3       | A   |
| SB        | Left Turn  | 264                    | 271                 | 102.7%  | 7.1                   | 0.6       | A   |
|           | Through    | 715                    | 721                 | 100.8%  | 4.3                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 979                    | 992                 | 101.3%  | 5.0                   | 0.3       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 7                      | 7                   | 97.1%   | 26.3                  | 26.8      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 198                    | 194                 | 97.7%   | 5.6                   | 1.2       | A   |
|           | Subtotal   | 205                    | 200                 | 97.7%   | 6.4                   | 1.4       | A   |
| Total     |            | 1,389                  | 1,396               | 100.5%  | 4.7                   | 0.4       | A   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 305                    | 299                 | 98.1%   | 13.3                  | 2.0       | B   |
|           | Right Turn | 168                    | 161                 | 96.0%   | 3.1                   | 0.9       | A   |
|           | Subtotal   | 473                    | 461                 | 97.4%   | 9.6                   | 1.4       | A   |
| SB        | Left Turn  | 105                    | 90                  | 85.6%   | 13.2                  | 1.9       | B   |
|           | Through    | 719                    | 660                 | 91.8%   | 9.8                   | 1.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 824                    | 750                 | 91.0%   | 10.2                  | 1.2       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 588                    | 589                 | 100.2%  | 16.0                  | 2.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 198                    | 196                 | 99.0%   | 5.7                   | 1.1       | A   |
|           | Subtotal   | 786                    | 785                 | 99.9%   | 13.3                  | 1.7       | B   |
| Total     |            | 2,083                  | 1,996               | 95.8%   | 11.3                  | 1.0       | B   |

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

Snow Park Village  
Existing Plus Project  
AM Peak Hour

Intersection 8 SR-224-Park Avenue/Empire Avenue-Deer Valley Drive Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 36                  | 38                  | 104.4%  | 31.1                  | 6.3       | C   |
|           | Through    | 191                 | 194                 | 101.7%  | 49.3                  | 4.9       | D   |
|           | Right Turn | 67                  | 68                  | 102.1%  | 15.3                  | 5.9       | B   |
|           | Subtotal   | 294                 | 300                 | 102.1%  | 39.3                  | 5.1       | D   |
| SB        | Left Turn  | 565                 | 435                 | 77.0%   | 215.8                 | 13.6      | F   |
|           | Through    | 169                 | 139                 | 82.0%   | 174.7                 | 19.3      | F   |
|           | Right Turn | 901                 | 715                 | 79.3%   | 55.4                  | 10.9      | E   |
|           | Subtotal   | 1,635               | 1,289               | 78.8%   | 119.7                 | 6.7       | F   |
| EB        | Left Turn  | 320                 | 314                 | 98.2%   | 39.3                  | 4.6       | D   |
|           | Through    | 172                 | 177                 | 102.7%  | 31.2                  | 6.4       | C   |
|           | Right Turn | 16                  | 16                  | 99.4%   | 21.7                  | 12.3      | C   |
|           | Subtotal   | 508                 | 507                 | 99.7%   | 36.0                  | 4.9       | D   |
| WB        | Left Turn  | 50                  | 47                  | 93.4%   | 59.7                  | 16.5      | E   |
|           | Through    | 253                 | 281                 | 111.1%  | 43.7                  | 6.9       | D   |
|           | Right Turn | 257                 | 248                 | 96.6%   | 9.1                   | 3.1       | A   |
|           | Subtotal   | 560                 | 576                 | 102.9%  | 31.0                  | 3.8       | C   |
| Total     |            | 2,997               | 2,672               | 89.1%   | 75.1                  | 3.9       | E   |

Intersection 9 Monitor Drive-Bonanza Drive/SR-248 Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 64                  | 57                  | 89.5%   | 21.3                  | 4.2       | C   |
|           | Through    | 28                  | 27                  | 97.9%   | 22.2                  | 7.6       | C   |
|           | Right Turn | 118                 | 109                 | 92.5%   | 2.7                   | 0.6       | A   |
|           | Subtotal   | 210                 | 194                 | 92.3%   | 11.0                  | 2.2       | B   |
| SB        | Left Turn  | 54                  | 52                  | 96.5%   | 19.2                  | 3.9       | B   |
|           | Through    | 71                  | 72                  | 102.0%  | 24.5                  | 5.0       | C   |
|           | Right Turn | 29                  | 29                  | 99.3%   | 4.0                   | 0.9       | A   |
|           | Subtotal   | 154                 | 153                 | 99.5%   | 18.6                  | 2.2       | B   |
| EB        | Left Turn  | 22                  | 21                  | 96.4%   | 10.8                  | 3.3       | B   |
|           | Through    | 230                 | 226                 | 98.3%   | 18.6                  | 2.7       | B   |
|           | Right Turn | 95                  | 97                  | 102.4%  | 8.8                   | 2.6       | A   |
|           | Subtotal   | 347                 | 345                 | 99.3%   | 15.3                  | 2.2       | B   |
| WB        | Left Turn  | 322                 | 319                 | 98.9%   | 13.8                  | 2.6       | B   |
|           | Through    | 324                 | 324                 | 100.0%  | 8.7                   | 1.4       | A   |
|           | Right Turn | 47                  | 46                  | 98.7%   | 4.6                   | 2.1       | A   |
|           | Subtotal   | 693                 | 689                 | 99.4%   | 10.8                  | 1.5       | B   |
| Total     |            | 1,404               | 1,381               | 98.3%   | 12.8                  | 1.1       | B   |

# MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project AM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 1                     | 100.0         | 0.204            | 16.4                 | LOS C            | 0.7                                  | 18.5           | 0.68         | 0.68                | 0.68             | 32.7                 |
| 8                               | T1   | 127                   | 3.0           | 0.204            | 9.8                  | LOS A            | 0.7                                  | 18.5           | 0.68         | 0.68                | 0.68             | 33.3                 |
| 18b                             | R3   | 81                    | 3.0           | 0.204            | 9.8                  | LOS A            | 0.7                                  | 18.5           | 0.68         | 0.68                | 0.68             | 31.6                 |
| Approach                        |      | 209                   | 3.5           | 0.204            | 9.9                  | LOS A            | 0.7                                  | 18.5           | 0.68         | 0.68                | 0.68             | 32.6                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 41                    | 3.0           | 0.181            | 4.7                  | LOS A            | 0.7                                  | 19.5           | 0.30         | 0.18                | 0.30             | 35.8                 |
| 3ax                             | L1   | 23                    | 100.0         | 0.181            | 7.5                  | LOS A            | 0.7                                  | 19.5           | 0.30         | 0.18                | 0.30             | 34.3                 |
| 18ax                            | R1   | 346                   | 3.0           | 0.181            | 4.6                  | LOS A            | 0.8                                  | 20.1           | 0.30         | 0.18                | 0.30             | 35.4                 |
| Approach                        |      | 411                   | 8.5           | 0.181            | 4.8                  | LOS A            | 0.8                                  | 20.1           | 0.30         | 0.18                | 0.30             | 35.3                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 23                    | 3.0           | 0.858            | 21.2                 | LOS C            | 13.6                                 | 349.0          | 0.81         | 0.45                | 0.81             | 27.8                 |
| 7a                              | L1   | 963                   | 3.0           | 0.858            | 21.2                 | LOS C            | 13.6                                 | 349.0          | 0.81         | 0.45                | 0.81             | 27.1                 |
| 4                               | T1   | 378                   | 3.0           | 0.858            | 9.3                  | LOS A            | 13.6                                 | 349.0          | 0.39         | 0.21                | 0.39             | 33.1                 |
| 14                              | R2   | 12                    | 100.0         | 0.235            | 7.6                  | LOS A            | 1.1                                  | 27.7           | 0.24         | 0.12                | 0.24             | 34.3                 |
| Approach                        |      | 1376                  | 3.8           | 0.858            | 17.8                 | LOS C            | 13.6                                 | 349.0          | 0.69         | 0.38                | 0.69             | 28.5                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 2                     | 100.0         | 0.231            | 23.6                 | LOS C            | 0.4                                  | 16.9           | 0.73         | 0.74                | 0.75             | 27.8                 |
| 12a                             | R1   | 33                    | 100.0         | 0.231            | 23.6                 | LOS C            | 0.4                                  | 16.9           | 0.73         | 0.74                | 0.75             | 27.4                 |
| 12                              | R2   | 13                    | 100.0         | 0.231            | 23.6                 | LOS C            | 0.4                                  | 16.9           | 0.73         | 0.74                | 0.75             | 26.9                 |
| Approach                        |      | 48                    | 100.0         | 0.231            | 23.6                 | LOS C            | 0.4                                  | 16.9           | 0.73         | 0.74                | 0.75             | 27.3                 |
| All Vehicles                    |      | 2043                  | 7.0           | 0.858            | 14.5                 | LOS B            | 13.6                                 | 349.0          | 0.61         | 0.38                | 0.61             | 30.0                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Wednesday, March 29, 2023 9:41:40 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

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

**Snow Park Village**  
**Existing Plus Project**  
**PM Peak Hour**

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 147                 | 97.9%   | 10.0                  | 3.6       | B   |
|           | Through    | 377                    | 376                 | 99.8%   | 7.5                   | 2.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 527                    | 523                 | 99.2%   | 8.2                   | 2.9       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 97                     | 92                  | 94.6%   | 4.3                   | 1.5       | A   |
|           | Right Turn | 15                     | 20                  | 130.0%  | 2.3                   | 0.8       | A   |
|           | Subtotal   | 112                    | 111                 | 99.4%   | 3.9                   | 1.2       | A   |
| EB        | Left Turn  | 15                     | 15                  | 101.3%  | 17.9                  | 10.4      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 143                 | 97.9%   | 6.6                   | 3.0       | A   |
|           | Subtotal   | 161                    | 158                 | 98.3%   | 7.7                   | 3.9       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 800                    | 792                 | 99.1%   | 7.4                   | 2.6       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 17                  | 85.5%   | 15.5                  | 8.6       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 17                  | 85.5%   | 15.5                  | 8.6       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 264                    | 260                 | 98.6%   | 1.7                   | 0.6       | A   |
|           | Right Turn | 20                     | 19                  | 93.5%   | 0.6                   | 0.6       | A   |
|           | Subtotal   | 284                    | 279                 | 98.2%   | 1.7                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 664                    | 673                 | 101.3%  | 2.2                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 664                    | 673                 | 101.3%  | 2.2                   | 0.1       | A   |
| Total     |            | 968                    | 969                 | 100.1%  | 2.2                   | 0.3       | A   |



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

Snow Park Village  
Existing Plus Project  
PM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 396                    | 400                 | 101.0%  | 1.4                   | 0.2       | A   |
|           | Right Turn | 30                     | 29                  | 95.0%   | 1.6                   | 0.7       | A   |
|           | Subtotal   | 426                    | 429                 | 100.6%  | 1.4                   | 0.2       | A   |
| SB        | Left Turn  | 85                     | 84                  | 98.5%   | 4.9                   | 0.5       | A   |
|           | Through    | 135                    | 137                 | 101.6%  | 1.5                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 220                    | 221                 | 100.4%  | 2.7                   | 0.3       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 29                     | 24                  | 84.1%   | 10.8                  | 2.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 61                  | 101.5%  | 7.7                   | 2.1       | A   |
|           | Subtotal   | 89                     | 85                  | 95.8%   | 8.5                   | 1.8       | A   |
| Total     |            | 735                    | 735                 | 99.9%   | 2.6                   | 0.3       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 17                     | 17                  | 99.4%   | 13.4                  | 12.8      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 74                  | 92.8%   | 9.6                   | 6.8       | A   |
|           | Subtotal   | 97                     | 91                  | 93.9%   | 10.2                  | 7.1       | B   |
| EB        | Left Turn  | 87                     | 89                  | 102.8%  | 5.4                   | 0.7       | A   |
|           | Through    | 203                    | 202                 | 99.7%   | 2.2                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 290                    | 292                 | 100.6%  | 3.1                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 422                    | 424                 | 100.4%  | 2.6                   | 2.8       | A   |
|           | Right Turn | 34                     | 35                  | 101.5%  | 3.0                   | 4.5       | A   |
|           | Subtotal   | 456                    | 458                 | 100.4%  | 2.6                   | 2.9       | A   |
| Total     |            | 843                    | 841                 | 99.7%   | 3.7                   | 2.3       | A   |

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

Snow Park Village  
Existing Plus Project  
PM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 640                    | 651                 | 101.7%  | 3.0                   | 0.2       | A   |
|           | Right Turn | 44                     | 44                  | 100.9%  | 2.5                   | 0.8       | A   |
|           | Subtotal   | 684                    | 695                 | 101.7%  | 3.0                   | 0.2       | A   |
| SB        | Left Turn  | 246                    | 247                 | 100.6%  | 9.5                   | 1.7       | A   |
|           | Through    | 262                    | 257                 | 98.2%   | 2.1                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 508                    | 505                 | 99.3%   | 5.8                   | 0.9       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 22                     | 19                  | 85.9%   | 128.3                 | 30.8      | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 480                    | 436                 | 90.9%   | 125.0                 | 18.2      | F   |
|           | Subtotal   | 502                    | 455                 | 90.7%   | 125.3                 | 17.9      | F   |
| Total     |            | 1,694                  | 1,655               | 97.7%   | 39.3                  | 4.3       | E   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 857                    | 840                 | 98.0%   | 44.8                  | 24.2      | D   |
|           | Right Turn | 692                    | 697                 | 100.8%  | 38.1                  | 29.4      | D   |
|           | Subtotal   | 1,549                  | 1,537               | 99.3%   | 41.7                  | 26.5      | D   |
| SB        | Left Turn  | 251                    | 212                 | 84.5%   | 18.3                  | 3.1       | B   |
|           | Through    | 518                    | 473                 | 91.3%   | 6.7                   | 1.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 769                    | 685                 | 89.1%   | 10.4                  | 1.4       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 442                    | 428                 | 96.9%   | 20.9                  | 2.7       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 129                    | 132                 | 101.9%  | 9.9                   | 2.5       | A   |
|           | Subtotal   | 571                    | 560                 | 98.0%   | 18.4                  | 2.7       | B   |
| Total     |            | 2,889                  | 2,782               | 96.3%   | 29.1                  | 14.3      | C   |

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

Snow Park Village  
Existing Plus Project  
PM Peak Hour

Intersection 8 SR-224-Park Avenue/Empire Avenue-Deer Valley Drive Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 35                  | 33                  | 93.1%   | 39.3                  | 9.0       | D   |
|           | Through    | 395                 | 397                 | 100.6%  | 64.0                  | 7.4       | E   |
|           | Right Turn | 68                  | 65                  | 94.9%   | 44.0                  | 12.8      | D   |
|           | Subtotal   | 498                 | 494                 | 99.3%   | 59.2                  | 7.4       | E   |
| SB        | Left Turn  | 553                 | 492                 | 88.9%   | 163.8                 | 11.4      | F   |
|           | Through    | 363                 | 323                 | 89.0%   | 129.2                 | 4.7       | F   |
|           | Right Turn | 364                 | 319                 | 87.6%   | 41.9                  | 4.3       | D   |
|           | Subtotal   | 1,280               | 1,134               | 88.6%   | 120.6                 | 8.2       | F   |
| EB        | Left Turn  | 633                 | 469                 | 74.1%   | 105.2                 | 6.6       | F   |
|           | Through    | 277                 | 199                 | 71.9%   | 75.3                  | 13.8      | E   |
|           | Right Turn | 36                  | 25                  | 69.7%   | 64.9                  | 24.0      | E   |
|           | Subtotal   | 946                 | 693                 | 73.3%   | 94.7                  | 7.7       | F   |
| WB        | Left Turn  | 75                  | 75                  | 99.3%   | 97.3                  | 18.6      | F   |
|           | Through    | 239                 | 295                 | 123.6%  | 66.7                  | 18.8      | E   |
|           | Right Turn | 743                 | 719                 | 96.8%   | 35.3                  | 4.7       | D   |
|           | Subtotal   | 1,057               | 1,089               | 103.0%  | 48.2                  | 6.5       | D   |
| Total     |            | 3,781               | 3,410               | 90.2%   | 82.8                  | 3.4       | F   |

Intersection 9 Monitor Drive-Bonanza Drive/SR-248 Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 176                 | 173                 | 98.2%   | 36.7                  | 3.8       | D   |
|           | Through    | 89                  | 94                  | 105.7%  | 27.4                  | 6.6       | C   |
|           | Right Turn | 520                 | 499                 | 95.9%   | 12.1                  | 2.8       | B   |
|           | Subtotal   | 785                 | 765                 | 97.5%   | 19.7                  | 3.1       | B   |
| SB        | Left Turn  | 90                  | 88                  | 97.4%   | 32.6                  | 7.3       | C   |
|           | Through    | 55                  | 51                  | 93.5%   | 39.1                  | 10.0      | D   |
|           | Right Turn | 63                  | 65                  | 102.5%  | 5.4                   | 0.9       | A   |
|           | Subtotal   | 208                 | 204                 | 97.9%   | 25.3                  | 4.8       | C   |
| EB        | Left Turn  | 71                  | 74                  | 104.5%  | 14.2                  | 3.2       | B   |
|           | Through    | 584                 | 583                 | 99.8%   | 26.2                  | 3.6       | C   |
|           | Right Turn | 149                 | 144                 | 96.9%   | 21.8                  | 3.1       | C   |
|           | Subtotal   | 804                 | 801                 | 99.7%   | 24.3                  | 3.4       | C   |
| WB        | Left Turn  | 241                 | 239                 | 99.0%   | 19.0                  | 1.5       | B   |
|           | Through    | 384                 | 387                 | 100.8%  | 10.7                  | 1.6       | B   |
|           | Right Turn | 46                  | 46                  | 100.9%  | 8.3                   | 2.9       | A   |
|           | Subtotal   | 671                 | 672                 | 100.2%  | 13.6                  | 1.3       | B   |
| Total     |            | 2,468               | 2,443               | 99.0%   | 20.1                  | 2.0       | C   |

# MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project PM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 1                     | 100.0         | 0.390            | 15.6                 | LOS C            | 1.9                                  | 48.1           | 0.68         | 0.74                | 0.86             | 32.2                 |
| 8                               | T1   | 454                   | 3.0           | 0.390            | 10.6                 | LOS B            | 1.9                                  | 48.1           | 0.68         | 0.74                | 0.86             | 33.0                 |
| 18b                             | R3   | 74                    | 3.0           | 0.390            | 10.6                 | LOS B            | 1.9                                  | 48.1           | 0.68         | 0.74                | 0.86             | 31.4                 |
| Approach                        |      | 528                   | 3.2           | 0.390            | 10.6                 | LOS B            | 1.9                                  | 48.1           | 0.68         | 0.74                | 0.86             | 32.8                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 58                    | 3.0           | 0.713            | 20.7                 | LOS C            | 6.6                                  | 175.2          | 0.82         | 1.13                | 1.74             | 29.1                 |
| 3ax                             | L1   | 23                    | 100.0         | 0.713            | 25.4                 | LOS D            | 6.6                                  | 175.2          | 0.82         | 1.13                | 1.74             | 27.9                 |
| 18ax                            | R1   | 910                   | 3.0           | 0.713            | 20.4                 | LOS C            | 6.9                                  | 176.8          | 0.83         | 1.13                | 1.73             | 28.5                 |
| Approach                        |      | 991                   | 5.3           | 0.713            | 20.5                 | LOS C            | 6.9                                  | 176.8          | 0.83         | 1.13                | 1.73             | 28.6                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 242                   | 3.0           | 0.702            | 12.9                 | LOS B            | 6.8                                  | 174.2          | 0.54         | 0.32                | 0.54             | 30.8                 |
| 7a                              | L1   | 466                   | 3.0           | 0.702            | 12.9                 | LOS B            | 6.8                                  | 174.2          | 0.54         | 0.32                | 0.54             | 29.9                 |
| 4                               | T1   | 398                   | 3.0           | 0.702            | 8.1                  | LOS A            | 6.8                                  | 174.2          | 0.37         | 0.21                | 0.37             | 33.3                 |
| 14                              | R2   | 6                     | 100.0         | 0.192            | 7.3                  | LOS A            | 0.8                                  | 21.7           | 0.25         | 0.13                | 0.25             | 34.4                 |
| Approach                        |      | 1112                  | 3.5           | 0.702            | 11.1                 | LOS B            | 6.8                                  | 174.2          | 0.48         | 0.28                | 0.48             | 31.2                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 5                     | 100.0         | 0.110            | 16.3                 | LOS C            | 0.2                                  | 8.1            | 0.65         | 0.65                | 0.65             | 30.2                 |
| 12a                             | R1   | 18                    | 100.0         | 0.110            | 16.3                 | LOS C            | 0.2                                  | 8.1            | 0.65         | 0.65                | 0.65             | 29.8                 |
| 12                              | R2   | 5                     | 100.0         | 0.110            | 16.3                 | LOS C            | 0.2                                  | 8.1            | 0.65         | 0.65                | 0.65             | 29.2                 |
| Approach                        |      | 28                    | 100.0         | 0.110            | 16.3                 | LOS C            | 0.2                                  | 8.1            | 0.65         | 0.65                | 0.65             | 29.8                 |
| All Vehicles                    |      | 2660                  | 5.1           | 0.713            | 14.6                 | LOS B            | 6.9                                  | 176.8          | 0.65         | 0.69                | 1.02             | 30.4                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Wednesday, March 29, 2023 9:50:03 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 108                 | 91.0%   | 5.5                   | 2.3       | A   |
|           | Through    | 67                     | 93                  | 138.2%  | 3.9                   | 2.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 186                    | 201                 | 108.0%  | 4.6                   | 1.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 194                    | 211                 | 108.6%  | 2.9                   | 1.3       | A   |
|           | Right Turn | 15                     | 15                  | 101.3%  | 1.4                   | 2.4       | A   |
|           | Subtotal   | 209                    | 226                 | 108.0%  | 2.8                   | 1.3       | A   |
| EB        | Left Turn  | 15                     | 14                  | 94.0%   | 7.2                   | 0.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 90                  | 89.6%   | 5.5                   | 2.1       | A   |
|           | Subtotal   | 115                    | 104                 | 90.2%   | 6.3                   | 0.7       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 510                    | 530                 | 104.0%  | 4.2                   | 1.1       | A   |

**Intersection 2** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 100.5%  | 11.5                  | 2.6       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 20                  | 100.5%  | 11.5                  | 2.6       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 702                    | 709                 | 101.0%  | 1.2                   | 0.2       | A   |
|           | Right Turn | 20                     | 21                  | 107.0%  | 1.3                   | 0.4       | A   |
|           | Subtotal   | 722                    | 731                 | 101.2%  | 1.2                   | 0.2       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 185                    | 172                 | 92.9%   | 0.7                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 185                    | 172                 | 92.9%   | 0.7                   | 0.1       | A   |
| Total     |            | 927                    | 923                 | 99.5%   | 1.3                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 112                    | 135                 | 120.9%  | 0.1                   | 0.1       | A   |
|           | Right Turn | 17                     | 17                  | 101.2%  | 0.1                   | 0.1       | A   |
|           | Subtotal   | 129                    | 153                 | 118.3%  | 0.1                   | 0.1       | A   |
| SB        | Left Turn  | 50                     | 49                  | 98.2%   | 3.5                   | 0.4       | A   |
|           | Through    | 204                    | 226                 | 110.9%  | 0.4                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 254                    | 275                 | 108.4%  | 1.0                   | 0.1       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 19                  | 97.0%   | 5.4                   | 0.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 53                  | 96.5%   | 5.1                   | 0.4       | A   |
|           | Subtotal   | 75                     | 73                  | 96.7%   | 5.2                   | 0.5       | A   |
| Total     |            | 458                    | 500                 | 109.3%  | 1.4                   | 0.1       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 24                     | 23                  | 97.1%   | 5.9                   | 1.1       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 57                     | 59                  | 104.0%  | 5.7                   | 0.8       | A   |
|           | Subtotal   | 81                     | 83                  | 102.0%  | 5.8                   | 0.5       | A   |
| EB        | Left Turn  | 49                     | 52                  | 106.1%  | 4.6                   | 0.7       | A   |
|           | Through    | 230                    | 249                 | 108.3%  | 1.8                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 279                    | 301                 | 108.0%  | 2.2                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 148                    | 168                 | 113.4%  | 0.2                   | 0.1       | A   |
|           | Right Turn | 19                     | 20                  | 105.3%  | 0.0                   | 0.1       | A   |
|           | Subtotal   | 167                    | 188                 | 112.5%  | 0.1                   | 0.1       | A   |
| Total     |            | 527                    | 572                 | 108.5%  | 2.1                   | 0.4       | A   |

**Intersection 5** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 190                    | 178                 | 93.6%   | 13.6                  | 4.2       | B   |
|           | Right Turn | 15                     | 16                  | 103.3%  | 7.6                   | 4.4       | A   |
|           | Subtotal   | 205                    | 193                 | 94.3%   | 12.8                  | 3.4       | B   |
| SB        | Left Turn  | 264                    | 284                 | 107.7%  | 10.6                  | 1.5       | B   |
|           | Through    | 715                    | 719                 | 100.6%  | 8.1                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 979                    | 1,004               | 102.5%  | 8.8                   | 0.8       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 7                      | 7                   | 94.3%   | 12.5                  | 13.1      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 198                    | 218                 | 109.9%  | 4.3                   | 1.0       | A   |
|           | Subtotal   | 205                    | 224                 | 109.4%  | 4.7                   | 0.9       | A   |
| Total     |            | 1,389                  | 1,421               | 102.3%  | 8.6                   | 0.8       | A   |

**Intersection 7** **Deer Valley Drive/Bonanza Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 305                    | 308                 | 101.1%  | 14.6                  | 1.7       | B   |
|           | Right Turn | 168                    | 167                 | 99.3%   | 3.3                   | 0.6       | A   |
|           | Subtotal   | 473                    | 475                 | 100.4%  | 10.7                  | 1.3       | B   |
| SB        | Left Turn  | 105                    | 92                  | 87.5%   | 13.3                  | 2.4       | B   |
|           | Through    | 719                    | 639                 | 88.9%   | 9.9                   | 1.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 824                    | 731                 | 88.7%   | 10.3                  | 1.1       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 588                    | 606                 | 103.0%  | 16.6                  | 2.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 198                    | 208                 | 105.1%  | 5.8                   | 1.2       | A   |
|           | Subtotal   | 786                    | 814                 | 103.5%  | 13.9                  | 1.9       | B   |
| Total     |            | 2,083                  | 2,020               | 97.0%   | 11.8                  | 1.0       | B   |



**Intersection 8** **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 36                  | 45                  | 125.6%  | 32.0                  | 6.1       | C   |
|           | Through    | 191                 | 194                 | 101.8%  | 49.3                  | 5.7       | D   |
|           | Right Turn | 67                  | 70                  | 104.2%  | 17.7                  | 8.0       | B   |
|           | Subtotal   | 294                 | 309                 | 105.2%  | 39.3                  | 3.9       | D   |
| SB        | Left Turn  | 565                 | 422                 | 74.7%   | 203.8                 | 44.0      | F   |
|           | Through    | 169                 | 129                 | 76.4%   | 167.4                 | 39.9      | F   |
|           | Right Turn | 901                 | 732                 | 81.3%   | 57.5                  | 23.3      | E   |
|           | Subtotal   | 1,635               | 1,284               | 78.5%   | 119.1                 | 7.6       | F   |
| EB        | Left Turn  | 320                 | 338                 | 105.8%  | 40.5                  | 11.7      | D   |
|           | Through    | 172                 | 190                 | 110.3%  | 27.5                  | 7.5       | C   |
|           | Right Turn | 16                  | 19                  | 116.3%  | 21.1                  | 8.6       | C   |
|           | Subtotal   | 508                 | 547                 | 107.6%  | 35.2                  | 9.0       | D   |
| WB        | Left Turn  | 50                  | 47                  | 94.6%   | 64.6                  | 12.7      | E   |
|           | Through    | 253                 | 303                 | 119.7%  | 49.8                  | 16.5      | D   |
|           | Right Turn | 257                 | 261                 | 101.4%  | 10.3                  | 2.3       | B   |
|           | Subtotal   | 560                 | 611                 | 109.1%  | 34.2                  | 12.1      | C   |
| Total     |            | 2,997               | 2,751               | 91.8%   | 76.3                  | 2.1       | E   |

**Intersection 9** **Monitor Drive-Bonanza Drive/SR-248** **Signal**

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 64                  | 57                  | 88.4%   | 21.8                  | 5.7       | C   |
|           | Through    | 28                  | 28                  | 100.0%  | 24.9                  | 6.2       | C   |
|           | Right Turn | 118                 | 112                 | 94.9%   | 3.5                   | 0.9       | A   |
|           | Subtotal   | 210                 | 197                 | 93.6%   | 12.0                  | 2.4       | B   |
| SB        | Left Turn  | 54                  | 57                  | 106.3%  | 21.2                  | 5.8       | C   |
|           | Through    | 71                  | 75                  | 105.5%  | 24.3                  | 4.0       | C   |
|           | Right Turn | 29                  | 31                  | 107.9%  | 4.4                   | 1.2       | A   |
|           | Subtotal   | 154                 | 164                 | 106.2%  | 19.5                  | 2.1       | B   |
| EB        | Left Turn  | 22                  | 22                  | 100.9%  | 13.4                  | 6.2       | B   |
|           | Through    | 230                 | 245                 | 106.7%  | 18.2                  | 3.2       | B   |
|           | Right Turn | 95                  | 98                  | 103.5%  | 10.8                  | 3.7       | B   |
|           | Subtotal   | 347                 | 366                 | 105.4%  | 16.1                  | 3.3       | B   |
| WB        | Left Turn  | 322                 | 335                 | 104.0%  | 14.4                  | 2.3       | B   |
|           | Through    | 324                 | 340                 | 105.0%  | 7.9                   | 1.7       | A   |
|           | Right Turn | 47                  | 49                  | 104.7%  | 4.7                   | 1.5       | A   |
|           | Subtotal   | 693                 | 724                 | 104.5%  | 10.6                  | 1.4       | B   |
| Total     |            | 1,404               | 1,450               | 103.3%  | 13.2                  | 1.6       | B   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 148                 | 98.7%   | 7.6                   | 1.7       | A   |
|           | Through    | 377                    | 382                 | 101.4%  | 7.7                   | 1.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 527                    | 530                 | 100.6%  | 7.7                   | 1.2       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 97                     | 93                  | 95.4%   | 4.6                   | 1.8       | A   |
|           | Right Turn | 15                     | 16                  | 107.3%  | 1.6                   | 1.9       | A   |
|           | Subtotal   | 112                    | 109                 | 97.0%   | 4.3                   | 1.7       | A   |
| EB        | Left Turn  | 15                     | 15                  | 97.3%   | 12.5                  | 6.4       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 154                 | 105.2%  | 5.2                   | 1.5       | A   |
|           | Subtotal   | 161                    | 168                 | 104.5%  | 5.9                   | 2.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 800                    | 807                 | 100.9%  | 6.9                   | 1.1       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 98.5%   | 19.0                  | 10.0      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 20                  | 98.5%   | 19.0                  | 10.0      | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 264                    | 271                 | 102.6%  | 0.3                   | 0.1       | A   |
|           | Right Turn | 20                     | 25                  | 123.5%  | 0.4                   | 0.3       | A   |
|           | Subtotal   | 284                    | 296                 | 104.1%  | 0.3                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 664                    | 656                 | 98.8%   | 2.1                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 664                    | 656                 | 98.8%   | 2.1                   | 0.1       | A   |
| Total     |            | 968                    | 971                 | 100.3%  | 2.0                   | 0.3       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 396                    | 405                 | 102.3%  | 0.4                   | 0.1       | A   |
|           | Right Turn | 30                     | 31                  | 101.7%  | 0.4                   | 0.1       | A   |
|           | Subtotal   | 426                    | 436                 | 102.3%  | 0.4                   | 0.1       | A   |
| SB        | Left Turn  | 85                     | 83                  | 97.2%   | 5.0                   | 1.4       | A   |
|           | Through    | 135                    | 139                 | 103.1%  | 0.2                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 220                    | 222                 | 100.8%  | 2.1                   | 0.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 29                     | 25                  | 86.6%   | 11.0                  | 4.3       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 61                  | 100.8%  | 7.1                   | 0.9       | A   |
|           | Subtotal   | 89                     | 86                  | 96.2%   | 8.1                   | 1.2       | A   |
| Total     |            | 735                    | 743                 | 101.1%  | 1.9                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 17                     | 18                  | 105.3%  | 8.5                   | 2.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 81                  | 100.9%  | 8.2                   | 1.3       | A   |
|           | Subtotal   | 97                     | 99                  | 101.6%  | 8.4                   | 1.1       | A   |
| EB        | Left Turn  | 87                     | 88                  | 101.6%  | 6.1                   | 1.1       | A   |
|           | Through    | 203                    | 203                 | 99.8%   | 1.6                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 290                    | 291                 | 100.3%  | 3.0                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 422                    | 430                 | 101.8%  | 0.6                   | 0.1       | A   |
|           | Right Turn | 34                     | 35                  | 103.5%  | 0.4                   | 0.2       | A   |
|           | Subtotal   | 456                    | 465                 | 101.9%  | 0.5                   | 0.1       | A   |
| Total     |            | 843                    | 854                 | 101.3%  | 2.3                   | 0.2       | A   |

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 640                    | 634                 | 99.1%   | 21.8                  | 4.0       | C   |
|           | Right Turn | 44                     | 44                  | 99.1%   | 19.2                  | 4.0       | B   |
|           | Subtotal   | 684                    | 678                 | 99.1%   | 21.6                  | 4.0       | C   |
| SB        | Left Turn  | 246                    | 247                 | 100.4%  | 20.6                  | 4.1       | C   |
|           | Through    | 262                    | 272                 | 104.0%  | 3.8                   | 1.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 508                    | 519                 | 102.2%  | 12.1                  | 2.7       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 22                     | 22                  | 98.2%   | 42.2                  | 10.1      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 480                    | 481                 | 100.1%  | 27.2                  | 8.3       | C   |
|           | Subtotal   | 502                    | 502                 | 100.1%  | 27.7                  | 8.1       | C   |
| Total     |            | 1,694                  | 1,700               | 100.3%  | 20.5                  | 3.6       | C   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 857                    | 850                 | 99.2%   | 59.5                  | 28.4      | E   |
|           | Right Turn | 692                    | 683                 | 98.6%   | 56.0                  | 40.0      | E   |
|           | Subtotal   | 1,549                  | 1,533               | 99.0%   | 58.0                  | 33.5      | E   |
| SB        | Left Turn  | 251                    | 215                 | 85.5%   | 19.5                  | 2.5       | B   |
|           | Through    | 518                    | 475                 | 91.6%   | 7.1                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 769                    | 689                 | 89.6%   | 11.1                  | 1.3       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 442                    | 440                 | 99.6%   | 19.6                  | 2.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 129                    | 136                 | 105.0%  | 8.3                   | 1.3       | A   |
|           | Subtotal   | 571                    | 576                 | 100.8%  | 16.8                  | 1.8       | B   |
| Total     |            | 2,889                  | 2,798               | 96.8%   | 38.4                  | 18.8      | D   |

**Intersection 8** **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 35                     | 35                  | 100.3%  | 34.3                  | 9.1       | C   |
|           | Through    | 395                    | 403                 | 102.0%  | 63.1                  | 10.1      | E   |
|           | Right Turn | 68                     | 64                  | 94.7%   | 44.2                  | 14.6      | D   |
|           | Subtotal   | 498                    | 503                 | 100.9%  | 58.9                  | 10.4      | E   |
| SB        | Left Turn  | 553                    | 488                 | 88.2%   | 169.2                 | 8.9       | F   |
|           | Through    | 363                    | 322                 | 88.6%   | 132.8                 | 8.7       | F   |
|           | Right Turn | 364                    | 335                 | 92.0%   | 42.6                  | 5.1       | D   |
|           | Subtotal   | 1,280                  | 1,144               | 89.4%   | 123.1                 | 6.8       | F   |
| EB        | Left Turn  | 633                    | 470                 | 74.3%   | 104.1                 | 4.8       | F   |
|           | Through    | 277                    | 204                 | 73.5%   | 74.9                  | 7.4       | E   |
|           | Right Turn | 36                     | 27                  | 74.2%   | 64.1                  | 14.8      | E   |
|           | Subtotal   | 946                    | 701                 | 74.1%   | 93.6                  | 3.3       | F   |
| WB        | Left Turn  | 75                     | 78                  | 103.9%  | 104.7                 | 38.2      | F   |
|           | Through    | 239                    | 286                 | 119.5%  | 51.8                  | 12.5      | D   |
|           | Right Turn | 743                    | 724                 | 97.4%   | 38.5                  | 3.8       | D   |
|           | Subtotal   | 1,057                  | 1,087               | 102.8%  | 47.2                  | 5.4       | D   |
| Total     |            | 3,781                  | 3,434               | 90.8%   | 83.7                  | 2.1       | F   |

**Intersection 9** **Monitor Drive-Bonanza Drive/SR-248** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 176                    | 172                 | 97.7%   | 37.0                  | 10.5      | D   |
|           | Through    | 89                     | 88                  | 98.8%   | 39.8                  | 9.2       | D   |
|           | Right Turn | 520                    | 502                 | 96.6%   | 11.0                  | 3.0       | B   |
|           | Subtotal   | 785                    | 762                 | 97.1%   | 20.3                  | 4.2       | C   |
| SB        | Left Turn  | 90                     | 86                  | 95.0%   | 29.7                  | 5.5       | C   |
|           | Through    | 55                     | 53                  | 96.4%   | 42.1                  | 11.1      | D   |
|           | Right Turn | 63                     | 64                  | 101.6%  | 5.0                   | 1.1       | A   |
|           | Subtotal   | 208                    | 203                 | 97.4%   | 25.6                  | 6.3       | C   |
| EB        | Left Turn  | 71                     | 67                  | 94.8%   | 14.6                  | 3.4       | B   |
|           | Through    | 584                    | 593                 | 101.5%  | 26.2                  | 2.1       | C   |
|           | Right Turn | 149                    | 153                 | 102.8%  | 19.9                  | 3.4       | B   |
|           | Subtotal   | 804                    | 813                 | 101.1%  | 24.2                  | 1.7       | C   |
| WB        | Left Turn  | 241                    | 240                 | 99.7%   | 18.8                  | 3.0       | B   |
|           | Through    | 384                    | 395                 | 102.9%  | 10.8                  | 1.8       | B   |
|           | Right Turn | 46                     | 47                  | 101.5%  | 6.4                   | 3.1       | A   |
|           | Subtotal   | 671                    | 682                 | 101.7%  | 13.4                  | 1.6       | B   |
| Total     |            | 2,468                  | 2,460               | 99.7%   | 20.2                  | 2.4       | C   |

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

**Snow Park Village**  
**Opening Year Background**  
**AM Peak Hour**

**Intersection 3**

**Deer Valley Drive East/Queen Esther Drive**

**Side-street Stop**

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

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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

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

Snow Park Village  
Opening Year Plus Project  
AM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 114                 | 96.0%   | 9.0                   | 2.4       | A   |
|           | Through    | 75                     | 76                  | 100.9%  | 6.8                   | 2.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 194                    | 190                 | 97.9%   | 8.1                   | 1.7       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 198                    | 193                 | 97.4%   | 5.7                   | 2.0       | A   |
|           | Right Turn | 15                     | 15                  | 102.0%  | 2.9                   | 2.1       | A   |
|           | Subtotal   | 213                    | 208                 | 97.7%   | 5.5                   | 1.8       | A   |
| EB        | Left Turn  | 15                     | 15                  | 98.7%   | 12.9                  | 6.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 100                 | 100.2%  | 5.5                   | 0.4       | A   |
|           | Subtotal   | 115                    | 115                 | 100.0%  | 6.6                   | 1.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 522                    | 513                 | 98.3%   | 6.7                   | 1.1       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 106.5%  | 14.8                  | 10.0      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 21                  | 106.5%  | 14.8                  | 10.0      | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 713                    | 709                 | 99.4%   | 3.7                   | 0.3       | A   |
|           | Right Turn | 20                     | 20                  | 100.5%  | 2.6                   | 1.4       | A   |
|           | Subtotal   | 733                    | 729                 | 99.4%   | 3.6                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 188                    | 186                 | 99.0%   | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 188                    | 186                 | 99.0%   | 0.3                   | 0.1       | A   |
| Total     |            | 941                    | 936                 | 99.5%   | 3.2                   | 0.3       | A   |



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

Snow Park Village  
Opening Year Plus Project  
AM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 117                    | 113                 | 96.8%   | 1.1                   | 0.2       | A   |
|           | Right Turn | 20                     | 23                  | 115.5%  | 1.0                   | 0.7       | A   |
|           | Subtotal   | 137                    | 136                 | 99.5%   | 1.1                   | 0.2       | A   |
| SB        | Left Turn  | 50                     | 45                  | 90.8%   | 4.3                   | 0.9       | A   |
|           | Through    | 208                    | 211                 | 101.4%  | 1.1                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 258                    | 256                 | 99.4%   | 1.7                   | 0.2       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 17                  | 86.5%   | 7.7                   | 2.8       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 58                  | 105.6%  | 5.3                   | 0.7       | A   |
|           | Subtotal   | 75                     | 75                  | 100.5%  | 5.8                   | 0.4       | A   |
| Total     |            | 470                    | 468                 | 99.6%   | 2.2                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 25                     | 26                  | 102.4%  | 7.6                   | 3.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 57                  | 94.2%   | 5.5                   | 0.4       | A   |
|           | Subtotal   | 85                     | 82                  | 96.6%   | 6.1                   | 0.9       | A   |
| EB        | Left Turn  | 50                     | 54                  | 107.4%  | 4.8                   | 0.9       | A   |
|           | Through    | 233                    | 230                 | 98.8%   | 1.7                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 283                    | 284                 | 100.3%  | 2.3                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 152                    | 151                 | 99.1%   | 1.0                   | 0.2       | A   |
|           | Right Turn | 20                     | 19                  | 95.5%   | 0.8                   | 0.4       | A   |
|           | Subtotal   | 172                    | 170                 | 98.7%   | 0.9                   | 0.2       | A   |
| Total     |            | 540                    | 536                 | 99.2%   | 2.5                   | 0.3       | A   |

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

Snow Park Village  
Opening Year Plus Project  
AM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 193                    | 191                 | 99.0%   | 1.6                   | 0.3       | A   |
|           | Right Turn | 15                     | 17                  | 113.3%  | 1.4                   | 1.6       | A   |
|           | Subtotal   | 208                    | 208                 | 100.0%  | 1.6                   | 0.3       | A   |
| SB        | Left Turn  | 268                    | 265                 | 98.9%   | 7.1                   | 0.7       | A   |
|           | Through    | 723                    | 717                 | 99.2%   | 4.1                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 991                    | 982                 | 99.1%   | 4.9                   | 0.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 10                     | 9                   | 89.0%   | 20.4                  | 20.2      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 202                    | 197                 | 97.5%   | 4.9                   | 0.8       | A   |
|           | Subtotal   | 212                    | 206                 | 97.1%   | 5.7                   | 1.3       | A   |
| Total     |            | 1,411                  | 1,396               | 98.9%   | 4.5                   | 0.5       | A   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 307                    | 309                 | 100.5%  | 14.2                  | 1.8       | B   |
|           | Right Turn | 182                    | 181                 | 99.3%   | 3.5                   | 0.8       | A   |
|           | Subtotal   | 489                    | 489                 | 100.1%  | 10.2                  | 1.2       | B   |
| SB        | Left Turn  | 115                    | 97                  | 84.2%   | 13.4                  | 2.5       | B   |
|           | Through    | 723                    | 643                 | 89.0%   | 10.0                  | 1.8       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 838                    | 740                 | 88.3%   | 10.5                  | 1.7       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 620                    | 620                 | 100.0%  | 16.8                  | 3.4       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 215                    | 219                 | 102.0%  | 6.0                   | 1.4       | A   |
|           | Subtotal   | 835                    | 839                 | 100.5%  | 14.1                  | 3.1       | B   |
| Total     |            | 2,162                  | 2,069               | 95.7%   | 11.9                  | 1.7       | B   |

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

Snow Park Village  
Opening Year Plus Project  
AM Peak Hour

Intersection 8

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

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 55                     | 50                  | 91.6%   | 35.2                  | 8.4       | D   |
|           | Through    | 195                    | 202                 | 103.5%  | 55.5                  | 5.9       | E   |
|           | Right Turn | 75                     | 76                  | 101.6%  | 25.5                  | 7.0       | C   |
|           | Subtotal   | 325                    | 329                 | 101.1%  | 44.9                  | 5.2       | D   |
| SB        | Left Turn  | 563                    | 409                 | 72.6%   | 223.7                 | 17.0      | F   |
|           | Through    | 170                    | 125                 | 73.4%   | 194.1                 | 10.7      | F   |
|           | Right Turn | 1,065                  | 815                 | 76.5%   | 62.0                  | 7.1       | E   |
|           | Subtotal   | 1,798                  | 1,348               | 75.0%   | 126.3                 | 5.7       | F   |
| EB        | Left Turn  | 385                    | 388                 | 100.9%  | 43.5                  | 3.6       | D   |
|           | Through    | 240                    | 240                 | 99.9%   | 28.2                  | 3.9       | C   |
|           | Right Turn | 25                     | 25                  | 98.4%   | 21.2                  | 10.3      | C   |
|           | Subtotal   | 650                    | 653                 | 100.4%  | 37.2                  | 3.3       | D   |
| WB        | Left Turn  | 50                     | 52                  | 103.8%  | 85.1                  | 18.4      | F   |
|           | Through    | 325                    | 366                 | 112.6%  | 64.2                  | 13.7      | E   |
|           | Right Turn | 257                    | 255                 | 99.1%   | 9.1                   | 1.3       | A   |
|           | Subtotal   | 632                    | 673                 | 106.4%  | 45.9                  | 9.9       | D   |
| Total     |            | 3,405                  | 3,002               | 88.2%   | 80.0                  | 2.7       | F   |

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 65                     | 61                  | 93.4%   | 23.7                  | 4.2       | C   |
|           | Through    | 30                     | 30                  | 101.3%  | 28.1                  | 5.7       | C   |
|           | Right Turn | 127                    | 116                 | 91.5%   | 3.7                   | 1.1       | A   |
|           | Subtotal   | 222                    | 207                 | 93.4%   | 13.1                  | 1.2       | B   |
| SB        | Left Turn  | 60                     | 60                  | 99.5%   | 21.2                  | 7.2       | C   |
|           | Through    | 75                     | 74                  | 98.9%   | 24.2                  | 3.7       | C   |
|           | Right Turn | 30                     | 30                  | 101.0%  | 4.4                   | 0.9       | A   |
|           | Subtotal   | 165                    | 164                 | 99.5%   | 19.7                  | 4.2       | B   |
| EB        | Left Turn  | 25                     | 24                  | 94.0%   | 13.5                  | 4.4       | B   |
|           | Through    | 250                    | 258                 | 103.2%  | 20.1                  | 2.5       | C   |
|           | Right Turn | 100                    | 102                 | 102.4%  | 12.0                  | 2.5       | B   |
|           | Subtotal   | 375                    | 384                 | 102.4%  | 17.7                  | 2.2       | B   |
| WB        | Left Turn  | 340                    | 340                 | 100.1%  | 14.4                  | 1.8       | B   |
|           | Through    | 350                    | 351                 | 100.4%  | 8.5                   | 1.0       | A   |
|           | Right Turn | 50                     | 53                  | 106.6%  | 6.4                   | 2.5       | A   |
|           | Subtotal   | 740                    | 745                 | 100.6%  | 11.1                  | 1.5       | B   |
| Total     |            | 1,502                  | 1,500               | 99.9%   | 14.0                  | 1.4       | B   |

# MOVEMENT SUMMARY

 **Site: 101 [Opening Year Plus Project AM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 5                     | 100.0         | 0.225            | 17.2                 | LOS C            | 0.8                                  | 20.2           | 0.69         | 0.69                | 0.69             | 32.6                 |
| 8                               | T1   | 133                   | 3.0           | 0.225            | 10.4                 | LOS B            | 0.8                                  | 20.5           | 0.69         | 0.69                | 0.69             | 32.9                 |
| 18b                             | R3   | 83                    | 3.0           | 0.225            | 10.3                 | LOS B            | 0.8                                  | 20.5           | 0.69         | 0.69                | 0.69             | 31.4                 |
| Approach                        |      | 221                   | 5.3           | 0.225            | 10.5                 | LOS B            | 0.8                                  | 20.5           | 0.69         | 0.69                | 0.69             | 32.3                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 41                    | 3.0           | 0.190            | 4.9                  | LOS A            | 0.7                                  | 20.4           | 0.33         | 0.21                | 0.33             | 35.6                 |
| 3ax                             | L1   | 26                    | 100.0         | 0.190            | 7.8                  | LOS A            | 0.7                                  | 20.4           | 0.33         | 0.21                | 0.33             | 34.2                 |
| 18ax                            | R1   | 353                   | 3.0           | 0.190            | 4.8                  | LOS A            | 0.8                                  | 21.2           | 0.33         | 0.21                | 0.33             | 35.3                 |
| Approach                        |      | 420                   | 8.9           | 0.190            | 5.0                  | LOS A            | 0.8                                  | 21.2           | 0.33         | 0.21                | 0.33             | 35.2                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 27                    | 3.0           | 0.881            | 23.6                 | LOS C            | 15.0                                 | 384.2          | 0.92         | 0.54                | 0.92             | 27.1                 |
| 7a                              | L1   | 967                   | 3.0           | 0.881            | 23.6                 | LOS C            | 15.0                                 | 384.2          | 0.92         | 0.54                | 0.92             | 26.3                 |
| 4                               | T1   | 383                   | 3.0           | 0.881            | 10.4                 | LOS B            | 15.0                                 | 384.2          | 0.45         | 0.25                | 0.45             | 32.5                 |
| 14                              | R2   | 16                    | 100.0         | 0.241            | 7.7                  | LOS A            | 1.1                                  | 28.4           | 0.26         | 0.13                | 0.26             | 34.2                 |
| Approach                        |      | 1393                  | 4.1           | 0.881            | 19.8                 | LOS C            | 15.0                                 | 384.2          | 0.78         | 0.46                | 0.79             | 27.9                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 5                     | 100.0         | 0.280            | 25.6                 | LOS D            | 0.5                                  | 22.1           | 0.74         | 0.82                | 0.96             | 27.0                 |
| 12a                             | R1   | 36                    | 100.0         | 0.280            | 25.6                 | LOS D            | 0.5                                  | 22.1           | 0.74         | 0.82                | 0.96             | 26.7                 |
| 12                              | R2   | 16                    | 100.0         | 0.280            | 25.6                 | LOS D            | 0.5                                  | 22.1           | 0.74         | 0.82                | 0.96             | 26.2                 |
| Approach                        |      | 57                    | 100.0         | 0.280            | 25.6                 | LOS D            | 0.5                                  | 22.1           | 0.74         | 0.82                | 0.96             | 26.6                 |
| All Vehicles                    |      | 2091                  | 7.8           | 0.881            | 16.0                 | LOS C            | 15.0                                 | 384.2          | 0.68         | 0.44                | 0.69             | 29.5                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Wednesday, March 29, 2023 9:45:48 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

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

Snow Park Village  
Opening Year Plus Project  
PM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 151                 | 100.4%  | 8.5                   | 2.7       | A   |
|           | Through    | 389                    | 384                 | 98.7%   | 8.3                   | 3.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 539                    | 535                 | 99.2%   | 8.3                   | 2.8       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 105                    | 101                 | 96.0%   | 5.0                   | 1.2       | A   |
|           | Right Turn | 15                     | 16                  | 104.0%  | 1.6                   | 1.5       | A   |
|           | Subtotal   | 120                    | 116                 | 97.0%   | 4.6                   | 1.1       | A   |
| EB        | Left Turn  | 15                     | 15                  | 100.7%  | 15.1                  | 8.4       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 142                 | 96.9%   | 5.2                   | 0.8       | A   |
|           | Subtotal   | 161                    | 157                 | 97.3%   | 6.0                   | 1.0       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 820                    | 808                 | 98.5%   | 7.3                   | 2.0       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 104.5%  | 24.3                  | 18.6      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 21                  | 104.5%  | 24.3                  | 18.6      | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 273                    | 267                 | 97.9%   | 1.6                   | 0.4       | A   |
|           | Right Turn | 20                     | 20                  | 99.0%   | 1.7                   | 0.8       | A   |
|           | Subtotal   | 293                    | 287                 | 98.0%   | 1.6                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 674                    | 669                 | 99.2%   | 2.2                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 674                    | 669                 | 99.2%   | 2.2                   | 0.1       | A   |
| Total     |            | 987                    | 977                 | 99.0%   | 2.5                   | 0.4       | A   |

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

Snow Park Village  
Opening Year Plus Project  
PM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 408                    | 405                 | 99.3%   | 5.0                   | 9.1       | A   |
|           | Right Turn | 30                     | 31                  | 102.0%  | 3.7                   | 5.2       | A   |
|           | Subtotal   | 438                    | 436                 | 99.5%   | 5.0                   | 9.0       | A   |
| SB        | Left Turn  | 85                     | 84                  | 98.2%   | 5.1                   | 1.0       | A   |
|           | Through    | 142                    | 140                 | 98.5%   | 1.3                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 227                    | 223                 | 98.4%   | 2.7                   | 0.7       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 30                     | 29                  | 97.3%   | 18.4                  | 18.9      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 59                  | 98.3%   | 18.9                  | 33.4      | C   |
|           | Subtotal   | 90                     | 88                  | 98.0%   | 19.1                  | 29.1      | C   |
| Total     |            | 755                    | 747                 | 99.0%   | 6.1                   | 8.9       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 20                     | 19                  | 94.5%   | 72.8                  | 90.9      | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 80                  | 100.3%  | 78.0                  | 92.7      | F   |
|           | Subtotal   | 100                    | 99                  | 99.1%   | 77.5                  | 92.4      | F   |
| EB        | Left Turn  | 90                     | 93                  | 103.0%  | 5.5                   | 1.1       | A   |
|           | Through    | 207                    | 201                 | 97.3%   | 1.8                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 297                    | 294                 | 99.0%   | 3.0                   | 0.7       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 433                    | 424                 | 97.8%   | 36.3                  | 53.5      | E   |
|           | Right Turn | 35                     | 33                  | 95.1%   | 42.0                  | 58.8      | E   |
|           | Subtotal   | 468                    | 457                 | 97.6%   | 36.5                  | 53.6      | E   |
| Total     |            | 865                    | 850                 | 98.3%   | 28.4                  | 37.4      | D   |

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

Snow Park Village  
Opening Year Plus Project  
PM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 649                    | 649                 | 100.0%  | 2.9                   | 0.5       | A   |
|           | Right Turn | 45                     | 44                  | 97.6%   | 2.4                   | 1.4       | A   |
|           | Subtotal   | 694                    | 693                 | 99.8%   | 2.8                   | 0.4       | A   |
| SB        | Left Turn  | 252                    | 250                 | 99.3%   | 9.9                   | 2.1       | A   |
|           | Through    | 268                    | 263                 | 98.1%   | 2.0                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 520                    | 513                 | 98.7%   | 5.9                   | 1.1       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 25                     | 22                  | 89.6%   | 120.8                 | 28.5      | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 488                    | 435                 | 89.2%   | 126.2                 | 7.6       | F   |
|           | Subtotal   | 513                    | 458                 | 89.2%   | 126.2                 | 7.2       | F   |
| Total     |            | 1,727                  | 1,664               | 96.3%   | 39.9                  | 2.3       | E   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 858                    | 851                 | 99.2%   | 96.3                  | 49.4      | F   |
|           | Right Turn | 731                    | 736                 | 100.6%  | 110.7                 | 64.0      | F   |
|           | Subtotal   | 1,589                  | 1,587               | 99.9%   | 102.4                 | 55.3      | F   |
| SB        | Left Turn  | 275                    | 198                 | 71.9%   | 22.5                  | 4.8       | C   |
|           | Through    | 518                    | 415                 | 80.1%   | 8.0                   | 1.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 793                    | 613                 | 77.2%   | 12.6                  | 2.6       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 468                    | 464                 | 99.2%   | 29.7                  | 8.0       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 145                    | 139                 | 96.1%   | 16.5                  | 4.7       | B   |
|           | Subtotal   | 613                    | 603                 | 98.4%   | 26.5                  | 6.7       | C   |
| Total     |            | 2,995                  | 2,803               | 93.6%   | 66.9                  | 31.3      | E   |



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

Snow Park Village  
Opening Year Plus Project  
PM Peak Hour

Intersection 8 SR-224-Park Avenue/Empire Avenue-Deer Valley Drive Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                  | 50                  | 99.4%   | 31.3                  | 7.8       | C   |
|           | Through    | 395                 | 396                 | 100.2%  | 50.4                  | 5.8       | D   |
|           | Right Turn | 70                  | 72                  | 102.7%  | 25.6                  | 9.0       | C   |
|           | Subtotal   | 515                 | 517                 | 100.4%  | 44.5                  | 5.0       | D   |
| SB        | Left Turn  | 553                 | 380                 | 68.7%   | 227.2                 | 13.8      | F   |
|           | Through    | 365                 | 252                 | 69.1%   | 179.2                 | 12.4      | F   |
|           | Right Turn | 445                 | 307                 | 69.0%   | 51.7                  | 11.6      | D   |
|           | Subtotal   | 1,363               | 939                 | 68.9%   | 155.6                 | 7.3       | F   |
| EB        | Left Turn  | 765                 | 523                 | 68.3%   | 87.2                  | 8.2       | F   |
|           | Through    | 355                 | 236                 | 66.4%   | 61.6                  | 13.0      | E   |
|           | Right Turn | 50                  | 34                  | 67.6%   | 52.9                  | 15.7      | D   |
|           | Subtotal   | 1,170               | 792                 | 67.7%   | 78.5                  | 8.8       | E   |
| WB        | Left Turn  | 80                  | 75                  | 93.3%   | 85.6                  | 13.9      | F   |
|           | Through    | 310                 | 340                 | 109.6%  | 60.0                  | 8.1       | E   |
|           | Right Turn | 743                 | 660                 | 88.8%   | 52.4                  | 3.1       | D   |
|           | Subtotal   | 1,133               | 1,075               | 94.8%   | 57.1                  | 3.9       | E   |
| Total     |            | 4,181               | 3,323               | 79.5%   | 88.1                  | 2.8       | F   |

Intersection 9 Monitor Drive-Bonanza Drive/SR-248 Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 180                 | 166                 | 92.4%   | 41.4                  | 8.0       | D   |
|           | Through    | 90                  | 94                  | 104.1%  | 33.6                  | 6.4       | C   |
|           | Right Turn | 546                 | 504                 | 92.4%   | 12.8                  | 1.9       | B   |
|           | Subtotal   | 816                 | 764                 | 93.7%   | 21.8                  | 2.8       | C   |
| SB        | Left Turn  | 100                 | 99                  | 99.1%   | 34.3                  | 5.6       | C   |
|           | Through    | 55                  | 55                  | 100.4%  | 44.7                  | 11.5      | D   |
|           | Right Turn | 65                  | 69                  | 105.8%  | 5.3                   | 0.9       | A   |
|           | Subtotal   | 220                 | 223                 | 101.4%  | 27.1                  | 3.8       | C   |
| EB        | Left Turn  | 75                  | 75                  | 100.3%  | 14.9                  | 2.7       | B   |
|           | Through    | 635                 | 632                 | 99.5%   | 29.3                  | 3.4       | C   |
|           | Right Turn | 150                 | 152                 | 101.1%  | 26.1                  | 4.0       | C   |
|           | Subtotal   | 860                 | 859                 | 99.9%   | 27.4                  | 3.1       | C   |
| WB        | Left Turn  | 253                 | 250                 | 98.6%   | 20.8                  | 2.4       | C   |
|           | Through    | 420                 | 415                 | 98.9%   | 12.0                  | 0.8       | B   |
|           | Right Turn | 50                  | 55                  | 110.2%  | 7.7                   | 2.8       | A   |
|           | Subtotal   | 723                 | 720                 | 99.6%   | 14.8                  | 0.9       | B   |
| Total     |            | 2,619               | 2,566               | 98.0%   | 22.1                  | 1.9       | C   |

# MOVEMENT SUMMARY

 **Site: 101 [Opening Year Plus Project PM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 1                     | 100.0         | 0.403            | 16.1                 | LOS C            | 2.0                                  | 50.8           | 0.69         | 0.76                | 0.90             | 32.0                 |
| 8                               | T1   | 460                   | 3.0           | 0.403            | 11.0                 | LOS B            | 2.0                                  | 50.9           | 0.69         | 0.76                | 0.90             | 32.8                 |
| 18b                             | R3   | 78                    | 3.0           | 0.403            | 11.0                 | LOS B            | 2.0                                  | 50.9           | 0.69         | 0.76                | 0.90             | 31.2                 |
| Approach                        |      | 538                   | 3.2           | 0.403            | 11.0                 | LOS B            | 2.0                                  | 50.9           | 0.69         | 0.76                | 0.90             | 32.6                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 62                    | 3.0           | 0.737            | 22.2                 | LOS C            | 7.2                                  | 191.5          | 0.84         | 1.18                | 1.85             | 28.5                 |
| 3ax                             | L1   | 25                    | 100.0         | 0.737            | 27.0                 | LOS D            | 7.2                                  | 191.5          | 0.84         | 1.18                | 1.85             | 27.4                 |
| 18ax                            | R1   | 930                   | 3.0           | 0.737            | 21.9                 | LOS C            | 7.5                                  | 193.2          | 0.85         | 1.18                | 1.84             | 28.0                 |
| Approach                        |      | 1017                  | 5.4           | 0.737            | 22.0                 | LOS C            | 7.5                                  | 193.2          | 0.85         | 1.18                | 1.84             | 28.0                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 242                   | 3.0           | 0.723            | 13.7                 | LOS B            | 7.3                                  | 185.9          | 0.59         | 0.35                | 0.59             | 30.5                 |
| 7a                              | L1   | 477                   | 3.0           | 0.723            | 13.7                 | LOS B            | 7.3                                  | 185.9          | 0.59         | 0.35                | 0.59             | 29.6                 |
| 4                               | T1   | 404                   | 3.0           | 0.723            | 8.6                  | LOS A            | 7.3                                  | 185.9          | 0.40         | 0.23                | 0.40             | 33.0                 |
| 14                              | R2   | 10                    | 100.0         | 0.198            | 7.4                  | LOS A            | 0.8                                  | 22.3           | 0.26         | 0.14                | 0.26             | 34.4                 |
| Approach                        |      | 1133                  | 3.9           | 0.723            | 11.8                 | LOS B            | 7.3                                  | 185.9          | 0.52         | 0.31                | 0.52             | 30.9                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 5                     | 100.0         | 0.124            | 17.0                 | LOS C            | 0.2                                  | 9.2            | 0.66         | 0.66                | 0.66             | 30.0                 |
| 12a                             | R1   | 21                    | 100.0         | 0.124            | 17.0                 | LOS C            | 0.2                                  | 9.2            | 0.66         | 0.66                | 0.66             | 29.6                 |
| 12                              | R2   | 5                     | 100.0         | 0.124            | 17.0                 | LOS C            | 0.2                                  | 9.2            | 0.66         | 0.66                | 0.66             | 29.0                 |
| Approach                        |      | 31                    | 100.0         | 0.124            | 17.0                 | LOS C            | 0.2                                  | 9.2            | 0.66         | 0.66                | 0.66             | 29.6                 |
| All Vehicles                    |      | 2720                  | 5.4           | 0.737            | 15.5                 | LOS C            | 7.5                                  | 193.2          | 0.68         | 0.73                | 1.09             | 30.1                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Wednesday, March 29, 2023 9:51:43 AM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Mar 2023\SIDRA\DeerValleyDrRoundabout.sip8

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 118                 | 99.2%   | 6.4                   | 2.3       | A   |
|           | Through    | 75                     | 78                  | 103.7%  | 3.9                   | 1.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 194                    | 196                 | 101.0%  | 5.4                   | 2.0       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 198                    | 197                 | 99.7%   | 4.1                   | 2.4       | A   |
|           | Right Turn | 15                     | 15                  | 101.3%  | 1.3                   | 1.6       | A   |
|           | Subtotal   | 213                    | 213                 | 99.8%   | 3.9                   | 2.3       | A   |
| EB        | Left Turn  | 15                     | 14                  | 90.0%   | 11.7                  | 5.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 99                  | 98.8%   | 5.6                   | 0.6       | A   |
|           | Subtotal   | 115                    | 112                 | 97.7%   | 6.4                   | 0.9       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 522                    | 521                 | 99.8%   | 5.0                   | 1.8       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 88.0%   | 9.9                   | 2.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 18                  | 88.0%   | 9.9                   | 2.5       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 713                    | 715                 | 100.3%  | 1.2                   | 0.1       | A   |
|           | Right Turn | 20                     | 19                  | 94.0%   | 1.3                   | 0.6       | A   |
|           | Subtotal   | 733                    | 734                 | 100.1%  | 1.2                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 188                    | 186                 | 98.9%   | 0.7                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 188                    | 186                 | 98.9%   | 0.7                   | 0.1       | A   |
| Total     |            | 941                    | 937                 | 99.6%   | 1.3                   | 0.1       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 117                    | 118                 | 100.6%  | 0.1                   | 0.1       | A   |
|           | Right Turn | 20                     | 20                  | 100.5%  | 0.0                   | 0.0       | A   |
|           | Subtotal   | 137                    | 138                 | 100.6%  | 0.1                   | 0.0       | A   |
| SB        | Left Turn  | 50                     | 46                  | 92.2%   | 3.5                   | 0.4       | A   |
|           | Through    | 208                    | 213                 | 102.5%  | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 258                    | 259                 | 100.5%  | 0.9                   | 0.2       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 18                  | 92.0%   | 4.9                   | 2.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 58                  | 105.1%  | 5.1                   | 0.3       | A   |
|           | Subtotal   | 75                     | 76                  | 101.6%  | 5.3                   | 0.5       | A   |
| Total     |            | 470                    | 473                 | 100.7%  | 1.4                   | 0.1       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 25                     | 27                  | 109.6%  | 6.3                   | 1.3       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 58                  | 96.2%   | 6.0                   | 0.8       | A   |
|           | Subtotal   | 85                     | 85                  | 100.1%  | 6.1                   | 0.9       | A   |
| EB        | Left Turn  | 50                     | 48                  | 95.8%   | 4.2                   | 0.9       | A   |
|           | Through    | 233                    | 232                 | 99.6%   | 1.6                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 283                    | 280                 | 98.9%   | 2.0                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 152                    | 153                 | 100.9%  | 0.2                   | 0.1       | A   |
|           | Right Turn | 20                     | 21                  | 102.5%  | 0.1                   | 0.1       | A   |
|           | Subtotal   | 172                    | 174                 | 101.1%  | 0.2                   | 0.1       | A   |
| Total     |            | 540                    | 539                 | 99.8%   | 2.2                   | 0.4       | A   |

**Intersection 5** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 193                    | 191                 | 98.8%   | 12.3                  | 2.7       | B   |
|           | Right Turn | 15                     | 14                  | 94.7%   | 5.3                   | 4.6       | A   |
|           | Subtotal   | 208                    | 205                 | 98.5%   | 12.0                  | 2.7       | B   |
| SB        | Left Turn  | 268                    | 265                 | 98.8%   | 9.9                   | 1.9       | A   |
|           | Through    | 723                    | 722                 | 99.9%   | 8.1                   | 1.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 991                    | 987                 | 99.6%   | 8.6                   | 1.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 10                     | 8                   | 82.0%   | 10.6                  | 9.2       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 202                    | 201                 | 99.3%   | 4.5                   | 1.1       | A   |
|           | Subtotal   | 212                    | 209                 | 98.5%   | 4.9                   | 1.2       | A   |
| Total     |            | 1,411                  | 1,400               | 99.2%   | 8.6                   | 1.2       | A   |

**Intersection 7** **Deer Valley Drive/Bonanza Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 307                    | 312                 | 101.7%  | 13.3                  | 1.5       | B   |
|           | Right Turn | 182                    | 179                 | 98.6%   | 3.4                   | 0.8       | A   |
|           | Subtotal   | 489                    | 492                 | 100.5%  | 9.6                   | 1.0       | A   |
| SB        | Left Turn  | 115                    | 94                  | 81.6%   | 13.8                  | 2.2       | B   |
|           | Through    | 723                    | 660                 | 91.3%   | 9.4                   | 1.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 838                    | 754                 | 90.0%   | 9.9                   | 1.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 620                    | 628                 | 101.3%  | 17.1                  | 1.9       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 215                    | 210                 | 97.5%   | 6.5                   | 1.2       | A   |
|           | Subtotal   | 835                    | 838                 | 100.3%  | 14.4                  | 1.8       | B   |
| Total     |            | 2,162                  | 2,083               | 96.4%   | 11.7                  | 1.1       | B   |

**Intersection 8** **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 55                     | 56                  | 101.8%  | 32.3                  | 4.9       | C   |
|           | Through    | 195                    | 190                 | 97.4%   | 50.6                  | 3.7       | D   |
|           | Right Turn | 75                     | 75                  | 100.5%  | 24.6                  | 6.9       | C   |
|           | Subtotal   | 325                    | 321                 | 98.9%   | 42.0                  | 4.4       | D   |
| SB        | Left Turn  | 563                    | 415                 | 73.8%   | 231.3                 | 16.7      | F   |
|           | Through    | 170                    | 118                 | 69.2%   | 190.7                 | 19.7      | F   |
|           | Right Turn | 1,065                  | 789                 | 74.1%   | 58.5                  | 10.7      | E   |
|           | Subtotal   | 1,798                  | 1,322               | 73.5%   | 127.2                 | 11.5      | F   |
| EB        | Left Turn  | 385                    | 382                 | 99.1%   | 49.5                  | 13.2      | D   |
|           | Through    | 240                    | 245                 | 102.1%  | 32.3                  | 11.8      | C   |
|           | Right Turn | 25                     | 25                  | 99.2%   | 20.7                  | 9.2       | C   |
|           | Subtotal   | 650                    | 651                 | 100.2%  | 41.8                  | 12.4      | D   |
| WB        | Left Turn  | 50                     | 49                  | 97.0%   | 81.4                  | 21.0      | F   |
|           | Through    | 325                    | 355                 | 109.1%  | 54.0                  | 8.8       | D   |
|           | Right Turn | 257                    | 253                 | 98.3%   | 11.1                  | 1.7       | B   |
|           | Subtotal   | 632                    | 656                 | 103.8%  | 39.9                  | 5.8       | D   |
| Total     |            | 3,405                  | 2,951               | 86.7%   | 77.5                  | 4.6       | E   |

**Intersection 9** **Monitor Drive-Bonanza Drive/SR-248** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 65                     | 61                  | 93.4%   | 21.5                  | 4.2       | C   |
|           | Through    | 30                     | 29                  | 95.7%   | 21.4                  | 9.2       | C   |
|           | Right Turn | 127                    | 115                 | 90.2%   | 3.5                   | 0.5       | A   |
|           | Subtotal   | 222                    | 204                 | 91.9%   | 11.2                  | 1.5       | B   |
| SB        | Left Turn  | 60                     | 56                  | 93.0%   | 20.0                  | 3.0       | B   |
|           | Through    | 75                     | 73                  | 97.2%   | 24.5                  | 4.8       | C   |
|           | Right Turn | 30                     | 32                  | 107.7%  | 4.5                   | 0.6       | A   |
|           | Subtotal   | 165                    | 161                 | 97.6%   | 18.9                  | 2.5       | B   |
| EB        | Left Turn  | 25                     | 24                  | 94.0%   | 14.4                  | 3.9       | B   |
|           | Through    | 250                    | 258                 | 103.2%  | 20.2                  | 3.8       | C   |
|           | Right Turn | 100                    | 104                 | 104.2%  | 11.5                  | 3.5       | B   |
|           | Subtotal   | 375                    | 386                 | 102.8%  | 17.5                  | 3.5       | B   |
| WB        | Left Turn  | 340                    | 336                 | 98.7%   | 14.4                  | 2.1       | B   |
|           | Through    | 350                    | 345                 | 98.6%   | 9.0                   | 1.2       | A   |
|           | Right Turn | 50                     | 49                  | 98.6%   | 4.8                   | 2.6       | A   |
|           | Subtotal   | 740                    | 730                 | 98.6%   | 11.3                  | 1.4       | B   |
| Total     |            | 1,502                  | 1,481               | 98.6%   | 13.8                  | 1.8       | B   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 152                 | 101.4%  | 8.6                   | 4.0       | A   |
|           | Through    | 389                    | 393                 | 100.9%  | 7.4                   | 2.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 539                    | 545                 | 101.0%  | 7.8                   | 2.8       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 105                    | 110                 | 104.4%  | 4.1                   | 1.7       | A   |
|           | Right Turn | 15                     | 14                  | 96.0%   | 1.8                   | 1.5       | A   |
|           | Subtotal   | 120                    | 124                 | 103.3%  | 3.9                   | 1.6       | A   |
| EB        | Left Turn  | 15                     | 13                  | 88.7%   | 12.4                  | 7.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 140                 | 95.8%   | 5.6                   | 2.3       | A   |
|           | Subtotal   | 161                    | 153                 | 95.2%   | 6.6                   | 3.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 820                    | 822                 | 100.2%  | 6.9                   | 2.3       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 19                  | 95.5%   | 17.9                  | 10.6      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 19                  | 95.5%   | 17.9                  | 10.6      | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 273                    | 263                 | 96.4%   | 0.4                   | 0.1       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 0.3                   | 0.2       | A   |
|           | Subtotal   | 293                    | 284                 | 96.8%   | 0.4                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 674                    | 680                 | 100.9%  | 2.2                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 674                    | 680                 | 100.9%  | 2.2                   | 0.1       | A   |
| Total     |            | 987                    | 983                 | 99.6%   | 2.0                   | 0.2       | A   |



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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 408                    | 411                 | 100.6%  | 0.4                   | 0.1       | A   |
|           | Right Turn | 30                     | 32                  | 107.3%  | 0.3                   | 0.1       | A   |
|           | Subtotal   | 438                    | 443                 | 101.1%  | 0.4                   | 0.1       | A   |
| SB        | Left Turn  | 85                     | 87                  | 102.4%  | 5.1                   | 0.8       | A   |
|           | Through    | 142                    | 149                 | 104.6%  | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 227                    | 236                 | 103.8%  | 2.2                   | 0.6       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 30                     | 31                  | 102.3%  | 10.4                  | 2.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 65                  | 109.0%  | 7.1                   | 1.1       | A   |
|           | Subtotal   | 90                     | 96                  | 106.8%  | 8.3                   | 1.3       | A   |
| Total     |            | 755                    | 775                 | 102.6%  | 1.9                   | 0.3       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 20                     | 20                  | 102.0%  | 10.5                  | 2.2       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 82                  | 102.9%  | 7.8                   | 1.4       | A   |
|           | Subtotal   | 100                    | 103                 | 102.7%  | 8.2                   | 1.3       | A   |
| EB        | Left Turn  | 90                     | 89                  | 99.2%   | 6.9                   | 1.3       | A   |
|           | Through    | 207                    | 212                 | 102.5%  | 1.7                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 297                    | 301                 | 101.5%  | 3.2                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 433                    | 443                 | 102.2%  | 0.5                   | 0.1       | A   |
|           | Right Turn | 35                     | 33                  | 92.9%   | 0.4                   | 0.2       | A   |
|           | Subtotal   | 468                    | 475                 | 101.5%  | 0.5                   | 0.1       | A   |
| Total     |            | 865                    | 879                 | 101.6%  | 2.4                   | 0.4       | A   |

Intersection 5 Deer Valley Drive West/Deer Valley Drive East Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 649                    | 655                 | 100.8%  | 22.5                  | 4.1       | C   |
|           | Right Turn | 45                     | 51                  | 112.4%  | 18.6                  | 5.7       | B   |
|           | Subtotal   | 694                    | 705                 | 101.6%  | 22.2                  | 4.1       | C   |
| SB        | Left Turn  | 252                    | 250                 | 99.3%   | 22.0                  | 6.3       | C   |
|           | Through    | 268                    | 258                 | 96.4%   | 3.1                   | 1.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 520                    | 509                 | 97.8%   | 12.4                  | 3.8       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 25                     | 24                  | 95.2%   | 47.1                  | 12.8      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 488                    | 501                 | 102.7%  | 31.7                  | 8.6       | C   |
|           | Subtotal   | 513                    | 525                 | 102.3%  | 32.3                  | 8.5       | C   |
| Total     |            | 1,727                  | 1,739               | 100.7%  | 22.4                  | 4.4       | C   |

Intersection 7 Deer Valley Drive/Bonanza Drive Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 858                    | 845                 | 98.5%   | 102.5                 | 55.6      | F   |
|           | Right Turn | 731                    | 701                 | 95.9%   | 128.6                 | 93.0      | F   |
|           | Subtotal   | 1,589                  | 1,546               | 97.3%   | 115.0                 | 72.3      | F   |
| SB        | Left Turn  | 275                    | 208                 | 75.5%   | 25.4                  | 5.2       | C   |
|           | Through    | 518                    | 397                 | 76.7%   | 7.3                   | 1.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 793                    | 605                 | 76.3%   | 13.6                  | 2.3       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 468                    | 474                 | 101.2%  | 34.0                  | 10.8      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 145                    | 144                 | 99.2%   | 18.3                  | 4.6       | B   |
|           | Subtotal   | 613                    | 617                 | 100.7%  | 30.7                  | 8.9       | C   |
| Total     |            | 2,995                  | 2,768               | 92.4%   | 75.5                  | 41.0      | E   |

Intersection 8 SR-224-Park Avenue/Empire Avenue-Deer Valley Drive Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 47                  | 93.8%   | 33.2                  | 7.0       | C   |
|           | Through    | 395                    | 398                 | 100.7%  | 50.8                  | 4.1       | D   |
|           | Right Turn | 70                     | 69                  | 98.0%   | 28.5                  | 7.8       | C   |
|           | Subtotal   | 515                    | 513                 | 99.7%   | 46.2                  | 3.4       | D   |
| SB        | Left Turn  | 553                    | 381                 | 68.9%   | 221.5                 | 12.2      | F   |
|           | Through    | 365                    | 255                 | 69.9%   | 178.2                 | 15.1      | F   |
|           | Right Turn | 445                    | 317                 | 71.1%   | 49.3                  | 7.2       | D   |
|           | Subtotal   | 1,363                  | 953                 | 69.9%   | 152.9                 | 10.5      | F   |
| EB        | Left Turn  | 765                    | 514                 | 67.1%   | 89.6                  | 7.8       | F   |
|           | Through    | 355                    | 237                 | 66.7%   | 66.7                  | 13.6      | E   |
|           | Right Turn | 50                     | 37                  | 73.8%   | 49.2                  | 16.4      | D   |
|           | Subtotal   | 1,170                  | 787                 | 67.3%   | 81.3                  | 9.6       | F   |
| WB        | Left Turn  | 80                     | 73                  | 91.0%   | 72.2                  | 20.5      | E   |
|           | Through    | 310                    | 325                 | 104.9%  | 60.1                  | 12.4      | E   |
|           | Right Turn | 743                    | 665                 | 89.5%   | 51.8                  | 3.0       | D   |
|           | Subtotal   | 1,133                  | 1,063               | 93.8%   | 56.0                  | 4.5       | E   |
| Total     |            | 4,181                  | 3,317               | 79.3%   | 87.5                  | 2.9       | F   |

Intersection 9 Monitor Drive-Bonanza Drive/SR-248 Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 180                    | 163                 | 90.4%   | 37.4                  | 10.1      | D   |
|           | Through    | 90                     | 89                  | 98.3%   | 33.2                  | 8.6       | C   |
|           | Right Turn | 546                    | 491                 | 90.0%   | 13.4                  | 3.3       | B   |
|           | Subtotal   | 816                    | 743                 | 91.0%   | 21.5                  | 5.0       | C   |
| SB        | Left Turn  | 100                    | 99                  | 98.9%   | 29.5                  | 6.1       | C   |
|           | Through    | 55                     | 58                  | 105.6%  | 43.4                  | 8.4       | D   |
|           | Right Turn | 65                     | 69                  | 106.0%  | 5.5                   | 1.1       | A   |
|           | Subtotal   | 220                    | 226                 | 102.7%  | 25.6                  | 4.3       | C   |
| EB        | Left Turn  | 75                     | 76                  | 101.3%  | 16.3                  | 2.5       | B   |
|           | Through    | 635                    | 640                 | 100.7%  | 28.2                  | 4.4       | C   |
|           | Right Turn | 150                    | 154                 | 102.3%  | 23.3                  | 4.4       | C   |
|           | Subtotal   | 860                    | 869                 | 101.0%  | 26.2                  | 4.1       | C   |
| WB        | Left Turn  | 253                    | 250                 | 98.8%   | 20.8                  | 2.7       | C   |
|           | Through    | 420                    | 433                 | 103.2%  | 12.3                  | 1.5       | B   |
|           | Right Turn | 50                     | 48                  | 96.2%   | 7.4                   | 2.0       | A   |
|           | Subtotal   | 723                    | 732                 | 101.2%  | 14.9                  | 1.5       | B   |
| Total     |            | 2,619                  | 2,569               | 98.1%   | 21.5                  | 2.8       | C   |

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

**Snow Park Village**  
**2040 Background**  
**AM Peak Hour**

**Intersection 3**

**Deer Valley Drive East/Queen Esther Drive**

**Side-street Stop**

| Direction | Movement   | Demand<br>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<br>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<br>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<br>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<br>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<br>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<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>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<br>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<br>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<br>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<br>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<br>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<br>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<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>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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Organisation: FEHR AND PEERS | Processed: Friday, July 22, 2022 4:20:11 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 Plus Project  
AM Peak Hour

Intersection 1      Deer Valley Drive East/Doe Pass Road      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 119                 | 100.3%  | 7.7                   | 2.5       | A   |
|           | Through    | 105                    | 104                 | 98.7%   | 6.0                   | 2.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 224                    | 223                 | 99.6%   | 6.8                   | 2.4       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 238                    | 236                 | 99.2%   | 4.6                   | 2.5       | A   |
|           | Right Turn | 15                     | 17                  | 114.0%  | 2.1                   | 1.1       | A   |
|           | Subtotal   | 253                    | 253                 | 100.0%  | 4.4                   | 2.3       | A   |
| EB        | Left Turn  | 15                     | 15                  | 100.0%  | 12.5                  | 7.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 105                 | 105.0%  | 5.9                   | 1.6       | A   |
|           | Subtotal   | 115                    | 120                 | 104.3%  | 6.8                   | 2.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 592                    | 596                 | 100.7%  | 5.8                   | 2.1       | A   |

Intersection 2      Deer Valley Drive West/Doe Pass Road      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 87.5%   | 21.2                  | 23.2      | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 18                  | 87.5%   | 21.2                  | 23.2      | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 818                    | 832                 | 101.7%  | 4.4                   | 0.4       | A   |
|           | Right Turn | 20                     | 18                  | 91.5%   | 3.2                   | 0.7       | A   |
|           | Subtotal   | 838                    | 850                 | 101.4%  | 4.3                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 223                    | 225                 | 100.9%  | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 223                    | 225                 | 100.9%  | 0.3                   | 0.1       | A   |
| Total     |            | 1,081                  | 1,092               | 101.1%  | 3.7                   | 0.4       | A   |

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

Snow Park Village  
2040 Plus Project  
AM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 147                    | 148                 | 100.7%  | 1.1                   | 0.2       | A   |
|           | Right Turn | 20                     | 22                  | 107.5%  | 0.5                   | 0.4       | A   |
|           | Subtotal   | 167                    | 170                 | 101.6%  | 1.0                   | 0.2       | A   |
| SB        | Left Turn  | 50                     | 45                  | 90.6%   | 3.9                   | 0.7       | A   |
|           | Through    | 248                    | 257                 | 103.4%  | 1.2                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 298                    | 302                 | 101.3%  | 1.6                   | 0.3       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 18                  | 89.0%   | 6.6                   | 1.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 55                  | 100.0%  | 5.2                   | 0.6       | A   |
|           | Subtotal   | 75                     | 73                  | 97.1%   | 5.6                   | 0.7       | A   |
| Total     |            | 540                    | 544                 | 100.8%  | 2.0                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 25                     | 23                  | 93.6%   | 9.6                   | 2.6       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 63                  | 105.0%  | 5.8                   | 0.9       | A   |
|           | Subtotal   | 85                     | 86                  | 101.6%  | 6.6                   | 0.9       | A   |
| EB        | Left Turn  | 50                     | 51                  | 101.4%  | 4.9                   | 0.9       | A   |
|           | Through    | 273                    | 275                 | 100.7%  | 1.9                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 323                    | 326                 | 100.8%  | 2.4                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 182                    | 184                 | 101.0%  | 0.8                   | 0.2       | A   |
|           | Right Turn | 20                     | 19                  | 97.0%   | 0.9                   | 0.4       | A   |
|           | Subtotal   | 202                    | 203                 | 100.6%  | 0.8                   | 0.1       | A   |
| Total     |            | 610                    | 615                 | 100.9%  | 2.5                   | 0.3       | A   |

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

Snow Park Village  
2040 Plus Project  
AM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 228                    | 228                 | 99.9%   | 1.7                   | 0.2       | A   |
|           | Right Turn | 15                     | 16                  | 106.7%  | 0.8                   | 1.2       | A   |
|           | Subtotal   | 243                    | 244                 | 100.3%  | 1.7                   | 0.2       | A   |
| SB        | Left Turn  | 308                    | 307                 | 99.7%   | 7.8                   | 0.8       | A   |
|           | Through    | 828                    | 841                 | 101.6%  | 5.2                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 1,136                  | 1,148               | 101.1%  | 5.9                   | 0.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 10                     | 9                   | 93.0%   | 29.1                  | 15.8      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 232                    | 236                 | 101.9%  | 6.2                   | 1.0       | A   |
|           | Subtotal   | 242                    | 246                 | 101.5%  | 7.1                   | 1.3       | A   |
| Total     |            | 1,621                  | 1,637               | 101.0%  | 5.5                   | 0.3       | A   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 317                    | 306                 | 96.4%   | 30.5                  | 26.4      | C   |
|           | Right Turn | 217                    | 218                 | 100.5%  | 4.3                   | 0.9       | A   |
|           | Subtotal   | 534                    | 524                 | 98.1%   | 19.7                  | 16.9      | B   |
| SB        | Left Turn  | 125                    | 89                  | 71.2%   | 14.7                  | 1.9       | B   |
|           | Through    | 743                    | 556                 | 74.8%   | 11.0                  | 2.2       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 868                    | 645                 | 74.3%   | 11.5                  | 2.0       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 735                    | 720                 | 97.9%   | 29.2                  | 8.2       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 225                    | 215                 | 95.6%   | 21.4                  | 23.4      | C   |
|           | Subtotal   | 960                    | 935                 | 97.4%   | 27.4                  | 11.3      | C   |
| Total     |            | 2,362                  | 2,103               | 89.0%   | 20.5                  | 8.9       | C   |

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

Snow Park Village  
2040 Plus Project  
AM Peak Hour

Intersection 8

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

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 95                     | 94                  | 98.6%   | 32.2                  | 5.8       | C   |
|           | Through    | 195                    | 198                 | 101.4%  | 52.8                  | 4.2       | D   |
|           | Right Turn | 75                     | 75                  | 99.9%   | 20.1                  | 9.3       | C   |
|           | Subtotal   | 365                    | 366                 | 100.4%  | 40.6                  | 4.0       | D   |
| SB        | Left Turn  | 568                    | 377                 | 66.3%   | 125.6                 | 50.9      | F   |
|           | Through    | 170                    | 112                 | 65.9%   | 99.0                  | 33.1      | F   |
|           | Right Turn | 1,565                  | 1,011               | 64.6%   | 115.3                 | 5.8       | F   |
|           | Subtotal   | 2,303                  | 1,500               | 65.1%   | 117.2                 | 12.8      | F   |
| EB        | Left Turn  | 580                    | 372                 | 64.1%   | 89.2                  | 7.2       | F   |
|           | Through    | 360                    | 232                 | 64.5%   | 70.5                  | 14.6      | E   |
|           | Right Turn | 45                     | 31                  | 68.2%   | 75.1                  | 28.9      | E   |
|           | Subtotal   | 985                    | 635                 | 64.4%   | 81.5                  | 9.6       | F   |
| WB        | Left Turn  | 50                     | 47                  | 93.8%   | 114.6                 | 15.3      | F   |
|           | Through    | 425                    | 404                 | 95.0%   | 93.8                  | 8.4       | F   |
|           | Right Turn | 257                    | 230                 | 89.4%   | 14.9                  | 4.1       | B   |
|           | Subtotal   | 732                    | 680                 | 93.0%   | 69.3                  | 4.9       | E   |
| Total     |            | 4,385                  | 3,182               | 72.6%   | 90.7                  | 6.5       | F   |

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 75                     | 64                  | 85.6%   | 26.0                  | 5.9       | C   |
|           | Through    | 30                     | 28                  | 94.7%   | 27.1                  | 7.7       | C   |
|           | Right Turn | 137                    | 126                 | 91.6%   | 3.3                   | 0.8       | A   |
|           | Subtotal   | 242                    | 218                 | 90.1%   | 13.5                  | 2.5       | B   |
| SB        | Left Turn  | 65                     | 60                  | 91.8%   | 26.8                  | 6.1       | C   |
|           | Through    | 75                     | 73                  | 97.9%   | 29.0                  | 4.6       | C   |
|           | Right Turn | 35                     | 35                  | 99.4%   | 4.3                   | 0.6       | A   |
|           | Subtotal   | 175                    | 168                 | 95.9%   | 22.8                  | 2.5       | C   |
| EB        | Left Turn  | 25                     | 25                  | 98.4%   | 14.5                  | 3.8       | B   |
|           | Through    | 340                    | 327                 | 96.2%   | 22.6                  | 2.1       | C   |
|           | Right Turn | 110                    | 108                 | 98.5%   | 11.5                  | 2.6       | B   |
|           | Subtotal   | 475                    | 460                 | 96.9%   | 19.6                  | 1.5       | B   |
| WB        | Left Turn  | 380                    | 384                 | 101.1%  | 19.1                  | 2.3       | B   |
|           | Through    | 475                    | 466                 | 98.1%   | 10.1                  | 1.0       | B   |
|           | Right Turn | 55                     | 53                  | 96.5%   | 4.4                   | 1.4       | A   |
|           | Subtotal   | 910                    | 904                 | 99.3%   | 13.5                  | 1.2       | B   |
| Total     |            | 1,802                  | 1,750               | 97.1%   | 16.1                  | 1.3       | B   |



# MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project AM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 5                     | 100.0         | 0.280            | 20.5                 | LOS C            | 1.0                                  | 26.0           | 0.74         | 0.77                | 0.83             | 31.6                 |
| 8                               | T1   | 133                   | 3.0           | 0.280            | 12.8                 | LOS B            | 1.0                                  | 26.2           | 0.74         | 0.77                | 0.83             | 31.8                 |
| 18b                             | R3   | 104                   | 3.0           | 0.280            | 12.7                 | LOS B            | 1.0                                  | 26.2           | 0.74         | 0.77                | 0.83             | 30.3                 |
| Approach                        |      | 243                   | 5.1           | 0.280            | 12.9                 | LOS B            | 1.0                                  | 26.2           | 0.74         | 0.77                | 0.83             | 31.1                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 57                    | 3.0           | 0.216            | 5.1                  | LOS A            | 0.9                                  | 23.7           | 0.33         | 0.21                | 0.33             | 35.4                 |
| 3ax                             | L1   | 26                    | 100.0         | 0.216            | 8.0                  | LOS A            | 0.9                                  | 23.7           | 0.33         | 0.21                | 0.33             | 33.9                 |
| 18ax                            | R1   | 396                   | 3.0           | 0.216            | 5.0                  | LOS A            | 1.0                                  | 24.6           | 0.34         | 0.22                | 0.34             | 35.1                 |
| Approach                        |      | 479                   | 8.2           | 0.216            | 5.2                  | LOS A            | 1.0                                  | 24.6           | 0.34         | 0.22                | 0.34             | 35.1                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 27                    | 3.0           | 0.993            | 42.4                 | LOS E            | 72.5                                 | 1855.3         | 1.00         | 1.23                | 2.16             | 22.2                 |
| 7a                              | L1   | 1105                  | 3.0           | 0.993            | 42.4                 | LOS E            | 72.5                                 | 1855.3         | 1.00         | 1.23                | 2.16             | 21.7                 |
| 4                               | T1   | 399                   | 3.0           | 0.993            | 14.2                 | LOS B            | 72.5                                 | 1855.3         | 0.45         | 0.41                | 0.73             | 31.0                 |
| 14                              | R2   | 16                    | 100.0         | 0.272            | 8.1                  | LOS A            | 1.2                                  | 32.9           | 0.29         | 0.16                | 0.29             | 34.0                 |
| Approach                        |      | 1547                  | 4.0           | 0.993            | 34.8                 | LOS D            | 72.5                                 | 1855.3         | 0.85         | 1.01                | 1.77             | 23.6                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 5                     | 100.0         | 0.325            | 31.5                 | LOS D            | 0.6                                  | 26.4           | 0.78         | 0.92                | 1.19             | 25.3                 |
| 12a                             | R1   | 36                    | 100.0         | 0.325            | 31.5                 | LOS D            | 0.6                                  | 26.4           | 0.78         | 0.92                | 1.19             | 25.0                 |
| 12                              | R2   | 16                    | 100.0         | 0.325            | 31.5                 | LOS D            | 0.6                                  | 26.4           | 0.78         | 0.92                | 1.19             | 24.5                 |
| Approach                        |      | 57                    | 100.0         | 0.325            | 31.5                 | LOS D            | 0.6                                  | 26.4           | 0.78         | 0.92                | 1.19             | 24.9                 |
| All Vehicles                    |      | 2326                  | 7.3           | 0.993            | 26.3                 | LOS D            | 72.5                                 | 1855.3         | 0.73         | 0.82                | 1.36             | 26.0                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Tuesday, March 7, 2023 3:32:54 PM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Feb 2023\SIDRA\DeerValleyDrRoundabout.sip8

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<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 142                 | 94.6%   | 103.5                 | 74.0      | F   |
|           | Through    | 454                    | 428                 | 94.2%   | 109.5                 | 82.3      | F   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 604                    | 569                 | 94.3%   | 108.3                 | 80.5      | F   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 145                    | 143                 | 98.8%   | 4.1                   | 0.9       | A   |
|           | Right Turn | 15                     | 14                  | 94.7%   | 0.8                   | 0.8       | A   |
|           | Subtotal   | 160                    | 158                 | 98.4%   | 3.9                   | 0.8       | A   |
| EB        | Left Turn  | 15                     | 15                  | 96.7%   | 63.4                  | 75.9      | E   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 145                 | 99.0%   | 18.1                  | 18.7      | B   |
|           | Subtotal   | 161                    | 159                 | 98.8%   | 21.9                  | 21.4      | C   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 925                    | 886                 | 95.8%   | 65.1                  | 43.8      | E   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 20                  | 99.5%   | 32.4                  | 14.7      | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 20                  | 99.5%   | 32.4                  | 14.7      | D   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 308                    | 308                 | 99.8%   | 1.7                   | 0.4       | A   |
|           | Right Turn | 20                     | 22                  | 108.0%  | 2.2                   | 1.5       | A   |
|           | Subtotal   | 328                    | 329                 | 100.3%  | 1.8                   | 0.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 774                    | 773                 | 99.9%   | 2.4                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 774                    | 773                 | 99.9%   | 2.4                   | 0.1       | A   |
| Total     |            | 1,122                  | 1,122               | 100.0%  | 2.8                   | 0.2       | A   |

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

Snow Park Village  
2040 Plus Project  
PM Peak Hour

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 473                    | 393                 | 83.0%   | 246.9                 | 41.6      | F   |
|           | Right Turn | 30                     | 27                  | 88.7%   | 262.9                 | 63.4      | F   |
|           | Subtotal   | 503                    | 419                 | 83.4%   | 247.7                 | 42.1      | F   |
| SB        | Left Turn  | 85                     | 88                  | 103.3%  | 4.4                   | 0.6       | A   |
|           | Through    | 182                    | 185                 | 101.5%  | 1.1                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 267                    | 273                 | 102.1%  | 2.1                   | 0.3       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 30                     | 25                  | 82.0%   | 330.2                 | 150.8     | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 47                  | 78.8%   | 386.0                 | 200.5     | F   |
|           | Subtotal   | 90                     | 72                  | 79.9%   | 307.2                 | 174.7     | F   |
| Total     |            | 860                    | 764                 | 88.8%   | 158.3                 | 24.8      | F   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 20                     | 14                  | 70.0%   | 414.6                 | 262.7     | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 58                  | 72.4%   | 453.7                 | 255.0     | F   |
|           | Subtotal   | 100                    | 72                  | 71.9%   | 352.9                 | 232.3     | F   |
| EB        | Left Turn  | 90                     | 87                  | 96.3%   | 4.8                   | 0.4       | A   |
|           | Through    | 247                    | 254                 | 102.7%  | 1.9                   | 0.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 337                    | 340                 | 101.0%  | 2.6                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 498                    | 389                 | 78.2%   | 167.8                 | 24.9      | F   |
|           | Right Turn | 35                     | 27                  | 76.6%   | 174.9                 | 70.4      | F   |
|           | Subtotal   | 533                    | 416                 | 78.1%   | 167.9                 | 25.8      | F   |
| Total     |            | 970                    | 828                 | 85.4%   | 109.9                 | 20.4      | F   |

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

Snow Park Village  
2040 Plus Project  
PM Peak Hour

Intersection 5      Deer Valley Drive West/Deer Valley Drive East      Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 749                    | 751                 | 100.3%  | 3.4                   | 0.4       | A   |
|           | Right Turn | 45                     | 48                  | 106.2%  | 3.1                   | 1.0       | A   |
|           | Subtotal   | 794                    | 799                 | 100.6%  | 3.3                   | 0.4       | A   |
| SB        | Left Turn  | 292                    | 292                 | 99.9%   | 17.6                  | 6.7       | C   |
|           | Through    | 303                    | 309                 | 101.9%  | 2.4                   | 0.7       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 595                    | 600                 | 100.9%  | 9.8                   | 3.5       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 25                     | 19                  | 74.4%   | 200.9                 | 106.5     | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 553                    | 385                 | 69.7%   | 153.4                 | 13.7      | F   |
|           | Subtotal   | 578                    | 404                 | 69.9%   | 155.8                 | 16.1      | F   |
| Total     |            | 1,967                  | 1,803               | 91.7%   | 39.6                  | 1.6       | E   |

Intersection 7      Deer Valley Drive/Bonanza Drive      Signal

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 888                    | 856                 | 96.4%   | 141.2                 | 68.7      | F   |
|           | Right Turn | 861                    | 825                 | 95.8%   | 166.7                 | 81.5      | F   |
|           | Subtotal   | 1,749                  | 1,681               | 96.1%   | 153.7                 | 74.4      | F   |
| SB        | Left Turn  | 290                    | 176                 | 60.8%   | 22.9                  | 4.6       | C   |
|           | Through    | 528                    | 358                 | 67.8%   | 8.1                   | 1.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 818                    | 534                 | 65.3%   | 12.8                  | 2.0       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 553                    | 560                 | 101.2%  | 36.3                  | 9.3       | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 149                 | 99.5%   | 20.8                  | 7.2       | C   |
|           | Subtotal   | 703                    | 709                 | 100.9%  | 33.2                  | 8.9       | C   |
| Total     |            | 3,270                  | 2,925               | 89.4%   | 99.1                  | 42.4      | F   |

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

Snow Park Village  
2040 Plus Project  
PM Peak Hour

Intersection 8

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

Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                  | 68                  | 97.6%   | 31.6                  | 5.8       | C   |
|           | Through    | 395                 | 399                 | 101.0%  | 49.6                  | 6.1       | D   |
|           | Right Turn | 70                  | 70                  | 100.3%  | 32.0                  | 9.8       | C   |
|           | Subtotal   | 535                 | 537                 | 100.4%  | 44.9                  | 5.6       | D   |
| SB        | Left Turn  | 553                 | 358                 | 64.7%   | 229.7                 | 14.2      | F   |
|           | Through    | 365                 | 232                 | 63.7%   | 188.3                 | 19.1      | F   |
|           | Right Turn | 720                 | 468                 | 65.0%   | 53.4                  | 6.9       | D   |
|           | Subtotal   | 1,638               | 1,058               | 64.6%   | 146.3                 | 9.3       | F   |
| EB        | Left Turn  | 1,190               | 520                 | 43.7%   | 86.8                  | 7.6       | F   |
|           | Through    | 445                 | 198                 | 44.5%   | 59.8                  | 13.7      | E   |
|           | Right Turn | 70                  | 30                  | 43.1%   | 62.9                  | 34.4      | E   |
|           | Subtotal   | 1,705               | 748                 | 43.9%   | 78.6                  | 9.6       | E   |
| WB        | Left Turn  | 80                  | 66                  | 82.6%   | 122.9                 | 19.6      | F   |
|           | Through    | 405                 | 395                 | 97.4%   | 94.8                  | 4.5       | F   |
|           | Right Turn | 743                 | 610                 | 82.1%   | 44.3                  | 4.4       | D   |
|           | Subtotal   | 1,228               | 1,071               | 87.2%   | 67.5                  | 2.6       | E   |
| Total     |            | 5,106               | 3,415               | 66.9%   | 90.1                  | 2.7       | F   |

Intersection 9

Monitor Drive-Bonanza Drive/SR-248

Signal

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 210                 | 179                 | 85.0%   | 67.1                  | 20.4      | E   |
|           | Through    | 90                  | 87                  | 97.0%   | 50.2                  | 13.4      | D   |
|           | Right Turn | 606                 | 526                 | 86.8%   | 25.1                  | 10.8      | C   |
|           | Subtotal   | 906                 | 792                 | 87.4%   | 37.9                  | 13.3      | D   |
| SB        | Left Turn  | 105                 | 105                 | 99.9%   | 42.0                  | 9.0       | D   |
|           | Through    | 55                  | 54                  | 97.6%   | 42.9                  | 5.4       | D   |
|           | Right Turn | 75                  | 78                  | 103.3%  | 6.6                   | 2.1       | A   |
|           | Subtotal   | 235                 | 236                 | 100.5%  | 30.5                  | 5.6       | C   |
| EB        | Left Turn  | 85                  | 85                  | 100.0%  | 22.0                  | 10.0      | C   |
|           | Through    | 865                 | 865                 | 100.0%  | 42.5                  | 15.4      | D   |
|           | Right Turn | 175                 | 181                 | 103.3%  | 42.0                  | 19.3      | D   |
|           | Subtotal   | 1,125               | 1,131               | 100.5%  | 40.9                  | 15.7      | D   |
| WB        | Left Turn  | 278                 | 278                 | 100.1%  | 26.4                  | 3.3       | C   |
|           | Through    | 570                 | 580                 | 101.7%  | 13.0                  | 1.6       | B   |
|           | Right Turn | 55                  | 53                  | 96.2%   | 8.2                   | 2.8       | A   |
|           | Subtotal   | 903                 | 911                 | 100.9%  | 16.8                  | 1.6       | B   |
| Total     |            | 3,169               | 3,069               | 96.9%   | 32.4                  | 8.0       | C   |

# MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project PM]**

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

| Movement Performance - Vehicles |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
|---------------------------------|------|-----------------------|---------------|------------------|----------------------|------------------|--------------------------------------|----------------|--------------|---------------------|------------------|----------------------|
| Mov ID                          | Turn | Demand Total<br>veh/h | Flows HV<br>% | Deg. Satn<br>v/c | Average Delay<br>sec | Level of Service | 95% Back of Queue<br>Vehicles<br>veh | Distance<br>ft | Prop. Queued | Effective Stop Rate | Aver. No. Cycles | Average Speed<br>mph |
| South: Marsac Avenue            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3                               | L2   | 1                     | 100.0         | 0.452            | 17.9                 | LOS C            | 2.4                                  | 61.0           | 0.72         | 0.82                | 1.03             | 31.3                 |
| 8                               | T1   | 475                   | 3.0           | 0.452            | 12.5                 | LOS B            | 2.4                                  | 61.1           | 0.72         | 0.82                | 1.03             | 32.1                 |
| 18b                             | R3   | 98                    | 3.0           | 0.452            | 12.5                 | LOS B            | 2.4                                  | 61.1           | 0.72         | 0.82                | 1.03             | 30.6                 |
| Approach                        |      | 574                   | 3.2           | 0.452            | 12.5                 | LOS B            | 2.4                                  | 61.1           | 0.72         | 0.82                | 1.03             | 31.8                 |
| SouthEast: RoadName             |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 3bx                             | L3   | 72                    | 3.0           | 0.834            | 30.5                 | LOS D            | 10.8                                 | 286.1          | 0.90         | 1.42                | 2.46             | 25.8                 |
| 3ax                             | L1   | 25                    | 100.0         | 0.834            | 35.4                 | LOS E            | 10.8                                 | 286.1          | 0.90         | 1.42                | 2.46             | 24.9                 |
| 18ax                            | R1   | 1041                  | 3.0           | 0.834            | 30.1                 | LOS D            | 11.3                                 | 288.0          | 0.91         | 1.42                | 2.44             | 25.5                 |
| Approach                        |      | 1138                  | 5.2           | 0.834            | 30.3                 | LOS D            | 11.3                                 | 288.0          | 0.91         | 1.42                | 2.44             | 25.5                 |
| North: Deer Valley Drive        |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 7u                              | U    | 242                   | 3.0           | 0.782            | 16.4                 | LOS C            | 8.9                                  | 228.5          | 0.70         | 0.44                | 0.70             | 29.4                 |
| 7a                              | L1   | 532                   | 3.0           | 0.782            | 16.4                 | LOS C            | 8.9                                  | 228.5          | 0.70         | 0.44                | 0.70             | 28.6                 |
| 4                               | T1   | 429                   | 3.0           | 0.782            | 9.8                  | LOS A            | 8.9                                  | 228.5          | 0.46         | 0.28                | 0.46             | 32.4                 |
| 14                              | R2   | 10                    | 100.0         | 0.214            | 7.6                  | LOS A            | 0.9                                  | 24.4           | 0.28         | 0.15                | 0.28             | 34.3                 |
| Approach                        |      | 1214                  | 3.8           | 0.782            | 14.0                 | LOS B            | 8.9                                  | 228.5          | 0.61         | 0.38                | 0.61             | 30.1                 |
| West: Transit Center            |      |                       |               |                  |                      |                  |                                      |                |              |                     |                  |                      |
| 5                               | L2   | 5                     | 100.0         | 0.135            | 18.6                 | LOS C            | 0.2                                  | 9.8            | 0.69         | 0.69                | 0.69             | 29.4                 |
| 12a                             | R1   | 21                    | 100.0         | 0.135            | 18.6                 | LOS C            | 0.2                                  | 9.8            | 0.69         | 0.69                | 0.69             | 29.0                 |
| 12                              | R2   | 5                     | 100.0         | 0.135            | 18.6                 | LOS C            | 0.2                                  | 9.8            | 0.69         | 0.69                | 0.69             | 28.4                 |
| Approach                        |      | 31                    | 100.0         | 0.135            | 18.6                 | LOS C            | 0.2                                  | 9.8            | 0.69         | 0.69                | 0.69             | 29.0                 |
| All Vehicles                    |      | 2958                  | 5.2           | 0.834            | 20.0                 | LOS C            | 11.3                                 | 288.0          | 0.75         | 0.87                | 1.40             | 28.4                 |

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Organisation: FEHR AND PEERS | Processed: Tuesday, March 7, 2023 3:36:10 PM

Project: C:\Users\syamagata\Desktop\Projects\Snow Park Village\Feb 2023\SIDRA\DeerValleyDrRoundabout.sip8

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 119                    | 123                 | 103.4%  | 6.2                   | 1.9       | A   |
|           | Through    | 105                    | 106                 | 100.8%  | 3.6                   | 1.5       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 224                    | 229                 | 102.1%  | 5.2                   | 1.3       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 238                    | 231                 | 97.1%   | 3.6                   | 1.4       | A   |
|           | Right Turn | 15                     | 18                  | 119.3%  | 2.2                   | 2.2       | A   |
|           | Subtotal   | 253                    | 249                 | 98.4%   | 3.5                   | 1.4       | A   |
| EB        | Left Turn  | 15                     | 16                  | 108.0%  | 12.2                  | 4.2       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 100                    | 102                 | 101.6%  | 5.7                   | 0.5       | A   |
|           | Subtotal   | 115                    | 118                 | 102.4%  | 6.7                   | 0.8       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 592                    | 596                 | 100.6%  | 4.8                   | 1.1       | A   |

**Intersection 2**                      **Deer Valley Drive West/Doe Pass Road**                      **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 18                  | 90.5%   | 12.6                  | 2.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 18                  | 90.5%   | 12.6                  | 2.8       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 818                    | 827                 | 101.1%  | 1.3                   | 0.2       | A   |
|           | Right Turn | 20                     | 23                  | 114.0%  | 1.8                   | 0.8       | A   |
|           | Subtotal   | 838                    | 850                 | 101.4%  | 1.3                   | 0.2       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 223                    | 226                 | 101.2%  | 1.0                   | 0.2       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 223                    | 226                 | 101.2%  | 1.0                   | 0.2       | A   |
| Total     |            | 1,081                  | 1,093               | 101.1%  | 1.4                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 147                    | 147                 | 99.8%   | 0.1                   | 0.1       | A   |
|           | Right Turn | 20                     | 22                  | 111.0%  | 0.1                   | 0.1       | A   |
|           | Subtotal   | 167                    | 169                 | 101.1%  | 0.1                   | 0.0       | A   |
| SB        | Left Turn  | 50                     | 45                  | 89.8%   | 3.2                   | 0.6       | A   |
|           | Through    | 248                    | 251                 | 101.1%  | 0.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 298                    | 296                 | 99.2%   | 0.9                   | 0.2       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 20                     | 18                  | 90.0%   | 5.9                   | 1.7       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 55                     | 57                  | 103.5%  | 5.2                   | 0.4       | A   |
|           | Subtotal   | 75                     | 75                  | 99.9%   | 5.3                   | 0.3       | A   |
| Total     |            | 540                    | 539                 | 99.9%   | 1.3                   | 0.1       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 25                     | 25                  | 101.6%  | 6.6                   | 0.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 61                  | 101.0%  | 5.8                   | 0.8       | A   |
|           | Subtotal   | 85                     | 86                  | 101.2%  | 6.0                   | 0.7       | A   |
| EB        | Left Turn  | 50                     | 52                  | 103.2%  | 4.7                   | 1.1       | A   |
|           | Through    | 273                    | 269                 | 98.7%   | 1.6                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 323                    | 321                 | 99.4%   | 2.1                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 182                    | 185                 | 101.8%  | 0.2                   | 0.0       | A   |
|           | Right Turn | 20                     | 20                  | 99.0%   | 0.0                   | 0.1       | A   |
|           | Subtotal   | 202                    | 205                 | 101.5%  | 0.2                   | 0.0       | A   |
| Total     |            | 610                    | 612                 | 100.3%  | 2.0                   | 0.4       | A   |



**Intersection 5** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 228                    | 225                 | 98.8%   | 10.0                  | 2.4       | A   |
|           | Right Turn | 15                     | 16                  | 104.0%  | 6.0                   | 3.0       | A   |
|           | Subtotal   | 243                    | 241                 | 99.1%   | 9.7                   | 2.4       | A   |
| SB        | Left Turn  | 308                    | 306                 | 99.4%   | 14.4                  | 2.5       | B   |
|           | Through    | 828                    | 833                 | 100.6%  | 11.1                  | 1.8       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 1,136                  | 1,139               | 100.3%  | 12.0                  | 1.7       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 10                     | 11                  | 107.0%  | 15.4                  | 5.8       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 232                    | 233                 | 100.2%  | 5.7                   | 1.7       | A   |
|           | Subtotal   | 242                    | 243                 | 100.5%  | 6.2                   | 1.6       | A   |
| Total     |            | 1,621                  | 1,623               | 100.1%  | 10.8                  | 1.2       | B   |

**Intersection 7** **Deer Valley Drive/Bonanza Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 317                    | 313                 | 98.6%   | 17.2                  | 5.4       | B   |
|           | Right Turn | 217                    | 217                 | 100.1%  | 3.2                   | 0.4       | A   |
|           | Subtotal   | 534                    | 530                 | 99.2%   | 11.6                  | 3.8       | B   |
| SB        | Left Turn  | 125                    | 94                  | 75.5%   | 14.4                  | 2.3       | B   |
|           | Through    | 743                    | 623                 | 83.8%   | 10.1                  | 1.0       | B   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 868                    | 717                 | 82.6%   | 10.6                  | 0.9       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 735                    | 726                 | 98.8%   | 20.8                  | 2.7       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 225                    | 218                 | 96.7%   | 9.5                   | 4.0       | A   |
|           | Subtotal   | 960                    | 944                 | 98.3%   | 18.2                  | 3.1       | B   |
| Total     |            | 2,362                  | 2,191               | 92.8%   | 14.1                  | 2.1       | B   |

**Intersection 8** **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 95                     | 89                  | 93.6%   | 32.3                  | 5.3       | C   |
|           | Through    | 195                    | 188                 | 96.6%   | 50.7                  | 3.4       | D   |
|           | Right Turn | 70                     | 71                  | 100.9%  | 31.2                  | 9.3       | C   |
|           | Subtotal   | 360                    | 348                 | 96.6%   | 42.9                  | 2.2       | D   |
| SB        | Left Turn  | 568                    | 370                 | 65.1%   | 94.9                  | 24.4      | F   |
|           | Through    | 170                    | 108                 | 63.4%   | 74.3                  | 13.9      | E   |
|           | Right Turn | 1,565                  | 1,007               | 64.4%   | 119.7                 | 2.8       | F   |
|           | Subtotal   | 2,303                  | 1,484               | 64.5%   | 110.4                 | 6.2       | F   |
| EB        | Left Turn  | 580                    | 531                 | 91.6%   | 76.1                  | 5.0       | E   |
|           | Through    | 360                    | 327                 | 90.7%   | 49.9                  | 6.3       | D   |
|           | Right Turn | 45                     | 41                  | 90.0%   | 38.3                  | 10.8      | D   |
|           | Subtotal   | 985                    | 898                 | 91.2%   | 65.0                  | 5.0       | E   |
| WB        | Left Turn  | 50                     | 45                  | 89.8%   | 112.6                 | 22.3      | F   |
|           | Through    | 425                    | 411                 | 96.7%   | 98.7                  | 9.1       | F   |
|           | Right Turn | 257                    | 230                 | 89.6%   | 16.2                  | 3.7       | B   |
|           | Subtotal   | 732                    | 686                 | 93.7%   | 72.1                  | 5.8       | E   |
| Total     |            | 4,380                  | 3,417               | 78.0%   | 83.8                  | 3.4       | F   |

**Intersection 9** **Monitor Drive-Bonanza Drive/SR-248** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 75                     | 65                  | 87.1%   | 23.3                  | 7.3       | C   |
|           | Through    | 30                     | 29                  | 96.3%   | 23.9                  | 5.9       | C   |
|           | Right Turn | 137                    | 128                 | 93.6%   | 3.8                   | 0.7       | A   |
|           | Subtotal   | 242                    | 223                 | 91.9%   | 12.0                  | 3.0       | B   |
| SB        | Left Turn  | 65                     | 66                  | 100.9%  | 23.6                  | 5.3       | C   |
|           | Through    | 75                     | 77                  | 103.1%  | 24.8                  | 2.2       | C   |
|           | Right Turn | 35                     | 33                  | 95.4%   | 5.9                   | 1.6       | A   |
|           | Subtotal   | 175                    | 176                 | 100.7%  | 21.1                  | 2.7       | C   |
| EB        | Left Turn  | 25                     | 24                  | 95.2%   | 12.8                  | 3.0       | B   |
|           | Through    | 340                    | 341                 | 100.4%  | 20.1                  | 2.6       | C   |
|           | Right Turn | 110                    | 107                 | 96.9%   | 14.0                  | 2.2       | B   |
|           | Subtotal   | 475                    | 472                 | 99.3%   | 18.4                  | 2.3       | B   |
| WB        | Left Turn  | 380                    | 376                 | 98.9%   | 15.7                  | 3.0       | B   |
|           | Through    | 475                    | 476                 | 100.2%  | 9.3                   | 1.6       | A   |
|           | Right Turn | 55                     | 58                  | 104.7%  | 5.6                   | 1.3       | A   |
|           | Subtotal   | 910                    | 910                 | 99.9%   | 11.8                  | 1.7       | B   |
| Total     |            | 1,802                  | 1,780               | 98.8%   | 14.5                  | 1.8       | B   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 150                    | 147                 | 97.9%   | 10.5                  | 5.9       | B   |
|           | Through    | 454                    | 461                 | 101.5%  | 8.9                   | 4.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 604                    | 608                 | 100.6%  | 9.2                   | 4.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 145                    | 137                 | 94.4%   | 4.3                   | 2.3       | A   |
|           | Right Turn | 15                     | 17                  | 110.7%  | 2.6                   | 1.9       | A   |
|           | Subtotal   | 160                    | 154                 | 95.9%   | 4.1                   | 2.0       | A   |
| EB        | Left Turn  | 15                     | 14                  | 92.7%   | 16.2                  | 16.8      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 146                    | 140                 | 95.9%   | 5.4                   | 1.0       | A   |
|           | Subtotal   | 161                    | 154                 | 95.6%   | 6.6                   | 2.4       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 925                    | 915                 | 98.9%   | 7.8                   | 3.3       | A   |

**Intersection 2** **Deer Valley Drive West/Doe Pass Road** **Side-street Stop**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 20                     | 21                  | 103.5%  | 19.8                  | 5.3       | C   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 20                     | 21                  | 103.5%  | 19.8                  | 5.3       | C   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 308                    | 299                 | 96.9%   | 0.3                   | 0.1       | A   |
|           | Right Turn | 20                     | 21                  | 103.0%  | 0.5                   | 0.4       | A   |
|           | Subtotal   | 328                    | 319                 | 97.3%   | 0.3                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 774                    | 776                 | 100.3%  | 2.3                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 774                    | 776                 | 100.3%  | 2.3                   | 0.1       | A   |
| Total     |            | 1,122                  | 1,116               | 99.5%   | 2.2                   | 0.2       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 473                    | 482                 | 101.9%  | 0.4                   | 0.1       | A   |
|           | Right Turn | 30                     | 33                  | 108.7%  | 0.3                   | 0.2       | A   |
|           | Subtotal   | 503                    | 514                 | 102.3%  | 0.4                   | 0.1       | A   |
| SB        | Left Turn  | 85                     | 84                  | 98.8%   | 5.7                   | 1.2       | A   |
|           | Through    | 182                    | 179                 | 98.6%   | 0.4                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 267                    | 263                 | 98.7%   | 2.0                   | 0.4       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 30                     | 29                  | 98.0%   | 11.1                  | 4.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 60                     | 62                  | 102.5%  | 8.0                   | 1.1       | A   |
|           | Subtotal   | 90                     | 91                  | 101.0%  | 8.9                   | 2.2       | A   |
| Total     |            | 860                    | 869                 | 101.0%  | 1.8                   | 0.3       | A   |

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

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  | 20                     | 19                  | 93.5%   | 12.2                  | 4.1       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 80                     | 82                  | 103.0%  | 8.5                   | 1.6       | A   |
|           | Subtotal   | 100                    | 101                 | 101.1%  | 9.3                   | 2.0       | A   |
| EB        | Left Turn  | 90                     | 92                  | 101.8%  | 7.6                   | 1.0       | A   |
|           | Through    | 247                    | 242                 | 97.9%   | 2.0                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 337                    | 333                 | 98.9%   | 3.7                   | 0.6       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 498                    | 509                 | 102.1%  | 0.7                   | 0.1       | A   |
|           | Right Turn | 35                     | 35                  | 99.7%   | 0.4                   | 0.2       | A   |
|           | Subtotal   | 533                    | 543                 | 102.0%  | 0.6                   | 0.1       | A   |
| Total     |            | 970                    | 978                 | 100.8%  | 2.6                   | 0.4       | A   |

**Intersection 5** **Deer Valley Drive West/Deer Valley Drive East** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 749                    | 753                 | 100.5%  | 35.6                  | 21.9      | D   |
|           | Right Turn | 45                     | 45                  | 98.9%   | 31.7                  | 20.5      | C   |
|           | Subtotal   | 794                    | 797                 | 100.4%  | 35.3                  | 21.8      | D   |
| SB        | Left Turn  | 292                    | 288                 | 98.6%   | 27.6                  | 5.1       | C   |
|           | Through    | 303                    | 294                 | 97.0%   | 3.9                   | 1.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 595                    | 582                 | 97.8%   | 14.9                  | 3.1       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 25                     | 25                  | 99.6%   | 99.7                  | 33.8      | F   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 553                    | 546                 | 98.7%   | 83.2                  | 26.3      | F   |
|           | Subtotal   | 578                    | 571                 | 98.8%   | 83.9                  | 26.4      | F   |
| Total     |            | 1,967                  | 1,950               | 99.1%   | 43.5                  | 14.6      | D   |

**Intersection 7** **Deer Valley Drive/Bonanza Drive** **Signal**

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 888                    | 857                 | 96.5%   | 173.4                 | 65.6      | F   |
|           | Right Turn | 861                    | 784                 | 91.0%   | 217.3                 | 89.3      | F   |
|           | Subtotal   | 1,749                  | 1,641               | 93.8%   | 193.6                 | 75.6      | F   |
| SB        | Left Turn  | 290                    | 183                 | 63.1%   | 23.4                  | 3.1       | C   |
|           | Through    | 528                    | 358                 | 67.7%   | 7.5                   | 2.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 818                    | 541                 | 66.1%   | 12.6                  | 2.4       | B   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  | 553                    | 557                 | 100.8%  | 39.2                  | 6.3       | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 150                    | 151                 | 100.6%  | 24.9                  | 6.9       | C   |
|           | Subtotal   | 703                    | 708                 | 100.7%  | 36.2                  | 6.4       | D   |
| Total     |            | 3,270                  | 2,890               | 88.4%   | 116.7                 | 38.4      | F   |

**Intersection 8** **SR-224-Park Avenue/Empire Avenue-Deer Valley Drive** **Signal**

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 70                  | 73                  | 103.7%  | 33.5                  | 7.8       | C   |
|           | Through    | 395                 | 392                 | 99.1%   | 54.1                  | 5.5       | D   |
|           | Right Turn | 70                  | 71                  | 100.7%  | 33.1                  | 8.9       | C   |
|           | Subtotal   | 535                 | 535                 | 99.9%   | 48.7                  | 4.6       | D   |
| SB        | Left Turn  | 553                 | 366                 | 66.1%   | 225.6                 | 17.6      | F   |
|           | Through    | 365                 | 232                 | 63.4%   | 181.8                 | 18.5      | F   |
|           | Right Turn | 720                 | 478                 | 66.4%   | 57.0                  | 10.1      | E   |
|           | Subtotal   | 1,638               | 1,076               | 65.7%   | 141.5                 | 14.3      | F   |
| EB        | Left Turn  | 1,190               | 524                 | 44.1%   | 87.2                  | 6.3       | F   |
|           | Through    | 445                 | 197                 | 44.2%   | 65.3                  | 13.2      | E   |
|           | Right Turn | 70                  | 32                  | 46.1%   | 47.1                  | 17.8      | D   |
|           | Subtotal   | 1,705               | 753                 | 44.2%   | 79.9                  | 8.1       | E   |
| WB        | Left Turn  | 75                  | 67                  | 89.5%   | 106.6                 | 23.0      | F   |
|           | Through    | 405                 | 386                 | 95.4%   | 90.3                  | 12.2      | F   |
|           | Right Turn | 743                 | 624                 | 84.0%   | 46.2                  | 7.2       | D   |
|           | Subtotal   | 1,223               | 1,078               | 88.1%   | 65.8                  | 4.6       | E   |
| Total     |            | 5,101               | 3,441               | 67.5%   | 89.4                  | 3.9       | F   |

**Intersection 9** **Monitor Drive-Bonanza Drive/SR-248** **Signal**

| Direction | Movement   | Demand Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|---------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                     | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 210                 | 173                 | 82.2%   | 55.8                  | 16.2      | E   |
|           | Through    | 90                  | 85                  | 94.0%   | 40.8                  | 10.5      | D   |
|           | Right Turn | 606                 | 523                 | 86.3%   | 20.9                  | 4.4       | C   |
|           | Subtotal   | 906                 | 780                 | 86.1%   | 30.8                  | 6.0       | C   |
| SB        | Left Turn  | 105                 | 107                 | 101.7%  | 38.9                  | 3.5       | D   |
|           | Through    | 55                  | 58                  | 105.5%  | 52.5                  | 8.2       | D   |
|           | Right Turn | 75                  | 73                  | 97.9%   | 6.6                   | 1.2       | A   |
|           | Subtotal   | 235                 | 238                 | 101.4%  | 31.0                  | 2.5       | C   |
| EB        | Left Turn  | 85                  | 83                  | 98.1%   | 19.9                  | 4.8       | B   |
|           | Through    | 865                 | 860                 | 99.4%   | 42.9                  | 11.9      | D   |
|           | Right Turn | 175                 | 180                 | 102.6%  | 39.0                  | 13.7      | D   |
|           | Subtotal   | 1,125               | 1,123               | 99.8%   | 40.6                  | 11.5      | D   |
| WB        | Left Turn  | 278                 | 277                 | 99.7%   | 26.7                  | 3.5       | C   |
|           | Through    | 570                 | 569                 | 99.9%   | 13.1                  | 2.3       | B   |
|           | Right Turn | 55                  | 55                  | 99.5%   | 10.9                  | 3.0       | B   |
|           | Subtotal   | 903                 | 901                 | 99.8%   | 17.1                  | 2.2       | B   |
| Total     |            | 3,169               | 3,043               | 96.0%   | 30.6                  | 5.4       | C   |

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

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

Intersection 1

P2 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 71                     | 70                  | 98.5%   | 11.1                  | 1.0       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 71                     | 70                  | 98.5%   | 11.1                  | 1.0       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 144                    | 127                 | 88.2%   | 0.7                   | 0.4       | A   |
|           | Right Turn | 674                    | 608                 | 90.2%   | 12.3                  | 4.1       | B   |
|           | Subtotal   | 818                    | 735                 | 89.8%   | 10.4                  | 3.5       | B   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 152                    | 125                 | 81.9%   | 0.4                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 152                    | 125                 | 81.9%   | 0.4                   | 0.1       | A   |
| Total     |            | 1,041                  | 929                 | 89.3%   | 9.2                   | 2.9       | A   |

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 18                     | 15                  | 82.8%   | 8.5                   | 0.8       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 18                     | 15                  | 82.8%   | 8.5                   | 0.8       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 115                    | 101                 | 87.7%   | 0.1                   | 0.1       | A   |
|           | Right Turn | 29                     | 26                  | 89.7%   | 0.6                   | 0.2       | A   |
|           | Subtotal   | 144                    | 127                 | 88.1%   | 0.2                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 134                    | 109                 | 81.6%   | 0.1                   | 0.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 134                    | 109                 | 81.6%   | 0.1                   | 0.0       | A   |
| Total     |            | 296                    | 251                 | 84.8%   | 0.5                   | 0.1       | A   |

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

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

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 100                    | 86                  | 85.8%   | 0.1                   | 0.1       | A   |
|           | Right Turn | 15                     | 13                  | 86.7%   | 0.3                   | 0.0       | A   |
|           | Subtotal   | 115                    | 99                  | 85.9%   | 0.1                   | 0.1       | A   |
| WB        | Left Turn  | 15                     | 15                  | 100.0%  | 1.5                   | 1.2       | A   |
|           | Through    | 119                    | 109                 | 91.7%   | 0.2                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 134                    | 124                 | 92.6%   | 0.4                   | 0.3       | A   |
| Total     |            | 249                    | 223                 | 89.5%   | 0.3                   | 0.2       | A   |

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 15                     | 16                  | 105.3%  | 30.7                  | 4.9       | D   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 15                     | 15                  | 101.3%  | 33.4                  | 14.6      | D   |
|           | Subtotal   | 30                     | 31                  | 103.3%  | 31.6                  | 6.1       | D   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 100                    | 86                  | 85.9%   | 0.6                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 100                    | 86                  | 85.9%   | 0.6                   | 0.3       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 134                    | 109                 | 81.6%   | 0.1                   | 0.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 134                    | 109                 | 81.6%   | 0.1                   | 0.0       | A   |
| Total     |            | 264                    | 226                 | 85.7%   | 5.8                   | 1.2       | A   |



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

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

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 209                    | 176                 | 84.0%   | 0.7                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 209                    | 176                 | 84.0%   | 0.7                   | 0.1       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 293                    | 257                 | 87.6%   | 1.4                   | 0.2       | A   |
|           | Right Turn | 45                     | 47                  | 103.6%  | 0.5                   | 0.1       | A   |
|           | Subtotal   | 338                    | 303                 | 89.8%   | 1.2                   | 0.2       | A   |
| EB        | Left Turn  | 15                     | 13                  | 85.3%   | 8.6                   | 3.5       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 15                     | 13                  | 85.3%   | 8.6                   | 3.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 562                    | 492                 | 87.5%   | 1.2                   | 0.1       | A   |

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 209                    | 176                 | 84.1%   | 1.1                   | 0.4       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 209                    | 176                 | 84.1%   | 1.1                   | 0.4       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 249                    | 220                 | 88.3%   | 5.4                   | 7.9       | A   |
|           | Right Turn | 44                     | 37                  | 84.1%   | 1.0                   | 1.1       | A   |
|           | Subtotal   | 293                    | 257                 | 87.6%   | 4.8                   | 6.8       | A   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 502                    | 433                 | 86.2%   | 3.2                   | 3.8       | A   |

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

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

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 50                     | 41                  | 81.8%   | 1.5                   | 1.9       | A   |
|           | Through    | 150                    | 119                 | 79.0%   | 1.6                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 159                 | 79.7%   | 1.6                   | 0.6       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 176                 | 88.2%   | 17.3                  | 18.4      | C   |
|           | Right Turn | 49                     | 44                  | 89.4%   | 3.5                   | 7.1       | A   |
|           | Subtotal   | 249                    | 220                 | 88.4%   | 14.3                  | 16.2      | B   |
| EB        | Left Turn  | 59                     | 57                  | 97.1%   | 3.4                   | 0.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 59                     | 57                  | 97.1%   | 3.4                   | 0.9       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 508                    | 437                 | 86.0%   | 8.0                   | 8.0       | A   |

Intersection 8

Deer Valley Drive East/Pick-up/Drop-off

Uncontrolled

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 160                 | 79.8%   | 1.0                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 160                 | 79.8%   | 1.0                   | 0.3       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 177                 | 88.3%   | 43.8                  | 18.9      | E   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 177                 | 88.3%   | 43.8                  | 18.9      | E   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 400                    | 336                 | 84.0%   | 22.9                  | 9.5       | C   |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 101

Deer Valley Drive West/Deer Valley Drive East

Signal

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 66                 | 5         | 60      | 75      | 268                | 24        | 229     | 309     | NO                  |
|           | Right Turn   | 500             | 69                 | 5         | 63      | 78      | 272                | 24        | 233     | 313     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 100             | 7                  | 2         | 4       | 12      | 112                | 21        | 85      | 161     | MAX                 |
|           | Through      | 500             | 18                 | 4         | 13      | 24      | 297                | 64        | 203     | 413     | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 500             | 3                  | 1         | 1       | 6       | 29                 | 11        | 15      | 43      | NO                  |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 100             | 6                  | 1         | 4       | 8       | 125                | 18        | 91      | 143     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 102

Deer Valley Drive West/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 500             | 1                  | 0         | 1       | 1       | 30                 | 2         | 28      | 35      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 500             | 63                 | 81        | 4       | 273     | 274                | 176       | 107     | 721     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 100             | 0                  | 0         | 0       | 0       | 19                 | 22        | 0       | 55      | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 103

Deer Valley Drive East/Doe Pass Road

Signal

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 300             | 6                  | 1         | 5       | 8       | 74                 | 10        | 63      | 95      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 150             | 13                 | 3         | 9       | 19      | 169                | 34        | 131     | 239     | MAX                 |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 75              | 2                  | 0         | 1       | 2       | 86                 | 20        | 47      | 117     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 2                  | 0         | 1       | 2       | 86                 | 20        | 47      | 116     | MAX                 |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 104

Solamere Drive/Deer Valley Drive East

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  | 500             | 0                  | 0         | 0       | 0       | 28                 | 8         | 18      | 44      | NO                  |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 0                  | 0         | 0       | 0       | 28                 | 8         | 18      | 44      | NO                  |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   | 500             | 1                  | 0         | 1       | 2       | 31                 | 0         | 31      | 32      | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           |              |                 |                    |           |         |         |                    |           |         |         |                     |

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<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 4                  | 5         | 0       | 14      | NO                  |
|           | Through      | 500             | 1                  | 1         | 0       | 2       | 0                  | 0         | 0       | 0       | NO                  |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 27                 | 6         | 19      | 32      | NO                  |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 500             | 4                  | 0         | 4       | 5       | 78                 | 4         | 72      | 81      | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 1

P2 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 10                 | 1         | 8       | 11      | 119                | 1         | 117     | 120     | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 125             | 52                 | 22        | 24      | 94      | 229                | 6         | 217     | 235     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |



Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 5                  | 0         | 4       | 5       | 78                 | 2         | 76      | 82      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 125             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   | 75              | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    | 100             | 0                  | 0         | 0       | 0       | 15                 | 13        | 0       | 35      | NO                  |
|           | Through      | 100             | 1                  | 0         | 1       | 1       | 105                | 0         | 105     | 105     | MAX                 |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage (ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds Storage? |
|-----------|--------------|--------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|------------------|
|           |              |              | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                  |
| NB        | U Turn       | 100          | 14                 | 5         | 10      | 28      | 146                | 20        | 120     | 180     | MAX              |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   | 100          | 14                 | 5         | 9       | 28      | 146                | 20        | 119     | 179     | MAX              |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
| SB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
| EB        | U Turn       | 100          | 0                  | 0         | 0       | 0       | 4                  | 6         | 0       | 18      | NO               |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
|           |              |              |                    |           |         |         |                    |           |         |         |                  |
| WB        | U Turn       | 75           | 2                  | 1         | 2       | 3       | 108                | 10        | 94      | 127     | MAX              |
|           | 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  
AM Peak Hour

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 160             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 300             | 0                  | 0         | 0       | 1       | 4                  | 13        | 0       | 42      | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 150             | 1                  | 0         | 1       | 2       | 72                 | 12        | 55      | 90      | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |          | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|----------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum  |                     |
| NB        | U Turn       | 200             | 1                  | 0         | 0       | 2       | 38                 | 18        | 23      | 81       | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |          |                     |
| SB        | Second Right | 160<br>50       | 2<br>0             | 3<br>0    | 0<br>0  | 10<br>0 | 54<br>0            | 33<br>0   | 13<br>0 | 131<br>0 | NO<br>NO            |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |          |                     |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |          |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |          |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |          |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |          |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |          |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

| Direction | Movement     | Storage (ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds Storage? |
|-----------|--------------|--------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|------------------|
|           |              |              | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                  |
| NB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    | 100          | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO               |
|           | Through      | 100          | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO               |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
| SB        | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      | 75           | 1                  | 2         | 0       | 6       | 14                 | 18        | 0       | 39      | NO               |
| EB        | Right Turn   | 75           | 1                  | 2         | 0       | 6       | 14                 | 18        | 0       | 39      | NO               |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    | 150          | 2                  | 0         | 1       | 3       | 82                 | 1         | 80      | 84      | NO               |
| WB        | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
|           | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

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

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 0                  | 0         | 0       | 0       | 5                  | 7         | 0       | 21      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 150             | 13                 | 9         | 0       | 31      | 92                 | 42        | 21      | 162     | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

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

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

Intersection 1

P2 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 596                    | 226                 | 37.8%   | 11.2                  | 0.7       | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 596                    | 226                 | 37.8%   | 11.2                  | 0.7       | B   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 175                    | 155                 | 88.8%   | 2.5                   | 0.8       | A   |
|           | Right Turn | 133                    | 122                 | 91.7%   | 0.5                   | 0.1       | A   |
|           | Subtotal   | 308                    | 277                 | 90.1%   | 1.6                   | 0.5       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 178                    | 143                 | 80.1%   | 1.6                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 178                    | 143                 | 80.1%   | 1.6                   | 0.3       | A   |
| Total     |            | 1,082                  | 645                 | 59.6%   | 5.0                   | 0.5       | A   |

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 13                     | 12                  | 91.5%   | 9.8                   | 1.9       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 13                     | 12                  | 91.5%   | 9.8                   | 1.9       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 161                    | 142                 | 88.4%   | 0.2                   | 0.1       | A   |
|           | Right Turn | 14                     | 13                  | 92.1%   | 0.6                   | 0.3       | A   |
|           | Subtotal   | 175                    | 155                 | 88.7%   | 0.2                   | 0.1       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 165                    | 131                 | 79.3%   | 0.6                   | 0.1       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 165                    | 131                 | 79.3%   | 0.6                   | 0.1       | A   |
| Total     |            | 353                    | 298                 | 84.4%   | 0.8                   | 0.1       | A   |



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

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

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 146                    | 127                 | 87.0%   | 0.6                   | 1.4       | A   |
|           | Right Turn | 15                     | 13                  | 86.7%   | 2.5                   | 7.0       | A   |
|           | Subtotal   | 161                    | 140                 | 87.0%   | 0.8                   | 1.9       | A   |
| WB        | Left Turn  | 15                     | 15                  | 96.7%   | 1.2                   | 1.1       | A   |
|           | Through    | 150                    | 131                 | 87.3%   | 0.6                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 165                    | 145                 | 88.1%   | 0.7                   | 0.5       | A   |
| Total     |            | 326                    | 285                 | 87.5%   | 0.7                   | 0.9       | A   |

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  | 15                     | 15                  | 102.0%  | 36.6                  | 12.8      | E   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 15                     | 15                  | 100.0%  | 22.7                  | 7.8       | C   |
|           | Subtotal   | 30                     | 30                  | 101.0%  | 30.6                  | 8.6       | D   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 161                    | 127                 | 78.8%   | 1.3                   | 0.9       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 161                    | 127                 | 78.8%   | 1.3                   | 0.9       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 165                    | 131                 | 79.4%   | 0.8                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 165                    | 131                 | 79.4%   | 0.8                   | 0.3       | A   |
| Total     |            | 356                    | 288                 | 81.0%   | 5.1                   | 1.6       | A   |

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

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

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 465                    | 418                 | 89.9%   | 0.8                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 465                    | 418                 | 89.9%   | 0.8                   | 0.3       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 196                    | 167                 | 85.4%   | 1.0                   | 0.2       | A   |
|           | Right Turn | 95                     | 88                  | 92.4%   | 0.7                   | 0.2       | A   |
|           | Subtotal   | 291                    | 255                 | 87.7%   | 0.9                   | 0.1       | A   |
| EB        | Left Turn  | 139                    | 137                 | 98.8%   | 5.9                   | 0.8       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 139                    | 137                 | 98.8%   | 5.9                   | 0.8       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 895                    | 810                 | 90.5%   | 1.7                   | 0.3       | A   |

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 326                    | 280                 | 85.8%   | 1.0                   | 0.3       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 326                    | 280                 | 85.8%   | 1.0                   | 0.3       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 196                    | 167                 | 85.4%   | 1.2                   | 0.6       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 196                    | 167                 | 85.4%   | 1.2                   | 0.6       | A   |
| EB        | Left Turn  | 139                    | 138                 | 99.5%   | 8.6                   | 1.0       | A   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 139                    | 138                 | 99.5%   | 8.6                   | 1.0       | A   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 661                    | 585                 | 88.5%   | 2.9                   | 0.3       | A   |

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

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

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 157                 | 78.7%   | 2.8                   | 1.0       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 157                 | 78.7%   | 2.8                   | 1.0       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 150                    | 128                 | 85.1%   | 16.2                  | 15.7      | C   |
|           | Right Turn | 46                     | 39                  | 84.3%   | 0.6                   | 0.6       | A   |
|           | Subtotal   | 196                    | 167                 | 84.9%   | 12.4                  | 11.7      | B   |
| EB        | Left Turn  | 126                    | 122                 | 97.1%   | 11.4                  | 12.2      | B   |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn | 50                     | 48                  | 96.8%   | 23.3                  | 26.6      | C   |
|           | Subtotal   | 176                    | 171                 | 97.0%   | 14.3                  | 15.4      | B   |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 572                    | 495                 | 86.5%   | 10.0                  | 8.9       | B   |

Intersection 8

Deer Valley Drive East/Pick-up/Drop-off

Uncontrolled

| Direction | Movement   | Demand<br>Volume (vph) | Served Volume (vph) |         | Total Delay (sec/veh) |           |     |
|-----------|------------|------------------------|---------------------|---------|-----------------------|-----------|-----|
|           |            |                        | Average             | Percent | Average               | Std. Dev. | LOS |
| NB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 157                 | 78.7%   | 2.7                   | 0.8       | A   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 157                 | 78.7%   | 2.7                   | 0.8       | A   |
| SB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    | 200                    | 174                 | 87.1%   | 44.2                  | 35.6      | E   |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   | 200                    | 174                 | 87.1%   | 44.2                  | 35.6      | E   |
| EB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| WB        | Left Turn  |                        |                     |         |                       |           |     |
|           | Through    |                        |                     |         |                       |           |     |
|           | Right Turn |                        |                     |         |                       |           |     |
|           | Subtotal   |                        |                     |         |                       |           |     |
| Total     |            | 400                    | 332                 | 82.9%   | 24.7                  | 18.8      | C   |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 101

Deer Valley Drive West/Deer Valley Drive East

Signal

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 214                | 31        | 154     | 264     | 519                | 49        | 397     | 581     | MAX                 |
|           | Right Turn   | 500             | 218                | 31        | 158     | 268     | 523                | 49        | 401     | 586     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 100             | 22                 | 4         | 18      | 29      | 168                | 16        | 140     | 186     | MAX                 |
|           | Through      | 500             | 6                  | 1         | 5       | 8       | 125                | 22        | 105     | 169     | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 500             | 8                  | 1         | 5       | 10      | 52                 | 9         | 38      | 66      | NO                  |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 100             | 33                 | 3         | 29      | 39      | 326                | 48        | 240     | 405     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 102

Deer Valley Drive West/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 1                  | 0         | 0       | 1       | 30                 | 2         | 28      | 34      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 100             | 0                  | 0         | 0       | 0       | 54                 | 28        | 27      | 103     | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 103

Deer Valley Drive East/Doe Pass Road

Signal

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 300             | 29                 | 2         | 25      | 34      | 249                | 29        | 210     | 297     | NO                  |
|           | Through      | 300             | 28                 | 2         | 25      | 33      | 248                | 29        | 209     | 296     | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 150             | 7                  | 1         | 5       | 9       | 117                | 26        | 69      | 153     | NO                  |
| EB        | Right Turn   | 150             | 7                  | 1         | 6       | 10      | 120                | 26        | 73      | 156     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 75              | 2                  | 0         | 1       | 3       | 109                | 9         | 90      | 115     | MAX                 |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 75              | 2                  | 0         | 2       | 3       | 109                | 9         | 90      | 115     | MAX                 |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 104

Solamere Drive/Deer Valley Drive East

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  | 500             | 0                  | 0         | 0       | 1       | 34                 | 5         | 27      | 44      | NO                  |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 0                  | 0         | 0       | 1       | 34                 | 5         | 27      | 44      | NO                  |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 1                  | 4         | 0       | 12      | NO                  |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 500             | 1                  | 0         | 1       | 1       | 31                 | 0         | 31      | 31      | 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<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   | 500             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    | 500             | 0                  | 0         | 0       | 0       | 19                 | 12        | 0       | 42      | NO                  |
|           | Through      | 500             | 0                  | 0         | 0       | 1       | 0                  | 0         | 0       | 0       | NO                  |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    | 500             | 0                  | 0         | 0       | 1       | 27                 | 6         | 20      | 38      | NO                  |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   | 500             | 6                  | 0         | 5       | 7       | 78                 | 4         | 72      | 86      | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |



Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

| Intersection 1 |              | P2 Parking/Doe Pass Road |         |                    |         |         | Side-street Stop |                    |         |         |                  |
|----------------|--------------|--------------------------|---------|--------------------|---------|---------|------------------|--------------------|---------|---------|------------------|
| Direction      | Movement     | Storage (ft)             | Average | Average Queue (ft) |         |         | Average          | Maximum Queue (ft) |         |         | Exceeds Storage? |
|                |              |                          |         | Std. Dev.          | Minimum | Maximum |                  | Std. Dev.          | Minimum | Maximum |                  |
| NB             | U Turn       | 150                      | 68      | 0                  | 68      | 69      | 121              | 1                  | 119     | 122     | NO               |
|                | Second Left  |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Left Turn    |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Through      |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Right Turn   |                          |         |                    |         |         |                  |                    |         |         |                  |
| SB             | Second Right |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | U Turn       |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Second Left  |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Left Turn    |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Through      |                          |         |                    |         |         |                  |                    |         |         |                  |
| EB             | Right Turn   | 125                      | 1       | 0                  | 1       | 1       | 59               | 13                 | 34      | 73      | NO               |
|                | Second Right |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | U Turn       |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Second Left  |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Left Turn    |                          |         |                    |         |         |                  |                    |         |         |                  |
| WB             | Through      | 75                       | 0       | 0                  | 0       | 0       | 0                | 0                  | 0       | 0       | NO               |
|                | Right Turn   |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Second Right |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | U Turn       |                          |         |                    |         |         |                  |                    |         |         |                  |
|                | Second Left  |                          |         |                    |         |         |                  |                    |         |         |                  |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 2

P1 Parking/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 4                  | 0         | 4       | 4       | 78                 | 2         | 76      | 82      | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 125             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 3

Mobility Hub Entrance/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 75              | 0                  | 0         | 0       | 2       | 4                  | 13        | 0       | 43      | NO                  |
|           | Right Turn   | 75              | 0                  | 0         | 0       | 2       | 4                  | 13        | 0       | 43      | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    | 100             | 0                  | 0         | 0       | 1       | 16                 | 17        | 0       | 39      | NO                  |
|           | Through      | 100             | 1                  | 0         | 0       | 1       | 102                | 11        | 70      | 106     | MAX                 |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 4

Mobility Hub Exit/Doe Pass Road

Side-street Stop

| Direction | Movement     | Storage (ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds Storage? |
|-----------|--------------|--------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|------------------|
|           |              |              | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                  |
| NB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    | 100          | 18                 | 8         | 8       | 36      | 141                | 15        | 119     | 160     | MAX              |
|           | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   | 100          | 18                 | 8         | 8       | 36      | 140                | 15        | 119     | 160     | MAX              |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
| SB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      |              |                    |           |         |         |                    |           |         |         |                  |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
| EB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      | 100          | 0                  | 0         | 0       | 0       | 14                 | 12        | 0       | 36      | NO               |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |
| WB        | U Turn       |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Left  |              |                    |           |         |         |                    |           |         |         |                  |
|           | Left Turn    |              |                    |           |         |         |                    |           |         |         |                  |
|           | Through      | 75           | 1                  | 0         | 0       | 2       | 103                | 17        | 59      | 116     | MAX              |
|           | Right Turn   |              |                    |           |         |         |                    |           |         |         |                  |
|           | Second Right |              |                    |           |         |         |                    |           |         |         |                  |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 5

Deer Valley Drive East/P2 Parking

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 160             | 0                  | 0         | 0       | 0       | 1                  | 2         | 0       | 7       | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 300             | 0                  | 0         | 0       | 0       | 0                  | 0         | 0       | 0       | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 150             | 37                 | 1         | 36      | 39      | 117                | 1         | 116     | 118     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 6

Deer Valley Drive East/P3 Parking

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 200             | 1                  | 0         | 1       | 2       | 68                 | 23        | 29      | 105     | NO                  |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 160             | 0                  | 0         | 0       | 1       | 28                 | 11        | 12      | 53      | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 150             | 35                 | 1         | 33      | 37      | 101                | 1         | 101     | 103     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 7

Deer Valley Drive East/P4 Parking

Side-street Stop

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 100             | 3                  | 1         | 2       | 5       | 116                | 14        | 82      | 139     | MAX                 |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 75              | 0                  | 1         | 0       | 2       | 0                  | 0         | 0       | 0       | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   | 150             | 22                 | 15        | 8       | 63      | 146                | 18        | 111     | 170     | NO                  |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      | 150             | 19                 | 17        | 6       | 66      | 126                | 26        | 84      | 181     | NO                  |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |

Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

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

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       | 150             | 39                 | 38        | 4       | 124     | 201                | 49        | 99      | 270     | MAX                 |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right | 150             | 10                 | 10        | 1       | 36      | 90                 | 36        | 52      | 170     | NO                  |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |



Vissim Post-Processor  
Average Results from 10 Runs  
Queue Length

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

Intersection 0

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Signal

| Direction | Movement     | Storage<br>(ft) | Average Queue (ft) |           |         |         | Maximum Queue (ft) |           |         |         | Exceeds<br>Storage? |
|-----------|--------------|-----------------|--------------------|-----------|---------|---------|--------------------|-----------|---------|---------|---------------------|
|           |              |                 | Average            | Std. Dev. | Minimum | Maximum | Average            | Std. Dev. | Minimum | Maximum |                     |
| NB        | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
| SB        | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
| SE        | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
| EB        | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Left  |                 |                    |           |         |         |                    |           |         |         |                     |
| WB        | Left Turn    |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Through      |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Right Turn   |                 |                    |           |         |         |                    |           |         |         |                     |
|           | Second Right |                 |                    |           |         |         |                    |           |         |         |                     |
|           | U Turn       |                 |                    |           |         |         |                    |           |         |         |                     |

Project: UT20-2245  
 Description: Snow Park Transportation Study

| Park City Minimum Parking Rates Based <i>Nonshared</i> Parking Demand Summary |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
|-------------------------------------------------------------------------------|--------------|------------|------------|-------------|-------------------|---------------|----------------|------------|-------------|-------------------|---------------|----------------|-------------------|-------------|--------------------------|-------------------|-------------|--------------------------|
| Land Use                                                                      | Project Data |            | Weekday    |             |                   |               |                | Weekend    |             |                   |               |                | Weekday           |             |                          | Weekend           |             |                          |
|                                                                               |              |            | Base Ratio | Driving Adj | Non-Captive Ratio | Project Ratio | Unit For Ratio | Base Ratio | Driving Adj | Non-Captive Ratio | Project Ratio | Unit For Ratio | Peak Hr Adj       | Peak Mo Adj | Estimated Parking Demand | Peak Hr Adj       | Peak Mo Adj | Estimated Parking Demand |
|                                                                               | Quantity     | Unit       |            |             |                   |               |                |            |             |                   |               |                | 6 AM              | December    |                          | 6 AM              | December    |                          |
| Retail                                                                        |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Retail (<400 ksf)                                                             | 25,866       | sf GLA     | 3.22       | 100%        | 100%              | 3.22          | ksf GLA        | 3.20       | 100%        | 100%              | 3.20          | ksf GLA        | 100%              | 100%        | 84                       | 100%              | 100%        | 83                       |
| Employee                                                                      |              |            | 0.78       | 100%        | 100%              | 0.78          |                | 0.80       | 100%        | 100%              | 0.80          |                | 100%              | 100%        | 21                       | 100%              | 100%        | 21                       |
| Food and Beverage                                                             |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Entertainment and Institutions                                                |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Convention Center                                                             | 30,879       | sf GLA     | 5.73       | 100%        | 100%              | 5.73          | ksf GLA        | 5.73       | 100%        | 100%              | 5.73          | ksf GLA        | 100%              | 100%        | 177                      | 100%              | 100%        | 177                      |
| Employee                                                                      |              |            | 0.52       | 100%        | 100%              | 0.52          |                | 0.52       | 100%        | 100%              | 0.52          |                | 100%              | 100%        | 17                       | 100%              | 100%        | 17                       |
| Hotel and Residential                                                         |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Hotel-Business                                                                |              | keys       | 0.87       | 100%        | 100%              | 0.87          | key            | 0.87       | 100%        | 100%              | 0.87          | key            | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Hotel-Leisure                                                                 | 193          | keys       | 0.87       | 100%        | 100%              | 0.87          | key            | 0.87       | 100%        | 100%              | 0.87          | key            | 100%              | 100%        | 168                      | 100%              | 100%        | 168                      |
| Hotel Employees                                                               | 193          | keys       | 0.13       | 100%        | 100%              | 0.13          | key            | 0.13       | 100%        | 100%              | 0.13          | key            | 100%              | 100%        | 25                       | 100%              | 100%        | 25                       |
| Restaurant/Lounge                                                             | 5,451        | sf GLA     | 4.24       | 100%        | 100%              | 4.24          | ksf GLA        | 4.26       | 100%        | 100%              | 4.26          | ksf GLA        | 100%              | 100%        | 24                       | 100%              | 100%        | 24                       |
| Meeting/Banquet (0 to 20 sq ft/key)                                           |              | sf GLA     | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Meeting/Banquet (20 to 50 sq ft/key)                                          |              | sf GLA     | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Meeting/Banquet (50 to 100 sq ft/key)                                         |              | sf GLA     | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Convention (100 to 200 sq ft/key)                                             |              | sf GLA     | 0.00       | 100%        | 100%              | 0.00          | ksf GLA        | 5.50       | 100%        | 100%              | 5.50          | ksf GLA        | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Convention (> 200 sq ft/key)                                                  |              | sf GLA     | 4.58       | 100%        | 100%              | 4.58          | ksf GLA        | 4.58       | 100%        | 100%              | 4.58          | ksf GLA        | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Restaurant/Meeting Employees                                                  | 5,451        | sf GLA     | 0.76       | 100%        | 100%              | 0.76          | ksf GLA        | 0.74       | 100%        | 100%              | 0.74          | ksf GLA        | 100%              | 100%        | 5                        | 100%              | 100%        | 5                        |
| Residential, Urban                                                            |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          | 0%                |             |                          |
| Studio Efficiency                                                             |              | units      | 0.00       | 100%        | 100%              | 0.00          | unit           | 0.00       | 100%        | 100%              | 0.00          | unit           | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| 1 Bedroom                                                                     | 11           | units      | 0.00       | 100%        | 100%              | 0.00          | unit           | 0.00       | 100%        | 100%              | 0.00          | unit           | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| 2 Bedrooms                                                                    |              | units      | 0.00       | 100%        | 100%              | 0.00          | unit           | 0.00       | 100%        | 100%              | 0.00          | unit           | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| 3+ Bedrooms                                                                   | 132          | units      | 0.00       | 100%        | 100%              | 0.00          | unit           | 0.00       | 100%        | 100%              | 0.00          | unit           | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
| Reserved                                                                      | 100%         | res spaces | 1.44       | 100%        | 100%              | 1.44          | unit           | 1.41       | 100%        | 100%              | 1.41          | unit           | 100%              | 100%        | 206                      | 100%              | 100%        | 201                      |
| Visitor                                                                       | 143          | units      | 0.06       | 100%        | 100%              | 0.06          | unit           | 0.08       | 100%        | 100%              | 0.08          | unit           | 100%              | 100%        | 9                        | 100%              | 100%        | 13                       |
| Office                                                                        |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Additional Land Uses                                                          |              |            |            |             |                   |               |                |            |             |                   |               |                |                   |             |                          |                   |             |                          |
| Ski Resort (as observed during data collection)                               | 1            | count      | 1,500      | 100%        | 100%              | 1,500         | count          | 1,500      | 100%        | 100%              | 1,500         | count          | 100%              | 100%        | 1,500                    | 100%              | 100%        | 1,500                    |
| Employee                                                                      |              |            | 0.00       | 100%        | 100%              | 0.00          |                | 0.00       | 100%        | 100%              | 0.00          |                | 100%              | 100%        | -                        | 100%              | 100%        | -                        |
|                                                                               |              |            |            |             |                   |               |                |            |             |                   |               |                | Customer/Visitor  |             | 1,962                    | Customer          |             | 1,965                    |
|                                                                               |              |            |            |             |                   |               |                |            |             |                   |               |                | Employee/Resident |             | 68                       | Employee/Resident |             | 68                       |
|                                                                               |              |            |            |             |                   |               |                |            |             |                   |               |                | Reserved          |             | 206                      | Reserved          |             | 201                      |
|                                                                               |              |            |            |             |                   |               |                |            |             |                   |               |                | Total             |             | 2,236                    | Total             |             | 2,234                    |



# **Attachment A:**

## **Trip Generation Memorandum**

## MEMORANDUM

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

UT20-2245

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

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

## Trip Generation Estimates

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



## Key Revisions

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

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

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

### Resort Hotel Trip Generation Rates

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

### Assumed Mode Shift

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



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

## **Reduction in Vehicle Trips due to Implementation of Paid Parking**

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

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

## **Trip Internalization Derived from MXD**

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



## Trip Internalization Derived from Squaw Valley

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

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

## Conclusion

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

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

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



# **Attachment B:**

# **Snow Park Village Parking**

# **Management Plan**



## MEMORANDUM

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

UT20-2245

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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.

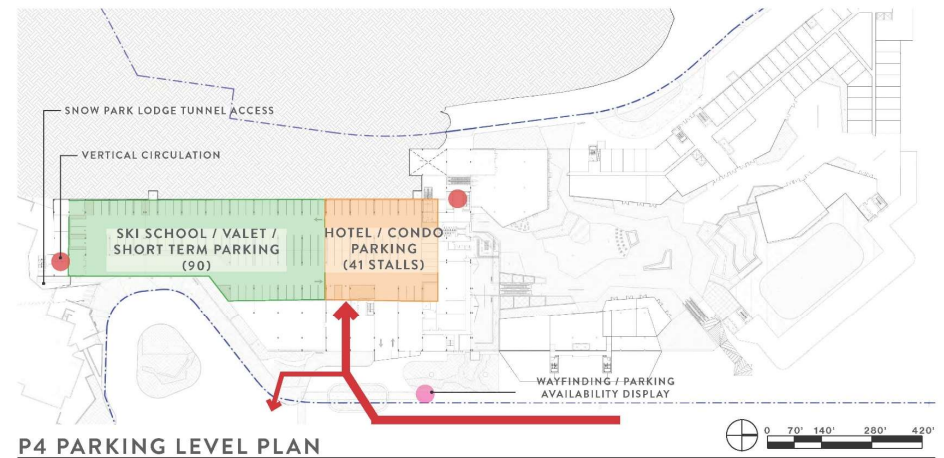
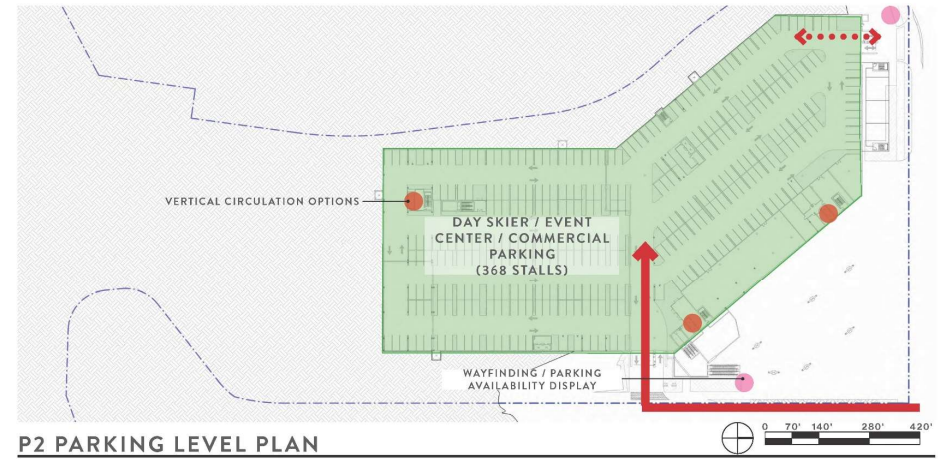
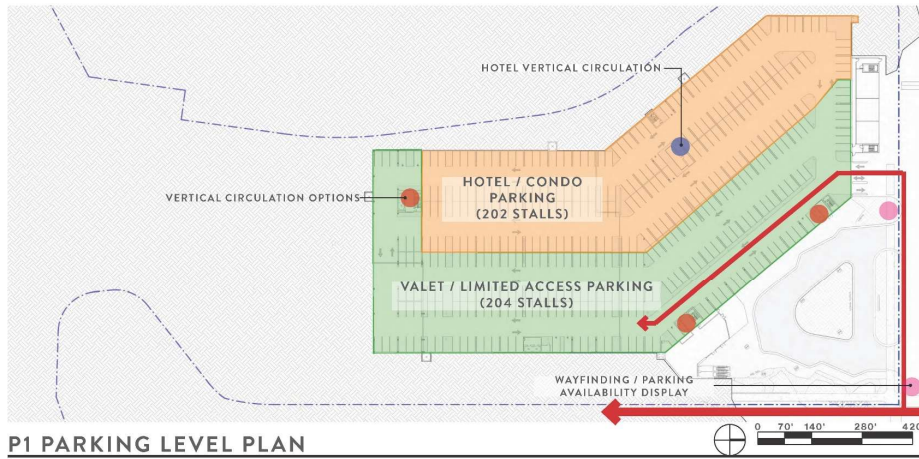
**P2 Parking** – this level will have 368 stalls. It will primarily be used for winter day skiers and summer resort guests during those seasons, transient parking and special event parking during event periods. Access is provided on Deer Valley Drive East, however an auxiliary exit is provided accessing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

## Table of Contents

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|                                              |    |
|----------------------------------------------|----|
| 1. Project Description and TDM Approach..... | 4  |
| 1.1 Project Description .....                | 4  |
| 1.2 TDM Approach .....                       | 6  |
| 2. Snow Park Village TDM Program .....       | 8  |
| 2.1 Primary TDM measures.....                | 8  |
| 3. Program Monitoring and Adaptation .....   | 14 |
| 3.1 Monitoring Program.....                  | 14 |
| 3.1.1 Annual Monitoring Report .....         | 15 |

## Table of Figures

---

|                                                               |   |
|---------------------------------------------------------------|---|
| Figure 1: Project Location .....                              | 5 |
| Figure 2: Deer Valley Traveler Origins and Destinations ..... | 7 |

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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.

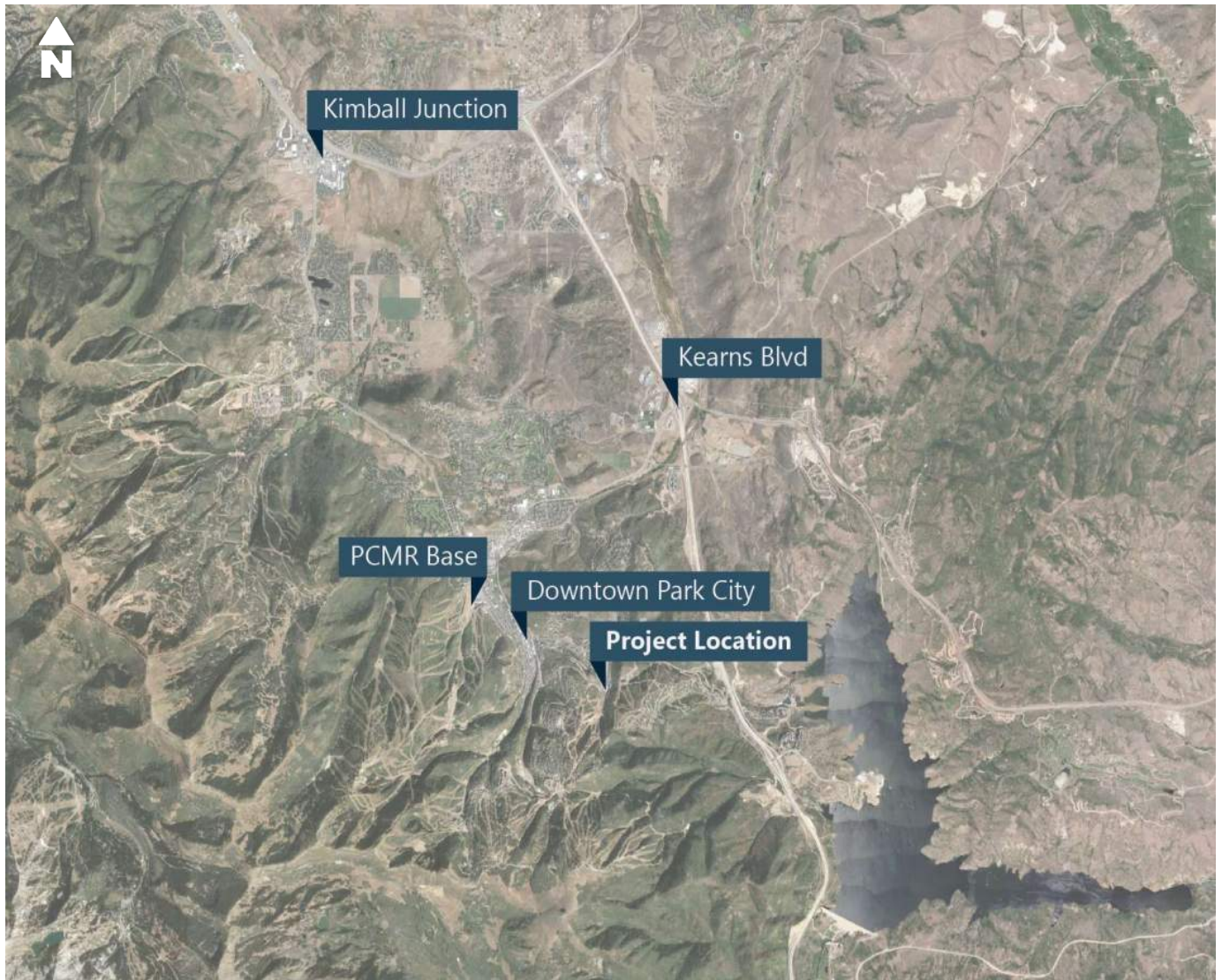
This document describes how Deer Valley intends to reduce the number of single-occupancy vehicle (SOV) trips to Snow Park Village using a variety of TDM options. This plan is based heavily on PCMC's existing TDM plan and strategies therein, adopted in August 2016.

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.



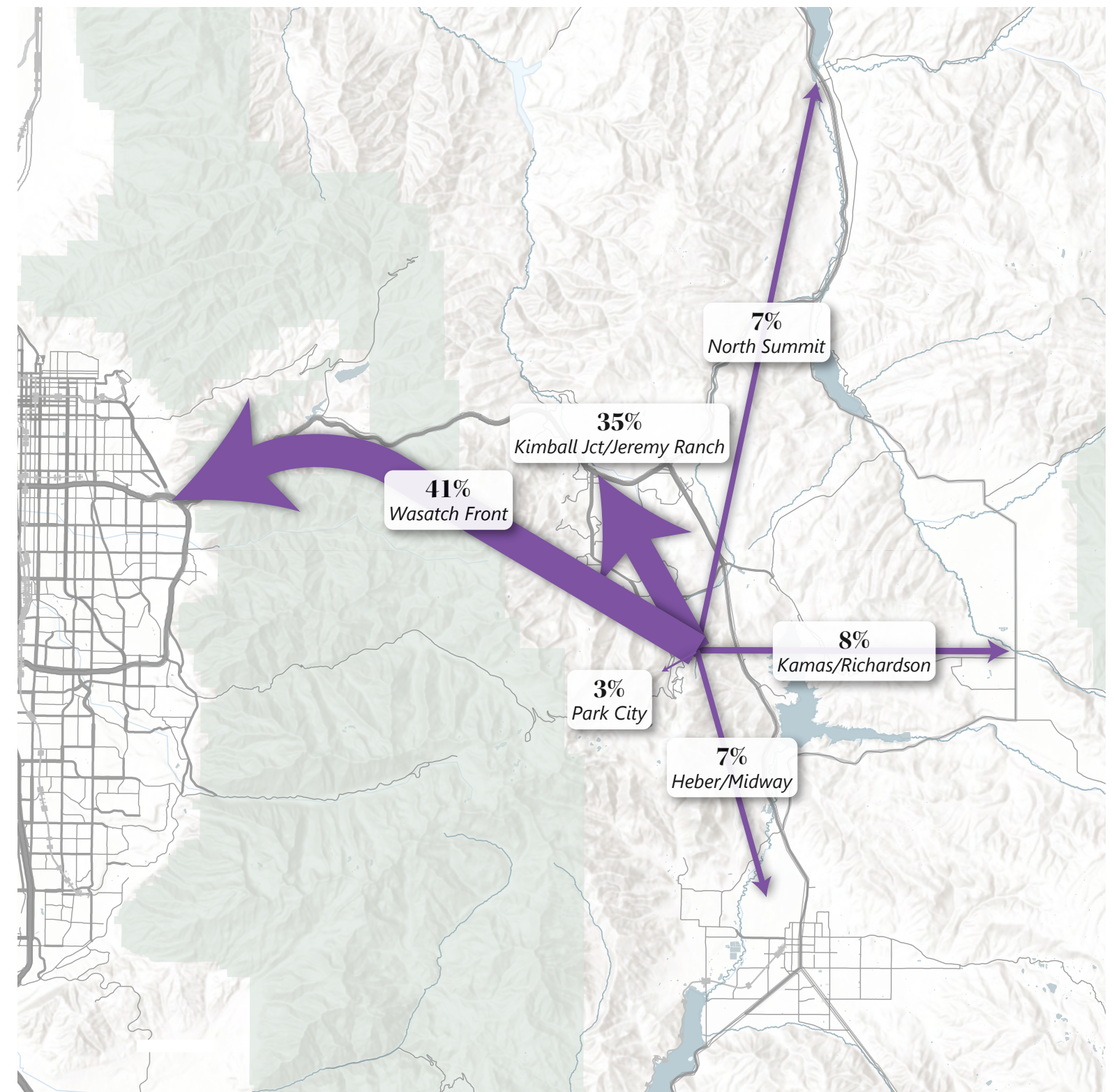
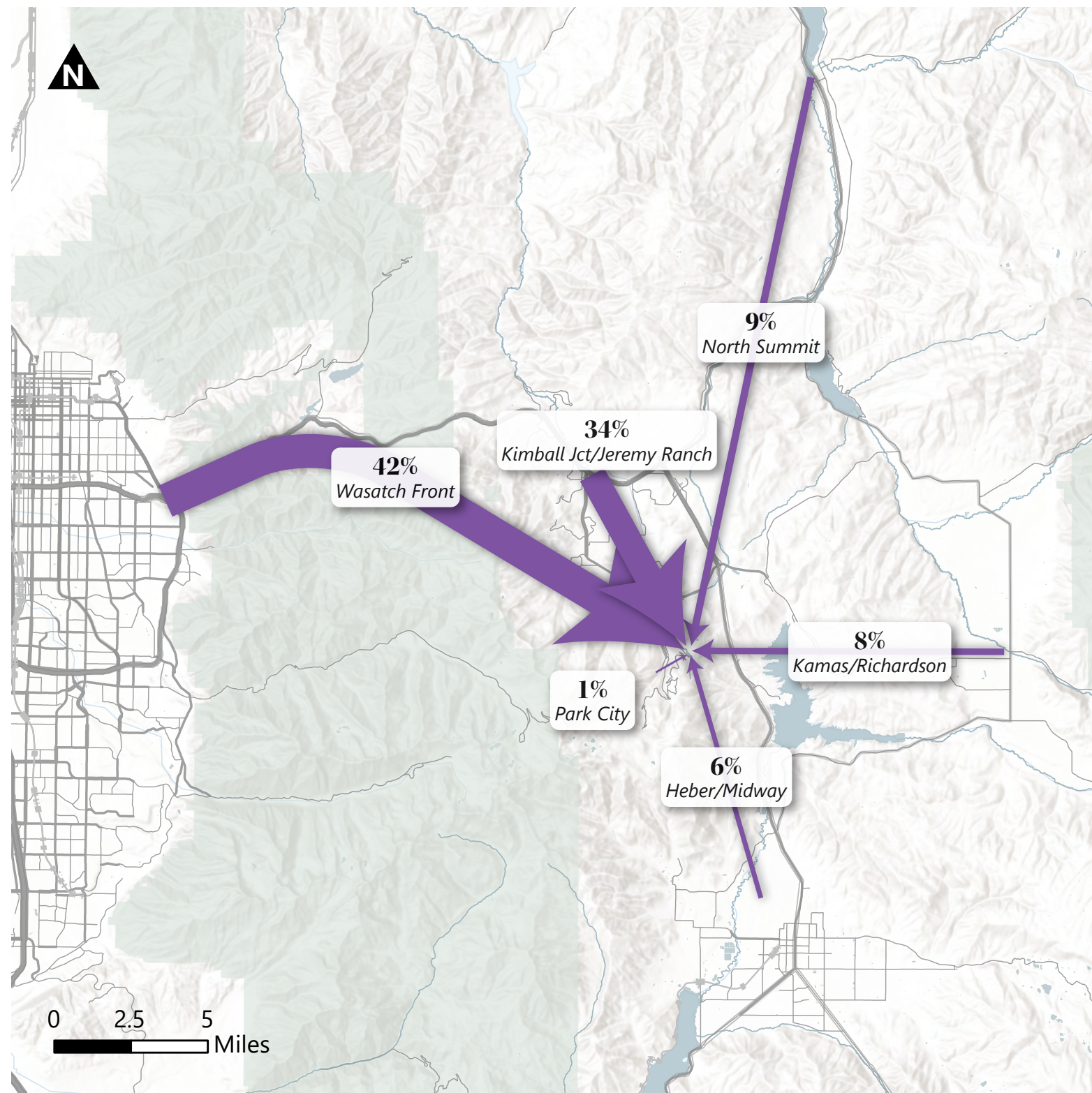


Figure 2  
Deer Valley Origin-Destination AM Incoming – PM Outgoing Trends

## 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                                                                                                                                                                                                                                                                                                                                                                                                      |
|-------------------------------------------------------------------------------|-------------|--------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Implement Bicycle Parking at Key Destinations and Transit Stops</i></b> | New Program | Day Guests<br>Commuters<br>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.                                                                       |
| <b><i>Expand e-Bike Share</i></b>                                             | New Program | Day Guests<br>Commuters<br>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.                                                                                                                                |
| <b><i>Install Bicycle Repair Stand</i></b>                                    | New Program | Day Guests<br>Commuters<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------------------------------------|-------------|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Implement Real-Time Information Messaging</i></b> | New Program | Day Skiers<br>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.                                                                                                                                                                                                                           |
| <b><i>Provide Additional Evening Recreation Opportunities/Amenities:</i></b> | New Program | Day Skiers<br>Employees<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|------------------------------------------|------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Provide Employee Housing</i></b>   | 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. |
| <b><i>Provide Employee Amenities</i></b> | 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.                                                                                                                                                     |
| <b><i>Childcare</i></b>                  | Existing Program | Day Skiers<br>Employees<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
|-----------------------------------------------------------|------------------|-------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Implementation of Efficient Parking Schemes</i></b> | Existing Program | Day Skiers<br>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.                                                                                                                                                                                                                                                                                                                                                                                           |
| <b><i>Implement Parking Demand Management</i></b>         | New Program      | Day Skiers<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|-----------------------------------------------------------|------------------|---------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Establish a TDM Coordinator</i></b>                 | New Program      | Employees<br>Day Skiers<br>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. |
| <b><i>Provide Tailored Information and Promotions</i></b> | Existing Program | Employees<br>Day Skiers<br>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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-----------------------------------------------------------------|------------------|--------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><i>Provide Employee Transit</i></b>                          | 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. |
| <b><i>Subsidize Transit Passes for Inter-City Commuters</i></b> | Existing Program | Employees          | Deer Valley provides subsidized Utah Transit Authority passes to employees commuting to Deer Valley from Utah and Salt Lake Valleys.                                                                                                                                                                                                                                                                                                                                                                                                                                                |

Source: Deer Valley

## 3. Program Monitoring and Adaptation

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

### 3.1 Monitoring Program

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

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

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

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

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

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

### **3.1.1 Annual Monitoring Report**

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

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

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

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

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

## TECHNICAL MEMORANDUM

Date: Wednesday, May 3<sup>rd</sup>, 2023  
To: John Robertson, City Engineer  
Cc: Alexandra Ananth, Senior Planner  
From: Jeremy Searle, PE, PTOE and Gary Horton, SE  
Subject: **Snow Park Village Transportation Analysis Independent 3rd Party Review**

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### ***Purpose & Background***

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

Most recently, WCG was asked to review the updated Transportation Analysis – Shared Mobility Lane Alternative, dated April 2023 for the proposed Snow Park Village Redevelopment project at Deer Valley and provide comments. This memorandum outlines how previous comments on this analysis were addressed. No new concerns were identified in the review.

### ***Summary***

Generally, WCG finds **that the applicant's transportation analysis is sound**, and the previous traffic related concerns identified were addressed. **WCG supports the Shared Managed Lane (SML) Plan** proposed by the applicant, noting that this plan provides the best use of public right of way by providing improvements for transit balanced with bike lanes, while also improving transportation for all modes of travel in a safe manner. The proposed transit priority traffic signals provide Park City the flexibility needed to improve traffic operations while prioritizing transit when needed. There are a few comments related to driveway design/layout (comments #10, 11, 12) that are not critical to preliminary approvals, and will be addressed during final design review and approval. All addressed comments are marked with a green check mark. ✓

### ***Previous Comments***

Previously, the Applicant had requested a 20 percent parking reduction for the development. Recently, they have changed their application to provide the full amount of required parking, which results in a total of 2,262 required parking stalls. The increase in the number of parking also results in an expected increase in trips generated. Previously, the Applicant had submitted a PowerPoint in February 2023 outlining their proposed changes to the trip generation calculations and assumptions. WCG had previously reviewed this submittal and provided the following comments. Underneath each comment is an explanation of how each was addressed in the latest transportation analysis:

- ✓ 1. Why did the assumed transit reduction percentage increase with the removal of the parking reduction request? It would seem likely that transit ridership would decrease with the availability of more parking stalls.

*This was addressed by decreasing the transit reduction from 3% to 1.5% daily and during the PM peak hour, and 1% during the AM peak hour. This change in calculating the trip generation is in line with what is expected with the increase in parking. Therefore, this comment has been addressed.*

- ✓ 2. The diagram on slide 7 shows existing incoming and outgoing trips during the AM and PM peak hours. It also indicates that a 5% reduction on these counts was assumed to account for background traffic to Solamere and Queen Esther. However, the diagram shows the counts on DVD East being collected beyond Solamere and Queen Esther. If the diagram is accurate, a 5% reduction would not be needed for these counts. Please clarify these numbers and assumption.

*This was addressed by removing the 5% reduction that was previously assumed. Therefore, the diagram, percent reduction, and overall comment are not relevant anymore.*

- ✓ 3. Why was a daily trip generation total not calculated with the revised assumptions? Please provide a daily trip generation total for the development assuming no parking reduction.

*This comment was addressed by providing an updated trip generation table in the new transportation analysis report, including a daily trip generation total. The projected number of daily trips from the development is 3,616 trips, with 261 during the AM peak hour and 322 during the PM peak hour.*

- ✓ 4. Please provide a more detailed parking program for the planned stalls. How many will be reserved for residents, for the hotel, day skiers, etc? The parking program will greatly influence the trip generation for the project.

*This comment was addressed with the Snow Park Village Parking Management Plan included as Attachment B in the transportation analysis report. This report provides details on the number of parking for each use, how each parking level is programmed, circulation, paid parking, etc.*

- ✓ 5. Once the trip generation numbers are finalized, an updated traffic analysis is recommended to determine the impact of the additional trips.

*This comment was addressed with the new transportation analysis report, which is dated April 2023. The new report includes updating trip generation, analyses, parking information, pick-up / drop-off loop analyses, etc.*

- ✓ 6. Park City Municipal Corporation (PCMC) has a stated goal of reducing peak-hour traffic volumes by 20% citywide. The applicant's project will add peak hour traffic in the most congested areas of the City.

- a. It is recommended that PCMC staff and the Applicant identify specific goals that can be measured and achievable. The Deer Valley team has outlined a detailed TDM plan and a monitoring system. The next step is to finalize the plan and identify the objectives that should be met with the annual data monitoring program.

*This comment has been partially addressed through the Applicants detailed TDM plan, which outlines extensive efforts to reduce peak hour traffic. The final step is to continue to work with City Staff to identify specific metrics and objectives that can be monitored over time and be flexible in making adjustments as needed.*

- ✓ 7. The Applicant's trip distribution assumptions between Deer Valley Drive East and West should be further justified and supported. If the distribution assumed in the TIS is different in reality, additional queuing will result on Deer Valley Drive East and West, as well as Doe Pass Road.
  - a. The most recent plan submitted by the Applicant includes a signal at the "Y-intersection", which alleviates much of the concern regarding the distribution and potential queuing at that intersection. The signal timing can be adjusted, and transit priority can be added to provide flexibility for different distributions and transit needs.
  - b. It is recommended that ingress into the parking garages be carefully monitored to ensure that queues do not develop and back up onto City streets. If the Applicant's distribution assumptions are not correct this could further exacerbate this concern.
  - c. Similarly, the drop-off and pick-up area east of Snow Park Lodge should be monitored to ensure queues do not develop and back up onto City streets.

*This comment was addressed in the most recent transportation analysis report (April 2023). The distribution was adjusted to more closely match existing travel patterns, and a sensitivity analysis was completed to show the impacts of changes to the distribution percentages. In addition, clarification on parking ingress and egress times were confirmed through WGI, a parking garage design and operations consultant, providing additional confidence in the parking garage assumptions. Finally, a detailed analysis of the drop-off and pick-up area east of Snow Park Lodge was completed. This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.*

- ✓ 8. The additional VISSIM transportation analysis does not consider actual travel conditions, downstream impacts, or other common causes of delay in the Deer Valley Loop during peak traffic hours or weather/special events. PCMC has provided actual travel times of buses traveling these roads during ski season. Utilization of this data to calibrate the model could provide a more accurate view of the benefits of the SML to transit during peak congestion times.



- a. It is recommended that the Applicant refine and calibrate the VISSIM model to better represent actual conditions and provide a better representation of the proposed project conditions.

*This comment was addressed by the Applicant further refining the VISSIM model, including collecting additional dwell time data for the pick-up/drop-off loop. Park City also provided transit travel time data to further refine the model.*

*Additional explanation was provided in the report, "The simulation shows traffic circulation with minimal delays with the proposed configuration in peak ski season conditions. Because of the lack of congestion, the buses simulated in this analysis travel in near free-flow conditions. This was due to the models being calibrated to typical travel times. Bus and vehicle travel time measurements were provided by Deer Valley and Park City, which showed several outlier days with excessive travel times. However, the calibrated VISSIM model travel times were closer to the median travel times observed from the data."*

9.  The applicant does not provide enough detail about the assumptions for the pick-up drop off loop of 100 pick-up drop/off vehicles, 50 Transportation Network Company (TNC) vehicles, and 50 Valet vehicles were developed.
  - a. WCG has requested additional detail outlining what data was collected to support these assumptions and what happens to the internal circulation if these numbers are low.

*This comment was addressed with a detailed analysis for the drop-off and pick-up area in the latest transportation analysis report (April 2023). This included data on the average dwell time for vehicles in the pick-up / drop-off area collected in January 2022. This analysis provides a much clearer understanding of how the pick-up / drop-off area will operate. It shows that during peak times it is anticipated to operate at LOS E, with an average of 44 sec/veh of delay, however it does not impact adjacent intersections. The report suggests that added efficiencies with on-site staff will help improve operations as needed.*

10. Some driveway widths do not appear to meet LMC § [15-3-4\(C\)](#) requirements but may facilitate efficient garage ingress.

*As conditions of final approval, these modifications need to be addressed with the final design.*

11. The intersection of Royal Street and a proposed new driveway across the street do not appear to meet LMC § [15-3-3\(H\)](#) requirements.
  - a. It is recommended that the Applicant coordinate with City Staff on adjustments to the proposed driveway to meet City code.

*As conditions of final approval, these modifications need to be addressed with the final design.*

12. The driveway spacing of some driveways on Doe Pass Road does not appear to meet LMC § [15-3-3\(H\)](#) requirements
  - a. It is recommended that the Application coordinate with City Staff on adjustments to driveway spacing on Doe Pass Road to meet City code.



*As conditions of final approval, these modifications need to be addressed with the final design.*

- ✓ 13. A review of the bus auto-turn templates show that buses can make the required turning movements.
- a. It is recommended that another review be completed in the final design phases.

*As noted above, the current design does meet bus turning requirements. Additional review is required with any design changes.*

### ***Applicant Proposed Mitigation Measures***

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

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

# Snow Park Traffic Study Independent Review

Wall Consultant Group

June 15, 2023





# Overview

WCG provided an independent 3<sup>rd</sup> party review, including

- 17 different applicant submittals
- 11 different formal reviews of the proposed development.
- Numerous meetings with the applicant and City staff

# Trip Generation



**Table 3: Snow Park Traffic**

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



# Parking Comparison

The applicant is currently proposing **2,236** total stalls on site for Snow Park, as required by City code. Previously, a 20% reduction in parking was proposed (Nov. 2022 study)

**Table 2: Trip Generation Comparison**

| Trip Generation |                |                                       |            |
|-----------------|----------------|---------------------------------------|------------|
| Period          | Nov 2022 Study | Mar 2023 Update (Full Parking Supply) | Difference |
| Daily           | 2,276          | 3,616                                 | 1,340      |
| AM Peak Hour    | 162            | 261                                   | 99         |
| PM Peak Hour    | 204            | 322                                   | 118        |

**Table 3: 2040 Plus Project Peak Hour Total Traffic Volume Assumptions**

| Period       | Traffic Volume Assumptions |          |              |                                       |          |              |                            |                             |
|--------------|----------------------------|----------|--------------|---------------------------------------|----------|--------------|----------------------------|-----------------------------|
|              | Nov 2022 Study             |          |              | Mar 2023 Update (Full Parking Supply) |          |              | Increase in Total Vehicles | % Increase in Total Traffic |
|              | Inbound                    | Outbound | Total        | Inbound                               | Outbound | Total        |                            |                             |
| AM Peak Hour | 1,043                      | 454      | <b>1,497</b> | 1,136                                 | 460      | <b>1,596</b> | 99                         | 7%                          |
| PM Peak Hour | 584                        | 1,195    | <b>1,779</b> | 595                                   | 1,302    | <b>1,897</b> | 118                        | 7%                          |



# Mitigation Measures Proposed by Applicant

1. Reconfiguring the “Y-intersection” with the addition of signalized traffic control
  - new access pattern for visitors
  - safety for pedestrians and bicyclists
  - transit pre-emption
2. A new left-turn deceleration and acceleration lane
  - Solamere Drive
  - Queen Esther Drive
3. Reducing parking demand by
  - implementing paid parking
  - shared parking for the development
4. Improving the active transportation network with
  - new or improved trails
  - safer crossings
  - multi-use paths



# Mitigation Measures Proposed by Applicant

5. A new transit mobility hub
  - Room for 6 buses
  - Restrooms & lockers
  - Additional amenities
6. Traffic signal at Doe Pass Road / Deer Valley Drive East
  - Transit pre-emption
  - Safety for pedestrians and bicyclists
7. Shared Mixed Lanes
  - Bike Lanes during summer
  - Dedicated transit lanes during peak winter season
8. Transportation Demand Management (TDM) Plan
  - Outlines existing programs and efforts to reduce trips
  - Identifies new strategies to reduce trips
  - See Snow Park Village TDM Plan for details



# Latest Traffic Impact Study Review

Please see the WCG review memo dated May 3<sup>rd</sup>, 2023 for details.

A few highlights of our review include:

- Concerns with trip generation and distribution were corrected
- Questions about parking were addressed with a detailed parking management plan
- Concerns about the pick-up / drop-off area were addressed
- The VISSIM model was calibrated and refined with additional data





# Recommended Next Steps

WCG recommends the following next steps:

- PCMC Staff and the Deer Valley Team establish a regular TDM meeting schedule
- Implement a monitoring system
- Establish clear goals and metrics that can be tracked and measured
- Be flexible in trying new methods for reducing travel demand
- Consider reservation parking and reconsider the parking reduction with offsite mitigation (20% reduction to support Park City goals)
- Driveway spacing and access widths can be refined if the project proceeds towards final design

# City Council Staff Report



**Subject:** Accessory Uses in  
Master Planned Developments  
**Application:** PL-22-05447  
**Author:** Rebecca Ward, Assistant Planning Director  
**Date:** September 28, 2023  
**Type of Item:** Legislative – Land Management Code Amendments

## Recommendation

(I) Review the proposed amendments to the Land Management Code regarding Accessory Uses in Master Planned Developments outlined in Draft Ordinance No. 2023-17 (Exhibit A); (II) conduct a public hearing; and (III) consider approving Ordinance No. 2023-17, as unanimously recommended by the Planning Commission.

## Background

Commercial development 10,000+ square feet and residential development 20,000+ square feet requires a Master Planned Development (MPD) and review by the Planning Commission pursuant to Land Management Code (LMC) [Chapter 15-6](#). LMC [§ 15-6-5\(A\) Master Planned Development Requirements – Density](#) states:

*The Planning Commission shall approve the type of Development, number of units, and Density permitted on a given Master Planned Development Site based on a Site Suitability Analysis. The Master Planned Development shall not exceed the maximum Density in the Zoning District, except as otherwise provided in this Section.*

LMC [§ 15-6-8 Unit Equivalents](#) establishes a formula for MPD Density:

- 1,000 square feet of commercial use is one Unit Equivalent
- One Single-Family Lot or 2,000 square feet of Multi-Unit Dwelling residential use is one Unit Equivalent

LMC [§ 15-6-8 Unit Equivalents](#) outlines allowances for Support Commercial Uses and exempts certain Residential and Resort Accessory Uses<sup>1</sup> from counting toward the total Unit Equivalents within an MPD. These Accessory Uses are intended to provide services and support uses for patrons, employees, and residents within the development, and not the general public.

The Accessory Use exemptions from Unit Equivalents present challenges for some MPD reviews. Caps that were established in the early regulations for Accessory Uses in MPDs contained parameters but were removed over time, resulting in substantial allowances for some MPDs with increased mass and bulk of proposed projects.

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<sup>1</sup> LMC [§ 15-15-1](#) defines an Accessory Use as a land Use that is customarily incidental and subordinate to the primary Use located on the same Lot.

Additionally, Accessory Uses pose a potential risk – what was originally intended for patrons, employees, and residents already on site may eventually be opened to the general public over time without mitigating impacts like increased traffic and parking, and without contributing to affordable housing obligations pursuant to the City’s [Housing Resolution No. 05-2021](#).

Planning Commission liaisons Laura Suesser and Henry Sigg provided preliminary input on proposed amendments. Additionally, staff reached out to ten resort towns and learned that Park City’s allowances for Accessory Uses are more permissive in general. On December 14, 2022 ([Staff Report](#); [Minutes](#), p. 25), and February 8, 2023 ([Staff Report](#); [Minutes](#), p. 21), the Planning Commission conducted work sessions on Accessory Uses in Master Planned Developments. The Planning Commission was scheduled to conduct a public hearing on March 22, 2023, but continued the item to April due to a late meeting ([Staff Report](#); [Minutes](#), p. 44). On April 12, 2023, the Planning Commission made final adjustments to the proposed amendments, conducted a public hearing, and unanimously forwarded a positive recommendation to the City Council ([Staff Report](#); [Minutes](#), p. 18).

On April 27, 2023, the City Council reviewed the proposed amendments and continued the discussion to June 12, 2023, requesting clarification on Support Commercial Uses for Hotels and consistency in Child Care Facility references, addressed below ([Staff Report](#); [Minutes](#), p. 18). On June 12, 2023, the City Council reviewed the clarifications, continued the discussion to a later date, and directed staff to reach out to stakeholders for input ([Staff Report](#); [Minutes](#), p. 2). On August 22, 2023, staff requested the City Council continue the item to September 28, 2023, to allow time for additional outreach and input ([Staff Report](#); [Minutes](#), p. 9). Public input is attached as Exhibit B.

The recommended amendments for (I) Support Commercial Uses, (II) Residential Accessory Uses, and (III) Resort Accessory Uses are outlined below. Additionally, (IV) the *Uses* tables for the Recreation and Open Space, General Commercial, and Light Industrial Zoning Districts are updated to connect Resort Support Commercial Uses to approved Master Planned Developments.

## **Analysis**

The LMC implements the goals and policies of the General Plan in part to protect and enhance the vitality of the City’s resort-based economy, the overall quality of life, the historic character, and the unique mountain town community.<sup>2</sup> The Planning Commission reviews LMC amendments and forwards a recommendation to City Council for final action.<sup>3</sup>

Proposed amendments to clarify Accessory Uses within MPDs are outlined below:

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<sup>2</sup> LMC [§ 15-1-2](#)

<sup>3</sup> LMC [§ 15-12-15\(A\)\(3\)](#)

## (I) Support Commercial Uses

When the MPD process was first established in the 1980s, the LMC allowed Support Commercial Facilities, which were defined as commercial uses oriented toward the internal circulation of the development “for the purpose of serving the needs of the residents or users of that development, and not the general public or persons drawn from off the site of the Master Planned Development.” The definition included examples like barber shops, beauty salons, travel agencies, clothing stores, gift shops, convenience stores, art galleries, auto rentals, camera stores, liquor stores, pharmacies, sporting goods stores, day care nurseries, information centers, tennis or golf pro shops or other hotel lobby uses.

Each Support Commercial Facility was capped to no more than 2,000 gross square feet of floor area and the total Support Commercial Facilities were capped to no more than 10% of the total gross floor area. Signage for Support Commercial Facilities could only be visible from within the development. The 1980s LMC also allowed up to 5% of the total floor area to be dedicated to meeting spaces.

The definition of *Support Commercial Use* has been slightly modified since the 1980s, but still establishes the requirement that the Use serve the needs of residents or users of the development. LMC [§ 15-15-1 Definitions](#) outlines the following:

**Commercial Use, Support.** A Commercial Use oriented toward the internal circulation of a Development, for the purpose of serving the needs of the residents or users of that Development, and not Persons drawn from Off-Site.

When the City re-wrote the LMC in the early 2000s, the LMC continued to allow within a Residential MPD for a Hotel or Nightly Rental condominium up to 5% of the total floor area for Support Commercial and 5% of the total floor area for meeting spaces. This has not changed. LMC [§ 15-6-8\(C\) Unit Equivalents](#) currently establishes the following for residential MPDs:

**SUPPORT COMMERCIAL WITHIN RESIDENTIAL MASTER PLANNED DEVELOPMENTS.** Within a Hotel or Nightly Rental condominium project, the Floor Area of Support Commercial uses may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents. Any unused support commercial floor area may be utilized for meeting space Uses.

And LMC [§ 15-6-8\(D\) Unit Equivalents](#) further allows the following:

**MEETING SPACE.** Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly

## Rental Condominium project.

The proposed amendments remove the term “Nightly Rental Condominium” and allow Support Commercial for Hotels only. The LMC does not define “Nightly Rental Condominium.” LMC [§ 15-15-1](#) defines a Hotel as “[a] Building containing sleeping rooms for the occupancy of guests for compensation on a nightly basis that includes accessory facilities such as restaurants, bars, spas, meeting rooms, on-site check-in lobbies, recreation facilities, group dining facilities, and/or other facilities and activities customarily associated with Hotels, such as concierge services, shuttle services, room service, and daily maid service. Hotel/Motel does not include Nightly Rental Condominium projects without restaurants, bars, spas, and on-site check-in lobbies . . . Hotels are considered a lodging Use and ownership of units may be by a condominium or timeshare instrument.”

The Planning Commission removed “Nightly Rental Condominium” from the Support Commercial Allowance because Multi-Unit Dwellings that may allow Nightly Rentals pursuant to underlying zoning, but may include primary and secondary residents, have proposed Support Commercial allowances. Allowing Support Commercial for Hotels—which includes those operating under one ownership or condominium or timeshare ownership—provide services for guests.

The proposed amendments also reinstate signage and size restrictions that were removed from the code in the early 2000s, and further refine and restrict Support Commercial Uses to ensure future approvals are limited to those already on site:

- Limit signage to interior spaces
- Limit marketing to existing primary uses on site
- Remove meeting space allowances
- Limit to a Hotel
- Capture affordable housing obligations for employees generated
- Tie the maximum square footage to a 5,000-square-foot cap
- Prohibit Conventional Chain Businesses

(See Exhibit A, redlines 29 – 39)

## (II) Residential Accessory Uses

The 2002 LMC update further exempted administrative and banquet offices, as well as Residential Accessory Uses from Unit Equivalents. There is no square footage or percentage cap for Residential Accessory Uses. LMC [§ 15-15-1](#) *Definitions* does not define Residential Accessory Uses. However, LMC [§ 15-6-8\(F\)](#) *Unit Equivalents* includes the following description:

**RESIDENTIAL ACCESSORY USES.** Residential Accessory Uses include typical back of house uses and administration facilities that are for the benefit of the residents of a commercial Residential Use, such as a Hotel

or Nightly Rental Condominium project and that are common to the residential project and are not located within any individual Residential unit. Residential Accessory Uses do not require the use of Unit Equivalents and include, but are not limited to, such Uses as:

Ski/Equipment lockers  
Lobbies  
Registration  
Concierge  
Bell stand/luggage storage  
Maintenance Areas  
Mechanical rooms and shafts  
Laundry facilities and storage  
Employee facilities  
Common pools, saunas and hot tubs, and exercise areas not open to the public  
Telephone Areas  
Guest business centers  
Public restrooms  
Administrative offices  
Hallways and circulation  
Elevators and stairways

The proposed amendments:

- Limit Residential Accessory Uses to functional spaces and clearly define these spaces
- Add Child Care Facilities to the list
- Add Enclosed Bicycle Storage that exceeds the requirements of Section 15-3-9

(See Exhibit A, redlines 50 – 76)

### **(III) Resort Accessory Uses**

The 2002 LMC added exceptions from Unit Equivalents for Resort Accessory Uses, with no square footage or percentage cap.

The General Plan and recommended strategies acknowledge the need for flexibility with resort development, while preserving the City's core values. Goal 11 of the General Plan is to support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience. Objective 11A states the vibrancy of Park City's resorts is essential to the success of resort support businesses and the City must provide flexibility to allow the primary resorts to evolve with the tourism industry, increase occupancy rates year round, and create more demand for the resort support industries throughout the City. Objective 11B is to preserve our community core values of Small Town, Natural Setting, Sense of

Community, and Historic Character to maintain the unique Park City experience for visitors and residents.<sup>4</sup> The Planning Commission recommends amendments to balance Unit Equivalents exceptions for Resort Accessory Uses by refining uses to those that are aimed at providing support for those on site.

LMC [§ 15-15-1](#) *Definitions*, while defining *Resort Support Commercial Use* and *Resort Support Commercial* as shown above, does not define Resort Accessory Uses. LMC [§ 15-6-8\(G\)](#) *Unit Equivalents* includes the following:

**RESORT ACCESSORY USES.** The following Uses are considered accessory for the operation of a resort for winter and summer operations. These Uses are considered typical back of house uses and are incidental to and customarily found in connection with the principal Use or Building and are operated for the convenience of the Owners, occupants, employees, customers, or visitors to the principal resort Use. Accessory Uses associated with an approved summer or winter resort do not require the Use of a Unit Equivalent. These Uses include, but are not limited to, such Uses as:

Information  
Lost and found  
First Aid Mountain patrol  
Administration  
Maintenance and storage facilities  
Emergency medical facilities  
Public lockers  
Public restrooms  
Employee restrooms, employee locker rooms, employee break rooms,  
and employee dining areas  
Ski school/day care facilities  
Instruction facilities  
Ticket sales  
Equipment/ski check  
Circulation and hallways for these Resort Accessory Uses

The proposed amendments:

- Require Planning Commission review and approval of Resort Accessory Uses and maximum square footage
- Capture affordable housing obligations and parking and traffic impacts
- Remove uses required for business operations, including information, lost and found, storage facilities, ski school, and ticket sales
- Remove terms like “instruction facilities” that could be broadly interpreted
- Remove the term “day care facilities” and update with the defined Child

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<sup>4</sup> General Plan Volume I, [Sense of Community](#), p. 20 – 22



## Care Facilities

(See Exhibit A, redlines 77 – 103)

### (IV) Resort Support Commercial

Support Commercial is also defined for the resorts. [§ 15-15-1](#) *Definitions* outlines the following:

**Commercial Use, Resort Support.** A Commercial Use that is clearly incidental to, and customarily found in connection with, the principal resort Use, and which is operated and maintained for the benefit or convenience of the Owner, occupants, employees, customers of, or visitors to, the principal Use.

**RESORT SUPPORT COMMERCIAL.** Use that is clearly incidental to, and customarily found in connection with, the principal Building or Use, and that is operated and maintained for the benefit and convenience of the Owners, occupants, employees, customers, or visitors to the principal Use or Building.

However, LMC [Chapter 15-6](#) outlining MPD regulations is silent regarding Resort Support Commercial. Resort Support Commercial is established through the Park City Mountain Resort and Deer Valley Development Agreements specific to each project.

Resort Support Commercial uses are allowed in the Recreation Open Space,<sup>5</sup> Residential Development,<sup>6</sup> Residential Development Medium,<sup>7</sup> Regional Commercial Overlay,<sup>8</sup> General Commercial,<sup>9</sup> and Light Industrial<sup>10</sup> Zoning Districts. All Zoning Districts that allow for Resort Support Commercial establish it as a Conditional Use, requiring Planning Commission review, and include a footnote stating the Resort Support Commercial must be approved as part of an MPD except for the Recreation Open Space, General Commercial, and Light Industrial Zoning Districts.

The proposed amendments update the *Uses* Section of the Recreation Open Space, General Commercial, and Light Industrial Zoning Districts to add a footnote that Resort Support Commercial may only be allowed when part of an MPD approval.

#### **Department Review**

The Planning Department and City Attorney's Office reviewed this report.

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<sup>5</sup> LMC [§ 15-2.7-2\(C\)\(19\)](#)

<sup>6</sup> LMC [§ 15-2.13-\(B\)\(22\)](#)

<sup>7</sup> LMC [§ 15-2.14-2\(B\)\(22\)](#)

<sup>8</sup> LMC [§ 15-2.17-2\(B\)\(26\)](#)

<sup>9</sup> LMC [§ 15-2.18-2\(A\)\(23\)](#)

<sup>10</sup> LMC [§ 15-2.19-2\(A\)\(18\)](#)



### **Public Input**

Please see Exhibit B.

### **Alternatives**

- The City Council may adopt Ordinance No. 2023-17 as recommended by the Planning Commission
- The City Council may modify and adopt Ordinance No. 2023-17
- The City Council may deny Ordinance No. 2023-17
- The City Council may continue the discussion to a date certain

### **Exhibits**

Exhibit A: Draft Ordinance

Exhibit B: Public Input

**Ordinance No. 2023-17**

**AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTION 15-6-8 *UNIT EQUIVALENTS* AND SECTION 15-15-1 *DEFINITIONS* REGARDING SUPPORT COMMERCIAL AND RESIDENTIAL AND RESORT ACCESSORY USES FOR MASTER PLANNED DEVELOPMENTS AND SECTIONS 15-2.7-2 *USES FOR THE RECREATION AND OPEN SPACE ZONING DISTRICT*, 15-2.18-2 *USES FOR THE GENERAL COMMERCIAL ZONING DISTRICT*, AND 15-2.19-2 *USES FOR THE LIGHT INDUSTRIAL ZONING DISTRICT* TO CLARIFY RESORT SUPPORT COMMERCIAL IS ALLOWED WHEN APPROVED AS PART OF A MASTER PLANNED DEVELOPMENT**

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the historic character, and the unique mountain town community;

WHEREAS, the Land Management Code promotes the general health, safety, and welfare of the present and future inhabitants, businesses, and visitors of the City;

WHEREAS, the Land Management Code outlines allowances for Support Commercial Uses and exempts certain Residential and Resort Accessory Uses from counting toward the total Unit Equivalents within a Master Planned Development; these Accessory Uses are intended to provide services and support uses for patrons, employees, and residents within the development, and not for the general public;

WHEREAS, the Accessory Use exemptions from Unit Equivalents presents challenges for Master Planned Development review because they may result in increased mass and bulk of a project and over time, and uses intended for patrons, employees, and residents on site may be opened to the general public without mitigating impacts like increased traffic and parking, and without contributing to affordable housing obligations;

WHEREAS, on December 14, 2022, and February 8, 2023, the Planning Commission conducted work sessions on the proposed amendments;

WHEREAS, on April 12, 2023, the Planning Commission conducted a duly noticed public hearing and unanimously forwarded a positive recommendation on the proposed Land Management Code amendments to the City Council;

WHEREAS, on April 27, 2023, June 12, 2023, and September 28, 2023, the City Council conducted duly noticed public hearings on the proposed Land Management Code amendments.

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

SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15 LAND MANAGEMENT CODE. The recitals are incorporated herein as findings of fact. Municipal Code of Park City Title 15 Land Management Code Section 15-6-8 *Unit Equivalents*, Section 15-15-1 *Definitions*, Section 15-2.7-2 *Uses* for the Recreation and Open Space Zoning District; Section 15-2.18-2 *Uses* for the General Commercial Zoning District; and Section 15-2.19-2 *Uses* for the Light Industrial Zoning District are hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 28th day of September 2023.

PARK CITY MUNICIPAL CORPORATION

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Nann Worel, Mayor

Attest:

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City Recorder

Approved as to form:

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City Attorney's Office

## Attachment 1

### **15-6-8 Unit Equivalents**

Density of Development is a factor of both the Use and size of Structures built within a project. In order to allow for, and to encourage, a variety of unit configurations, Density shall be calculated on the basis of Unit Equivalents. Unless otherwise stipulated, one (1) Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family Dwelling floor area, or 1,000 square feet of commercial or office floor area. A duplex Lot equates to two (2) Unit Equivalents, unless otherwise stipulated by the Master Planned Development (MPD). The MPD may stipulate maximum Building Footprint and/or maximum floor area for single family and duplex Lots. Residential Unit Equivalents for Multi-Family Dwellings shall be calculated on the basis of one (1) Unit Equivalent per 2,000 square feet and portions of Unit Equivalents for additional square feet above or below 2,000. For example: 2,460 square feet of a multi-family unit shall count as 1.23 Unit Equivalents.

Affordable Housing units required as part of the MPD approval, and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan. Required ADA units do not count towards the residential Unit Equivalents.

~~[Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.]~~

A. **CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE.** Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation for square footage. ~~[Exterior hallways, common circulation and hotel use areas, such as lobbies, elevators, storage, and other similar Areas, will not be included.]~~

Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents.

B. **LOCKOUTS.** For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit.

C. **SUPPORT COMMERCIAL WITHIN ~~[RESIDENTIAL MASTER PLANNED DEVELOPMENTS HOTELS]~~.** ~~[Within a Hotel or Nightly Rental condominium project, the]~~ The Floor Area of Support Commercial Uses ~~[uses]~~ may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents or 5,000 square feet in total, whichever is lesser. Conventional Chain Businesses are prohibited as Support Commercial Use. Signage for Support Commercial Uses is limited to interior spaces. Marketing for Support Commercial Uses is limited to primary Uses on Site. ~~[Any unused Support Commercial floor area may be utilized for meeting space Uses.]~~ Support Commercial shall be included in Affordable Housing obligations and calculations subject to Housing Resolution No. 05-2021, as amended.

D. ~~**[MEETING SPACE.** Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project.]~~

E. **COMMERCIAL UNIT EQUIVALENTS.** Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of

common corridors, for each part of a 1,000 square foot interval. For example:  
2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents.

- F. **RESIDENTIAL ACCESSORY USES.** ~~[Residential Accessory Uses include~~  
~~typical back-of-house uses and administration facilities that are for the benefit of~~  
~~the residents of a commercial Residential Use, such as a Hotel or Nightly Rental~~  
~~Condominium project and that are common to the residential project and are not~~  
~~located within any individual Residential unit.]~~ Residential Accessory Uses do not  
require the use of Unit Equivalents ~~[and include, but are not limited to, such Uses~~  
~~as]:~~
- ~~[Ski/Equipment lockers~~
  - ~~Lobbies~~
  - ~~Registration~~
  - ~~Concierge~~
  - ~~Bell stand/luggage storage~~
  - ~~Maintenance Areas]~~
  - Mechanical rooms and shafts limited to electrical, heating, ventilation, plumbing,  
and air conditioning equipment and ductwork necessary for the operation of the  
Building
  - Laundry facilities ~~[and storage]~~
  - Employee facilities related to the operation of the property
  - ~~[Common pools, saunas and hot tubs, and exercise areas not open to the public~~
  - ~~Telephone Areas~~
  - ~~Guest business centers~~

~~Public restrooms~~

~~Administrative offices]~~

Hallways and circulation

Elevators and stairways

Child Care Facilities

Enclosed Bicycle Storage that exceeds the requirements of Section 15-3-9

G. **RESORT ACCESSORY USES.** The following Uses are considered accessory for

the operation of a resort for winter and summer operations. These Uses are

~~[considered typical back of house uses and are]~~ incidental to and customarily

found in connection with the principal Use or Building and are operated for the

convenience of the Owners, occupants, employees, customers, or visitors to the

principal resort Use. Accessory Uses associated with an approved summer or

winter resort do not require the Use of a Unit Equivalent, but shall be included in

the Affordable Housing obligations and calculations subject to Housing

Resolution No. 05-2021, as amended, and shall be calculated as part of the

parking demand requirements and traffic impact studies. These Uses and square

footages require Planning Commission review and approval. Resort Accessory

Uses may include~~[, but are not limited to, such Uses as]:~~

~~[Information]~~

~~[Lost and found]~~

First Aid Mountain patrol

~~[Administration]~~

Maintenance ~~[and storage]~~ facilities

Emergency medical facilities

~~{Public lockers}~~

Public restrooms

Employee restrooms, employee locker rooms, and employee break rooms~~, and~~

~~employee dining areas]~~

~~[Ski school/day care facilities]~~ Employee and public Child Care Facilities

~~[Instruction facilities]~~

~~[Ticket sales]~~

Equipment/ski check

Circulation and hallways for these Resort Accessory Uses

## HISTORY

*Adopted by Ord. [02-07](#) on 5/23/2002*

*Amended by Ord. [06-22](#) on 4/27/2006*

*Amended by Ord. [09-10](#) on 3/5/2009*

*Amended by Ord. [10-14](#) on 4/15/2010*

*Amended by Ord. [11-05](#) on 1/27/2011*

## **15-2.7-2 Uses**

Uses in the ROS District are limited to the following:

### **A. ALLOWED USES.**

1. Conservation Activity

2. Food Truck Locations<sup>4</sup>

### **B. ADMINISTRATIVE CONDITIONAL USES<sup>1</sup>.**

1. Trail and Trailhead Improvement



- 117 2. Outdoor Recreation Equipment
- 118 3. Essential Municipal Public Utility Use, Service, or Structure, less than 600
- 119 sq. ft.
- 120 4. Accessory Building, less than 600 sq. ft.
- 121 5. Ski-related Accessory Building, less than 600 sq. ft.
- 122 6. Parking Area or Structure with four (4) or fewer spaces
- 123 7. Outdoor Event, Outdoor Music
- 124 8. Temporary Construction Improvement
- 125 9. Raising, grazing of horses
- 126 10. Raising, grazing of livestock
- 127 11. Anemometer and Anemometer Towers

128 C. **CONDITIONAL USES.**

- 129 1. Agriculture
- 130 2. Recreational Outdoor and Trail Lighting
- 131 3. Recreation Facility, Private<sup>5</sup>
- 132 4. Recreation Facility, Public
- 133 5. Recreation Facility, Commercial
- 134 6. Golf Course
- 135 7. Passenger Tramway Station and Ski Base Facility
- 136 8. Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge
- 137 9. Recreational Sports Field
- 138 10. Skating Rink
- 139 11. Skateboard Park

- 140 12. Public and Quasi-Public Institution, Church, and School, Park, Plaza,  
141 Structure for Public Assembly, greater than 600 sq. ft.  
142 13. Essential Municipal Public Utility Use, Facility, Service, and Structure,  
143 greater than 600 sq. ft.  
144 14. Accessory Building, greater than 600 sq. ft.  
145 15. Ski-Related Accessory Building, greater than 600 sq. ft.  
146 16. Child Care Center  
147 17. Commercial Stable, Riding Academy  
148 18. Vehicle Control Gates<sup>2</sup>  
149 19. Resort Support, Commercial<sup>6</sup>  
150 20. Cemetery  
151 21. Parking Area or Structure with five (5) or more spaces  
152 22. Telecommunications Antenna<sup>3</sup>  
153 23. Mines and Mine Exploration  
154 24. Plant and Nursery stock products and sales  
155 25. Fences greater than six feet (6') in height from Final Grade.  
156 26. Small Wind Energy Systems

157 D. **PROHIBITED USES**. Any use not listed above as an Allowed or Conditional Use  
158 is a prohibited Use.

159 <sup>1</sup>Subject to an Administrative Conditional Use permit and/or Master Festival license review process.

160 Master Festivals are temporary in nature. All related temporary Structures are restricted to specific time  
161 frames and shall be removed at the expiration of the Master Festival permit.

162 <sup>2</sup>See Section 15-4-19 for specific review criteria for gates

163 <sup>3</sup>Subject to Section 15-4-14, Telecommunications

<sup>4</sup>The Planning Director or designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

<sup>5</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas

<sup>6</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## HISTORY

*Adopted by Ord. [00-51](#) on 9/21/2000*

*Amended by Ord. [04-08](#) on 3/4/2004*

*Amended by Ord. [09-10](#) on 3/5/2009*

*Amended by Ord. [2018-55](#) on 10/23/2018*

*Amended by Ord. [2022-08](#) on 4/28/2022*

*Amended by Ord. [2022-16](#) on 5/26/2022*

## **15-2.18-2 Uses**

Uses in the GC District are limited to the following:

### A. **ALLOWED USES.**

1. Secondary Living Quarters
2. Lockout Unit<sup>1</sup>
3. Accessory Apartment<sup>2</sup>
4. Nightly Rental
5. Home Occupation
6. Child Care, In-Home Babysitting<sup>3</sup>
7. Child Care, Family<sup>3</sup>
8. Child Care, Family Group<sup>3</sup>
9. Child Care Center<sup>3</sup>

|     |                                                             |
|-----|-------------------------------------------------------------|
| 188 | 10. Accessory Building and Use                              |
| 189 | 11. Conservation Activity                                   |
| 190 | 12. Agriculture                                             |
| 191 | 13. Plant and Nursery Stock production and sales            |
| 192 | 14. Bed and Breakfast Inn                                   |
| 193 | 15. Boarding House, Hostel                                  |
| 194 | 16. Hotel, Minor                                            |
| 195 | 17. Hotel, Major                                            |
| 196 | 18. Office, General                                         |
| 197 | 19. Office, Moderate Intensive                              |
| 198 | 20. Office, Intensive                                       |
| 199 | 21. Office and Clinic, Medical and Veterinary Clinic        |
| 200 | 22. Financial Institution without a drive-up window         |
| 201 | 23. <del>[Commercial, Resort Support]</del>                 |
| 202 | 24. Retail and Service Commercial, Minor                    |
| 203 | 25. Retail and Service Commercial, Personal Improvement     |
| 204 | 26. Retail and Service Commercial, Major                    |
| 205 | 27. Cafe or Deli                                            |
| 206 | 28. Restaurant, General                                     |
| 207 | 29. Hospital, Limited Care Facility                         |
| 208 | 30. Parking Area or Structure with four (4) or fewer spaces |
| 209 | 31. Parking Area or Structure with five (5) or more spaces  |
| 210 | 32. Food Truck Location <sup>10</sup>                       |

211        B. **CONDITIONAL USES.**

- 212            1. Single Family Dwelling
- 213            2. Duplex Dwelling
- 214            3. Triplex Dwelling
- 215            4. Multi-Unit Dwelling
- 216            5. Group Care Facility
- 217            6. Public and Quasi-Public Institution, Church, and School
- 218            7. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 219            8. Telecommunication Antenna<sup>4</sup>
- 220            9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter<sup>5</sup>
- 221            10. Timeshare Project and Conversion
- 222            11. Timeshare Sales Office, off-site within an enclosed Building
- 223            12. Private Residence Club Project and Conversion<sup>8</sup>
- 224            13. Financial Institution with a Drive-up Window<sup>6</sup>
- 225            14. Retail and Service Commercial with Outdoor Storage
- 226            15. Retail and Service Commercial, Auto Related
- 227            16. Transportation Service
- 228            17. Retail Drive-Up Window<sup>6</sup>
- 229            18. Gasoline Service Station
- 230            19. Restaurant and Cafe, Outdoor Dining<sup>7</sup>
- 231            20. Restaurant, Drive-up Window<sup>6</sup>
- 232            21. Outdoor Event<sup>7</sup>
- 233            22. Bar

- 234 23. Sexually Oriented Businesses<sup>8</sup>
- 235 24. Hospital, General
- 236 25. Light Industrial Manufacturing and Assembly
- 237 26. Temporary Improvement<sup>7</sup>
- 238 27. Passenger Tramway and Ski Base Facility
- 239 28. Ski tow rope, ski lift, ski run, and ski bridge
- 240 29. Commercial Parking Lot or Structure
- 241 30. Recreation Facility, Public
- 242 31. Recreation Facility, Commercial
- 243 32. Recreation Facility, Private<sup>9</sup>
- 244 33. Indoor Entertainment Facility
- 245 34. Heliport
- 246 35. Temporary Sales Trailer in conjunction with an active Building permit for
- 247 the Site.<sup>8</sup>
- 248 36. Fences greater than six feet (6') in height from Final Grade<sup>7</sup>
- 249 37. Household Pet, Boarding<sup>7</sup>
- 250 38. Household Pet, Daycare<sup>7</sup>
- 251 39. Household Pet, Grooming<sup>7</sup>
- 252 40. Dwelling Unit, Fractional Use<sup>11</sup>
- 253 **41. Commercial, Resort Support<sup>12</sup>**

254 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use

255 is a prohibited Use.

256 <sup>1</sup>Nightly rental of Lockout Units requires Conditional Use permit.

257 <sup>2</sup>Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

258 <sup>3</sup>See Section 15-4-9, Child Care and Child Care Facilities.  
259 <sup>4</sup>See Section 15-4-14, Telecommunication Facilities.  
260 <sup>5</sup>See Section 15-4-13, Placement of Satellite Receiving Antennas.  
261 <sup>6</sup>See Section 15-2.18-6 for Drive-Up Window review.  
262 <sup>7</sup>Requires an Administrative Conditional Use permit.  
263 <sup>8</sup>See Section 15-4-16 for additional criteria.  
264 <sup>9</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.  
265 <sup>10</sup>The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with  
266 Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval  
267 letter.  
268 <sup>11</sup>Requires an Administrative Letter. See Section 15-4-23, Dwelling Unit, Fractional Use.  
269 <sup>12</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## 270 HISTORY

271 *Adopted by Ord. [00-51](#) on 9/21/2000*  
272 *Amended by Ord. [04-39](#) on 9/23/2004*  
273 *Amended by Ord. [06-76](#) on 11/9/2006*  
274 *Amended by Ord. [14-57](#) on 11/20/2014*  
275 *Amended by Ord. [2018-55](#) on 10/23/2018*  
276 *Amended by Ord. [2020-45](#) on 10/1/2020*  
277 *Amended by Ord. [2021-51](#) on 12/16/2021*  
278 *Amended by Ord. [2022-08](#) on 4/28/2022*  
279 *Amended by Ord. [2022-21](#) on 10/27/2022*

## 280 **15-2.19-2 Uses**

281 Uses in the LI District are limited to the following:

### 282 A. **ALLOWED USES.**

- 283 1. Secondary Living Quarters
- 284 2. Accessory Apartment<sup>1</sup>
- 285 3. Nightly Rental
- 286 4. Home Occupation
- 287 5. Child Care, In-Home Babysitting<sup>2</sup>
- 288 6. Child Care, Family<sup>2</sup>
- 289 7. Child Care, Family Group<sup>2</sup>
- 290 8. Child Care Center<sup>2</sup>
- 291 9. Agriculture
- 292 10. Plant and Nursery Stock
- 293 11. Office, General
- 294 12. Office, Moderate Intensive
- 295 13. Office, Intensive
- 296 14. Financial Institution without drive-up window
- 297 15. Retail and Service Commercial, Minor
- 298 16. Retail and Service Commercial, Personal Improvement
- 299 17. Retail and Service Commercial, Major
- 300 18. ~~Commercial, Resort Support~~
- 301 19. Hospital, Limited Care
- 302 20. Parking Area or Structure with four (4) or fewer spaces
- 303 21. Food Truck Location<sup>8</sup>

304 B. **CONDITIONAL USES.**

- 305 1. Multi-Unit Dwelling



- 306 2. Group Care Facility
- 307 3. Child Care Center<sup>2</sup>
- 308 4. Public and Quasi-Public Institution, Church, and School
- 309 5. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 310 6. Telecommunication Antenna<sup>3</sup>
- 311 7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter<sup>4</sup>
- 312 8. Accessory Building and Use
- 313 9. Raising, grazing of horses
- 314 10. Bed and Breakfast Inn
- 315 11. Boarding House, Hostel
- 316 12. Hotel, Minor
- 317 13. Private Residence Club Project and Conversion<sup>6</sup>
- 318 14. Office and Clinic, Medical and Veterinary Clinic
- 319 15. Financial Institutions with Drive-Up Window<sup>5</sup>
- 320 16. Retail and Service Commercial with Outdoor Storage
- 321 17. Retail and Service Commercial, Auto-Related
- 322 18. Transportation Services
- 323 19. Retail Drive-Up Window<sup>5</sup>
- 324 20. Gasoline Service Station
- 325 21. Café or Deli
- 326 22. Restaurant, General
- 327 23. Restaurant, Outdoor Dining
- 328 24. Restaurant, Drive-Up Window<sup>5</sup>

- 329 25. Outdoor Event<sup>6</sup>
- 330 26. Bar
- 331 27. Hospital, General
- 332 28. Light Industrial Manufacturing and Assembly Facility
- 333 29. Parking Area or Structure with five (5) or more spaces
- 334 30. Temporary Improvement<sup>6</sup>
- 335 31. Passenger Tramway Station and Ski Base Facility
- 336 32. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge
- 337 33. Recreation Facility, Public
- 338 34. Recreation Facility, Commercial
- 339 35. Recreation Facility, Private<sup>7</sup>
- 340 36. Entertainment Facility, Indoor
- 341 37. Commercial Stables, Riding Academy
- 342 38. Heliports
- 343 39. Commercial Parking Lot or Structure
- 344 40. Temporary Sales Office, in conjunction with an active Building permit.
- 345 41. Fences and Walls greater than six feet (6') in height from Final Grade<sup>6</sup>
- 346 42. Household Pet, Boarding<sup>6</sup>
- 347 43. Household Pet, Daycare<sup>6</sup>
- 348 44. Household Pet, Grooming<sup>6</sup>
- 349 45. Commercial, Resort Support<sup>9</sup>

350 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use  
351 is a prohibited Use.

352 <sup>1</sup>Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.  
353 <sup>2</sup>See Section 15-4-9, Child Care and Child Care Facilities.  
354 <sup>3</sup>See Section 15-4-14, Telecommunication Facilities.  
355 <sup>4</sup>See Section 15-4-13, Placement of Satellite Receiving Antennas.  
356 <sup>5</sup>See Section 15-2.19-8, Criteria for Drive-Up Windows.  
357 <sup>6</sup>Subject to an Administrative Conditional Use permit.  
358 <sup>7</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.  
359 <sup>8</sup>The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with  
360 Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval  
361 letter.  
362 <sup>9</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## 363 HISTORY

364 *Adopted by Ord. [00-51](#) on 9/21/2000*  
365 *Amended by Ord. [04-39](#) on 9/23/2004*  
366 *Amended by Ord. [06-76](#) on 11/9/2006*  
367 *Amended by Ord. [14-57](#) on 11/20/2014*  
368 *Amended by Ord. [2018-55](#) on 10/23/2018*  
369 *Amended by Ord. [2020-45](#) on 10/1/2020*  
370 *Amended by Ord. [2021-51](#) on 12/16/2021*  
371 *Amended by Ord. [2022-08](#) on 4/28/2022*

## 372 15-15-1 Definitions

373 . . . .

374 ~~[Commercial Use, Resort Support. A Commercial Use that is clearly incidental to, and~~  
375 ~~customarily found in connection with, the principal resort Use, and which is operated~~

376 ~~and maintained for the benefit or convenience of the Owner, occupants, employees,~~  
377 ~~customers of, or visitors to, the principal Use.]~~  
378 . . . .

## Exhibit B: Public Input

Thursday, December 15, 2022, 10:48 AM

All,

Thank you for such a robust discussion on the potential amendments to the LMC regarding Support Commercial, Residential Accessory and Resort Accessory code. I applaud the level of scrutiny given to each category. The takeaway appears to be a strong desire by this Commission to tighten up the density/square footage allowances and have certain uses counted in the totals and therefore figured into the affordable housing requirement calculation. It will come as no surprise that I couldn't agree more.

Functional use vs Amenity - similar to a needs vs wants review. Hallways, stairs, elevators and related are all needs. Swimming pools, concierges, fitness centers and so on are all wants - certainly not required in order for the project to meet building code.

Revenue generation is another lens for review. If it's part of a line item or its own line item on an Income Statement, it's probably not a need. As pointed out by at least one commissioner, if its revenue generating it may down the road be available to the general public to attain additional revenues. Also, agree 100% with Commissioner Sigg on his assessment of Meeting Space - should always be counted in total density and square footage. As a former youth sports team travel manager for many years, I can assure you almost all hotels (both high and low end) often require money for a team to congregate in a "meeting space" to review game footage, eat dinner together or whatever. This would sometimes be waived if we booked enough rooms which is just another means for revenue generation. In addition, meeting space may also come with requirements such as on-site catering be used which is another revenue generating tool. Ski School is a desirable component of a resort, but is it not a cost of doing business in the ski industry which results in revenue generation? Ski School also increases the number of staff needed which in turn generates parking and traffic mitigation needs. As Assistant Director Ward pointed out, additional staffing requirements is another lens for review of a use. With regards to daycare, while it generates revenue, if it's for employee/staff use, it's help meeting a need and perhaps some allowance should be granted on a case-by-case review basis.

There are clearly some differences between a residential project versus a hotel and it makes identifying what should be considered a Residential Accessory Use murky at best when looking at the lists in the staff report. Perhaps part of the consideration should be "can the space be built into the individual unit"? For instance, laundry facilities can be placed in each individual condominium or apartment of a residential project and that square footage would count as part of each unit. If the developer doesn't put it in each unit and opts to make it a shared laundry facility under Residential Accessory Uses, why shouldn't that space still count towards total square footage? I understand it

## Exhibit B: Public Input

prevents them from having to drive to a laundromat, but again, the developer could have put laundry in each individual unit. Currently, the developer could instead make the individual units larger, then build shared laundry facilities and not have to count that square footage. This potentially increases the mass and bulk of a project as Assistant Director Ward pointed out in her staff report. A guest business center, public restrooms, concierge and more are all 'amenities' of a residential project (non-hotel). Commissioner Hall pointed out people will duck into a hotel to use the public restrooms but generally do not duck into a condo or apartment project.

Administrative offices or C-Suites are often quite magnificent. To Chair Suesser's point, perhaps this and similar uses should be counted or at a minimum a cap placed on the total square footage for this category of use.

Reverting back to prior code signage limiting to on-site visibility makes sense, but to a commissioner's point, if it's a Starbucks or something, word will get out without a sign and the public will use it.

Commissioner Frontero requested additional research on Support Commercial Use versus Resort Support Commercial which may serve to simplify the code and review process; it's a good idea.

In the end, none of the adjustments to the code discussed will actually remove the option to build a certain space into a project. It's a change in what gets counted in the total density/square footage and affordable housing requirement calculations.

Thank you all again for your hard work on these amendments; I look forward to the February discussion.

Sincerely,

Deb Rentfrow

Exhibit B: Public Input

Monday, August 28, 2023, 10:37 AM

Thanks Rebecca,

I think it's a wonderful thing to see PC work with professional members of the community to help orchestrate and draft good ordinances to better build the future growth of our community. Thanks for the opportunity.

I have attached a PDF of my markup and notes of the Ordinance 2023-17 for you to include in your report as public comment. If I can attend, I will do so.

I have highlighted the line numbers where I have left a comment in "red". I have also left a note on the very last page.

Thanks,

Adam Breen

**Ordinance No. 2023-17**

**AN ORDINANCE AMENDING LAND MANAGEMENT CODE SECTION 15-6-8 *UNIT EQUIVALENTS* AND SECTION 15-15-1 *DEFINITIONS* REGARDING SUPPORT COMMERCIAL AND RESIDENTIAL AND RESORT ACCESSORY USES FOR MASTER PLANNED DEVELOPMENTS AND SECTIONS 15-2.7-2 *USES FOR THE RECREATION AND OPEN SPACE ZONING DISTRICT*, 15-2.18-2 *USES FOR THE GENERAL COMMERCIAL ZONING DISTRICT*, AND 15-2.19-2 *USES FOR THE LIGHT INDUSTRIAL ZONING DISTRICT* TO CLARIFY RESORT SUPPORT COMMERCIAL IS ALLOWED WHEN APPROVED AS PART OF A MASTER PLANNED DEVELOPMENT**

WHEREAS, the Land Management Code implements the goals and policies of the General Plan in part to protect and enhance the vitality of the City's resort-based economy, the overall quality of life, the historic character, and the unique mountain town community;

WHEREAS, the Land Management Code promotes the general health, safety, and welfare of the present and future inhabitants, businesses, and visitors of the City;

WHEREAS, the Land Management Code outlines allowances for Support Commercial Uses and exempts certain Residential and Resort Accessory Uses from counting toward the total Unit Equivalents within a Master Planned Development; these Accessory Uses are intended to provide services and support uses for patrons, employees, and residents within the development, and not for the general public;

WHEREAS, the Accessory Use exemptions from Unit Equivalents presents challenges for Master Planned Development review because they may result in increased mass and bulk of a project and over time, and uses intended for patrons, employees, and residents on site may be opened to the general public without mitigating impacts like increased traffic and parking, and without contributing to affordable housing obligations;

WHEREAS, on December 14, 2022, and February 8, 2023, the Planning Commission conducted work sessions on the proposed amendments;

WHEREAS, on April 12, 2023, the Planning Commission conducted a duly noticed public hearing and unanimously forwarded a positive recommendation on the proposed Land Management Code amendments to the City Council;

WHEREAS, on April 27, 2023 and June 12, 2023, the City Council conducted duly noticed public hearings on the proposed Land Management Code amendments.

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



SECTION 1. AMEND MUNICIPAL CODE OF PARK CITY TITLE 15 LAND MANAGEMENT CODE. The recitals are incorporated herein as findings of fact. Municipal Code of Park City Title 15 Land Management Code Section 15-6-8 *Unit Equivalents*, Section 15-15-1 *Definitions*, Section 15-2.7-2 *Uses* for the Recreation and Open Space Zoning District; Section 15-2.18-2 *Uses* for the General Commercial Zoning District; and Section 15-2.19-2 *Uses* for the Light Industrial Zoning District are hereby amended as outlined in Attachment 1.

SECTION 2. EFFECTIVE DATE. This Ordinance shall be effective upon publication.

PASSED AND ADOPTED THIS 12th day of June 2023.

PARK CITY MUNICIPAL CORPORATION

---

Nann Worel, Mayor

Attest:

---

City Recorder

Approved as to form:

---

City Attorney's Office

## Attachment 1

### 15-6-8 Unit Equivalents

Density of Development is a factor of both the Use and size of Structures built within a project. In order to allow for, and to encourage, a variety of unit configurations, Density

shall be calculated on the basis of Unit Equivalents. Unless otherwise stipulated, one (1) *This language leaves most any application open to a commission or council and an applicant and a development agreement* Unit Equivalent equates to one (1) single family Lot, 2,000 square feet of Multi-Family

Dwelling floor area, or 1,000 square feet of commercial or office floor area. A duplex Lot equates to two (2) Unit Equivalents, unless otherwise stipulated by the Master Planned Development (MPD). The MPD may stipulate maximum Building Footprint and/or maximum floor area for single family and duplex Lots. Residential Unit Equivalents for Multi-Family Dwellings shall be calculated on the basis of one (1) Unit Equivalent per 2,000 square feet and portions of Unit Equivalents for additional square feet above or below 2,000. For example: 2,460 square feet of a multi-family unit shall count as 1.23 Unit Equivalents.

Affordable Housing units required as part of the MPD approval, and constructed on Site do not count towards the residential Unit Equivalents of the Master Plan. Required ADA units do not count towards the residential Unit Equivalents.

~~[Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.]~~

#### A. CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE. Unit square footage

shall be measured from the interior of the exterior unit walls. All bathrooms, halls, closets, storage and utility rooms within a unit will be included in the calculation

for square footage. ~~[Exterior hallways, common circulation and hotel use areas,~~

*I would change this language to a more inclusive language: Maybe "under roof" area or "conditioned space" such as lobbies, elevators, storage, and other similar Areas, will not be included.]*

Common outdoor facilities, such as pools, spas, recreation facilities, ice-skating rinks, decks, porches, etc. do not require the Use of Unit Equivalents.

B. **LOCKOUTS.** For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit.

C. **SUPPORT COMMERCIAL WITHIN ~~[RESIDENTIAL MASTER PLANNED DEVELOPMENTS HOTELS]~~.** ~~[Within a Hotel or Nightly Rental condominium project, the]~~ The Floor Area of Support Commercial Uses ~~[uses]~~ may not exceed five percent (5%) of the total Floor Area of the approved residential Unit Equivalents or 5,000 square feet in total, whichever is lesser. Conventional Chain Businesses are prohibited as Support Commercial Use. Signage for Support Commercial Uses is limited to interior spaces. Marketing for Support Commercial Uses is limited to primary Uses on Site. ~~[Any unused Support Commercial floor area may be utilized for meeting space Uses.]~~ Support Commercial shall be included in Affordable Housing obligations and calculations subject to Housing Resolution No. 05-2021, as amended.

D. ~~**[MEETING SPACE.** Within a Hotel or Condominium project, Floor Area of meeting space may not exceed five percent (5%) of the total Floor Area of the approved residential unit equivalents. Any unused meeting space floor area may be utilized for support commercial uses within a Hotel or Nightly Rental Condominium project.]~~

E. **COMMERCIAL UNIT EQUIVALENTS.** Commercial spaces, approved as a part of a Master Planned Development, shall be calculated on the basis of one (1) Unit Equivalent per 1000 square feet of Net Leasable Floor Area, exclusive of

common corridors, for each part of a 1,000 square foot interval. For example:  
2,460 square feet of commercial Area shall count as 2.46 Unit Equivalents.

F. **RESIDENTIAL ACCESSORY USES.** ~~[Residential Accessory Uses include~~

~~typical back-of-house uses and administration facilities that are for the benefit of  
the residents of a commercial Residential Use, such as a Hotel or Nightly Rental  
Condominium project and that are common to the residential project and are not~~

~~located within any individual Residential unit.]~~ Residential Accessory Uses do not  
require the use of Unit Equivalents ~~[and include, but are not limited to, such Uses  
as]:~~

~~[Ski/Equipment lockers~~

~~Lobbies~~

~~Registration~~

~~Concierge~~

~~Bell stand/luggage storage~~

~~Maintenance Areas]~~

Mechanical rooms and shafts limited to electrical, heating, ventilation, plumbing,  
and air conditioning equipment and ductwork necessary for the operation of the

Building

Laundry facilities ~~[and storage]~~

Employee facilities related to the operation of the property

I struggle with this: How does the City "prove" these areas are employee facilities and not being used as an ADU or Rental?  
~~[Common pools, saunas and hot tubs, and exercise areas not open to the public~~

~~Telephone Areas~~

~~Guest business centers~~

~~Public restrooms~~

~~Administrative offices]~~

Hallways and circulation

Elevators and stairways

Child Care Facilities

Enclosed Bicycle Storage that exceeds the requirements of Section 15-3-9

G. **RESORT ACCESSORY USES.** The following Uses are considered accessory for

the operation of a resort for winter and summer operations. These Uses are

~~[considered typical back of house uses and are]~~ incidental to and customarily

found in connection with the principal Use or Building and are operated for the

convenience of the Owners, occupants, employees, customers, or visitors to the

principal resort Use. Accessory Uses associated with an approved summer or

winter resort do not require the Use of a Unit Equivalent, but shall be included in

the Affordable Housing obligations and calculations subject to Housing

Resolution No. 05-2021, as amended, and shall be calculated as part of the

parking demand requirements and traffic impact studies. These Uses and square

footages require Planning Commission review and approval. Resort Accessory

Uses may include~~[, but are not limited to, such Uses as]:~~

~~[Information]~~

~~[Lost and found]~~

First Aid Mountain patrol

~~[Administration]~~

Maintenance ~~[and storage]~~ facilities

Emergency medical facilities

~~{Public lockers}~~

Public restrooms

Employee restrooms, employee locker rooms, and employee break rooms~~, and~~

~~employee dining areas]~~

~~[Ski school/day care facilities]~~ Employee and public Child Care Facilities

~~[Instruction facilities]~~

~~[Ticket sales]~~

Equipment/ski check

Circulation and hallways for these Resort Accessory Uses

## HISTORY

*Adopted by Ord. [02-07](#) on 5/23/2002*

*Amended by Ord. [06-22](#) on 4/27/2006*

*Amended by Ord. [09-10](#) on 3/5/2009*

*Amended by Ord. [10-14](#) on 4/15/2010*

*Amended by Ord. [11-05](#) on 1/27/2011*

## **15-2.7-2 Uses**

Uses in the ROS District are limited to the following:

### **A. ALLOWED USES.**

1. Conservation Activity
2. Food Truck Locations<sup>4</sup>

### **B. ADMINISTRATIVE CONDITIONAL USES<sup>1</sup>.**

1. Trail and Trailhead Improvement

- 117 2. Outdoor Recreation Equipment
- 118 3. Essential Municipal Public Utility Use, Service, or Structure, less than 600
- 119 sq. ft.
- 120 4. Accessory Building, less than 600 sq. ft.
- 121 5. Ski-related Accessory Building, less than 600 sq. ft.
- 122 6. Parking Area or Structure with four (4) or fewer spaces
- 123 7. Outdoor Event, Outdoor Music
- 124 8. Temporary Construction Improvement
- 125 9. Raising, grazing of horses
- 126 10. Raising, grazing of livestock
- 127 11. Anemometer and Anemometer Towers

128 C. **CONDITIONAL USES.**

- 129 1. Agriculture
- 130 2. Recreational Outdoor and Trail Lighting
- 131 3. Recreation Facility, Private<sup>5</sup>
- 132 4. Recreation Facility, Public
- 133 5. Recreation Facility, Commercial
- 134 6. Golf Course
- 135 7. Passenger Tramway Station and Ski Base Facility
- 136 8. Ski Tow Rope, Ski Lift, Ski Run and Ski Bridge
- 137 9. Recreational Sports Field
- 138 10. Skating Rink
- 139 11. Skateboard Park

- 140 12. Public and Quasi-Public Institution, Church, and School, Park, Plaza,  
141 Structure for Public Assembly, greater than 600 sq. ft.  
142 13. Essential Municipal Public Utility Use, Facility, Service, and Structure,  
143 greater than 600 sq. ft.  
144 14. Accessory Building, greater than 600 sq. ft.  
145 15. Ski-Related Accessory Building, greater than 600 sq. ft.  
146 16. Child Care Center  
147 17. Commercial Stable, Riding Academy  
148 18. Vehicle Control Gates<sup>2</sup>  
149 19. Resort Support, Commercial<sup>6</sup>  
150 20. Cemetery  
151 21. Parking Area or Structure with five (5) or more spaces  
152 22. Telecommunications Antenna<sup>3</sup>  
153 23. Mines and Mine Exploration  
154 24. Plant and Nursery stock products and sales  
155 25. Fences greater than six feet (6') in height from Final Grade.  
156 26. Small Wind Energy Systems

157 D. **PROHIBITED USES**. Any use not listed above as an Allowed or Conditional Use  
158 is a prohibited Use.

159 <sup>1</sup>Subject to an Administrative Conditional Use permit and/or Master Festival license review process.

160 Master Festivals are temporary in nature. All related temporary Structures are restricted to specific time  
161 frames and shall be removed at the expiration of the Master Festival permit.

162 <sup>2</sup>See Section 15-4-19 for specific review criteria for gates

163 <sup>3</sup>Subject to Section 15-4-14, Telecommunications



<sup>4</sup>The Planning Director or designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

<sup>5</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas

<sup>6</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## HISTORY

*Adopted by Ord. [00-51](#) on 9/21/2000*

*Amended by Ord. [04-08](#) on 3/4/2004*

*Amended by Ord. [09-10](#) on 3/5/2009*

*Amended by Ord. [2018-55](#) on 10/23/2018*

*Amended by Ord. [2022-08](#) on 4/28/2022*

*Amended by Ord. [2022-16](#) on 5/26/2022*

## **15-2.18-2 Uses**

Uses in the GC District are limited to the following:

### A. **ALLOWED USES.**

1. Secondary Living Quarters
2. Lockout Unit<sup>1</sup>
3. Accessory Apartment<sup>2</sup>
4. Nightly Rental
5. Home Occupation
6. Child Care, In-Home Babysitting<sup>3</sup>
7. Child Care, Family<sup>3</sup>
8. Child Care, Family Group<sup>3</sup>
9. Child Care Center<sup>3</sup>

|     |                                                             |
|-----|-------------------------------------------------------------|
| 188 | 10. Accessory Building and Use                              |
| 189 | 11. Conservation Activity                                   |
| 190 | 12. Agriculture                                             |
| 191 | 13. Plant and Nursery Stock production and sales            |
| 192 | 14. Bed and Breakfast Inn                                   |
| 193 | 15. Boarding House, Hostel                                  |
| 194 | 16. Hotel, Minor                                            |
| 195 | 17. Hotel, Major                                            |
| 196 | 18. Office, General                                         |
| 197 | 19. Office, Moderate Intensive                              |
| 198 | 20. Office, Intensive                                       |
| 199 | 21. Office and Clinic, Medical and Veterinary Clinic        |
| 200 | 22. Financial Institution without a drive-up window         |
| 201 | 23. <del>[Commercial, Resort Support]</del>                 |
| 202 | 24. Retail and Service Commercial, Minor                    |
| 203 | 25. Retail and Service Commercial, Personal Improvement     |
| 204 | 26. Retail and Service Commercial, Major                    |
| 205 | 27. Cafe or Deli                                            |
| 206 | 28. Restaurant, General                                     |
| 207 | 29. Hospital, Limited Care Facility                         |
| 208 | 30. Parking Area or Structure with four (4) or fewer spaces |
| 209 | 31. Parking Area or Structure with five (5) or more spaces  |
| 210 | 32. Food Truck Location <sup>10</sup>                       |

211      B. **CONDITIONAL USES.**

- 212            1. Single Family Dwelling
- 213            2. Duplex Dwelling
- 214            3. Triplex Dwelling
- 215            4. Multi-Unit Dwelling
- 216            5. Group Care Facility
- 217            6. Public and Quasi-Public Institution, Church, and School
- 218            7. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 219            8. Telecommunication Antenna<sup>4</sup>
- 220            9. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter<sup>5</sup>
- 221            10. Timeshare Project and Conversion
- 222            11. Timeshare Sales Office, off-site within an enclosed Building
- 223            12. Private Residence Club Project and Conversion<sup>8</sup>
- 224            13. Financial Institution with a Drive-up Window<sup>6</sup>
- 225            14. Retail and Service Commercial with Outdoor Storage
- 226            15. Retail and Service Commercial, Auto Related
- 227            16. Transportation Service
- 228            17. Retail Drive-Up Window<sup>6</sup>
- 229            18. Gasoline Service Station
- 230            19. Restaurant and Cafe, Outdoor Dining<sup>7</sup>
- 231            20. Restaurant, Drive-up Window<sup>6</sup>
- 232            21. Outdoor Event<sup>7</sup>
- 233            22. Bar

- 234 23. Sexually Oriented Businesses<sup>8</sup>
- 235 24. Hospital, General
- 236 25. Light Industrial Manufacturing and Assembly
- 237 26. Temporary Improvement<sup>7</sup>
- 238 27. Passenger Tramway and Ski Base Facility
- 239 28. Ski tow rope, ski lift, ski run, and ski bridge
- 240 29. Commercial Parking Lot or Structure
- 241 30. Recreation Facility, Public
- 242 31. Recreation Facility, Commercial
- 243 32. Recreation Facility, Private<sup>9</sup>
- 244 33. Indoor Entertainment Facility
- 245 34. Heliport
- 246 35. Temporary Sales Trailer in conjunction with an active Building permit for
- 247 the Site.<sup>8</sup>
- 248 36. Fences greater than six feet (6') in height from Final Grade<sup>7</sup>
- 249 37. Household Pet, Boarding<sup>7</sup>
- 250 38. Household Pet, Daycare<sup>7</sup>
- 251 39. Household Pet, Grooming<sup>7</sup>
- 252 40. Dwelling Unit, Fractional Use<sup>11</sup>
- 253 **41. Commercial, Resort Support<sup>12</sup>**

254 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use

255 is a prohibited Use.

256 <sup>1</sup>Nightly rental of Lockout Units requires Conditional Use permit.

257 <sup>2</sup>Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

258 <sup>3</sup>See Section 15-4-9, Child Care and Child Care Facilities.  
259 <sup>4</sup>See Section 15-4-14, Telecommunication Facilities.  
260 <sup>5</sup>See Section 15-4-13, Placement of Satellite Receiving Antennas.  
261 <sup>6</sup>See Section 15-2.18-6 for Drive-Up Window review.  
262 <sup>7</sup>Requires an Administrative Conditional Use permit.  
263 <sup>8</sup>See Section 15-4-16 for additional criteria.  
264 <sup>9</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.  
265 <sup>10</sup>The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with  
266 Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval  
267 letter.  
268 <sup>11</sup>Requires an Administrative Letter. See Section 15-4-23, Dwelling Unit, Fractional Use.  
269 <sup>12</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## 270 HISTORY

271 *Adopted by Ord. [00-51](#) on 9/21/2000*  
272 *Amended by Ord. [04-39](#) on 9/23/2004*  
273 *Amended by Ord. [06-76](#) on 11/9/2006*  
274 *Amended by Ord. [14-57](#) on 11/20/2014*  
275 *Amended by Ord. [2018-55](#) on 10/23/2018*  
276 *Amended by Ord. [2020-45](#) on 10/1/2020*  
277 *Amended by Ord. [2021-51](#) on 12/16/2021*  
278 *Amended by Ord. [2022-08](#) on 4/28/2022*  
279 *Amended by Ord. [2022-21](#) on 10/27/2022*

## 280 **15-2.19-2 Uses**

281 Uses in the LI District are limited to the following:

### 282 A. **ALLOWED USES.**

- 283 1. Secondary Living Quarters
- 284 2. Accessory Apartment<sup>1</sup>
- 285 3. Nightly Rental
- 286 4. Home Occupation
- 287 5. Child Care, In-Home Babysitting<sup>2</sup>
- 288 6. Child Care, Family<sup>2</sup>
- 289 7. Child Care, Family Group<sup>2</sup>
- 290 8. Child Care Center<sup>2</sup>
- 291 9. Agriculture
- 292 10. Plant and Nursery Stock
- 293 11. Office, General
- 294 12. Office, Moderate Intensive
- 295 13. Office, Intensive
- 296 14. Financial Institution without drive-up window
- 297 15. Retail and Service Commercial, Minor
- 298 16. Retail and Service Commercial, Personal Improvement
- 299 17. Retail and Service Commercial, Major
- 300 18. ~~Commercial, Resort Support~~
- 301 19. Hospital, Limited Care
- 302 20. Parking Area or Structure with four (4) or fewer spaces
- 303 21. Food Truck Location<sup>8</sup>

304 B. **CONDITIONAL USES.**

- 305 1. Multi-Unit Dwelling

- 306 2. Group Care Facility
- 307 3. Child Care Center<sup>2</sup>
- 308 4. Public and Quasi-Public Institution, Church, and School
- 309 5. Essential Municipal Public Utility Use, Facility, Service, and Structure
- 310 6. Telecommunication Antenna<sup>3</sup>
- 311 7. Satellite Dish Antenna, greater than thirty-nine inches (39") in diameter<sup>4</sup>
- 312 8. Accessory Building and Use
- 313 9. Raising, grazing of horses
- 314 10. Bed and Breakfast Inn
- 315 11. Boarding House, Hostel
- 316 12. Hotel, Minor
- 317 13. Private Residence Club Project and Conversion<sup>6</sup>
- 318 14. Office and Clinic, Medical and Veterinary Clinic
- 319 15. Financial Institutions with Drive-Up Window<sup>5</sup>
- 320 16. Retail and Service Commercial with Outdoor Storage
- 321 17. Retail and Service Commercial, Auto-Related
- 322 18. Transportation Services
- 323 19. Retail Drive-Up Window<sup>5</sup>
- 324 20. Gasoline Service Station
- 325 21. Café or Deli
- 326 22. Restaurant, General
- 327 23. Restaurant, Outdoor Dining
- 328 24. Restaurant, Drive-Up Window<sup>5</sup>

- 329 25. Outdoor Event<sup>6</sup>
- 330 26. Bar
- 331 27. Hospital, General
- 332 28. Light Industrial Manufacturing and Assembly Facility
- 333 29. Parking Area or Structure with five (5) or more spaces
- 334 30. Temporary Improvement<sup>6</sup>
- 335 31. Passenger Tramway Station and Ski Base Facility
- 336 32. Ski Tow Rope, Ski Lift, Ski Run, and Ski Bridge
- 337 33. Recreation Facility, Public
- 338 34. Recreation Facility, Commercial
- 339 35. Recreation Facility, Private<sup>7</sup>
- 340 36. Entertainment Facility, Indoor
- 341 37. Commercial Stables, Riding Academy
- 342 38. Heliports
- 343 39. Commercial Parking Lot or Structure
- 344 40. Temporary Sales Office, in conjunction with an active Building permit.
- 345 41. Fences and Walls greater than six feet (6') in height from Final Grade<sup>6</sup>
- 346 42. Household Pet, Boarding<sup>6</sup>
- 347 43. Household Pet, Daycare<sup>6</sup>
- 348 44. Household Pet, Grooming<sup>6</sup>
- 349 45. Commercial, Resort Support<sup>9</sup>

350 C. **PROHIBITED USES**. Any Use not listed above as an Allowed or Conditional Use  
351 is a prohibited Use.



<sup>1</sup>Requires an Administrative Permit. See Section 15-4-7, Accessory Apartments.

<sup>2</sup>See Section 15-4-9, Child Care and Child Care Facilities.

<sup>3</sup>See Section 15-4-14, Telecommunication Facilities.

<sup>4</sup>See Section 15-4-13, Placement of Satellite Receiving Antennas.

<sup>5</sup>See Section 15-2.19-8, Criteria for Drive-Up Windows.

<sup>6</sup>Subject to an Administrative Conditional Use permit.

<sup>7</sup>See Section 15-4-22, Outdoor Pickleball Courts in Residential Areas.

<sup>8</sup>The Planning Director or their designee shall, upon finding a Food Truck Location in compliance with Municipal Code Section 4-5-6, issue the property owner a Food Truck Location administrative approval letter.

<sup>9</sup> Subject to provisions of Chapter 15-6 and Master Planned Development approval

## HISTORY

*Adopted by Ord. [00-51](#) on 9/21/2000*

*Amended by Ord. [04-39](#) on 9/23/2004*

*Amended by Ord. [06-76](#) on 11/9/2006*

*Amended by Ord. [14-57](#) on 11/20/2014*

*Amended by Ord. [2018-55](#) on 10/23/2018*

*Amended by Ord. [2020-45](#) on 10/1/2020*

*Amended by Ord. [2021-51](#) on 12/16/2021*

*Amended by Ord. [2022-08](#) on 4/28/2022*

## **15-15-1 Definitions**

. . . .

~~[Commercial Use, Resort Support. A Commercial Use that is clearly incidental to, and customarily found in connection with, the principal resort Use, and which is operated~~

376 ~~and maintained for the benefit or convenience of the Owner, occupants, employees,~~  
377 ~~customers of, or visitors to, the principal Use.]~~  
378 . . . .

Last note I will mention for consideration: I do not believe the language in this has much effect on LARGE MPDs. More open space allows for an MPD to sprawl. It COULD pose a problem for HIGH density with additional affordable and workforce housing allowed. I do believe this language create more restriction and creative design for small infill MPDs. When thinking through the areas within Park City, it would appear MOST of the future MPDs will be in-fill and re-use. You may want to consider this when discussing the language that refers to density per unit and square feet restrictions. This may be completely irrelevant if you keep the language in line 5 "unless otherwise stipulated".

Thank you for all your dedicated work in keeping Park City, Park City!

Adam Breen,



## Exhibit B: Public Input

Friday, September 1, 2023, 11:42 AM

Hi Rebecca,

Quick question for you; when we spoke about the proposed zoning language accessory use changes, I asked you if the ski area parcels (the parking lots) would be exempt from this due to the nature of the ski resort operations. You said that they would not. I started thinking about it and my question is, if the MPD was amended (as it will assuredly be with both properties) would the new rules apply?

If they did, that would be a game-changer. I think that impact would be staggering to the local economy. We are resort-based and this wouldn't just hamper the resorts ability to function, it would gut it.

I also started to think about the projects that I have done and they all used accessory space to one extent or another. I understand that change-in-use can be problematic, but I think that could be handled at the regulatory level. Buyers expect a certain package of amenities and if the basics (i.e. clubhouse, ski lockers, cafes, swimming pools, hot tubs, work out rooms, etc.) were not allowed or allowed only if the applicant used commercial density, that will be very counter-productive to what we should be trying to achieve, which are wholly-integrated condo/hotel projects. If we don't, then all of those amenities will have to be driven to and provided elsewhere. Park City's problem is not the number of skiers, it's the number of vehicles.

Even off-the-highway hotels have amenities. The key is whether or not the public is allowed into the amenities. That seems to be the only rationalization I can see for changing the rules and as I stated above, it can be handled at a regulatory level.

The more I understand this proposed change, the more I am nervous and anxious about its impacts. When I understand where this originated, that is with the more radical members of RAD and the Planning Commission, it is very, very concerning what is being proposed here.

If the answer to the above question is yes, then I am adamantly opposed to this amendment. Accessory uses are a necessary part of any condo/hotel project and this appears to be an attempt by anti-development to make projects less viable. In NO CASE should these changes apply to the base area projects. That would seriously negatively impact the resorts ability to operate and that would unquestionably negatively affect the City as a whole.

Thanks Rebecca. Please let me know if you have any additional questions or comments.

Rory

Exhibit B: Public Input

Thursday, September 14, 2023, 10:25 AM

Hi Rebecca & Councilors,

I appreciate you reaching out to discuss the proposed LMC changes for accessory uses inside an MPD application. Please see attached comments based on my review of the proposed changes, in advance of the Sept 28 Council meeting for action on the subject.

Cheers,

Tony



September 14, 2023

Park City Council  
ATTN: Rebecca Ward  
Assistant Planning Director  
[rebecca.ward@parkcity.org](mailto:rebecca.ward@parkcity.org)  
Park City Municipal Corporation  
445 Marsac Avenue  
PO Box 1480  
Park City, UT 84060

VIA EMAIL

RE: Accessory Uses in Master Planned Developments – Proposed LMC Code Amendments

Dear Rebecca & Councilors,

Thank you for the time to meet on 8/15/23 to discuss the proposed Land Management Code changes for Accessory Uses in Master Plan Developments that have been forwarded to the Park City Council for review from the Planning Commission. Upon review of the proposed changes and the subsequent conversation on their applicability, I have some significant concerns that should be considered prior to action on the proposed changes.

While the changes appear to be somewhat benign, the practical application of the changes will cause two major shifts in development applications for future Master Planned Developments – notably including any proposed development at the 5-acre parcel in Bonanza Park (the Arts & Culture District). These impacts from the proposed LMC changes are:

1. Any future hotel/lodging properties are severely impacted, due to the cap on exempt density and the changes in exempt uses, rendering hotel projects unfeasible and impractical to develop;
2. Any future multifamily residential projects will be stripped of desirable amenities, due to the changes in exempt uses; and
3. Both hotel/lodging properties and multifamily residential projects will be required to increase parking spaces built to serve the same density.

### Cap on Density

The LMC today allows 5% of the total Floor Area of the residential units to be used for Support Commercial and 5% for Meeting Space. The practical application of these allowances equate to a 10% density allowance based on the square footage of residential units (or hotel units). In simple terms, a theoretical MPD with 100,000SF of residential units would be allowed to have 10,000SF of exempt Support Commercial and/or Meeting Space under the current code.

Under the proposed code amendments, this allowable density would be reduced to 5,000SF, effectively reducing the available space to the development by half. If a project is larger (and most MPD's are), the reduction is increasingly punishing. For example, a hotel program for 100 rooms in the area would likely require meeting space totaling 4,000-6,000 square feet, split between a grand ballroom, breakout meeting rooms and pre-function spaces, not including the associated catering kitchen and back-of-house spaces to allow the meeting space to operate. These meeting spaces are typically used to bolster occupancy in the hotel in the shoulder seasons and are frequently donated to local, non-profit organizations for functions when not otherwise in use. In this scenario, the cap on density for meeting space alone would require a reduction in rooms of 10,000 square feet (including back-of-house space), representing approximately 20 hotel rooms (or a 20% reduction in units). While the goal to reduce the scale of a project with this change is theoretically achieved, the reality is that no development would ever trade 20% of revenue-producing density for these accessory uses, resulting in a de-facto prohibition on future hotel projects.

### Exempt Uses

In addition to the above cap on exempt density, the proposed code amendments also strip uses that are exempt from the Support Commercial categorization.

For hotels, condo-hotels and lodging properties, the concept that square footage can be exempt from approved density for typical accessory uses is commonplace. Space that a hotel requires for operational purposes, for example a check-in lobby, meeting spaces, gym facilities, public restrooms and back-of-house uses, are not revenue generating spaces and are therefore economically limited by the developer already. In other words, the developer only wants to build the minimum space required for operations since it only adds to the costs of a project and does not generate any profit. Clearly, third party retail space and restaurants (e.g. Support Commercial) can be profitable (although often are not) and should not be exempt from the available density of a development – which is already addressed in the current code without the amendments.

While an MPD could technically “trade” residential unit density to increase the cap on exempt density and provide for the necessary uses to operate a lodging property, this requires the developer to reduce income generating density in exchange for non-income

generating density – which simply isn't practical or even feasible. For these reasons, the proposed LMC code amendments will, in practice, remove hotels (together with their beneficial economic impacts) as a viable option for MPD developments.

### AMENITIES

In a residential condominium project, the changes are designed to drive future MPD applications to provide little-to-no amenities for guests and owners. Under the proposed code, gym facilities, social rooms, ski locker rooms and storage spaces would require a reduction of residential density to build. Frankly, this change will serve to reduce the quality of all future residential properties for the City and should be carefully considered before making a decision that will subject new developments to downgrade any planned amenities for guests and owners.

For both lodging and residential projects, this proposed change will increase off-site impacts for all new developments. For example, guests that would otherwise have an option to stay in a building for meals, recreation or gear rentals/storage (as permitted under the current code) would be forced to leave the property for all of these uses. These proposed LMC changes will push people out of properties and into vehicles to access these amenities and necessities associated with their visits.

### PARKING

The proposed changes to the LMC also dramatically increases the parking requirements of lodging properties by calculating all non-revenue generating spaces towards parking counts, whereas currently they are exempt. This means that a single guest who visits the hotel could have their vehicle calculated multiple times – since now that guest's car is counted as part of the lobby spaces, meeting rooms, gym facilities, amenities and accessory back-of house spaces.

Fundamentally, there is a divisive opinion on parking that needs to be resolved through Council's leadership: Should the City be supporting multi-modal transportation and the resulting lower parking requirements for all developments as outlined in the General Plan, Park City Forward – A Transportation Blueprint, and the City's Modal Hierarchy, or should the City require more parking for all projects? It is clear that these proposed changes to the LMC will increase parking requirements and incentivize private vehicle use, which by definition will reduce the need or desire for developers to provide accommodations for alternative modes of transportation.

### RECOMMENDATION

Based on the above, significant impacts to future hotel/lodging uses and residential developments, I strongly recommend that the Council either:

1. Vote against the proposed LMC amendments, or
2. Heavily modify the proposed language to resolve the cap on support commercial density, re-instate the list of exempt uses and revise the parking requirements.

If the Council chooses to modify the language, the provision requiring calculation of accessory uses for employee housing configurations is both commendable and acceptable. Clearly, developments planned today should include a larger employee housing component, which serves not only to support the City and community's initiatives for affordable housing, but also reduces off-site impacts from new developments. Perhaps the inclusion of additional employee housing units could be tied to an incentive for additional density inside an MPD application, which has proven to be a successful model for developments in resort towns like Park City.

As a final note, I would like to have confirmation that existing Development Agreements are exempt from these code amendments, even if the underlying Master Planned Developments are amended. This appears to be unclear in the proposed amendments, but clearly should not apply to parcels that have executed Development Agreements prior to the adoption of any changes.

If you have any questions regarding this letter or our position, please contact me at 435-640-5568 or [tony@cpdre.com](mailto:tony@cpdre.com).

Sincerely,



Tony Tyler  
Columbus Pacific Development, LLC  
1389 Center Dr, Suite 230  
Park City, UT 84098



Exhibit B: Public Input

Friday, September 15, 2023, 3:00 PM

Rebeca:

Attached please find a pdf file of a letter responding to the proposed code changes.

Hav a great weekend.

Craig Elliott

September 15, 2023

Rebecca Ward  
Assistant Planning Director  
Park City Municipal Corporation

re: Accessory Uses in Master Planned Developments  
Recommended Land Management Code Amendments

Rebecca:

Please accept this letter as a response to the above referenced LMC Amendments and provide to the Planning Commission as Public Input. It appears that the June 12, 2023 Planning Commission Staff Report recommending LMC changes are a response to issues perceived from past projects operations. These types of proposed changes are a common response in planning code and is difficult to implement. The difficulty in implementation always seems to be how to find the right response and not let the pendulum swing too far to the opposite path, as this can cause confusion, and unintended consequences.

### Background

In the Staff Report, reference is made to the possibility of *“increased mass and bulk of proposed projects”* if the Accessory Use Exemptions continue in the current form. An increase in mass and bulk is not really likely as the MPD Requires a Site Suitability Analysis to be provided and the code states *“(t)he Master Planned Development shall not exceed the maximum Density in the Zoning District”*. For zones that are defined by height and setback or floor area ratio, the MPD process negates that possibility. The zones that are subject to Density requirements and allow or conditionally allow hotel use are the RD and RDM zones. The majority of the area in these zones are within previous MPD approvals. Changes to the LMC calculations would have minimal impact on most potential hotel sites if the previous MPD approval still has standing. And for future projects outside of these areas, if these changes were implemented, it would most likely result in conversion to a different use, such as Nightly Rental Condominium, resulting in other unintended consequences such as increased automobile trip generation due to the lack of on site services.

It is more likely that the issue in the Staff Report described as *“a potential risk that the Accessory Uses indented for patrons, employees, and residents already on site may eventually be opened to the general public with mitigating impacts like increased traffic and parking, and without contributing to affordable housing obligations”* is the issue that requires more discussion.

I agree that it would be wise to expand the Affordable Housing obligations to include Support Commercial and Resort Accessory Uses. Additionally, on sites that have current uses and will be redeveloped, a study should be provided that shows the existing Affordable Housing Calculation and any additional obligations required by the redevelopment should be required to be provided as part of the MPD solution. These obligations may be provided off site if there is a better location. So, that really leaves the issues to traffic and parking. Long time Park City favorites.



## Analysis

### **(I) Support Commercial Uses**

a. The amendment to *“remove the term “Nightly Rental Condominium” and allow Support Commercial for Hotels only”*, generally makes sense as the Building Department has been requiring “Nightly Rental Condominiums” to be built to the standards of a lodging use for decades. Additionally, lodging has evolved where many visitors are expecting more traditional “condo” type living spaces that include the amenities of a hotel. Where this change is nuanced is two fold, as there may be unintended consequences that (i) restrict full-time residence and (ii) how is parking calculated.

(i) Full-Time Residence: Restrictions to allowing full-time residence to an owner of a condominium could be a problem for most projects even if they are operated as a hotel as a percentage of the buyers will want this option.

(ii) Parking Calculations: Current parking requirements are Nightly rental at 1 per unit, Multi-Unit Dwelling varies from 1 to 2 per dwelling, and Hotel is 1 per room or suite. What is the correct calculation if this change is implemented? I would suggest that these requirements are already too large. Most current nightly rental hotel uses will tell you that they have far too many spaces and it is common to see spaces in parking garages to be adapted to other “Accessory Uses”. Most jurisdictions require hotel parking at substantially less rates. For example, Salt Lake, Jackson, and Aspen have varying requirements that range from .5 to .75 spaces per lodging unit or hotel room.

b. The proposed change to *“Limit signage to interior spaces”* appears to be appropriate as long as they are not applied to other mixed-use commercial areas of a project that are parked according to the LMC requirements.

c. The proposed change to *“Limit marketing to existing primary uses on site”* sounds good in theory, but in practice seems a bit Orwellian and will be very difficult to enforce. An unintended consequence of this change may be that when support commercial is operated by local, small business owners, these businesses and residents may be impacted negatively in the off-peak times of a resort dominated hospitality business.

d. The proposed change to *“Remove meeting space allowances”* seems to be driven out of a fear of a lack of parking, which may cause disruptions to adjacent properties. To address this issue, it is important to understand why hotels have meeting spaces.

Meeting spaces are designed to fill hotel rooms. In a resort town, meeting spaces drive hotel occupancy during off-peak times through hosting conferences and events. Sometimes they are also used during off-peak times for local non-profit and civic events. In general these conferences and events are hosted when hotel parking demand is at its lowest. I understand that the MPD process allows for a parking management plan to be submitted and this parking overlap may be able to be identified, but this is just



one more mushy part of the process that leaves a land owner and developer at the mercy of subjective decisions.

Additionally, I've been to countless local events at hotel meeting rooms over the years. It would be a shame to slowly lose these opportunities to create community. And the unintended consequence of enacting this removal may very well result in the creation of more AirBNB type nightly rental projects with no services. This change would ultimately have a negative impact, resulting in the need to drive more to services and contribute to an increase in traffic.

e. The proposed change to *"Tie the maximum square footage to a 5,000 square foot cap"* is an interesting idea, but in the big picture lacks vision. The reason that a percentage is listed in the current code is that it allows a project to build an appropriate amount of support facilities for the project. This arbitrary number of 5,000 square feet may work for smaller projects but will not work for projects of a larger scale.

f. The proposed change to *"Prohibit Conventional Chain Businesses"* in the Support Commercial spaces makes some sense but is difficult to implement. Does Jans or Cole Sport qualify as a conventional chain business? Would they be excluded from running an outfitters space within a hotel? Hotel operators often have business relationships with spa businesses that may qualify as a conventional chain business. Are they excluded? What is the real goal here? Is it just about parking and traffic?

## **(II) Residential Accessory Uses**

a. All of the items currently listed as a Residential Accessory Use are ancillary uses to a hotel. It makes no sense to remove these items and have them count towards density. Is this about parking? As ancillary or accessory uses they do not add significant intensity of use to a hotel. What is the purpose of removing these items?

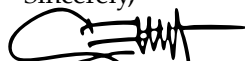
b. It clearly makes sense to add Child Care Facilities and Enclosed Bicycle Storage to the list.

## **(III) Resort Accessory Uses and (IV) Resort Support Commercial**

My experience is limited with regards to these uses, but it appears that many of the same arguments above will apply to these proposed changes.

If the big picture of all of these changes is about parking and traffic, we should have a real discussion concerning how parking requirements are defined in the LMC. If the goal is really about finding a way to limit development, that should be clearly outlined and stated.

Sincerely,



Craig Elliott, AIA

Managing Partner



Exhibit B: Public Input

Friday, September 15, 2023, 6:10 PM

Rebecca:

Please find my attached letter regarding the proposed LMC amendments memorialized in Draft Ordinance 2023-17.

Have a good weekend,

Peter Tomai

Rebecca Ward, Acting Director of Planning  
Nann Worel, Mayor, and  
Members of the City Council  
Park City Municipal Corporation  
445 Marsac Avenue  
Park City, UT 84060

RE: Input on proposed Draft Ordinance No. 2023-17

September 15, 2023

Dear Rebecca, Mayor, and members of Council:

On June 12<sup>th</sup> you heard a presentation from Planning Staff regarding proposed amendments to the Land Management Code regarding accessory uses in Master Planned Development applications. Action on the proposed ordinance was continued to allow Planning Staff to seek input from the architects, master planners, developers and members of the resort community.

As I stated in my public comments in June, I implore you to deny approval of Draft Ordinance No. 2023-17 as written. My concerns regarding the proposed amendments are based upon the following:

- Park City is a resort economy.
- The long-term success of a resort economy is based upon its ability to sustainably accommodate its residents, guests and the workforce necessary to support the community at large.
- The LMC as written has allowed Park City to thrive not only as a resort economy but as a vital year-round community.
- The proposed amendments would have the impact of dramatically increasing the required parking for hotels and multifamily condominiums at a time when town is already choking on the number of cars we are inviting into town. Does it make any sense to drive even more cars into town? It is worth noting that nearly all resort condominium hotels developed in town in the last 25 years are effectively over parked already. This is because many visitors shuttle to the properties and utilize transit while in residence.
- Such sweeping changes to the LMC which enabled projects like the Lodges at Deer Valley and the Chateaux at Silver Lake would likely have the unintended consequence of driving future development toward limited-service, amenity-stripped Airbnb-type developments which would only

Continued next page

exacerbate traffic and parking issues as residents and guests would need to leave each property to secure the goods and services they need off site.

- All MPD applications already require a “Site Suitability Analysis” which, given setback and height requirements already present in most of town, effectively limit the mass and bulk of projects except for those already vested which the proposed amendments purport not to change.

In short, Draft Ordinance No. 2023-17 as written seems largely to solve for a problem that does not exist.

With that said, I would support an amendment to the LMC to include Support Commercial, Residential Accessory Uses, and Resort Accessory Uses in the calculation of Affordable Housing obligations for each MPD pursuant to Housing 84 Resolution No. 05-2021.

Thanks for your time and attention,



Peter A. Tomai  
Managing Director

Exhibit B: Public Input

Tuesday, September 19, 2023, 3:00 PM

Dear Ms. Ward, Mayor Worel, and Park City Council,

Please see the attached letter from Park City Mountain regarding proposed Ordinance No. 2023-17. Please let me know if you have any questions.

Thank you,

Shaydar Edelman





September 19, 2023

Park City Council  
ATTN: Rebecca Ward  
Park City Municipal Corporation  
445 Marsac Avenue  
Park City, UT 84060

VIA EMAIL: [rebecca.ward@parkcity.org](mailto:rebecca.ward@parkcity.org)

**RE:** Proposed Ordinance No. 2023-17

Dear Mayor Worel, members of Council, and Rebecca:

I am writing on behalf of Park City Mountain regarding proposed Ordinance No. 2023-17, amending the Land Management Code specific to Uses, Unit Equivalents, Resort and Residential Accessory Uses, and Support Commercial Uses.

We appreciate the City's review of the Land Management Code and the opportunity to comment on the proposed Ordinance. The proposed changes will have broad impacts across a diverse array of projects, and Park City Mountain is concerned that several unintended consequences could result from the proposed changes to the LMC.

Notably, it appears that the proposed amendments will drive an increase in the parking requirements for new projects, which, in turn, has the potential to increase private vehicle trips within the City. We believe this is at odds with the community's goals of reducing traffic. Further, the proposed amendments appear to make it more difficult for developers to create projects with the type of diverse, upgraded amenities that are important to the community, including gyms, social areas, lockers, and storage spaces. We believe the LMC should continue to incentivize these types of amenities.

Park City Mountain is also requesting further clarity on the proposed changes to Resort Support Commercial uses in the Recreation and Open Space District. Specifically, footnote 6 to the proposed Ordinance appears to impose an additional Master Planned Development approval process on Resort Support Commercial uses, which could include ordinary recreational infrastructure such as public restrooms, employee breakrooms, and first aid stations. Routine projects in the Recreation and Open Space District should not trigger a lengthy and costly master planning process. We hope you will clarify the footnote to ensure that it only imposes a Master Planned Development process on those projects for which a Master Planned Development is required pursuant to Section 15-6-2 of the Municipal Code.

Park City Mountain supports the provisions in the proposed amendment that require the inclusion of support commercial and accessory uses in the calculation of affordable housing obligations.



We hope that Council will consider scaling back the proposed amendments to preserve the beneficial aspects of the current Land Management Code, limit the risk of unintended consequences associated with these changes, and clarify the new language regarding Master Planned Development requirements in the Recreation and Open Space District.

Thank you for your consideration.

*John Sale*

John Sale  
Director, Planning & Projects  
Park City Mountain

## City Council Staff Report

**Subject:** Landscaping Incentive Check-in and Potential Partnership  
**Author:** Jason Christensen, Water Resources Manager  
**Department:** Public Utilities  
**Date:** September 28, 2023  
**Type of Item:** Administrative

### Recommendation

Review data on the first summer of the City's landscaping incentive program, provide direction on partnering with Weber Basin Water Conservancy District moving forward, and set the maximum rebate for Commercial, Irrigation, and Multi-Family accounts at \$100,000.

### Executive Summary

Based on City Council's direction, the City moved quickly to launch a landscaping incentive program this spring. The program has been popular and a success.

The State [launched](#) its [landscaping incentive program](#) as well. Park City has the option to partner with the State, through Weber Basin, or continue to offer a landscaping incentive outside of the State program. Public Utilities is recommending Option C from the Analysis section. This would partner the City with Weber Basin, and increase our incentive to \$3 per square foot while reducing our cost from \$2 to \$1 per square foot.

Council has discussed making changes to the current maximum rebate offered to non-Single Family Residential. If we partner with Weber Basin, the maximum rebate would increase from \$50,000 to \$75,000. Above that value, the City may provide further incentives, but those will be funded exclusively by the City. Public Utilities is recommending a new maximum of \$100,000 in order to better support larger landscaped areas in their conversion to water-wise landscaping

### Analysis

#### Landscaping Incentive Program - Success to Date

Park City launched its landscaping incentive program on May 1, 2023. A review of the application and program requirements can be found [here](#). Feedback has been very positive, and the program has been well received. The City has publicized this program through social media, bill inserts, community events, and other outreach.

Several of the customers who requested site visits were seemingly looking for a consultation and to gather additional information about the program. Others have been thinking about making changes to their landscaping and this program has 'incentivized' them to take a more serious look at the possibility of removing their underutilized turf. Either way, our team has been happy to connect with customers to provide information and guidance as needed.

*Total Program Activity*

| <i>Quantity</i> | <i>Activity</i>                                                         |
|-----------------|-------------------------------------------------------------------------|
| 38              | Site Visits to property owners interested in the Incentive Program.     |
| 7               | Applications for the Landscaping Incentive Program Submitted            |
| 1               | Application in Review                                                   |
| 2               | Denials (Project previously completed & non-turf compliant.)            |
| 3               | Approved Projects, waiting for completion. (2 Single Family Res, 1 HOA) |
| 1               | Completed Project(s) (Single Family Residential)                        |

**Approved or Completed Projects**

| <b>Type</b>               | <b>Square Feet</b> | <b>Rebate Amount</b> |
|---------------------------|--------------------|----------------------|
| HOA                       | 7,888              | \$15,776             |
| Single Family Residential | 3,408              | \$6,816              |
| Single Family Residential | 6,030              | \$10,000             |
| Single Family Residential | 5,272              | \$10,000             |

Opportunity to partner with the State through Weber Basin

The State launched its program around the same time as Park City. Utah is operating its program primarily through Water Conservation Districts and in Park City, that is Weber Basin Water Conservation District. Public Utilities and Weber Basin have been discussing a partnership, and we now have the options outlined below. Public Utilities is recommending Option C.

Option A: Continue Sole Park City Landscaping Incentive

- Park City is offering \$2.00 per square foot of turf removed.
- Weber Basin will not operate its program in Park City.

Option B: Withdraw from Landscaping Incentive and allow Weber Basin to step in

- Weber Basin would offer \$2.50 per square foot of turf removed.
- Park City would be outside of the process but Weber Basin would request applicants follow the Land Management Code.
- Park City would have no financial contribution to the program.

Option C: Partner with Weber Basin

- Weber Basin and Park City would offer \$3.00 per square foot of turf removed.
  - \$1 from the State, \$1 from Weber Basin, and \$1 from Park City Municipal
- Weber Basin and Park City would each have a role in the program, and Park City could maintain our unique requirements such as the requirement for water-wise and fire-wise plants.
- Additional requirements would apply. The two substantial requirements would be the need to record an agreement against the property, committing to keep the

converted area non-turfgrass, and to utilize the State's online portal, [www.utahwatersavers.com](http://www.utahwatersavers.com) to initiate the incentive.

- Landscaping funding available to the community will double to up to \$400,000 available per year. Weber Basin will provide up to \$100,000 per year, and it is anticipated the State will match that amount. Park City currently has budgeted \$200,000 per year. Park City's funds will roll over year to year. The State and Weber Basin's funds will not. If demand exceeds matching funds during a year, Park City will use its funds to continue to provide a full rebate, until funding is exhausted.
- The maximum rebate amount would increase for all applicants. This is discussed further in the Maximum Rebate Amount section.

Option D: Allow both programs to run concurrently

- Weber Basin has said they will not operate in our service area if we are also running a turf rebate program. Therefore, this is not an option.

Public Utilities will implement Council's selection. If Option C is selected, Park City will enter into an interlocal agreement with Weber Basin outlining each entity's responsibilities.

#### Maximum Rebate Amount

The maximum rebate amount is an attempt to ensure a balance between the size of the project submitted and available funds. Currently, the program is funded at \$200,000 per fiscal year, with any unspent budget rolling over to the next fiscal year. Under the existing limit of \$50,000, that amount could be used by four large Commercial, Irrigation, or Multi-Family projects.

Council has expressed an interest in increasing the maximum for Irrigation, Multi-Family, and Commercial accounts. Currently, that limit is \$50,000. Under the State's program, the limit would move up to \$75,000. In discussions with Weber Basin, they stated they are unable to take the program above that value as their agreement with the State contains that limitation. They did offer that Park City may extend the rebate amount above \$75,000 at the City's sole expense.

Public Utilities is recommending that the limit be increased to \$100,000 in order to better support larger landscaped areas in their conversion to water-wise landscaping and that the incentive above \$75,000 be reduced from \$3.00 to \$2.00 per square foot. The cost to the City for this increase is shown below, and is similar to the current limit. However, the customer would see a doubling of the maximum rebate available to them.

| Weber Basin | State    | Park City (partnership share) | Park City (above \$75,000) | Maximum Total Payment to a Customer |
|-------------|----------|-------------------------------|----------------------------|-------------------------------------|
| \$25,000    | \$25,000 | \$25,000                      | \$25,000                   | \$100,000                           |

Public Utilities recommends the approach above, and the Council retains the ability to select this approach or create a different balance.

Single Family Residential would move from \$10,000 to \$15,000 under Option C. Public Utilities is not recommending any further increase.

### **Funding**

- \$200,000 per fiscal year has been budgeted and approved by Park City Municipal and is funded by water service fees.
- Weber Basin and the State will provide \$1 each (subject to fund availability and future budget action by each entity) up to program limits, provided Park City chooses to participate.

## City Council Staff Report



**Subject:** For Arguments – Recreation GO Bond  
**Author:** Ken Fisher, Recreation Director, and Michelle Kellogg, Election Official  
**Department:** Recreation Department  
**Date:** September 28, 2023  
**Type of Item:** Administrative

### Recommendation

The City Council should review and consider selecting a final “For Argument” to comply with statutory requirements regarding the 2023 Park City Recreation General Obligation Bond on November’s election ballot.

Two separate “For Arguments” are provided for the City Council’s consideration.

### Background

Per [Utah State Code section 59-1-1604](#), “The governing body of a taxing entity shall submit to the election officer an argument in favor of a ballot proposition.” Accordingly, a “For Argument” was drafted for City Council review and consideration. The Council considered the statement at the September 21, 2023, meeting and requested some minor edits. The City’s statement was adjusted to exclude references to other City-funded recreation projects and minor language modifications were made (Exhibit A).

In addition, Abby McNulty, an active Park City registered voter and member of the Recreation Advisory Board, responded to the City’s announcement petitioning pro-statements and con-statements and requested to write a pro-statement (Exhibit B).

The Council can now choose which pro-statement will be read October 26, 2023, at its public meeting on the GO Bond. The selected statement will also be published on the [City website](#) and [www.vote.utah.gov](http://www.vote.utah.gov). The internal team supporting the statutory process has no preference as to which statement is chosen, as both meet the minimum requirements.

### Analysis

#### GO Bond Timeline

| Date         | Action Item                                                                                                                                 |
|--------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| September 6  | Notice published seeking arguments for and against the ballot proposition.                                                                  |
| September 18 | Eligible voters must file a request with the Election Officer of intent to file an argument for or against the ballot proposition by 5 p.m. |

|              |                                                                                                                                                                                                              |
|--------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| September 22 | The voter selected for argument for and against must submit their respective arguments by 5 p.m. The arguments cannot exceed 500 words.                                                                      |
| September 23 | The Election Officer notifies the voters who submitted for and against arguments and provides them with the others argument. They have an opportunity to submit a 250-word rebuttal to the Election Officer. |
| October 5    | Hold a public hearing                                                                                                                                                                                        |
| October 9    | Deadline to submit the rebuttal argument.                                                                                                                                                                    |
| October 20   | Target date for mailing Voter Information Pamphlet.                                                                                                                                                          |
| October 26   | Hold a public meeting regarding the ballot proposition.                                                                                                                                                      |
| October 31   | Ballots mailed                                                                                                                                                                                               |
| November 21  | Election                                                                                                                                                                                                     |



## **Park City Pro-Statement**

Park City residents share a long and successful history of commitment to recreation, health, and wellness. Over 50 years ago, organized recreation in Park City first began in the War Memorial Building on Main Street with a local adult basketball league. In 1987, Park City purchased a foreclosed and privately owned tennis facility – the Park City Racquet Club, now the PC MARC. In 2001, Park City voted to build the Park City Ice Arena and construct several neighborhood parks. The last ballot initiative in Park City to focus on physical recreation facilities was 22 years ago.

Since then, Park City has funded its recreational amenities using a variety of sources, including grants, development impact fees, and careful budgeting. Notably, we built the Park City Sports Complex at Quinn's Junction and funded the 2011 renovation of the PC MARC.

During our recent Master Planning and community engagement process, Park City residents indicated that they wanted new, expanded, and improved recreation facilities. Park City voters have the opportunity to pass a \$30 million general obligation bond to help achieve this vision.

Specifically, the bond would provide both new construction and improvements to existing facilities, including 1) indoor and outdoor pickleball courts, 2) a refrigerated and covered outdoor ice sheet, 3) a Nordic skiing and trailhead area, 4) expanded fitness facilities, 5) a new bicycle pump track, 6) new sports field lighting, and 7) important maintenance facilities. These investments not only create new recreational opportunities but also substantially improve our existing facilities, many of which now operate at capacity.

Access to community recreation facilities significantly impacts Park City's quality of life and sense of community. Many choose to live in Park City because of our shared passions for health and recreation. Park City has a long history of investing and supporting recreation. Voting Yes on the Park City Recreational Facilities Bond Question will continue to advance the City's mission and commitment to "enriching the lives in our community through exceptional people, programs, and facilities."

## **Pro-Statement by Abby McNulty**

It's been 22 years since Park City last asked voters to approve a recreation-focused bond. Vote Yes on the Park City Recreational Facilities Bond Question.

As Park City residents, we benefit from a long and storied commitment to recreation, health, and wellness. Over 50 years ago, organized fitness began in the War Memorial Building on Main Street with a local adult basketball league. Nearly 40 years ago, Park City purchased the foreclosed and privately-owned tennis facility which became the PC MARC. Twenty-two years ago, residents approved a bond for the construction of the Park City Ice Arena and the construction of several neighborhood parks.

Due to careful management by the Recreation Department and support of current and prior city councils, Park City has continuously improved recreation over the last two decades through varied sources of funding including grants, impact fees, and mindful budgeting. Notably, the City built the Park City Sports Complex at Quinn's Junction and funded the 2011 renovation of the PC MARC. Many additional improvements have been made possible through the ingenuity of city staff seeking grants. Summit County RAP Tax Grants, for example, supported projects ranging from field turf replacement to pickleball sound mitigation.

As our community expands, and demand on existing facilities increases, residents need to comprehensively look at how best to improve recreation in our community while ensuring existing facilities receive the maintenance and attention they need. Over the past year, recreation department staff, the recreation advisory board, and community stakeholders have come together to create a future-looking Recreation Master Plan based on community outreach and volumes of feedback from previous recreation planning.

Park City voters now have the opportunity to pass a \$30 million general obligation bond to bring this work to life. The plan includes both new construction and improvements to existing facilities: 1) indoor and outdoor pickleball courts, 2) a refrigerated and covered outdoor ice sheet, 3) a Nordic skiing and trailhead area, 4) expanded fitness facilities, 5) a bicycle pump track, 6) new sports field lighting and 7) maintenance facilities.

As part of this Recreation Master Plan, the City is also committing existing funds to replace the aging pools at the PC MARC and build a new City Park Recreation Building, home to the PC Summer Camp and other recreational programming.

These investments not only create new recreation buildings but also substantially improve our existing facilities - many of which are operating beyond their intended capacity. Some of these needs (such as expanded field lighting and an additional ice sheet) had been identified as far back as 2013.

As Park City continues to see growth, recreation provides the opportunity to gather with friends, meet new people and build community. Having a robust public recreation

program ensures that everyone has access to the benefits that come from recreation, regardless of income. Now is our chance. Vote Yes on Question 1 and continue to advance the City's mission and commitment to "enriching the lives in our community through exceptional people, programs, and facilities."



## City Council Staff Report

**Subject:** Prospector Square Property Owners Association -  
Fee Adjustment Request  
**Author:** JJ Trussell, Deputy Building Official  
**Department:** Building Department  
**Date:** September 28, 2023  
**Type of Item:** Administrative

### Recommendation

Council should discuss and consider a fee waiver request from the Prospector Square Property Owners Association (PSPOA) for \$25,126.42 or an amount not to exceed \$26,000 for right-of-way (ROW) fees and bonds, road closure permit fees, and building permit fees.

### Background

[Municipal Code of Park City 11-12-15](#) and the [Administrative Policy for the Adjustment or Waiver of Construction and Development and Impact Fees](#) allow for fees to be reduced or waived for public or non-profit projects that are deemed to serve a beneficial public purpose, provided that any waiver or reduction in excess of \$25,000 per project or \$200,000 total fee waivers per fiscal year have Council approval. The Building, Planning, and Engineering fees are calculated according to the cost of providing the services related to the development. Therefore, any waiver of fees would have to be absorbed by the already allocated General Fund.

The [Municipal Code of Park City 11-13-4](#) does not allow for impact fees to be waived for this project since it is not affordable housing or a public facility that provides a beneficial public purpose. However, there are no impact fees required for this project.

On [November 17, 2022](#), City Council requested further discussion regarding the [Administrative Policy for the Adjustment or Waiver of Construction and Development and Impact Fees](#). This analysis is ongoing and will return to Council in November 2023. In the meantime, this application has been evaluated in accordance with the currently implemented policy.

As of September 7, 2023, \$1,715,114.58 total Construction and Development Fees have been waived during FY24, the majority of which is associated with the [Engine House Project, which was approved by City Council on July 13, 2023](#). Since the total FY24 fee waiver amount exceeds \$200,000, all additional fee waiver requests for Construction and Development Fees must be approved by City Council.

### Analysis

The Prospector Square was planned and constructed in 1974 and provides valuable services, mixed-use, residential, condos, hotels, offices, restaurants, and health care facilities across the 23-acre property. PSPOA is a 64-member non-profit property

members' association, with a 14-member board of directors and a five-member executive committee. Since 2018, PSPOA has invested more than \$2,000,000 in capital upgrades, including upgrades to Lots D, G, and H and a rebuilding of Berrett Lane East. The current construction is an ongoing effort to implement the PSPOA 2015 Master Plan. The 2015 PSPOA Master Plan is anticipated to be implemented over a long period of time, and any fee adjustments would therefore impact multiple fiscal years. One component of the 2015 PSPOA Master Plan is to upgrade the existing sanitary sewer system which is privately owned and maintained by PSPOA. The maintenance has proven to be problematic and PSPOA therefore desires the infrastructure to be maintained by Snyderville Basin Water Reclamation District (SBWRD). However, for SBWRD to accept the responsibility for this infrastructure, it must first be brought up to specifications and increased in size.

On [May 3, 2018](#), City Council approved a fee waiver request for \$10,325.62 for phase 1 of the Master Improvement Plan for Prospector Square focused on parking lot improvements in lots H and D, including an upgrade to the private sanitary sewer in lot H. No other Construction and Development Fee waivers have been granted for any other property owners' association or homeowners association.

In April 2023, PSPOA members voted to support capital improvements of \$1.6 million to complete improvements including upgrading the six-inch sewer lines to eight-inch lines in coordination with SBWRD, repaving five parking lots (four of which will have sewer line replacement), and adding lighting including 12 solar parking lot lights. The repaving and concrete repair is related to the sewer line project and does not require a permit from the city, although it does require permitting and ongoing inspections from SBWRD which are being coordinated by PSPOA. The sewer line connection in the ROW adjacent to lot C requires a ROW fee and performance bond of \$23,276. A building permit is required for the garbage enclosure and light installation resulting in a fee of \$1,850.42. The resulting permit fees are \$25,126.42. The subject fees are an estimate and may vary due to changes in the scope of construction activity or other factors. Therefore, Council may consider a not to exceed total fee waiver amount of \$26,000. The balance of capital improvements will be done during the 2024 construction season and another request for a waiver could be made at that time.

The Administrative Policy for the Adjustment or Waiver of Construction and Development and Impact Fees states fee adjustments shall be considered for:

Non-profits which clearly provide a public benefit such as but not limited to church building improvements, school-related events (not meeting the special event criteria), temporary structures to promote educational programs by an organization.

The Fee Adjustment Committee recommends that the Council consider a fee adjustment of 50% of the total requested amount. This recommendation is based on the Committee's average application score of 47 out of a possible 100. Their score recommendation is reflective of the Committee's hardship in identifying the beneficial public purpose, the low scoring in the need for a waiver, and the project's contribution to council's goals. The Fee Adjustment Committee is concerned about the precedent set by providing a fee

adjustment for an owner's association, (as local home and property owner associations routinely apply for permits in condominiums and subdivisions throughout the City). The Fee Adjustment Committee is also concerned with setting a precedent of waiving ROW bonding requirements. The bonding requirements protect the City's infrastructure and are fully refundable through the regular ROW permitting process. However, the Fee Adjustment Committee noted that they would be more supportive of the fee waiver if the applicant were to provide additional support for a Council Community Goal such as affordable housing, transportation, etc.

PSPOA is a unique entity that has proven to be a committed partner in coordinating infrastructure improvements including supporting the newly constructed public streets and cohesive design with the Prospector Avenue Reconstruction Project in 2019. This, in addition to providing essential retail and services to the public, is arguably a direct benefit to the public similar to the services and focus of the Historic Park City Alliance, as opposed to other commercial or residential owner associations. The PSPOA has provided EXHIBITS A and B to describe the provided public benefit.

#### **Attachments**

- EXHIBIT A PSPOA – Construction and Development Fee Adjustment Application
- EXHIBIT B PSPOA Letter - Building Permit and ROW Fee Waiver Request



## Construction and Development Fee Reduction Application Park City Municipal Corporation

Please provide two **(2)** hard copies and an electronic copy of this application and all other requested information to the Building Office.

### (1) Applicant Contact Information

Name                      Prospector Square Property Owners Assoc.

Address                  PO Box 680344, Park City, UT 84068

Phone                    801.368.4303 (Craig) or (Dean) 435.640.0850

E-mail                    [cdennis@prospectorsquare.com](mailto:cdennis@prospectorsquare.com)

Permit(s)                \_Applying for Building Permit and ROW  
currently

### (2) Indicate the applicable Criteria for Eligibility:

- ☐ Affordable Housing Project                      **XX** Non-Profit (Mixed Use Association)  
☐ Project Receiving a Historic District Grant   ☐ Youth Group

### (3) Indicate the applicable items for which a waiver is being requested (all that apply):

- |                                                                                |                                                          |
|--------------------------------------------------------------------------------|----------------------------------------------------------|
| <input checked="" type="checkbox"/> Building Plan Review                       | <input type="checkbox"/> Annexation Application Fee      |
| <input type="checkbox"/> Engineering Plan Review                               | <input type="checkbox"/> Condo Plat Application Fee      |
| <input type="checkbox"/> Planning Plan Review                                  | <input type="checkbox"/> Plat Amendment Application Fee  |
| <input type="checkbox"/> CUP Application Fee                                   | <input type="checkbox"/> Historic District Design Review |
| <input type="checkbox"/> MPD Application Fee                                   | <input type="checkbox"/> Water Fees (interior)           |
| <input checked="" type="checkbox"/> Building Permit Fee                        | <input type="checkbox"/> Water Fees (exterior)           |
| <input type="checkbox"/> Parks, Trails, Open Space, Police, Roadway Facilities |                                                          |
| <input checked="" type="checkbox"/> Other: Please explain ROW Fee              |                                                          |

(4) Projected total of all fees:                      \$\_1850.42 plus ROW Deposit of \$23,076

(5) Total construction cost of subject project:    \$\_114,249 for parking lot lights and  
garbage enclosure

**(6) Project Description:** Please provide no more than two pages of narrative addressing the following topics.

- a) Contributing to a City Council Goals  
Traffic Mitigation, Affordable Housing; Green Construction; Decreased Carbon Emissions; Involved Citizenry; Economic Diversity; Thriving Mountain Community; Arts & Culture; Preserving and Enhancing the Natural Environment
- b) Description of the Public Benefit
- c) Demonstrated need for a Waiver

**(7)** Please attached the following documents:

- a) Description of the organization, institution, or business entity, how long in business, accomplishments to date, and key personnel in organizational leadership. (Information may include partner entities that support or share in the mission of the applicant organization.) **CC&R's Included in attachment; description of organization included in narrative.**
- b) Organizational governing documents such as business licenses, by-laws, and/or incorporation documents.
- c) Financial information for your organization including current budget, 2 years of financial statements such as Balance Sheet, Income Statement, Statement of Financial Position, Activity Statement, etc., or include Independent Auditors' Reports. **Annual meeting Reports from last two years attached**

**Signed:** \_\_CRAIG DENNIS, Electronic\_\_\_\_\_ **Date:** Aug. 18, 2023  
Revised Sept. 7 to reflect updated amountsx





**PROPERTY OWNERS ASSOCIATION (PSPOA)**

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**August 18, 2023**

**RE: Building Permit and ROW Fee Waiver Request**

PSPOA requests a fee waiver for its current building permit and ROW applications. In April 2023, PSPOA members voted to assess themselves \$1.6 million to upgrade infrastructure, provide safety lighting, become sky compliant under a recently passed city ordinance and improve the look and feel of the Square.

- Approximately \$800,000 will be spent on replace our six inch sewer lines with eight inch lines. We will be working closely with Snyderville Water Reclamation District for their permitting, deposits and required fees as we anticipate turning the lines over to them with done. Engineering drawings are being completed now. Daley Excavating is the contractor. And we expect Snyderville to be doing regular inspections of the work. A key reason the cost is high is soil remediation.
- Another \$400,000 will be spent on repaving five parking lots (four of which will have sewer line replacement) and adding lighting to several of those lots. The paving will likely be a two inch rototill and replace. Note 12 new parking lot lights will be solar only requiring no electricity to them. We also believe these lights enhance safety in the Square.
- Smaller projects will include light replacement in Berrett Lane to be dark sky compliant and Sign replacement. Additionally there will be some additional concrete replacement/repair and garbage enclosures. If funds permit, following sewer construction, we will be taking a hard look at our garbage and recycling processes. They need to change.

Work started in July on replacing the sewer in Lot E, next to Carriage House. When completed, Daley excavating will move to Lot C. Miller Paving will repave both lots this construction season as well as replace concrete and build a garbage enclosure. D & D Electric will install 12 solar lights in four parking lots before winter.

The sewer work in Lot C requires a sewer line connection in Sidewinder, thereby requiring a right of way permit. The building department has informed us that the parking lots lights and garbage enclosure are considered new construction/additions and require a building permit. The repaving and concrete repair is tied to the sewer line project and does not require a permit from the city, although it does require permitting and on-going inspection from Snyderville.

The balance of work under the assessment will be done during the 2024 construction season and another request for a waiver could be made at that time.

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Office: 1670 Bonanza, Suite 205, Park City, UT 84060

Mail: PO Box 680344, Park City, UT 84068

Craig Dennis, Executive Director E: [cdennis@prospectorsquare.com](mailto:cdennis@prospectorsquare.com) P: 801.368.4303

EXHIBIT B: PSPOA Letter- Building Permit and ROW Fee Waiver Request

PSPOA is a 64-member non-profit property members' association. It has been an integral part of the Park City community since the 1970s. It has a 14-member board of directors with a five-member executive committee. Its annual budget is approximately \$550,000 with \$200,000 of that committed to snow removal. It has a 30-hour/week executive director. In addition, the membership committed two years ago to collect \$165,000 in annual capital reserve fees, to pay for continued upgrades to the Square. Since 2018, PSPOA has already invested more than \$2 million in capital upgrades, including upgrades to Lots D, G and H and a rebuilding of Berrett Lane East. This new investment continues that investment by following the PSPOA 2015 Master Plan.

We believe the city benefits from the Square's infrastructure in multiple ways:

- Berrett Lane provides an integral four block walk way from Bonanza to Gold Dust
- Two key connections to the Rail Trail come out of PSPOA parking lots
- Arts and Culture is in infancy of development in the Square with one new mural last year and several Block Parties. It should be encouraged to grow with these investments.
- PSPOA is home to 1100 parking stalls, many in need of upgrades. Those stalls have been impacted by the addition of paid parking elsewhere in the city.

Much of this project fixes an out-dated sewer system which will benefit the city. Already during this project two city water leaks were identified and fixed, saving the city water resources.

In putting the project together, we made a point of being dark sky compliant and using solar energy in the installation of our lighting.

The waiver of fees, both this year and next, will help us dedicate more funds to beautify the Square, institute waste reduction programs and work with the city in addressing parking challenges as we continue to grow. The city council granted a similar request in 2018 when Lot H and D were rebuilt.

Thank you for your consideration.

**Dean Berrett, Board President**  
**Craig Dennis, Executive Director**

**Board members:**

**Jay Niederhauser, CPA**  
**Joe Cronley, Edward Jones**  
**Terese Gaddis Walton, Gaddis Investments**  
**Josh Pepper, Park City Sheraton**  
**Katie Wilking, Commercial Broker**  
**Jake Harding, Ski Butlers**  
**Heleena Sideris, Park City Lodging**  
**Patrick Van Horn, Building Owner, Lot D**  
**Kelly Pfaff, The Prospect Executive Offices**  
**Morgan Pierce, Park City Museum**  
**Blake Henderson, Building Owner, Lot A, Henderson Development**  
**John Logan, Sun Creek Condos**

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Office: 1670 Bonanza, Suite 205, Park City, UT 84060

Mail: PO Box 680344, Park City, UT 84068

Craig Dennis, Executive Director E: [cdennis@prospectorsquare.com](mailto:cdennis@prospectorsquare.com) P: 801.368.4303

EXHIBIT B: PSPOA Letter- Building Permit and ROW Fee Waiver Request  
**Alex Brown, Carriage House Condos**

# City Council Staff Report



**Subject:** 2310 Deer Valley Drive East  
**Application:** PL-23-05743  
**Author:** Alexandra Ananth, Senior Planner  
**Date:** September 28, 2023  
**Type of Item:** Administrative – Condominium Plat

## Recommendation

(I) Review the proposed Supplemental Snow Park Residences Condominium Plat, (II) conduct a public hearing, and (III) consider approving Ordinance 2023-46 based on the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance (Exhibit A).

## Description

**Applicant:** SRDV Partners, LLC  
**Location:** 2310 Deer Valley Drive East  
**Zoning District:** Residential Development (RD)  
**Adjacent Land Uses:** Ski resort and related uses, hotel and condominium units, open space, single-family residences, parking  
**Reason for Review:** Condominium Plats require Planning Commission review and City Council action<sup>1</sup>

AUE Affordable Unit Equivalent  
CUP Conditional Use Permit  
RD Residential Development  
UE Unit Equivalent  
SLO Sensitive Land Overlay

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

## Summary

The St. Regis Deer Valley submitted a Condominium Plat entitled Supplemental Snow Park Residences, which is Phase 3, and the final phase of the larger St. Regis Deer Valley's buildout, authorized by a CUP originally issued in 2001, and amended multiple times, most recently in 2020 (Exhibit B). The Supplemental Snow Park Residences includes a five-story condominium building with one level of garage parking and twelve condominium units totaling 16.8 UEs and 33,606 square feet.

In accordance with the St. Regis First Amended Housing Mitigation Plan (Exhibit C), the St. Regis is subject to the requirements of [Housing Resolution 17-99](#). Conditions 3 & 4 of the St. Regis First Amended Housing Mitigation Plan require 1 AUE for Phase 3. According to Housing Resolution 17-99, one AUE equals 800 square feet. The

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<sup>1</sup> LMC § [15-1-8](#)

Applicant's plans show that, one 801-square-foot affordable housing unit will be located on the first floor of the Phase 3 building, completing the St. Regis' housing obligation.

The Planning Commission held a public hearing on August 23, 2023, and unanimously voted to recommend the Condominium Plat for City Council's consideration on September 28, 2023 ([Staff Report](#), [Audio](#)).

### **Background**

The St. Regis Hotel is located at 2300 Deer Valley Drive East and consists of two (2) parcels, the Roosevelt Gap parcel (the upper Hotel parcel) and the Snow Park parcel (lower funicular and Residences parcel). The Hotel parcel has access via the funicular and Residences parcel on Deer Valley Drive East, as well as from Deer Crest Estates Drive within the Deer Crest gates.

The property is subject to the 1995 Deer Crest Settlement Agreement (Exhibit D including Amendments), the Deer Crest Hotel Conditional Use Permit (known as the Rosewood CUP or "Hotel CUP" for the purposes of this Staff Report, and the 2011 Amenity Club Conditional Use Permit, amended in 2020 (Exhibit E).

Consistent with the Settlement Agreement, the 2001 Hotel CUP allows a total density of 130 residential Unit Equivalents (UEs) with 99.5 UEs at the upper Roosevelt Gap Hotel parcel and 30.5 UEs at the lower funicular and Residences parcel. All of the allowed UEs at the upper Roosevelt Gap Hotel parcel have been constructed.

This project will complete the buildout at the lower funicular and Residences parcel. The Snow Park Residences south of the funicular building, Phase 2, includes 12.2 UEs ([Ordinance 2020-23](#), [Staff Report](#), [Minutes](#) beginning on page 18). The Snow Park Residences north of the funicular building (Phase 3) includes 16.8 UEs.

### **Analysis**

LMC [§ 15-12-15\(A\)\(9\)](#), authorizes Planning Commission review of Condominium Plats with a recommendation to City Council.

**(I) The Snow Park Residences Phase 3 Condominium Plat complies with LMC Chapter [15-2.13](#), the Residential Development (RD) District, the Settlement Agreement, and the Hotel CUP.**

The Phase 3 Snow Park Residences are located on a portion of Lot 4 of the Deer Crest Hotel Subdivision Plat, Summit County Recorder Entry No. [736261](#). The Lot is located in the Residential Development (RD) District.

On February 28, 2001, the Planning Commission approved the Rosewood Deer Crest Hotel CUP. Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11, 2005, April 22, 2009, April 23, 2014, April 13, 2016, and October 28, 2020.

The April 22, 2009, amendment addresses the development of Phases 2 and 3 as well as parking at the lower funicular and Residences parcel. The April 23, 2014 amendment extended the time to submit building plans to develop the Phase 2 parking and residences to June 18, 2016, and required an updated parking study for the St. Regis Deer Valley Hotel which was submitted and approved by the Planning Director. The April 13, 2016, amendment further extended the time to submit a building permit for Phase 2 to December 31, 2017, and for Phase 3 to December 31, 2020. The most recent amendment dated October 28, 2020, extended the time to submit a building permit for Phase 3 to December 31, 2021.

The Applicant submitted a building permit for Phase 2 on December 22, 2017, and received Certificates of Occupancy in 2021. The Phase 2 Snow Park Residences Condominium Plat was recorded as Summit County Recorder Entry No. [01153666](#).

The applicant submitted a building permit for Phase 3 on December 28, 2021, and is now proposing a Condominium Plat to facilitate the sale of the condominium units.

| RD Requirements                                                                                       | Analysis of Proposal                                                                                                               |
|-------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------|
| Density – 30.5 UEs at the Snow Park Site                                                              | <b>Complies</b><br>The proposed Condominium Plat includes 16.8 UEs and 1 AUE (which does not count towards the project's Density). |
| Front Setback – 20 ft.                                                                                | <b>Complies</b> – 26 ft.                                                                                                           |
| Rear Setback – 15 ft.                                                                                 | <b>Complies</b> - > 15 ft.                                                                                                         |
| Side Setback – 12 ft.                                                                                 | <b>Complies</b> - > 12 ft.                                                                                                         |
| Building Height - Section 5.2.2.1 of the Settlement Agreement allows for Building Height up to 45 ft. | <b>Complies</b> – 44.7 ft. from final grade                                                                                        |

As noted earlier, the Hotel CUP allows for a total development of 130 UEs with 30.5 UEs at the lower funicular and Residences parcel. Phase 2 includes 12.2 UEs and Phase 3 includes 16.8 UEs. There is one (1) UE located in the funicular building, for a total of 30 UE's at Snow Park upon completion of Phase 3. There is no commercial or amenity space in the Phase 3 building.

There are no Plat Notes that impact the Phase 3 building. However, the CUP lays out a timeline for the submittal of building permits as explained above.

**(II) The Snow Park Residences Phase 3 Condominium Plat complies with the Sensitive Land Overlay LMC Chapter [15-2.21](#).**

An extensive visual analysis was completed as part of the original 2001 CUP. Additional visual analysis for the Snow Park Site was again conducted and reviewed by the

Planning Commission as part of the March 24, 2004, CUP review and approval. This included review of the surface parking lot north of the funicular building where the Phase 3 building is located, and the retaining walls located behind the Phase 3 building. The visual analysis included the review of allowed Building Heights of 45 feet from final grade for the Snow Park Site. Finding of Fact 10 of the April 13, 2016 CUP states that the surface parking lot over which the Phase 3 building is located, was constructed to the requirements, and the final finish was applied to the retaining wall as previously conditioned. No new SLO Analysis is required for the condominium plat.

**(III) The Snow Park Residences Phase 3 Condominium Plat complies with the Parking Requirements outlined in LMC Chapter 15-3, *Off Street Parking*.**

The approved Deer Crest Hotel CUP and Settlement Agreement for the St. Regis Resort requires 244 parking stalls and allows for 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and the remaining stalls at Snow Park, with access to Roosevelt Gap via the funicular. The Hotel uses valets to assist in parking management.

LMC § [15-3-6](#), *Parking Ratio Requirements For Specific Land Use Categories*, requires two parking stalls for units greater than 2,000 square feet. The Phase 3 building contains 12 condominium units, all greater than 2,000 square feet, plus one AUE of 800 square which requires one stall, for a total parking requirement of 25 stalls. The garage includes 46 parking stalls, including 23 stalls where cars are stacked vertically on top of each other by the Hotel valets, meeting the Phase 3 building's parking requirement.

The Settlement Agreement (Section 5.2.2.10) allows the property owner to provide for employee and guest shuttle service from the east perimeter gate in Wasatch County at the Jordanelle Gondola to the Roosevelt Gap Lodge. There are an additional 179 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle that are used for overflow parking and to meet the Hotel's overall parking demand. The Jordanelle parking lot was built, and is operated by SRDV Partners LLC, the owner of the St. Regis Deer Valley, on property owned by Deer Crest Associates I, LLC, a 50% partner in SRDV Partners. These lots are used for hotel employee parking, guest overflow parking, and parking for special events. The parking is located on four tiered levels. During ski season, the Hotel permits Deer Valley Resort to use the lower two levels for day parking for skiers.

Condition of Approval 4 of the 2016 Hotel CUP Amendment requires the Applicant to submit an updated parking study and an interim parking layout prior to the issuance of a building permit for the Phase 2 Residences. A 2017 submitted Parking Study (part of the building permit application submittal for the Phase 2 building) determined that peak parking demand at the St. Regis was 250 stalls, leaving 154 empty stalls on the busiest day.

A more recent parking study was submitted in 2019 with the CUP Application to expand the membership of the Deer Crest Amenity Club. The Trip Generation and



Parking Study (Exhibit F) shows that the proposed expansion in Club membership and expansion of Club Amenity space in Phase 2 will result in minimal trip generation (24 new trips) and that trip generation is within the capacity of Deer Valley Drive. Additionally, these studies show that the Applicant has demonstrated that the Hotel has sufficient excess parking capacity for all of the Uses.

An interim parking plan for the construction of Phase 3 was submitted with the building permit and is attached (Exhibit G). The parking plan shows 32 temporary and permanent new parking spaces, 12 for Hotel operations and 20 for construction vehicles. During construction of Phase 3 the Phase 2 Snow Park Residences are valet parking only so that the Hotel can park up to 9 additional vehicles during the construction period. The Hotel has also limited the hours of the Astor Bar and La Stellina Restaurant and the Top Golf amenities from 5 pm to close each day, when the Deer Crest Amenity Club is open. The Hotel also has an agreement in place with Deer Valley to utilize their parking lots 2 and 3 for employees, guests and for construction vehicles during the non ski season and excluding summer concert nights.

The Hotel CUP requires a final parking plan be submitted to the Planning Department for review and approval. According to the applicant, who submitted an updated parking exhibit as part of this application (Exhibit H), a total of 374 parking spaces are required for the Hotel upon completion of all phases. The applicant expects to have 431 stalls available upon completion of Phase 3 between the three lots, exceeding their parking requirement. The updated parking exhibit confirms there will be 252 stalls between the Roosevelt Gap and Snow Park locations, meeting the 244 stall CUP requirement. The additional stalls at the Jordanelle Gondola lot give the Hotel 431 stalls in total.

#### **(IV) The Snow Park Residences Phase 3 Condominium Plat complies with all CUP Conditions of Approval.**

The current CUP application is for the final phase of development of the Hotel CUP and the Applicant has completed or complies with all CUP Conditions of Approval with the exception of completion of the Hotel's Trails Obligation which are being verified by the City's Trails and Open Space Manager. Staff recommends Condition of Approval 8 stating that all trail obligations shall be complete prior to the issuance of Certificates of Occupancy for the Phase 3 building.

Relevant conditions of approval include:

1. Compliance with the Settlement Agreement as amended (ongoing)
2. Compliance with the Housing Mitigation Plan (complete with Phase 3)
3. Submittal of a building permit prior to December 31, 2021 (completed)
4. Planning Department review of the final parking plan (completed)
5. Planning Department review of architectural, landscape, exterior lighting, and signage plans for compliance with the LMC (completed)
6. Completion of trails obligation (proposed Condition of Approval 8)



Previously completed Conditions of Approval include:

1. Recordation of the final Hotel Subdivision Plat (completed in 2005)
2. Completion of the funicular prior to occupancy of the Hotel (completed in 2009)
3. A guest and employee shuttle system shall be in place (ongoing).

**(V) The Development Review Committee requires Conditions of Approval.<sup>2</sup>**

The Development Review Committee reviewed the Condominium Plat on August 1, 2023, and did not identify any new issues requiring additional Conditions of Approval.

**(VI) The proposal complies with LMC § [15-7.1-6](#), Final Subdivision Plat.**

Condominium Plats are reviewed according to LMC § [15-7.1-6](#), and approval requires a finding of Good Cause and a finding that no Public Street Right-of-Way, or easement is vacated or amended.

LMC § 15-15-1 defines Good Cause as “[p]roviding positive benefits and mitigating negative impacts, determined on a case-by-case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, 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.”

Staff finds Good Cause for the proposed Condominium plat as it facilitates the sale of the remaining Density in the Hotel CUP and completes the Hotel’s Affordable Housing Obligation. No Public Street Right of Way, or easement is vacated or amended.

**Department Review**

The Planning Department, Engineering Department, and City Attorney’s Office reviewed this report.

**Notice**

Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 9, 2023. Staff mailed courtesy notice to property owners within 300 feet on August 9, 2023. The *Park Record* published notice on August 9, 2023.<sup>3</sup>

**Public Input**

Staff did not receive any public input prior to the publication of this Staff Report.

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<sup>2</sup> The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

<sup>3</sup> LMC [§ 15-1-21](#)

### **Alternatives**

- The City Council may approve Ordinance 2023-46 as conditioned or amended;
- The City Council may deny the Ordinance and direct staff to make Findings for this decision; or
- The City Council may request additional information and continue the discussion to a date certain.

### **Exhibits**

|            |                                                            |
|------------|------------------------------------------------------------|
| Exhibit A: | Draft Ordinance and Condominium Plat                       |
| Exhibit B: | Hotel CUP Including Amendments                             |
| Exhibit C: | St. Regis First Amended Affordable Housing Mitigation Plan |
| Exhibit D: | Deer Crest Settlement Agreement Including Amendments       |
| Exhibit E: | Amenity Club CUP and Amendment                             |
| Exhibit F: | 2019 Trip Generation and Parking Study                     |
| Exhibit G: | Phase 3 Parking Exhibit                                    |
| Exhibit H: | Final Parking Plan Updated August 2023                     |

## Ordinance No. 2023-46

### AN ORDINANCE APPROVING THE SUPPLEMENTAL SNOW PARK RESIDENCES CONDOMINIUM PLAT AT 2310 DEER VALLEY DRIVE EAST, PARK CITY, UTAH

WHEREAS, the owners of the property located at 2310 Deer Valley Drive East petitioned the City Council for approval of the Supplemental Snow Park Residences Condominium Plat; and

WHEREAS, on August 9, 2023, the *Park Record* published notice for the Planning Commission public hearing; and

WHEREAS, on August 9, 2023, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission public hearing; and

WHEREAS, on August 23, 2023, the Planning Commission reviewed the proposed Condominium Plat and held a public hearing; and

WHEREAS, on August 23, 2023, the Planning Commission forwarded a positive recommendation for the City Council's consideration on September 28, 2023; and

WHEREAS, on September 28, 2023, the City Council reviewed the Condominium Plat and held a public hearing; and

WHEREAS, the Condominium Plat is consistent with the Park City Land Management Code, The Deer Crest Settlement Agreement, and Hotel CUP; and

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

**SECTION 1. APPROVAL.** The Supplemental Snow Park Residences Condominium Plat, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

#### **Findings of Fact:**

1. The St. Regis Deer Valley Supplemental Snow Park Residences Condominium Plat is located at 2310 Deer Valley Drive East.
2. This site is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, as amended by the City Council.
3. The site is located in the RD (Residential Development) Zoning District and subject to the Deer Crest Settlement Agreement and MPD.
4. On February 28, 2001 Planning Commission approved the Deer Crest Hotel CUP (formally known as the Rosewood or Hotel CUP). Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11,

2005, April 22, 2009, and April 23, 2014, April 13, 2016, and March 11, 2020. The City Council denied an appeal of the April 22<sup>nd</sup> approval on June 18, 2009.

5. Consistent with the Settlement Agreement, the 2001 Hotel CUP allows a total density of 130 residential Unit Equivalents (UEs) with 99.5 UEs at the upper Roosevelt Gap Hotel parcel and 30.5 UEs at the lower funicular and Residences parcel. All of the UEs at the upper Roosevelt Gap Hotel parcel have been constructed and 12.2 UEs have been constructed at the lower funicular and Residences parcel as part of Phase 2. The funicular building includes one (1) UE.
6. The Hotel CUP allows for the Applicant to build the project in phases. The Supplemental Snow Park Residences is considered Phase 3 and includes a five-story condominium building with one level of garage parking and twelve condominium units totaling 16.8 UEs. This is the third and final phase of the Hotel CUP.
7. Phase 3 includes 16.8 UEs, for a total of 30 UEs at the lower funicular and Residences parcel, less than the allowed 30.5 UEs.
8. Building Height is allowed up to 45 feet in accordance with the Settlement Agreement.
9. The Applicant's plans show that one 801 square foot affordable housing unit will be located on the first floor of the Phase 3 building, completing the St. Regis' housing obligation in accordance with the St. Regis First Amended Housing Mitigation Plan.
10. A Traffic and Parking Study by Hales Engineering as part of the 2019 expansion of the Deer Crest Amenity Club at the St. Regis determined that the Hotel has sufficient parking for all of the existing and proposed uses.
11. The Hotel CUP requires a final parking plan be submitted to the Planning Department for review and approval. According to the applicant, who submitted an updated parking exhibit as part of this application (Exhibit H), a total of 374 parking spaces are required for the Hotel upon completion of all phases. The applicant expects to have 431 stalls available upon completion of Phase 3 between the three lots, exceeding their parking requirement. The updated parking exhibit confirms there will be 252 stalls between the Roosevelt Gap and Snow Park locations, meeting the 244 stall CUP requirement. The additional stalls at the Jordanelle Gondola lot give the Hotel 431 stalls in total.
12. The Hotel uses valets to assist in parking management.
13. The Snow Park Residences Phase 3 Condominium Plat complies with the Parking Requirements outlined in LMC Chapter 15-3, Off Street Parking.
14. The Snow Park Residences Phase 3 Condominium Plat complies with LMC Chapter 15-2.13, the Residential Development (RD) District, the Settlement Agreement, and the Hotel CUP.
15. The Snow Park Residences Phase 3 Condominium Plat complies with the Sensitive Land Overlay LMC Chapter 15-2.21, and a visual analysis was performed with the original CUP in 2001 and again with the CUP in 2004.
16. Staff finds Good Cause for this Condominium Plat as it is consistent with the Density, allowed Building Height, location and Uses identified in the approved Deer Valley Settlement Agreement, the Deer Valley Master Planned Development and the Hotel CUP and allows for the sale of the Condominium Units.

17. All findings within the Analysis section and the recitals above are incorporated herein as Findings of Fact.

**Conclusions of Law:**

1. There is good cause for this Condominium Plat as it will allow for the sale of 12 condominium units and the creation of one (1) affordable unit.
2. The Condominium Plat is consistent with the Park City Land Management Code including Sections 15-7.1-6 regarding Condominium Plats.
3. Neither the public nor any person will be materially injured by the proposed Condominium Plat.
4. Approval of the Condominium Plat, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

**Conditions of Approval:**

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the Condominium Plat for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to recordation of the Plat.
2. The applicant will record the Plat at the County within one year from the date of City Council approval. If recordation has not occurred within one (1) years' time, this approval for the Plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
4. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; and April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), April 23, 2014; April 13, 2016, and March 12, 2020, shall continue to apply.
5. The new affordable unit shall be a minimum of 800 square feet to meet the requirement of 1 AUE, consistent with the Applicant's Housing Mitigation Plan.
6. The Deed Restriction for the AUE shall be recorded prior to plat recordation, and Certificates of Occupancy shall be issued for this unit prior to the issuance of Certificates of Occupancy for any of the market rate units.
7. The CCRs shall limit the HOA dues related to the AUE in order to ensure the unit remains affordable. The CCRs shall reflect a lower par-value to reflect the reduced cost of the unit (or exempt the unit from HOA fees) to ensure that the unit doesn't lose its affordability due to such fees. The CCRs shall be submitted with the Condominium Plat for review and approval by the City prior to final Condominium Plat recordation.
8. The applicant shall maintain free and clear public access to the trails located on the St. Regis property. All trail obligations shall be completed prior to any Certificates of Occupancy for the Phase 3 building.
9. Parking shall be compliant with LMC Chapter 15-3, Off Street Parking, including bicycle parking and electric vehicle charging requirements.
10. All exterior lighting shall conform to the City's Outdoor Lighting Requirements in LMC § 15-5-5(J).

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

PASSED AND ADOPTED this 28th day of September 2023.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
MAYOR

ATTEST:

\_\_\_\_\_  
City Recorder

APPROVED AS TO FORM:

\_\_\_\_\_  
City Attorney

Exhibit A: Supplemental Snow Park Residences Condominium Plat



October 28, 2020

Michael Zaccaro  
SRDV Partners, LLC  
500 Mamaroneck Ave, Suite 406  
Harrison, NY 10528

### NOTICE OF PLANNING DEPARTMENT ACTION

|                      |                                                                                                                                       |
|----------------------|---------------------------------------------------------------------------------------------------------------------------------------|
| Project Name:        | St. Regis Deer Valley CUP Extension/Modification                                                                                      |
| Property Address:    | 2290 Deer Valley Drive East                                                                                                           |
| Project Numbers:     | PL-20-04638                                                                                                                           |
| Project Description: | Request to delay the deadline for submitting the application for the St. Regis Phase 3 building permit from 12/31/2020 to 12/31/2021. |

Action Taken by Planning Commission: On October 28, 2020, The Planning Commission called a meeting to order, a quorum was established, a public hearing was held, and the Planning Commission voted to approve your application based on the following.

#### Findings of Fact:

1. The St. Regis Deer Valley is located at 2300 Deer Valley Drive East.
2. This application is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, as amended in December of 1998 and also in April 6, 2001, by the City Council.
3. On February 28, 2001 Planning Commission approved the Deer Crest Hotel CUP (formally known as the Rosewood CUP). Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11, 2005, April 22, 2009, and April 23, 2014, and April 13, 2016. The City Council denied an appeal of the April 22<sup>nd</sup> approval on June 18, 2009.
4. The density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 12.07 acre development site is consistent with the Deer Crest Settlement, as amended.
5. The Hotel is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD. The funicular building, as well as the Phase 2 and Phase 3 buildings, are located in the RD zone.
6. A total of 105 overnight parking spaces, and up to 41 day use spaces, are allowed at the Roosevelt Gap site. Eight of these spaces are provided as tandem spaces for valet parking. The amended Settlement Agreement, allowed the Planning Commission to approve overnight parking in conjunction with a luxury hotel and upon

demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road.

7. A total of 374 parking spaces are required for the entire Hotel, with a maximum of 157 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The applicant expects to have 444 parking stalls available upon completion of the project.
8. A Traffic and Parking Study by Hales Engineering as part of the 2019 expansion of the Deer Crest Amenity Club at the St. Regis determined that the Hotel has sufficient parking for all of the existing and proposed uses.
9. It is the desire of the applicant to build out the St. Regis in three phases. The first phase is complete and consists of the 105 Roosevelt Gap hotel/condominiums (99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (the funicular building contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units); and a temporary sales office with surface parking.
10. Phase 2 consists of the south parking structure at Snow Park (35 stalls) with nine (9) condominium units above (approximately 12.2 UE's).
11. Phase 3 consists of the north parking structure and condominium units above (approximately 17 UE's). The total density approved for Snow Park is 30.5 UEs.
12. This application is for an extension of time to exercise a building permit for Phase 3, until 12/31/2021.
13. Staff finds Good Cause for this Extension/Modification as it allows for the completion of the Phase 2 building prior to the initiation of Phase 3.
14. The project is in keeping with the goals of the General Plan for the Deer Valley neighborhood and allows for the construction of an additional deed restricted employee unit.
15. Staff has reviewed the proposed Extension/Modification to the Deer Crest Hotel CUP against the Conditional Use Permit criteria in Section 15-1-10 of the Land Management Code, as outlined below:
  - a. Size and location of the site. There are no changes proposed to the size and location of the site. **No unmitigated impacts.**
  - b. Traffic considerations. There are no changes in traffic as a result of this amendment to the timing of Phase 3. Traffic impacts associated with Phase 3 were reviewed in 2016. **No unmitigated impacts as conditioned.**
  - c. Utility capacity. There are no changes in utilities as a result of this amendment to timing. The site will be served by JSSD. **No unmitigated impacts.**
  - d. Emergency vehicle access. Access for emergency vehicles is unchanged with this amendment to the timing of Phase 3. **No unmitigated impacts.**
  - e. Location and amount of off-street parking. No changes are proposed to the overall parking requirements or actual parking provided. A parking analysis was reviewed in 2016 and again in 2019 with the expansion of the Amenity Club. It was concluded that the Hotel has sufficient parking. **No unmitigated impacts, as conditioned.**
  - f. Internal circulation system. No changes to the internal project circulation system are proposed with this amendment. **No unmitigated impacts.**
  - g. Fencing, screening and landscaping to separate uses. No changes to the fencing, screening, and landscaping are proposed with this timing amendment. **No unmitigated impacts.**
  - h. Building mass, bulk, orientation and the location on site, including orientation to adjacent buildings or lots. No changes to the building mass, bulk, orientation



and location on site are proposed with this amendment. Plans will be reviewed at the time of building permit. **No unmitigated impacts.**

- i. Usable open space. No changes to the open space area are proposed with this timing amendment. **No unmitigated impacts.**
  - j. Signs and lighting. No changes are proposed to the signs and lighting with this amendment. **No unmitigated impacts.**
  - k. Physical design and compatibility with surrounding structures in mass, scale and style. No changes are proposed to the physical design with this timing amendment. **No unmitigated impacts.**
  - l. Noise, vibration, odors, steam, or other mechanical factors that might affect people and property off-site. There are no changes to any mechanical factors that require mitigation due to this amendment. **No unmitigated impacts.**
  - m. Control of delivery and service vehicles, loading and unloading zones, and screening. There are no changes to loading and unloading zones from what was approved. All loading and unloading areas are within the parking structure at Roosevelt Gap and the funicular building at Snow Park. **No unmitigated impacts.**
  - n. Expected ownership and management of the property. There are no proposed changes to ownership with this timing amendment. **No unmitigated impacts.**
  - o. Sensitive Lands Review. There are no changes to the approved CUP that are contrary to the sensitive lands review as it relates to the Deer Crest Settlement Agreement CUP. **No unmitigated impacts.**
  - p. There have been no changes in circumstance that would result in unmitigated impacts or that would result in a finding of non-compliance with review criteria in Section 15-1-10(E).
16. All Conditions of the Hotel CUP's shall continue to apply and remain in full force and effect, with the exception of the timing of Phase 3, as amended in Condition #3, below.
17. All findings within the Analysis section and the recitals above are incorporated herein as Findings of Fact.

#### Conclusions of Law:

- 1. The Applicant demonstrated there is no change in circumstance that would result in an unmitigated impact or that would result in a finding of non-compliance with review criteria. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10, review criteria for Conditional Use Permits.
- 2. There is no change in Use. The approved Use was determined to be compatible with surrounding structures in use, scale, mass, and circulation.
- 3. The approved Use was found to be consistent with the Park City General Plan per the June 18, 2009 approval. The requested amendment is not contrary to the General Plan.
- 4. The proposal is consistent with the Deer Crest Annexation and the 1995 Deer Crest Settlement as amended.
- 5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

#### Conditions of Approval:

- 1. All standard project conditions shall apply.
- 2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.

3. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), April 23, 2014, and April 18, 2016, with the exception of Condition #3, amended below, shall continue to apply.
4. The applicant shall submit a complete application and building plans for construction of the Phase 3 parking structure and condominium units at Snow Park North, on or prior to December 31, 2021. If plans are not submitted within this date, the prior CUP approval for Snow Park North shall expire and a new Conditional Use Permit application will be required to be reviewed by the Planning Commission, prior to submittal of such building plans for the Snow Park Site.

Please be aware that this approval in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is the responsibility of the property owner and applicant to ensure compliance with these regulations.

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission meeting are available in the Planning Department office and Online.

If you have questions regarding your application or the action taken please don't hesitate to contact Alexandra Ananth at 435-615-5066 or [alexandra.ananth@parkcity.org](mailto:alexandra.ananth@parkcity.org).

Sincerely,

John Phillips  
Planning Commission, Chair

A handwritten signature in black ink, appearing to read 'Tom Bennett', with a long horizontal flourish extending to the right.

Cc: Thomas G. Bennett



April 18, 2016

Deer Crest Janna, LLC  
500 Mamaroneck Ave, Suite 406  
Harrison, NY 10528

NOTICE OF PLANNING COMMISSION ACTION

|                        |                                                         |
|------------------------|---------------------------------------------------------|
| <u>Application #</u>   | PL-16-03101                                             |
| <u>Subject</u>         | St Regis Deer Valley                                    |
| <u>Project Address</u> | 2300 Deer Valley Drive                                  |
| <u>Description</u>     | Amended Deer Crest Hotel Conditional Use Permit         |
| <u>Action Taken</u>    | Approved as amended at the Planning Commission meeting. |
| <u>Date of Action</u>  | April 13, 2016                                          |

On April 13, 2016, the Park City Planning Commission conducted a public hearing and approved an application for an amendment to condition #14 of the June 18, 2009, amended Deer Crest Hotel Conditional Use Permit (CUP), also amending conditions of approval #3 and #4 of the April 23, 2014, amended Deer Crest Hotel CUP regarding timing of construction for Phases 2 and 3 at the Snow Park site. Final action is subject to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. This application is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, as amended in December of 1998 and also in April 6, 2001, by the City Council. On February 28, 2001 Planning Commission approved the Deer Crest Hotel CUP (formally known as the Rosewood CUP). Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11, 2005, April 22, 2009, and April 23, 2014. The City Council denied an appeal of the April 22<sup>nd</sup> approval on June 18, 2009.

2. The proposed density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 12.07 acre development site is consistent with the Deer Crest Settlement, as amended.

3. The proposal is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD.

4. A total of 244 parking spaces are required for the entire CUP, with a maximum of 146 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The December 12, 2000, traffic and parking study by Sear-Brown relies on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. With the shuttle system and parking provided at Jordanelle Village the existing parking, with the surface parking lots at Snow Park, is adequate to meet the demands of the existing uses.

5. A total of 105 overnight parking spaces, and up to 41 day use spaces, are allowed at the Roosevelt Gap site. Eight of these spaces are provided as tandem spaces for valet parking. The amended Settlement Agreement, allowed the Planning Commission to approve overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road.

6. A one- year review of the parking and traffic situation, after certificates of occupancy were issued, was conducted by the applicant and presented to the Planning Commission on January 11, 2012 to evaluate actual traffic and parking impacts of this project. No additional issues were raised and the traffic and parking impacts were found to be mitigated as approved.

7. It is the desire of the developer to build this project in three phases. The first phase is complete and consists of the 105 Roosevelt Gap hotel/condominiums (99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (the funicular building contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units); and a temporary sales office with surface parking.

The second phase consists of the south parking structure at Snow Park with condominium units above (approximately 10 UE). The third phase consists of the north parking structure and condominium units above (approximately 20.5 UE). The total density approved for Snow Park is 30.5 UE.

8. During construction of the North Snow Park site when the 56 surfaces spaces are not available and until the north parking structure is complete, there will be a possible shortage of parking spaces at Snow Park. The applicants indicate that they can accommodate any shortfall during construction by tandem parking with valet service in the South Snow Park parking structure and within the porte-cochere/drop off area at Snow Park.

9. Staff has reviewed this application for an amendment to condition of approval #14 (of the 2009 CUP approval) as described in this staff report, and as amended with the April 2014 CUP approval and finds the application in compliance with the Conditional Use Permit criteria and consistent with the Deer Crest Settlement Agreement, as amended. Staff has also reviewed the request for an amendment to condition of approval #4 of the

2014 amended CUP approval and finds the application in compliance with the Conditional Use Permit criteria and consistent with the Deer Crest Settlement Agreement, as amended.

10. The surface parking was constructed to the requirements of a permanent surface parking lot, including paved surface, physical dimensions, landscaping, lighting, storm water, and a final finish treatment was applied to the retaining wall as previously conditioned.

11. Staff finds that these amendments provide clarity in terms of construction phasing and provision of an updated parking study.

12. The regulations and language in the Land Management Code regarding Conditional Use Permit review as well as Lot and Site regulations in the Residential Development (RD) District code have not substantially changed since the CUP approval and there has been no change in circumstance of the property that would necessitate submittal of a new Conditional Use Permit application.

#### Conclusions of Law

1. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

2. There is no change in Use. The approved Use was determined to be compatible with surrounding structures in use, scale, mass, and circulation.

3. The approved Use was found to be consistent with the Park City General Plan per the June 18, 2009 approval. The requested amendment is not contrary to the General Plan.

4. The proposal is consistent with the Deer Crest Annexation and the 1995 Deer Crest Settlement as amended.

5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

#### Conditions of Approval

1. All standard project conditions shall apply.

2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.

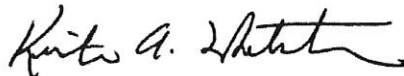
3. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; and April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), and April 23, 2014, shall continue to apply, with the exception of Condition #14, amended again, with this April 13, 2016 CUP Amendment as follows:

14. The applicant shall submit a complete application and building plans for construction of the Phase 2 parking structure and condominium units at Snow Park South, on or prior to December 31, 2017. If plans are not submitted within this date, the prior CUP approval for Snow Park South shall expire and a new Conditional Use Permit application will be required to be reviewed by the Planning Commission prior to submittal of such building plans for the Snow Park Site. A complete building permit application for Phase 3 shall be submitted by December 31, 2020.

4. Prior to issuance of a building permit for Phase 2 the applicant shall submit for review by the Planning Department Staff an updated parking study for the St. Regis Deer Valley Hotel and an interim-parking layout, to be approved by the Planning Department Staff, addressing any temporary parking shortages that may occur due to loss of surface parking during construction at Snow Park.

If you have questions regarding your project or the action taken please don't hesitate to contact me at (435) 615-5066 or [kirsten@parkcity.org](mailto:kirsten@parkcity.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kirsten A. Whetstone, MS, AICP  
Senior Planner

Cc File





April 30, 2014

Deer Crest Janna, LLC  
500 Mamaroneck Ave, Suite 406  
Harrison, NY 10528

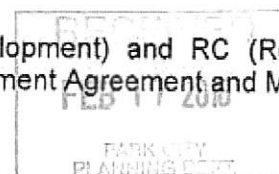
NOTICE OF PLANNING COMMISSION ACTION

|                        |                                                      |
|------------------------|------------------------------------------------------|
| <u>Application #</u>   | PL-14-02267                                          |
| <u>Subject</u>         | St Regis Deer Valley                                 |
| <u>Project Address</u> | 2300 Deer Valley Drive                               |
| <u>Description</u>     | Amended Conditional Use Permit                       |
| <u>Action Taken</u>    | Approved amended at the Planning Commission meeting. |
| <u>Date of Action</u>  | April 23, 2014                                       |

On April 23, 2014, the Park City Planning Commission conducted a public hearing and approved an application for an amendment to condition #14 of the June 18, 2009, amended Deer Crest Hotel Conditional Use Permit (CUP). Final action is subject to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. This application is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, as amended in December of 1998 and also in April 6, 2001, by the City Council. On February 28, 2001 Planning Commission approved the Deer Crest Hotel CUP (formally known as the Rosewood CUP). Amendments to the CUP were approved by the Planning Commission on July 25, 2001, March 24, 2004, May 11, 2005, and April 22, 2009. The City Council denied an appeal of the April 22<sup>nd</sup> approval on June 18, 2009.
2. The proposed density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 12.07 acre development site is consistent with the Deer Crest Settlement, as amended.
3. The proposal is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD.



#12437901

4. A total of 244 parking spaces are required for the entire CUP, with a maximum of 146 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The December 12, 2000, traffic and parking study by Sear-Brown relies on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. With the shuttle system and parking provided at Jordanelle Village the existing parking, with the surface parking lots at Snow Park, is adequate to meet the demands of the existing uses.

5. A total of 105 overnight parking spaces, and up to 41 day use spaces, are allowed at the Roosevelt Gap site. Eight of these spaces are provided as tandem spaces for valet parking. The amended Settlement Agreement, allowed the Planning Commission to approve overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road.

6. A one- year review of the parking and traffic situation, after certificates of occupancy were issued, was conducted by the applicant and presented to the Planning Commission on January 11, 2012 to evaluate actual traffic and parking impacts of this project. No additional issues were raised and the traffic and parking impacts were found to be mitigated as approved.

7. It is the desire of the developer to build this project in three phases. The first phase is complete and consists of the 105 Roosevelt Gap hotel/condominiums (99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (the funicular building contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units); and a temporary sales office with surface parking.

The second phase consists of the south parking structure at Snow Park with condominium units above (approximately 10 UE). The third phase consists of the north parking structure and condominium units above (approximately 20.5 UE). The total density approved for Snow Park is 30.5 UE.

8. During construction of the North Snow Park site when the 56 surface spaces are not available and until the north parking structure is complete, there will be a possible shortage of parking spaces at Snow Park. The applicants indicate that they can accommodate any shortfall during construction by tandem parking with valet service in the South Snow Park parking structure and within the porte-cochere/drop off area at Snow Park.

9. Staff has reviewed this application for an amendment to condition of approval 14 as described above and finds the application in compliance with the Conditional Use Permit criteria and consistent with the Deer Crest Settlement Agreement, as amended.

10. The surface parking was constructed to the requirements of a permanent surface parking lot, including paved surface, physical dimensions, landscaping, lighting, storm water, and a final finish treatment was applied to the retaining wall as previously conditioned.



#### Conclusions of Law

1. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.
2. There is no change in Use. The approved Use was determined to be compatible with surrounding structures in use, scale, mass, and circulation.
3. The approved Use was found to be consistent with the Park City General Plan per the June 18, 2009 approval. The requested amendment is not contrary to the General Plan.
4. The proposal is consistent with the Deer Crest Annexation and the 1995 Deer Crest Settlement as amended.
5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

#### Conditions of Approval

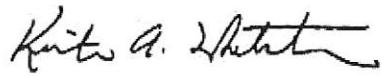
1. All standard project conditions shall apply.
2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
3. All findings of fact, conclusions of law, and conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (then known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; May 11, 2005; and April 22, 2009 (with final approval by the City Council on appeal on June 18, 2009), shall continue to apply, with the exception of Condition #14 amended with this April 23, 2014 CUP Amendment. Condition #14 is amended as follows:

The applicant shall submit a complete application and building plans for construction of the parking structure and condominium units at Snow Park North on or prior to June 18, 2016. If plans are not submitted within this timeframe, the June 18, 2009 CUP approval for the Snow Park North parcel shall expire and a new Conditional Use Permit application will be required to be reviewed by the Planning Commission prior to submittal of such building plans.

4. Prior to issuance of a building permit for Phases 2 and 3 the applicant shall submit for approval by the Planning Department staff an interim-parking layout addressing any temporary parking space shortages that may occur due to loss of surface parking during construction at Snow Park.

If you have questions regarding your project or the action taken please don't hesitate to contact me at (435) 615-5066 or [kirsten@parkcity.org](mailto:kirsten@parkcity.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone". The signature is fluid and cursive, with a long horizontal stroke at the end.

Kirsten A. Whetstone, MS, AICP  
Senior Planner

Cc File



Building • Engineering • Planning

April 24, 2009

Deer Crest Janna, LLC  
PO Box 4151  
Suite 325  
Park City, UT 84060

#### NOTICE OF PLANNING COMMISSION ACTION

**Project Name:** Deer Crest Hotel CUP- amendment  
**Project Description:** Request to 1) amend condition of approval #3 regarding parking at Snow Park and 2) revise phasing at Snow Park  
**Date of Action:** April 22, 2009

**Action Taken by Planning Commission:** The Planning Commission **APPROVED** the amendment to the conditional use permit for 2300 Deer Valley Drive, the Deer Crest Hotel CUP, according to the following findings of fact, conclusions of law, and conditions of approval:

##### Findings of Fact

1. This application is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, and as amended in December of 1998 and also in April 6, 2001, by the City Council. On February 28, 2001 Planning Commission approved the Deer Crest Hotel (formally the Rosewood CUP) CUP and amended this approval on July 25, 2001, March 24, 2004, and May 11, 2005. Findings of fact, conclusions of law and conditions of the May 11, 2005 approval, except where amended, continue to apply. A separate CUP was approved on June 6, 2007 for construction of the south parking lot at Snow Park in connection with construction of a temporary sales center for the project.
2. The proposed density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 12.07 acre development site is consistent with the Deer Crest Settlement, as amended.
3. The proposal is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD.

FEB 17 2016

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480  
Building (435) 615-5100 • Engineering (435) 615-5055 • Planning (435) 615-5060  
FAX (435) 615-4906

4. On October 15, 2008, the applicant submitted a request to amend and clarify conditions of the May 11, 2005, CUP approval regarding structured parking at Snow Park (Exhibit A) and phasing of construction. The applicants are requesting a change to allow the phasing plan of the Snow Park development and an amendment to condition of approval #3 to allow issuance of certificates of occupancy for the Roosevelt Gap condominiums based on the construction of the north surface parking lot rather than the completion of the parking structure at Snow Park. The applicant proposes the following amendments to Condition #3 of the May 11, 2005 amended CUP:

3. No certificates of occupancy for the Deer Crest Hotel (Roosevelt Gap units) shall be issued until the funicular is fully operational and the parking structure lot at the North Snow Park site is complete and approved for occupancy.

5. A total of 244 parking spaces are required, with a maximum of 146 spaces allowed at Roosevelt Gap and the remaining spaces required at Snow Park (north and south sites). The December 12, 2000, traffic and parking study by Sear-Brown relies on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. With the shuttle system and parking provided at Jordanelle Village the proposed parking is adequate to meet the demands of the proposed use.

6. A total of 105 overnight parking spaces, and up to 41 day use spaces, are proposed for the Roosevelt Gap site. Eight of these spaces will be provided as tandem spaces for valet parking. The amended Settlement Agreement, allowed the Planning Commission to approve this overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road.

7. An overall parking plan and parking matrix, identifying guest, employee, club owner, and executive staff, and including a peak employee or special event parking plan will be helpful to further identify and evaluate how traffic on Keetley Road is mitigated. Therefore, a one-year review of the parking and traffic situation, after certificates of occupancy have been issued, will be helpful to evaluate actual traffic and parking impacts of this project. Modifications to the parking plan may result after the one-year study.

8. The Snow Park site does not have frontage on a public street. Access to Deer Valley Drive East for the Snow Park site development exists over an easement from the Powder Run Condominiums, granted to the City. The access drive is shared with the Black Diamond Lodge condominiums. Any change to the location of the approved access may require additional easements. It will be the responsibility of the Deer Crest Hotel owners to acquire such easements, including any landscape and maintenance agreements necessary to comply with the language of current or future easement. A private driveway, known as Deer Crest Estates Drive, traverses and accesses the Roosevelt Gap development parcel.

9. As conditioned, the project complies with fire and emergency access requirements, by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures. The Chief Building Official, prior to issuance of building permits, must grant final assessment and approval of amendments to the fire protection plan, as a result of this amendment.

10. A financial guarantee for all landscaping and public improvements is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if the developer or owner does not complete these improvements. This financial guarantee was provided prior to issuance of the building permit for the parking lot. A financial guarantee is necessary to ensure completion of the finish wall treatment in order to mitigate visual impacts of the soil wall, if that work is not complete at the time a certificate of occupancy is issued for the Roosevelt Gap structure.

11. It is the desire of the developer to build this project in three phases. The first phase consists of the 105 Roosevelt Gap hotel/condominiums (99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (the funicular building contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units); and a temporary sales office with surface parking. This phase is currently under construction. The second phase consists of the south parking structure at Snow Park with condominium units above (approximately 10 UE). The third phase consists of the north parking structure and condominium units above (approximately 20.5 UE). The proposed surface parking at the north Snow Park area is proposed as part of the first phase with completion anticipated by Spring/Summer 2009 prior to issuance of certificates of occupancy for any units.

12. During construction of the North Snow Park site when the 56 surface spaces are not available and until the north parking structure is complete, there will be a shortage of 1 parking space at Snow Park. The applicants indicate that they can accommodate any shortfall during construction by tandem parking with valet service in the South Snow Park parking structure and within the porte-cochere drop off area at Snow Park.

13. Staff has reviewed the application and finds it is in compliance with the Conditional Use Permit criteria and is consistent with the Deer Crest Settlement Agreement, as amended.

14. The lot does not reduce the amount of approved parking. The original CUP was approved with 98 spaces at Snow Park and 146 spaces at Roosevelt Gap. The amendment will provide for a total of 106 spaces at Snow Park and 146 at Roosevelt Gap.

#### Conclusions of Law

1. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.
2. The Use is compatible with surrounding structures in use, scale, mass, and circulation.
3. The Use is consistent with the Park City General Plan, as amended.
4. The proposal is consistent with the Deer Crest Annexation and the 1995 Deer Crest Settlement as amended.
5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

#### Conditions of Approval

1. All standard project conditions shall apply.
2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
3. All conditions of approval of the Deer Crest Hotel CUP approved on February 28, 2001 (known as the Rosewood CUP) and amended by the Planning Commission on July 25, 2001; March 24, 2004; and May 11, 2005, shall continue to apply as memorialized in the May 23, 2005 Action Letter, with the exception of Condition #3 amended with this CUP Amendment.

Condition number 3 shall be amended to read as follows: No certificates of occupancy for the Deer Crest Hotel (Roosevelt Gap units) shall be issued until the funicular is fully operational and the parking lot at the North Snow Park site is complete and approved for occupancy.

4. The developer will build this project in three phases having a total of 130 UE. The first phase consists of the Roosevelt Gap hotel/condominiums (approximately 99.5 UE), including a restaurant, bar, and spa; the funicular and funicular building at Snow Park (which contains one condominium unit, common area for the hotel lobby and check in, back of house hotel uses, and two affordable housing units), and a temporary sales office with surface parking. This phase is currently under construction. There will be 202 parking spaces created during this phase. The second phase consists of the south parking structure at Snow Park with condominium units above (approximately 10 UE). There will be 259 parking spaces at the end of this phase. The third phase consists of the north parking structure and condominium units above (approximately 20.5 UE). There will be 252 parking spaces at the end of this phase. The applicants shall have the option of constructing additional spaces at Snow Park.

5. The proposed surface parking at the north Snow Park area is proposed as part of



the first phase with completion anticipated by Spring/Summer 2009 prior to issuance of certificates of occupancy for any units. This parking lot will be constructed as a permanent lot, with permanent landscaping, lighting, and final improvements to the associated retaining wall.

6. A final exterior lighting and landscaping plan shall be submitted to and approved by the Planning Department prior to issuance of a building permit for the parking lot. All lighting and landscaping shall be consistent with the plans reviewed and approved by the Planning Commission on January 28, 2009. All exterior lighting shall conform to requirements of the City's lighting ordinance and shall be minimal and subdued in nature. A timer system shall be installed on the parking lot lighting to reduce the amount of lighting after 11PM.

7. All signs shall be consistent with the Park City Sign Code and no signs may be installed without approval of a sign permit.

8. The parking lot shall be constructed in accordance with the approved plans and requirements of the International Building and Fire Codes.

9. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and landscaping (including all landscaping required to re-vegetate and re-landscape all roads, utility installations including storm system and trails) to be completed according to the final approved plans has been provided to the City in connection with the issuance of building permits for the first phase. All such public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee and prior to issuance of a final certificate of occupancy.

10. If the finished treatment of the soil wall behind the north parking lot, as reviewed by the Planning Commission on March 11, 2009, is not completed prior to issuance of the first certificate of occupancy, then a financial guarantee in a form and amount acceptable to the City to assure completion of such work within one year of certificate of occupancy issuance, shall be provided to the City prior to the issuance of any certificates of occupancy for the first phase residential units. Completion of the parking structure for the North Snow Park condominiums will be a condition to the issuance of certificates of occupancy for the North Snow Park condominium units.

11. City Engineer review and approval of all associated access, utility, public improvements, grading, and drainage plans for compliance with City standards is a condition precedent to building permit issuance for the parking lot.

12. An oil and water separator is required to control water quality for run-off from the surface parking lot. The City Engineer shall approve the design and installation of the oil and water separator prior to issuance of certificates of occupancy for the Roosevelt Gap units. The snow and storm run-off discharge points need to be identified on the parking lot plans at the time of submittal for a building permit.

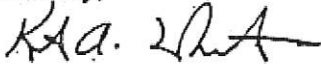
13. Prior to issuance of a building permit for Phase 3 construction of the North Snow

Park parking structure and condominium units, the applicant shall submit for approval by the Planning Department staff an interim-parking layout addressing any temporary parking space shortage.

14. Within 5 years of approval, the applicant will either submit building plans for construction of the parking structure at the Snow Park North site or apply for an amendment to the Deer Crest Hotel CUP, to be reviewed by the Planning Commission, that either extends the time frame for an additional year, or allows the parking lot as a permanent parking solution at Snow Park North.

If you have any questions or if I can be of additional assistance, please do not hesitate to call me at 435-615-5066, or send an e-mail to [Kirsten@parkcity.org](mailto:Kirsten@parkcity.org).

Sincerely,



Kirsten A. Whetstone, MS, AICP  
Senior Planner





**Building Department • City Engineer • Planning and Zoning**

May 23, 2005

Mark Taylor  
Deer Crest Associates I, L.C.  
PO Box 4151  
Park City, UT 84060

**NOTICE OF PLANNING COMMISSION ACTION**

**Project Description:** Amended Conditional Use Permit for Deer Crest Hotel at Snow Park and Roosevelt Gap parcels of the Deer Crest Properties MPD, known as the Deer Crest Hotel CUP (St. Regis Resort at Deer Crest)

**Project Address:** 2300 Deer Valley Drive

**Date of Action:** May 11, 2005

**Action Taken by Planning Commission:** The Planning Commission approved the amended Deer Crest Hotel CUP, in accordance with the Conditions of Approval as stated below:

**Conditions of Approval**

1. All standard project conditions shall apply (Exhibit A).
2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
3. No certificates of occupancy for the Deer Crest Hotel shall be issued until the funicular is fully operational and the parking structure at the Snow Park site is complete and approved for occupancy.
4. A final exterior lighting and landscaping plan shall be submitted to and approved by the Planning Department prior to issuance of any full building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance and shall be subdued in nature.
5. The applicant shall submit architectural details and materials to the Planning Commission for review and approval prior to the issuance of full building permits. Those materials reviewed and approved by the Planning Commission shall constitute exhibits as part of this conditional use approval.
6. A detailed review against specific requirements of the Uniform Building and Fire Codes is a condition precedent to issuance of a building permit. As a condition precedent to the issuance of any building permits, the developer shall provide the Chief Building Official with information regarding all existing mine shafts that could complicate foundation construction.

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480  
Building Department • (435) 615-5100 • FAX (435) 615-4900  
City Engineer • (435) 615-5055 • FAX (435) 615-4906  
Planning and Zoning • (435) 615-5060 • FAX (435) 615-4906

7. A Construction Mitigation Plan (CMP) submitted to and approved by the Planning, Building, and Engineering Departments is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, re-vegetation of disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if applicable. The CMP shall also call for disposal of all excavated materials to be on Deer Crest property hauled via the shortest feasible route. A limit of disturbance plan shall be submitted as part of the CMP. The CMP shall address maintenance or rerouting of existing pedestrian and trail access during construction. The CMP shall include a detailed phasing plan and an interim-landscaping plan, as necessary to re-vegetate and landscape disturbed areas.

8. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and landscaping (including all landscaping required to re-vegetate and re-landscape all roads, utility installations and trails) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.

9. A final record of survey plat must be submitted to the City for review and approval by the City Council and must be recorded at the County prior to closing on any sale of individual condominium unit. The record of survey plat shall address compliance with the ADA, including the potential for all ADA compliant units to be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of record of survey plat recording.

10. A final subdivision plat (currently in the process of being recorded at Summit and Wasatch Counties) must be recorded prior to issuance of a footing and foundation permit.

11. Any change in the access location at the Snow Park site may require additional easements and agreements with the adjacent property owners. These easements shall be in place prior to issuance of any building permits for the relocated access drive.

12. All signs for this project shall comply with the Park City sign code. All signs shall be on-premise. Each sign requires a sign permit, reviewed and approved by the Planning and Building Departments prior to installation. The Planning Director prior to the issuance of individual sign permits shall approve a master sign plan.

13. The City Engineer shall review and approve all associated access, utility, public improvements, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance and subdivision plat recordation. The final utility plans shall be consistent with the preliminary utility plan on file with the City.

14. The Snyderville Basin Sewer Improvement District's review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.

15. The Jordanelle Special Service District's review and approval of sewer plans and water plans for the Roosevelt Gap site and an inter-local agreement for water service, as necessary for the Snow Park Site is a condition precedent to final plat recording and building permit issuance. Prior to building permit issuance the applicants shall provide will serve letters from both the Snyderville Basin Sewer District and the Jordanelle Special Service District. As a condition precedent to the issuance of any building permit for the Deer Crest Hotel CUP the State Engineer shall sign off on any water transfer requests, if required. If necessary, the Snow Park

site shall be formally de-annexed from the Park City water district by the applicant. If the City agrees to provide water service, in whole or in part to the Snow Park site, all water issues related to that service, including water capacity, pressure, fire flows, utility easements, etc. shall be resolved prior to issuance of any building permits or plat recordation.

16. The final parking plan will be reviewed and approved by the Planning Department prior to issuance of any foundation building permits and shall be consistent with the traffic and parking study approved by the Planning Commission on February 28, 2001 and March 124, 2004. The parking plan shall provide details on peak parking demand, employee parking in general and at Jordanelle, special event parking, and parking enforcement within the parking structure.

17. A shuttle system shall be in place and operational prior to issuance of any certificates of occupancy for the hotel. The shuttle system is a condition of approval and the Conditional Use Permit shall be considered void if the shuttle system is terminated unless alternative transportation and parking plans are reviewed and approved by the Planning Commission as an amendment to the CUP.

18. A one-year review of the parking and traffic situation, one year after certificates of occupancy are issued for the hotel, shall be conducted by the staff and presented to the Planning Commission. Modifications to the parking and/or traffic plan may result from the review. Further annual reviews may be required. In addition, any change of unit configuration or form of ownership which increases parking demands or traffic, beyond that considered in the December 12, 2000, Sear-Brown traffic and parking study, and amended with the March 10, 2004 plans, shall require subsequent Planning Commission review and approval.

19. Final location and dimensions of all trails must be delineated in their approximate locations on the final plat with guarantees for completion in place prior to granting any building permits for construction.

20. Final approval regarding snow shedding from roofs and porches will be granted after the Chief Building Official reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements. Final approval for the funicular will be granted only after the Chief Building Official reviews the plans for compliance with all applicable Building Codes.

21. The Deer Crest affordable housing plan, approved by the Planning Commission on December 21, 2001, shall remain in full force and effect unless amended and approved by the Planning Commission. No certificates of occupancy shall be issued for this Deer Crest Hotel CUP until all affordable housing obligations (10% of the approved u.e.'s) have been satisfied for each phase, ie. in-lieu fees paid and any built units certified for occupancy. Phase I in the approved affordable housing plan shall mean the Roosevelt Gap site and Phase II shall mean the Snow Park site.

22. All retaining walls shall be pedestrian in scale and consistent with the Park City Design Guidelines. Retaining walls should be compatible in form, scale, and materials with the architectural details and materials of nearby buildings. Stepping of retaining walls and landscaping shall be incorporated into the design.

23. All mechanical equipment and vents shall be screened for both visible and audible impacts.

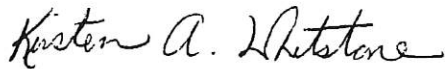
24. All loading and unloading delivery areas shall be screened from view of adjacent property and public right-of-way. Detailed plans shall be reviewed and approved by the Planning, Engineering, and Building Departments prior to issuance of building permits.

25. A phasing plan shall be reviewed by the City prior to the issuance of a footing and foundation permit to ensure that any phase constructed stands on its own in terms of architecture, design, utilities, trails and circulation, landscaping, parking, and access and is consistent with the approved CUP, in the interim of construction of the remaining phases. The phasing plan shall address maintaining public access to the trail system during construction, subject to the Chief Building Official's approval and closures due to health, safety, and welfare.

26. At the time of building permit submittal, the plans shall include a landscape and irrigation plan detailing the landscape, or other temporary finish treatment of the top of the north parking structure, to be approved by the City prior to issuance of a building permit.

If you have any questions or concerns, please do not hesitate to call me at 435-615-5066.

Sincerely,

A handwritten signature in cursive script that reads "Kirsten A. Whetstone".

Kirsten Whetstone, AICP  
Senior Planner  
Cc. file



*file*

**Department of Community Development**  
Engineering • Building Inspection • Planning

March 24, 2004

Mark Taylor  
Deer Crest Associates I, L.C.  
PO Box 4151  
Park City, UT 84060

**NOTICE OF PLANNING COMMISSION ACTION**

**Project Description:** 1) Amended Conditional Use Permit for Deer Crest Hotel at Snow Park and Roosevelt Gap parcels of the Deer Crest Properties MPD, known as the Deer Crest Hotel CUP and 2) Amended Subdivision plat, known as the Amended Roosevelt Gap Subdivision plat.

**Project Address:** 2300 Deer Valley Drive

**Date of Action:** March 24, 2004

**Action Taken By Planning Commission:** The Planning Commission approved the amended Deer Crest Hotel CUP and forwarded a positive recommendation on the amended Roosevelt Gap subdivision plat, in accordance with the Findings of Fact, Conclusions of Law, and Conditions of Approval as stated below:

**Deer Crest Hotel, amended Conditional Use Permit**

**Findings of Fact**

1. This proposal as described in the March 10<sup>th</sup> and March 24<sup>th</sup>, 2004 staff reports, is a part of a larger Master Planned Development known as the Deer Crest Annexation MPD and is subject to the 1995 Deer Crest Settlement Agreement, and as amended in December of 1998 and also in April 6, 2001, by the City Council. These findings of fact, conclusions of law, and conditions of approval supersede and wholly replace those of the February 28, 2001 Planning Commission approval of the Deer Crest Hotel (formally the Rosewood CUP) CUP and those of the July 25, 2001 amended CUP approval.

2. The proposed density of 99.5 residential unit equivalents at Roosevelt Gap, 30.5 residential unit equivalents for Snow Park (total of 130 unit equivalents) and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 96.27 acre site is consistent with the Deer Crest Settlement, as amended.

3. The proposed height for the Roosevelt Gap building is consistent with the Settlement Agreement and no portion of the Roosevelt Gap development is visually obtrusive from the Stew Pot restaurant deck. The funicular head house has been incorporated into the main hotel building at Roosevelt Gap and does not straddle the ridgeline, as previously approved.



4. To provide architectural interest and variation in rooflines and massing, the proposed building masses for Snow Park are broken up into smaller, yet connected building masses using vertical and horizontal stepping and glass corridor connections. Building height for the Snow Park site complies with the 45' height limitation. Proposed plans for the Snow Park site are consistent with the previous Commission approval from February 28, 2001, amended in July 2001, in that the building is broken into several distinct masses with horizontal and vertical articulation.

5. The proposal is located in the RD (Residential Development) and RC (Resort Commercial) zoning districts subject to the Deer Crest Settlement Agreement and MPD.

6. The Deer Crest Settlement Agreement and MPD require that each portion of the Deer Crest property be brought back before the Planning Commission to be processed as a small scale MPD/CUP.

7. An application for a Small Scale MPD/CUP for the Rosewood Hotel was submitted on October 5, 2000 and approved by the Planning Commission on February 28, 2001, and subsequently amended on July 25, 2001. This current proposal further amends the previous approved plans.

8. The Planning Commission held numerous work sessions to review the proposal and held public hearings on November 22 and December 13, 2000, and January 10 and 24, 2001. Additional public hearings were held on July 25, 2001 for the previous amendment, as well as on February 25, 2004 and on March 10<sup>th</sup> and 24<sup>th</sup>, 2004 for the current amendments. Minutes of these meetings are available at the Planning Department.

9. A portion of the residential use is proposed to be interval/condominium club ownership and a portion is proposed to be whole ownership. This type of ownership is allowed as part of the Deer Crest MPD and within the RC zoning district.

10. As described in the December 12, 2000 traffic and parking study conducted by Sear-Brown and as conditioned below, the adjacent streets, Deer Valley Drive East, Keetley Road, and Deer Crest Estates Drive, are of a size and capacity to accommodate traffic considerations of this development. The Deer Crest Settlement Agreement, as amended, further restricts traffic, parking, and access for this proposal. However, none of the Deer Valley streets were built with a structural capacity able to withstand construction of properties not in Deer Valley, such as Deer Crest.

11. A total of 244 parking spaces are proposed. The December 12, 2000 traffic and parking study by Sear-Brown relies on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. With the shuttle system and parking provided at Jordanelle Village the proposed parking is adequate to meet the demands of the proposed use.

12. A total of 105 overnight parking spaces, in addition to 41-day use spaces, are proposed for the Roosevelt Gap site. The amended Settlement Agreement, allows the Planning Commission to approve this overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) project has been modified to result in no net increase of traffic on Keetley Road. Based on the Sear Brown traffic and parking study, these criteria are satisfied. A shuttle system and perpetual maintenance by Deer Crest of the gate system, as required by the Settlement Agreement, satisfy the traffic and parking requirements of the Settlement agreement.

13. An overall parking plan and parking matrix, identifying guest, employee, club owner, and executive staff, and including a peak employee or special event parking plan will be helpful to further identify and evaluate how traffic on Keetley Road is mitigated. A one- year review of the parking and traffic situation, after certificates of occupancy have been issued, will be helpful to evaluate actual traffic and parking impacts of this project. Modifications to the parking plan may result after the one-year study.

14. The Snow Park site does not have frontage on a public street. Access to Deer Valley Drive East for the Snow Park site development exists over an easement from the Powder Run Condominiums, granted to the City. The access drive is shared with the Black Diamond Lodge condominiums. Any change to the location of the approved access will require additional easements. It will be the responsibility of the Deer Crest Hotel owners to acquire such easements prior to approval of any building permits. A private driveway, known as Deer Crest Estates Drive, traverses and accesses the Roosevelt Gap development parcel.

15. Utilities must be provided to sustain the anticipated property uses. Easements are necessary for long-term utility maintenance. All utility issues will need to be satisfied with utility providers before the plat can be recorded and building permits can be issued.

16. Water service for entire project may not be provided by Park City water due to pressure and fire flow requirements and design of the structures. The Jordanelle Special Services District (JSSD) has volume, capacity and pressure to provide water service for the entire project, including the Snow Park site, and sewer service for the Roosevelt Gap site. A will serve letter with technical conditions has been presented to the applicants from JSSD. JSSD will require an inter-local agreement that must be finalized prior to recordation of a plat or issuance of building permits for the Deer Crest Hotel CUP.

17. As conditioned, the project complies with fire and emergency access requirements, by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures. The Chief Building Official, prior to issuance of building permits, must grant final assessment and approval of the fire protection plan.

18. A financial guarantee for all landscaping and public improvements, including trails, is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if the developer or owner does not complete these improvements. This financial guarantee is required prior to building permit (including grading permits) issuance and plat recordation.

19. The applicant agrees to provide for City review and approval, prior to issuance of any building permits, a final landscape plan, final grading and utility plans, a trail plan, a parking plan, and detailed architectural elevations consistent with the plans, models, cross sections, and design details, approved by the Planning Commission on February 28, 2001 and as modified and reviewed by the Planning Commission on March 10<sup>th</sup> and March 24<sup>th</sup>, 2004.

20. The architectural intent of the project is described as follows: Stone fireplace chimneys will be prevalent throughout. Natural slate roofing tile is proposed. A combination of steel and wood lend a contemporary feel and modern statement to this type of architecture. Clear glass with wood frames and mullions throughout provide a residential feel. Stone and wood-clad columns support the balconies. Wood siding is proposed as well as masonry and stone.

21. It is the desire of the developer to build this project in one phase. All hotel amenities, parking, and the funicular will be complete as units are completed. A condominium plat will be required to be approved and recorded before ownership of any units may be transferred. A detailed construction-phasing plan will be necessary to address interim phasing as it may occur.

22. Staff has reviewed the proposal and finds the proposal is in compliance with the Conditional Use Permit criteria and the Deer Crest Settlement Agreement, as amended.

23. The Planning Commission approved an affordable housing plan for the Deer Crest Hotel, on December 12, 2001, consistent with the Deer Crest Settlement Agreement.

24. The applicant stipulates to the conditions of approval.

25. A visual analysis was conducted and reviewed by the Planning Commission comparing the original approval (Feb. 28, 2001), the amended approval (July 25, 2001), and the current proposal from 4 vantage points- Deer Valley Drive, Snow Park Lodge, La Maconnerie, and the Stew Pot. The Commission concluded that the proposed designs were an improvement over the original approval and the amended approval.

26. Staff has reviewed the title reports and applications that were submitted for all of the applications on this property and Deer Crest Associates I, L.C. are consistently listed as the owner of record.

#### **Conclusions of Law**

1. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

2. The Use is compatible with surrounding structures in use, scale, mass, and circulation.

3. The Use is consistent with the Park City General Plan, as amended.

4. The proposal is consistent with the Deer Crest Annexation and MPD and the 1995 Deer Crest Settlement as amended.

5. The effects of any differences in use or scale have been mitigated through careful planning and conditions of approval.

#### **Conditions of Approval**

1. All standard project conditions shall apply (Exhibit A).

2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.

3. No certificates of occupancy for the Deer Crest Hotel shall be issued until the funicular is fully operational and the parking structure at the Snow Park site is complete and approved for occupancy.

4. A final exterior lighting and landscaping plan shall be submitted to and approved by the Planning Department prior to issuance of any full building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance and shall be subdued in nature.

5. Final architectural elevations consistent with the Land Management Code; the Park City



Architectural Guidelines; and the plans, models, cross sections, and architectural details reviewed and approved by the Planning Commission on February 28, 2001, amended on March 24, 2004, shall be submitted for review and approval by the Planning Department prior to issuance of a footing and foundation building permit. The Planning Staff shall review all changes. If changes are of a substantial nature the plans will be presented to the Planning Commission for review. Exterior materials shall be consistent with the plans reviewed on March 10<sup>th</sup> and March 24<sup>th</sup>, 2004, specifically, the ground floor shall be significantly differentiated when viewed from a distance, and the stone work shall be significantly different in terms of texture, cut, and color, between the ground floor elements and the upper stories. This differentiation shall be carried out on all elevations throughout the project.

6. A detailed review against specific requirements of the Uniform Building and Fire Codes is a condition precedent to issuance of a building permit. As a condition precedent to the issuance of any building permits the developer shall provide the Chief Building Official with information regarding all existing mine shafts that could complicate foundation construction.

7. A Construction Mitigation Plan (CMP) submitted to and approved by the Planning, Building, and Engineering Departments is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, re-vegetation of disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if applicable. The CMP shall also call for disposal of all excavated materials to be on Deer Crest property hauled via the shortest feasible route. A limit of disturbance plan shall be submitted as part of the CMP. The CMP shall address maintenance or rerouting of existing pedestrian and trail access during construction. The CMP shall include a detailed phasing plan and an interim-landscaping plan, as necessary to re-vegetate and landscape disturbed areas.

8. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and landscaping (including all landscaping required to re-vegetate and re-landscape all roads, utility installations and trails) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.

9. A final record of survey plat must be submitted to the City for review and approval by the City Council and must be recorded at the County prior to closing on any sale of individual condominium unit. The record of survey plat shall address compliance with the ADA, including the potential for all ADA compliant units to be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of record of survey plat recording.

10. A final subdivision plat (currently under review as the amended Roosevelt Gap Subdivision plat) must be reviewed and approved by the Planning Commission and City Council and recorded prior to issuance of a footing and foundation permit.

11. Any change in the access location at the Snow Park site may require additional easements and agreements with the adjacent property owners. These easements shall be in place prior to issuance of any building permits for the relocated access drive.

12. All signs for this project shall comply with the Park City sign code. All signs shall be on-premise. Each sign requires a sign permit, reviewed and approved by the Planning and Building Departments prior to installation. The Planning Director prior to the issuance of individual sign permits shall approve a master sign plan.

13. The City Engineer shall review and approve all associated access, utility, public improvements, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance and subdivision plat recordation. The final utility plans shall be consistent with the preliminary utility plan on file with the City.

14. The Snyderville Basin Sewer Improvement District's review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.

15. The Jordanelle Special Service District's review and approval of sewer plans and water plans for the Roosevelt Gap site and an inter-local agreement for water service, as necessary for the Snow Park Site is a condition precedent to final plat recording and building permit issuance. Prior to building permit issuance the applicants shall provide will serve letters from both the Snyderville Basin Sewer District and the Jordanelle Special Service District. As a condition precedent to the issuance of any building permit for the Deer Crest Hotel CUP the State Engineer shall sign off on any water transfer requests. If necessary, the Snow Park site shall be formally de-annexed from the Park City water district by the applicant. If the City agrees to provide water service, in whole or in part to the Snow Park site, all water issues related to that service, including water capacity, pressure, fire flows, utility easements, etc. shall be resolved prior to issuance of any building permits or plat recordation.

16. The final parking plan will be reviewed and approved by the Planning Department prior to issuance of any foundation building permits and shall be consistent with the traffic and parking study approved by the Planning Commission on February 28, 2001. The parking plan shall provide details on peak parking demand, employee parking in general and at Jordanelle, special event parking, and parking enforcement within the parking structure.

17. A shuttle system shall be in place and operational prior to issuance of any certificates of occupancy for the hotel. The shuttle system is a condition of approval and the Conditional Use Permit shall be considered void if the shuttle system is terminated unless alternative transportation and parking plans are reviewed and approved by the Planning Commission as an amendment to the CUP.

18. A one-year review of the parking and traffic situation, one year after certificates of occupancy are issued for the hotel, shall be conducted by the staff and presented to the Planning Commission. Modifications to the parking and/or traffic plan may result from the review. Further annual reviews may be required. In addition, any change of unit configuration or form of ownership which increases parking demands or traffic, beyond that considered in the December 12, 2000, Sear-Brown traffic and parking study, and amended with the March 24, 2004 plans, shall require subsequent Planning Commission review and approval.

19. Final location and dimensions of all trails must be delineated in their approximate locations on the final plat with guarantees for completion in place prior to granting any building permits for construction.

20. Final approval regarding snow shedding from roofs and porches will be granted after the Chief Building Official reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements. Final approval for the funicular will be granted only after the Chief Building Official reviews the plans for compliance with all applicable Building Codes.

22. The Deer Crest affordable housing plan, approved by the Planning Commission on December 21, 2001, shall remain in full force and effect unless amended and approved by the

Planning Commission. No certificates of occupancy shall be issued for this Deer Crest Hotel CUP until all affordable housing obligations (10% of the approved u.e.'s) have been satisfied for each phase, i.e. in-lieu fees paid and any built units certified for occupancy. Phase I in the approved affordable housing plan shall mean the Roosevelt Gap site and Phase II shall mean the Snow Park site.

23. All retaining walls shall be pedestrian in scale and consistent with the Park City Design Guidelines. Retaining walls should be compatible in form, scale, and materials with the architectural details and materials of nearby buildings. Stepping of retaining walls and landscaping shall be incorporated into the design.

24. All mechanical equipment and vents shall be screened for both visible and audible impacts.

25. All loading and unloading delivery areas shall be screened from view of adjacent property and public right-of-way. Detailed plans shall be reviewed and approved by the Planning, Engineering, and Building Departments prior to issuance of building permits.

26. A phasing plan shall be presented to the Planning Commission for review prior to the issuance of a footing and foundation permit to ensure that any phase constructed stands on its own in terms of architecture, design, utilities, trails and circulation, landscaping, parking, and access and is consistent with the approved CUP, in the interim of construction of the remaining phases. The phasing plan shall address maintaining public access to the trail system during construction, subject to the Chief Building Official's approval and closures due to health, safety, and welfare.

#### **Roosevelt Gap amended Subdivision plat**

##### **Findings of Fact:**

1. The property is located at 2300 Deer Valley Drive, also known as Roosevelt Gap at Deer Crest. The property is zoned RC-MPD, Resort Commercial (Roosevelt Gap parcel) and RD-MPD, Residential Development (Snow Park parcel), and ROS (Recreational Open Space). The property is subject to the Deer Crest MPD and 1995 Deer Crest Settlement Agreement, as amended. The property is currently vacant. The property has no frontage on any City street.
2. The property is within Park City Municipal boundaries and within Summit County and Wasatch County.
3. The proposed plat amendment includes the following:
  - a. Combines the Snow Park parcel of the Deer Crest Settlement Agreement with the existing and recorded Roosevelt Gap Subdivision plat to create a single development parcel for the Deer Crest Hotel Conditional Use Permit and incorporates all property associated with the Deer Crest Hotel CUP on one plat.
  - b. Identifies development parcels and open space parcels consistent with the Deer Crest Settlement Agreement and the amended Deer Crest Hotel Conditional Use Permit (February 28, 2001, amended March 24, 2004).
  - c. Adds to the Roosevelt Gap development parcel a portion of an adjacent State Trust Lands parcel (approximately 12,066 sf in area) that Deer Crest Associates is purchasing.
4. The proposed amendment narrows the access easement for the private drive, known as Deer Crest Estates Drive, for a length of 100' adjacent, to the east facade of the hotel. The proposed easement width of 32' is sufficient for construction of the required curb, gutter, and street for this section of Deer Crest Estates Drive.
5. The property is subject to the Deer Crest Hotel CUP, approved on March 24, 2004, which amended the Rosewood CUP, approved on February 28, 2001, amended on July 25, of 2001.

6. On February 25, 2004 the Planning Commission held a public hearing. No input was received on the proposed plat amendment. On March 10<sup>th</sup> and March 24<sup>th</sup> public hearings were also conducted. Input regarding ownership, affordable housing, and access were raised. These issues have been resolved by the applicant and by conditions of approval on this plat amendment and the March 24, 2004 Deer Crest Hotel CUP approval.
7. The proposed amendment resolves issues of development crossing lot lines and identifies those areas to be developed and those areas to be left as open space.
8. The Trust Lands Parcel is zoned RC and is included on the Deer Crest Settlement Agreement exhibits as part of the development area. The Trust Lands Parcel is under contract and will be conveyed to Deer Crest Associates upon approval of the Conditional Use Permit.
9. The proposed plat amendment does not decrease the amount of open space associated with the Deer Crest Hotel CUP.

**Conclusions of Law:**

1. As conditioned, the amended subdivision plat is consistent with the Deer Crest Settlement Agreement, the Park City Land Management Code, the General Plan and applicable State law regarding subdivision plats.
2. As conditioned, neither the public nor any person will be materially injured by the proposed plat amendment.
3. As conditioned, approval of the amended subdivision plat, subject to the conditions stated below, does not adversely affect the health, safety and welfare of the citizens of Park City.

**Conditions of Approval:**

1. Conditions of Approval for the Deer Crest Hotel CUP, as approved by the Planning Commission on March 24<sup>th</sup>, and the 1995 Deer Crest Settlement Agreement, as amended, remain in full force and effect.
2. All applicable conditions of approval and applicable plat notes on the Roosevelt Gap subdivision plat remain in full force and effect.
3. The City Attorney and City Engineer will review and approve the final form and content of the amended subdivision plat for compliance with State law, the Land Management Code, and the conditions of approval prior to recordation of the plat.
4. The applicant will record the amended subdivision plat at both Summit and Wasatch Counties within one year of the date of the City Council approval. If plat recordation has not occurred within one year's time, this approval and the plat will be void.
5. The amended subdivision plat shall be recorded as a condition precedent to issuance of a footing and foundation permit for development on these parcels.
6. A note shall be added to the plat disclosing the fact that the parcel has no frontage on a City street.
7. A revised title report shall be submitted to the City prior to plat recordation for verification of land ownership.
8. Any outstanding issues regarding legal access for the hotel shall be resolved to the satisfaction of the City Engineer and City Attorney prior to recordation of the subdivision plat.

The City Council is scheduled to conduct a public hearing and take final action on the amended Roosevelt Gap subdivision plat on April 15, 2004. If you have any questions or concerns, please do not hesitate to call me at 435-615-5066.

Sincerely,



Kirsten Whetstone, Senior Planner  
Cc. file





July 27, 2001

Department of Community Development  
Engineering • Building Inspection • Planning

Lynda Fetter  
Deer Crest Associates, LLC  
P O Box 8888  
Park City UT 84060

NOTICE OF PLANNING COMMISSION ACTION

|                                            |                                                                                                                                                                                                                                                                                                                                                                                                                         |
|--------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <u>Project Name</u>                        | Amendment to the February 28, 2001 Rosewood Conditional Use Permit approval                                                                                                                                                                                                                                                                                                                                             |
| <u>Project Description</u>                 | Amended Rosewood CUP for 120.25 residential unit equivalents, associated hotel commercial and support uses, 221 structured parking spaces, an employee and guest shuttle system, and an at grade funicular connecting the Snow Park site to the Roosevelt Gap site, as per plans reviewed by the Planning Commission. The total site is 96 acres in area and is a part of the Deer Crest Settlement Agreement MPD area. |
| <u>Date of Meeting</u>                     | July 25, 2001                                                                                                                                                                                                                                                                                                                                                                                                           |
| <u>Action Taken By Planning Commission</u> | Approved according to the following findings of fact, conclusions of law, and conditions of approval as listed below:                                                                                                                                                                                                                                                                                                   |

Findings of Fact

1. On February 28, 2001 the Planning Commission approved the Rosewood Conditional Use Permit based on the findings of fact, conclusions of law, and conditions of approval stated in the Notice of Planning Commission Action dated March 1, 2001 on file at the Planning Department. Included in the approval are all plans, documents, photos, models, and architectural detail sheets describing the approved conditional use permit reviewed and approved by the Planning Commission on January 24 and February 14, 2001.
2. All above described plans, documents, photos, models, and architectural details continue to describe the Rosewood CUP except as amended as follows:
  - a. An overall reduction in residential unit equivalents from 130 u.e. to 120.25 u.e.
  - b. An overall reduction in building square footage/massing by approximately 35,000 square feet.

- c. Elimination of the Phase II "building wings" that spread out from the main hotel building, decreasing the overall building foundation area by approximately 44,000 square feet, with a corresponding reduction, by over 75,000 square feet, of construction disturbance.
  - d. Preservation, in terms of designating the area as natural open space, of a significant number (in the hundreds) of large fir trees on a steep, heavily wooded, north facing hillside.
  - e. A reduction in the number of parking spaces at Roosevelt Gap (17 spaces) and no change in the number of parking spaces at Snow Park Lodge.
  - f. A two phase construction schedule instead of three phases, with the hotel at Roosevelt Gap, the funicular, and the parking structure at Snow Park constructed with Phase I and the condominiums at Snow Park constructed with Phase II.
  - g. A decrease in the projected traffic on Keetley Road with no changes in the planned shuttle services or other conditions regarding parking and access to the hotel.
  - h. The approved footprint for Phase I at Roosevelt Gap is reduced by one bay of rooms (approximately 6,300 sf) with minor reductions in the foot print of the low rise common area. Phase III is eliminated altogether.
  - i. One additional floor is added within the existing/approved height and volumetric through use of a more efficient construction method and materials (picking up approximately a foot and a half per floor). An additional floor to a floor and one-half is proposed by stepping the building towards the central joint, as reflected in the revised computerized models.
  - j. The average height increase over the entire roof is 18.8 feet. The maximum height increase at the central portion of the hotel is 32' for a length of 120' along the roof's ridge.
3. Additional revisions were made after the July 11<sup>th</sup> meeting to reduce the overall height, and in particular reduce the western most facade to a point where it is now proposed to be 8 feet higher than the height approved with the February 28, 2001 Rosewood CUP. With the exception of the upper funicular building, this west facade, mainly the sloping roof element, is the only portion of the Roosevelt Gap building visible from the Stew Pot.
  4. Public Hearings were conducted by the Planning Commission on July 11 and 25.
  5. There are positive attributes associated with the requested revisions, namely a decrease in overall density and building massing, decrease in construction disturbance area, preservation of an area of significant vegetation, and a more consolidated building footprint.
  6. Based on the revised elevations, that reduced heights by 8' to 10' from the July 11<sup>th</sup> plans, and with the proposed roof forms, architectural detailing, and landscaping, the portion of the Roosevelt Gap building that is visible from the Stew Pot deck is compatible and blends with the natural form of the hillside. The visible portion is not visually obtrusive from the Stew Pot deck and does not break the skyline of the Deer Crest ridge behind (with the ski lift towers and ski runs) as viewed from the Stew Pot deck.
  7. The visual analysis shows that when viewed from upper Deer Valley and the Deer Valley ski runs, the amended Roosevelt Gap building is noticeably less massive without the two Phase III

wings. It disturbs less overall area and the increase in height is not as perceptible from this distance.

8. The applicants stipulate to the conditions of approval.

#### Conclusions of Law

1. The proposed amendments are consistent with the Deer Crest Annexation and 1995 Settlement Agreement (and as subsequently amended).
2. As revised and conditioned the Rosewood CUP complies with the Land Management Code, Section 15-1-10, Conditional Use Review Process.
3. The use, as amended, is consistent with the Park City General Plan.
4. The effects of any differences in use or scale have been mitigated through careful planning.

#### Conditions of Approval

1. The north facing wooded hillside, the site of the southern most wing of Phase III as depicted in Exhibit C, shall be designated as open space or rezoned to ROS, Recreational Open Space, prior to issuance of a final building permit for the Rosewood CUP.
2. All Standard Project Conditions shall apply.
3. All conditions of approval of the Rosewood CUP, approved on February 28, 2001 shall continue to apply.
4. This approval shall expire one year from the date of Planning Commission approval, unless a building permit has been issued prior to the expiration date and the Chief Building Official is sufficiently satisfied that the building shall be completed as submitted.
5. The revised site plan, elevations, and visual analysis discussed by the Planning Commission on July 25, 2001 shall be incorporated into the plans and documents from the February 28, 2001 approval and shall constitute the amended Rosewood CUP approval.

Please call me if you have questions. My phone number is 615-5066.

Sincerely,



Kirsten A. Whetstone, AICP  
Senior City Planner



March 1, 2001

Department of Community Development  
Engineering • Building Inspection • Planning

Lynda Fetter  
Deer Crest Associates  
P O Box 8888  
Park City UT 84060

NOTICE OF PLANNING COMMISSION ACTION

|                                            |                                                                                                                       |
|--------------------------------------------|-----------------------------------------------------------------------------------------------------------------------|
| <u>Project Name</u>                        | Rosewood CUP, 2300 Deer Valley Drive East                                                                             |
| <u>Project Description</u>                 | Conditional Use Permit for 130 residential u.e., and associated hotel commercial support uses.                        |
| <u>Date of Meeting</u>                     | February 28, 2001                                                                                                     |
| <u>Action Taken By Planning Commission</u> | Approved according to the following findings of fact, conclusions of law, and conditions of approval as listed below: |

Findings of Fact

1. This proposal is a part of a larger MPD known as the Deer Crest Annexation and is subject to the 1995 Deer Crest Settlement Agreement, and as amended in December of 1998 by the City Council.
2. The December 1998 amendment to the Deer Crest Settlement Agreement, to allow the Planning Commission to consider approving up to 105 overnight parking spaces at Roosevelt Gap, has been approved by the City Council, but has not yet been signed and recorded.
3. The proposed density of 105 residential unit equivalents at Roosevelt Gap, 25 residential unit equivalents for Snow Park, and up to 5% of the gross floor area for support commercial uses with an additional 5% gross floor area for meeting space on the 96 acre site is consistent with the Deer Crest Settlement.
4. The proposed height for the Roosevelt Gap building is consistent with the Settlement Agreement and no portion of the Roosevelt Gap development, with the exception of the funicular head house, is visually obtrusive from the Stew Pot restaurant deck.

Park City Municipal Corporation • 445 Marsac Avenue • P.O. Box 1480 • Park City, UT 84060-1480  
Community Development (435) 615-5055 • Engineering (435) 615-5055 • Building (435) 615-5100  
Planning (435) 615-5060 • FAX (435) 615-4906



Lynda Fetter  
March 1, 2001  
Page 2

5. To provide architectural interest and variation in roof lines and massing, the proposed height for a portion of the Snow Park site exceeds the 45' height limitation. Chapter 10 of the LMC allows the Planning Commission, during the review of a master planned development, to approve a request for an increase in allowable height by up to 25% of the maximum height. Staff has reviewed plans for Snow Park site and finds that the proposal known as Option x satisfies the site specific review criteria as stated in Chapter 10.9 (f) of the LMC.
6. The proposal is located in the RD, Residential Development and RC, Resort Commercial zoning districts subject to the Deer Crest Settlement Agreement and MPD.
7. The Settlement Agreement and Deer Crest MPD require that each portion of the Deer Crest property be brought back before the Planning Commission to be processed as a small scale MPD/CUP.
8. An application for a Small Scale MPD/CUP for the Rosewood Hotel was submitted on October 5, 2000.
9. The Planning Commission held numerous work sessions to review the proposal and held public hearings on November 22 and December 13, 2000, and January 10 and 24, 2001.
10. A portion of the residential use is proposed to be interval/condominium club ownership and a portion is proposed to be whole ownership. This type of ownership is allowed as part of the Deer Crest MPD.
11. As described in the December 12, 2000 traffic and parking study conducted by Sear-Brown and as conditioned below, the adjacent streets, Deer Valley Drive East, Keetley Road, and Deer Crest Estates Drive, are of a size and capacity to accommodate traffic considerations of this development.
12. A total of 238 parking spaces are proposed. The December 12, 2000 traffic and parking study by Sear-Brown relies heavily on a guest and employee shuttle system, with a majority of the employee parking provided at Jordanelle Village off of Highway 40. Without a perpetual shuttle system and parking provided at Jordanelle Village the proposed parking is not adequate to meet the demands of the proposed use. The December 12, 2000 Sear-Brown traffic and parking study based its parking and traffic recommendations on the project including 30 club ownership units.
13. A total of 105 overnight parking spaces, in addition to 50 day spaces, are proposed for the Roosevelt Gap site. The amended Settlement Agreement, allows the Planning Commission to approve this overnight parking in conjunction with a luxury hotel and upon demonstration that the remainder of the (Deer Crest) Project has been modified to result in no net increase of traffic on Keetley Road. Based on the Sear Brown traffic and parking study, these criteria are satisfied,

but rely heavily on a guest and employee shuttle system. Without a perpetual shuttle system and perpetual maintenance by Deer Crest of the gate system, as required by the Settlement Agreement, the condition of no net increase of traffic on Keetley Road will not be satisfied.

14. An overall parking plan and parking matrix, identifying guest, employee, club owner, and executive staff, and including a peak employee or special event parking plan will be helpful to further identify and evaluate how traffic on Keetley Road is mitigated. A one year review of the parking and traffic situation, after certificates of occupancy have been issued, is required to evaluate actual traffic and parking impacts of this project.
15. The Snow Park site does not have frontage on a public street. Access to Deer Valley Drive East for the Snow Park site development is contemplated over an easement from Powder Run Condominiums. This access competes with existing access to Snow Park Lodge and Black Diamond Lodge creating the potential for utility and traffic conflicts and driveways that do not meet appropriate spacing requirements. This area is highly congested with Deer Valley Resort traffic, pedestrian traffic, and local condominium traffic. Without an access easement over the Snow Park site to provide access to Black Diamond Lodge there may exist serious utility and service conflicts for the City and Deer Valley Resort.
16. Utilities must be provided to sustain the anticipated property uses. Easements are necessary for long-term utility maintenance.
17. Water service for the entire project can not be provided by Park City water due to pressure and fire flow requirements and design of the structures. The Jordanelle Special Services District (JSSD) has volume, capacity and pressure to provide water service for the entire project, including the Snow Park site, and sewer service for the Roosevelt Gap site. A "will serve" letter with technical conditions has been presented to the applicants. JSSD will require an inter-local agreement which should be finalized prior to recordation of a plat or issuance of building permits for the Rosewood CUP.
18. As conditioned, the project complies with fire and emergency access requirements, by virtue of a fire protection plan that addresses type II non-combustible building materials and structural requirements, 13-D fire sprinkler systems, approved fire and emergency access, and fire separation of structures.
19. A financial guarantee for all landscaping and public improvements, including trails, is necessary to ensure completion of these improvements and to protect the public from liability and physical harm if these improvements are not completed by the developer or owner. This financial guarantee is required prior to building permit (including grading permits) issuance or plat recordation.

20. The applicant agrees to provide for City review and approval, prior to issuance of any building permits, a final landscape plan, final grading and utility plans, a trail plan, a parking plan, and detailed architectural elevations consistent with the plans, models, cross sections, and design details, presented to the Planning Commission on January 24 and February 14, 2001.
21. At the January 24, 2001 Planning Commission meeting the project architect, Jeff Jensen, described the architectural intent as follows "stone fireplace chimneys will be prevalent throughout. They are looking at a natural slate roofing tile in a greenish/grey color. A combination of steel and wood lend a contemporary feel and modern statement to this type of architecture. Clear glass with wood frames and mullions throughout provide a residential feel. They will have wood-clad columns at the top to transition from the top of the stone pilasters supporting the balconies to the wood framing of the truss above. They are looking at painted metal balconies and railings. Wood siding is limited to areas behind the balconies so the primary appearance of the building is masonry and stone."
22. It is the desire of the developer to build this project in phases, with Phase I being approximately 75 residential units at Roosevelt Gap, all hotel amenities, parking, the funicular building, and the funicular system as required by the Settlement Agreement. Phases II and III would complete the residential units at Roosevelt Gap and at Snow Park.
23. Park City and Deer Valley are host to two of the 2002 Olympic Games venue sites. This project is located adjacent to the Deer Valley venue site and will be heavily impacted during January, February, and March of 2002. A Construction Mitigation Plan (CMP) is necessary to identify impacts and propose mitigation of these impacts due to construction of this project. The mitigation plan must address mitigation of the impacts of this construction project on the Deer Valley venue site and the Community at large.
24. Staff's findings of compliance with the Conditional Use Permit criteria and the Deer Crest Settlement Agreement as stated in the January 24, 2001 staff report (Exhibit A) are hereby included as findings herein. This includes findings related to affordable housing and trails.
25. The applicant stipulates to the conditions of approval.

#### Conclusions of Law

1. The proposed project complies with all requirements outlined in the Land Management Code, specifically Sections 15.1.10 (December 31, 1998) and Chapter 10 (February 25, 1998).
2. The use is compatible with surrounding structures in use, scale, mass, and circulation.
3. The use is consistent with the Park City General Plan.

Lynda Fetter  
March 1, 2001  
Page 5

4. The use is consistent with the Deer Crest Annexation and MPD and the 1995 Deer Crest Settlement as amended.
5. Any effects in difference in use or scale have been mitigated through careful planning and conditions of approval.

Conditions of Approval

1. All standard project conditions shall apply (Exhibit A).
2. All conditions of approval of the 1995 Deer Crest Settlement Agreement, as amended, continue to apply.
3. No certificates of occupancy for the Rosewood Hotel shall be issued until the funicular is fully operational and the parking structure at the Snow Park site is complete and approved for occupancy.
4. A final exterior lighting and landscaping plan consistent with the preliminary landscaping plan, shall be submitted to and approved by the Planning Department prior to issuance of any building permits. All exterior lighting shall conform to requirements of the City's lighting ordinance and shall be subdued in nature.
5. Final architectural elevations consistent with the Land Management Code; the Park City Design Guidelines; and the plans, models, cross sections, and architectural details reviewed and approved by the Planning Commission on January 24 and February 14, 2001 shall be submitted for review and approval by the Planning Department prior to issuance of a building permit. All changes shall be reviewed by the Planning Staff. If changes are of a substantial nature the plans will be presented to the Planning Commission for review. Designs for the Snow Park site shall be based on the site plan and architectural elevations described as Option X. The exterior materials shall be consistent with the computer generated architectural detail sheets submitted by the architect, reviewed by the Commission on February 14, and included in the planning files. Specifically, the ground floor shall be significantly differentiated when viewed from a distance, and the stone work shall be significantly different, in terms of texture, cut, and color, between the ground floor elements and the upper stories. This differentiation shall be carried out on all elevations throughout the project.
6. A detailed review against specific requirements of the Uniform Building and Fire Codes is a condition precedent to issuance of a building permit. As a condition precedent to the issuance of any building permits the developer shall provide the Chief Building Official with information regarding all existing mine shafts which could complicate foundation construction.

7. A Construction Mitigation Plan (CMP) submitted to and approved by the Community Development Department is required prior to issuance of any building permit. The CMP shall address construction phasing, staging, storage, circulation, parking, delivery, re-vegetation of disturbed areas, temporary signs and lighting, dust, mud, and dirt, and clean water standards if applicable. The CMP shall also address disposal of all excavated materials. A detailed limits of disturbance plan shall be submitted as part of the CMP. The CMP shall also address construction before and during the Olympic Games and shall be consistent with the CMP reviewed by the Planning Commission at the January 24 and February 14, 2001 meetings. The CMP shall address maintenance or rerouting of existing pedestrian and trail access during construction. The CMP shall include a detailed phasing plan, including detailed drawings showing 1) how the deck of the Snow Park parking structure will be finished in the interim time between Phase 1 and Phase 3 and 2) how Phase I at Roosevelt Gap will be finished (what the elevation will look like, materials, etc.) in the interim time between Phases 1, 2 and 3. The phasing plan shall include an interim landscape plan as well as architectural elevations and plans.
8. A financial guarantee, in a form and amount acceptable to the City, for the value of all public improvements, pedestrian amenities and trails, and all landscaping (including all landscaping required to re-vegetate and re-landscape all roads, utility installations and trails) to be completed according to the final approved plans shall be provided to the City prior to building permit issuance. All public improvements shall be completed according to City standards and accepted by the City Council prior to release of this guarantee.
9. A final record of survey plat must be submitted to the City for review and approval by the City Council and must be recorded at the County prior to closing on any sale of individual condominium unit. The record of survey plat shall address compliance with the ADA, including the potential for all ADA compliant units to be indicated on the record of survey plat as common space in perpetuity. Conditions, Covenants, and Restrictions for this development shall be submitted to the City Attorney for review and approval and shall be recorded at the time of record of survey plat recording.
10. A final subdivision plat must be reviewed and approved by the Planning Commission and City Council and recorded prior to issuance of a footing and foundation permit.
11. A shared access for this project and Black Diamond Lodge is desired in a location approximately matching the road access shown to the Planning Commission on January 10, 2001, known as option X for the Snow Park site. The applicant, Black Diamond Lodge, and Deer Valley Resort shall use their best efforts to agree on the construction and maintenance of the shared access in a manner equitable to all parties, monitored by the City Engineer and Community Development Director. The parties, including the applicant, shall agree by April 30, 2001 to an access easement agreement. If an agreement is not reached by this date the Rosewood CUP approval shall be suspended pending a CUP revision for replacement access.



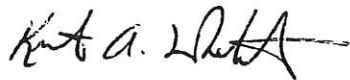
12. All signs for this project shall comply with the Park City sign code. Each sign requires a sign permit, reviewed and approved by the Community Development Department prior to installation.
13. The City Engineer shall review and approve all associated utility, public improvements, grading, and drainage plans for compliance with City standards as a condition precedent to building permit issuance. The final utility plans shall be consistent with the preliminary utility plan on file with the City.
14. The Snyderville Basin Sewer Improvement District's review and approval of the sewer plans is a condition precedent to final plat recording and building permit issuance.
15. The Jordanelle Special Service District's review and approval of sewer plans for the Roosevelt Gap site and water plans for the entire Rosewood Hotel and an inter-local agreement for water service for the Snow Park Site is a condition precedent to final plat recording and building permit issuance. Prior to building permit issuance the applicants shall provide "will serve" letters from both the Snyderville Basin Sewer District and the Jordanelle Special Service District. As a condition precedent to the issuance of any building permit for the Rosewood CUP the State Engineer shall sign off on the water transfer request. The Snow Park site shall be formally "de-annexed" from Park City water district by the applicant.
16. The final parking plan will be reviewed and approved by the Community Development Department prior to issuance of any building permit and shall be consistent with the traffic and parking study reviewed by the Planning Commission on January 24 and February 14, 2001. The parking plan shall provide details on peak parking demand, employee parking in general and at Jordanelle, special event parking, and parking enforcement within the parking structure.
17. A guest and employee shuttle system shall be in place and operational prior to issuance of any certificates of occupancy for the hotel. The guest and employee shuttle system is a condition of approval and the Conditional Use Permit shall be considered void if the shuttle system is terminated unless alternative transportation and parking plans are reviewed and approved by the Planning Commission as an amendment to the CUP.
18. A one year review of the parking and traffic situation, one year after certificates of occupancy are issued for the hotel, shall be conducted by the staff and presented to the Planning Commission. Modifications to the parking and/or traffic plan may result from the review. Further annual reviews may be required. In addition, any change of unit configuration or form of ownership which increases parking demands or traffic, beyond that considered in the December 12, 2000 Sear-Brown traffic and parking study, shall require subsequent Planning Commission review and approval.

Lynda Fetter  
March 1, 2001  
Page 8

19. Prior to issuance of any building permit the applicant shall submit an affordable housing plan for Planning Commission review, with action on the consent agenda, that complies with the Deer Crest Settlement Agreement and the Park City affordable housing resolution. The applicant has agreed to provide between 25% and 33% of the required affordable units within the Rosewood CUP. The housing plan shall address where the remaining units will be provided. All units shall be provided concurrently with the Rosewood Hotel certificates of occupancy.
20. Final location and dimensions of all trails must be delineated on the final plat with guarantees for completion in place prior to granting any building permits for construction of the condominiums.
21. Final approval regarding snow shedding from roofs and porches will be granted after Community Development Department staff reviews the final architectural and structural plans and finds them in compliance with the City's snow shedding requirements.
22. The second amendment to the Settlement Agreement, approved by the City Council in December of 1998 to allow the overnight parking, shall have been executed and recorded prior to final condominium plat approval or the issuance of any building permit for this project.
23. Approval of this Conditional Use Permit is valid for one year from the date of Planning Commission approval.
24. All retaining walls shall be pedestrian in scale; consistent with the Park City Design Guidelines, specifically Guideline #47 which states that "retaining walls should be compatible in form, scale, and materials with the architectural details and materials of nearby buildings..."; and shall be reviewed by the Planning Commission as a Consent Item prior to issuance of any footing and foundation building permit for the Rosewood CUP.

Please call me if you have questions. My phone number is 615-5066.

Sincerely,



Kirsten A. Whetstone, AICP  
Senior City Planner

**FIRST AMENDED AFFORDABLE HOUSING MITIGATION PLAN FOR THE ST.  
REGIS HOTEL DEER VALLEY FINDINGS OF FACT, CONCLUSIONS OF LAW AND  
CONDITIONS OF APPROVAL**

WHEREAS, the owners of the St. Regis Hotel at Deer Valley located on Deer Valley Drive have a total housing obligation of 12 AUEs calculated as 10 percent of the approved 120 unit equivalents (UEs) for the project. The mitigation rate was negotiated in the Deer Crest Settlement Agreement and was approved as part of Rosewood Hotel CUP approval on December 12, 2001;

WHEREAS, a total of 9.865 AUEs were satisfied in Phase 1 of the project. Two rental units totaling 1,492 SF (1.865 AUEs) were incorporated within the funicular building as part of phase one. Eight units were fulfilled through payment of an in-lieu fee totaling to \$692,880., and a balance of 2.135 AUEs remain to be fulfilled;

NOW, THEREFORE, the Housing Authority of Park City, Utah hereby approves the 1<sup>st</sup> Amendment to the Housing Mitigation Plan as follows:

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Housing Mitigation Plan submitted by the Owner is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval.

**Findings of Fact:**

1. The housing obligation is subject to the requirements of Housing Resolution 17-99.
2. The Housing Authority approved an overall housing obligation equal to 12 AUEs.
3. A Housing Mitigation Plan was approved on December 12, 2001 by the Housing Authority. Other than as amended herein, its findings of fact, conclusions of law and conditions of approval continue to apply.
4. A total of 9.865 AUEs were satisfied in Phase 1 of the project. Two rental units totaling 1,492 SF (1.865 AUEs) were incorporated within the funicular building as part of phase one. Eight units were fulfilled through payment of an in-lieu fee totaling to \$692,880
5. The remaining obligation of 2.135 AUEs (1,708 SF) were to be incorporated into Phase Two of the project also allowing that one AUE be fulfilled off site.
6. The St. Regis CUP (Phase Two) has been modified to complete the development in two phases (Phases Two and Three). Phase Two is currently under construction directly to the south of the St. Regis funicular building and contains nine condominium units equaling approximately 13.1 Unit Equivalents (UEs). Phase Three is planned for a future date immediately north of the funicular building and will contain approximately 16.4 UEs.
7. The Owner submitted a proposed 1<sup>st</sup> Amendment to the Housing Mitigation Plan that would Split the requirement proportionally between Phases Two and Three:



1.135 AUEs (908 SF) in the Phase Two building 1 AUE (800 SF) in Phase Three. The 1 AUE required in Phase 3 may be provided within the Phase Three building or it may be provided off-site.

**Conclusions of Law:**

1. The Owner currently has 2.135 AUEs outstanding
2. The Owner will fulfill 1.135 AUEs prior to the issuance of the Certificate of Occupancy of any of the market units for Phase 2 of the project.
3. The Owner will fulfill the balance of 1 AUEs prior to the issuance of the Certificate of Occupancy of any market units for Phase 3.

**Conditions of Approval:**

1. The Owner will fulfill 1.135 AUEs prior to the issuance of the Certificate of Occupancy of any of the market units for Phase 2 of the project.
2. The fulfillment of 1.135 AUEs for Phase 2 must be built on-site.
3. The Owner will fulfill the balance of 1 AUEs prior to the issuance of the Certificate of Occupancy of any market units for Phase 3.
4. The fulfillment of the 1 AUE for Phase 3 can be located off site if done prior to the completion of Phase 2. If fulfillment occurs after the completion of Phase 2 than the 1 AUE must be built on site.

SECTION 2. EFFECTIVE DATE. This approval shall take effect upon adoption and execution.

PASSED AND ADOPTED this 29<sup>th</sup> day of August 2019.

PARK CITY HOUSING AUTHORITY

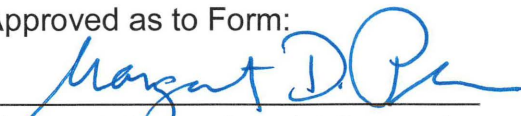


  
\_\_\_\_\_  
Andy Beerman, Chair

Attest:

  
\_\_\_\_\_  
Michelle Kellogg, City Recorder

Approved as to Form:

  
\_\_\_\_\_  
Margaret Plane, Special Counsel

**SETTLEMENT AGREEMENT**

**BY AND BETWEEN**

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

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

**AND**

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

**DATED: DECEMBER 29, 1995**

|         |                                                                                                                                |    |
|---------|--------------------------------------------------------------------------------------------------------------------------------|----|
| 4.2     | Amendment of Wasatch County 1991 Density<br>Determination . . . . .                                                            | 7  |
| 4.3     | Abandonment of Keetley Road . . . . .                                                                                          | 7  |
| 4.3.1   | Third Party Access . . . . .                                                                                                   | 8  |
| 4.3.1.1 | Additional Density from Third<br>Party Agreements . . . . .                                                                    | 8  |
| 4.3.2   | Conditional Vacation of Keetley Road/<br>Reservation of Rights/Obligation to<br>Record Amended Density Determination . . . . . | 9  |
| 4.4     | Temporary Physical Disconnection . . . . .                                                                                     | 9  |
| 4.4.1   | Access Rights Upon Installation of<br>Temporary Gates . . . . .                                                                | 9  |
| 4.5     | Escrow of Building Permit for Keetley Road . . . . .                                                                           | 10 |
| 4.6     | Order of Dismissal With Prejudice . . . . .                                                                                    | 10 |
| 4.7     | Development Application Process . . . . .                                                                                      | 11 |
| 4.8     | Release From Escrow of the Building Permit . . . . .                                                                           | 11 |
| 4.9     | Conditional General Release of Park City . . . . .                                                                             | 12 |
| 4.10    | Conditional General Release of the Property Owners . . . . .                                                                   | 12 |
| V.      | THE DEVELOPMENT . . . . .                                                                                                      | 13 |
| 5.1     | Intent to Develop the Property . . . . .                                                                                       | 13 |
| 5.2     | Density, Use and Configuration . . . . .                                                                                       | 13 |
| 5.2.1   | Snowtop/Hidden Hollow . . . . .                                                                                                | 15 |
| 5.2.1.1 | Annexation Procedure for the<br>Snowtop/Hidden Hollow Area . . . . .                                                           | 15 |
| 5.2.1.2 | Annexation Agreement . . . . .                                                                                                 | 16 |
| 5.2.1.3 | Conditions of Development<br>Absent Park City Annexation . . . . .                                                             | 17 |

|          |                                                                                                            |    |
|----------|------------------------------------------------------------------------------------------------------------|----|
| 5.2.1.4  | Vehicular Access to Snowtop/<br>Hidden Hollow . . . . .                                                    | 18 |
| 5.2.1.5  | Water Rights . . . . .                                                                                     | 18 |
| 5.2.2    | Roosevelt Gap Development . . . . .                                                                        | 19 |
| 5.2.2.1  | Snow Park Hotel Site Density,<br>Use and Configuration . . . . .                                           | 20 |
| 5.2.2.2  | Alternative A for Roosevelt<br>Gap Development . . . . .                                                   | 20 |
| 5.2.2.3  | Alternative B for Roosevelt<br>Gap Development . . . . .                                                   | 21 |
| 5.2.2.4  | Annexation Procedure for<br>Alternatives A or B for the<br>Roosevelt Gap/Snow Park<br>Hotel Area . . . . . | 21 |
| 5.2.2.5  | Annexation Agreement for<br>Alternative A for the<br>Roosevelt Gap/Snow Park<br>Hotel Area . . . . .       | 22 |
| 5.2.2.6  | Annexation Agreement for<br>Alternative B . . . . .                                                        | 23 |
| 5.2.2.7  | Alternative C for Roosevelt<br>Gap Development . . . . .                                                   | 23 |
| 5.2.2.8  | Property Owners Choice of<br>Alternatives . . . . .                                                        | 24 |
| 5.2.2.9  | Access to Roosevelt Gap<br>Development . . . . .                                                           | 24 |
| 5.2.2.10 | Parking at Roosevelt Gap Lodge . . . . .                                                                   | 24 |
| 5.2.2.11 | Exclusive Development<br>Alternatives for the Roosevelt<br>Gap Development . . . . .                       | 25 |
| 5.2.3    | Slalom Village . . . . .                                                                                   | 25 |
| 5.2.3.1  | Annexation Procedure for the<br>Slalom Village Area . . . . .                                              | 26 |
| 5.2.3.2  | Annexation Agreement . . . . .                                                                             | 27 |

|          |                                                                                                                  |    |
|----------|------------------------------------------------------------------------------------------------------------------|----|
| 5.2.3.3  | Development Alternative to<br>Slalom Village . . . . .                                                           | 28 |
| 5.2.3.4  | Disconnection of Keetley Road<br>at Slalom Village Location . . . . .                                            | 28 |
| 5.2.3.5  | Conditions of Development<br>Absent Park City Annexation . . . . .                                               | 29 |
| 5.2.3.6  | Conditions Precedent to<br>Occupancy of Slalom Village . . . . .                                                 | 30 |
| 5.2.3.7  | Ski Academy . . . . .                                                                                            | 30 |
| 5.2.3.8  | Vehicular Access to Slalom<br>Village . . . . .                                                                  | 30 |
| 5.2.3.9  | Grade and Width of Keetley Road . . . . .                                                                        | 31 |
| 5.2.3.10 | Slalom Village Parking . . . . .                                                                                 | 31 |
| 5.2.4    | St. Louis Neighborhood . . . . .                                                                                 | 32 |
| 5.2.4.1  | Access to St. Louis<br>Neighborhood . . . . .                                                                    | 32 |
| 5.2.5    | Little Baldy Neighborhood . . . . .                                                                              | 32 |
| 5.2.5.1  | Access to Little Baldy<br>Neighborhood . . . . .                                                                 | 33 |
| 5.2.6    | Telemark Park Village . . . . .                                                                                  | 33 |
| 5.2.6.1  | Access to Telemark Park Village . . . . .                                                                        | 33 |
| 5.2.6.2  | Increased Density for Telemark<br>Park Village . . . . .                                                         | 34 |
| 5.3      | Additional Development Requirements . . . . .                                                                    | 34 |
| 5.3.1    | Timing of Annexation of Snowtop/Hidden<br>Hollow Area, Roosevelt Gap Development<br>and Slalom Village . . . . . | 34 |
| 5.3.1.1  | Track I for Annexation by<br>Park City . . . . .                                                                 | 35 |
| 5.3.1.2  | Track II for Annexation by<br>Park City . . . . .                                                                | 35 |

|         |                                                                                   |    |
|---------|-----------------------------------------------------------------------------------|----|
| 5.3.1.3 | Track III for Annexation by<br>Park City . . . . .                                | 36 |
| 5.3.2   | Construction Traffic . . . . .                                                    | 36 |
| 5.3.3   | Permanent Controlled Access Gates . . . . .                                       | 37 |
| 5.3.3.1 | Design of Permanent Controlled<br>Access Gates . . . . .                          | 37 |
| 5.3.4   | Private Vehicular Access Only . . . . .                                           | 37 |
| 5.3.5   | Temporary Gates . . . . .                                                         | 37 |
| 5.3.6   | Secondary Access . . . . .                                                        | 38 |
| 5.3.6.1 | Bicycle/Pedestrian Paths . . . . .                                                | 38 |
| 5.3.6.2 | Emergency/Bicycle/<br>Pedestrian Paths . . . . .                                  | 38 |
| 5.3.6.3 | Emergency Utility Roads . . . . .                                                 | 39 |
| 5.3.6.4 | Maintenance . . . . .                                                             | 39 |
| 5.3.6.5 | Crash Gates . . . . .                                                             | 39 |
| 5.3.7   | Construction and Conveyance of Slalom<br>Village Emergency Utility Road . . . . . | 40 |
| 5.3.8   | Compliance with Park City Resolutions<br>and Ordinances . . . . .                 | 40 |
| 5.3.9   | Ridge Lines . . . . .                                                             | 40 |
| 5.3.9.1 | Vantage Point . . . . .                                                           | 41 |
| 5.3.10  | State Land Leases . . . . .                                                       | 41 |
| 5.4     | Plat Notes . . . . .                                                              | 43 |
| 5.5     | Covenants, Conditions and Restrictions . . . . .                                  | 44 |
| 5.6     | Recorded Restrictive Covenant . . . . .                                           | 44 |
| 5.7     | Processing Fees and Charges . . . . .                                             | 45 |
| 5.7.5   | Impact Fees . . . . .                                                             | 45 |
| 5.8     | Good Faith . . . . .                                                              | 48 |
| 5.9     | Discretionary Approvals . . . . .                                                 | 48 |
| 5.10    | Subsequently Enacted Regulations/Retained Powers . . . . .                        | 48 |

|             |                                                                               |    |
|-------------|-------------------------------------------------------------------------------|----|
| 5.11        | Private Roads . . . . .                                                       | 49 |
| 5.11.1      | Right to Construct Roads . . . . .                                            | 49 |
| 5.12        | Conceptual Plans . . . . .                                                    | 50 |
| VI.         | DURATION OF APPROVAL . . . . .                                                | 50 |
| VII.        | MISCELLANEOUS PROVISIONS . . . . .                                            | 50 |
| 7.1         | Agreement Binds Successors and Assigns . . . . .                              | 50 |
| 7.2         | Release of Property Owners From Obligations<br>Under This Agreement . . . . . | 51 |
| 7.3         | Effect of Park City Resolution No. 38-92 . . . . .                            | 51 |
| 7.4         | Notice . . . . .                                                              | 51 |
| 7.5         | Enforcement . . . . .                                                         | 53 |
| 7.6         | Failure to Exercise Rights . . . . .                                          | 53 |
| 7.7         | Entire Agreement . . . . .                                                    | 53 |
| 7.8         | Fees and Costs of Enforcement . . . . .                                       | 53 |
| 7.9         | Third Party Representations . . . . .                                         | 54 |
| 7.10        | Authority to Execute Agreement . . . . .                                      | 54 |
| 7.11        | Stipulations of Continuance . . . . .                                         | 54 |
| 7.12        | Captions . . . . .                                                            | 54 |
| 7.13        | Governing Law . . . . .                                                       | 54 |
| 7.14        | Interpretation . . . . .                                                      | 54 |
| 7.15        | Severability . . . . .                                                        | 54 |
| EXHIBIT "A" | -- LEGAL DESCRIPTION                                                          |    |
| EXHIBIT "B" | -- DEVELOPMENT PLAN                                                           |    |
| EXHIBIT "C" | -- AMENDED TELEMARK PARK RESORT                                               |    |
| EXHIBIT "D" | -- SNOWTOP/HIDDEN HOLLOW                                                      |    |
| EXHIBIT "E" | -- ROOSEVELT GAP DEVELOPMENT<br>SNOW PARK HOTEL SITE                          |    |

|                    |           |                                                                                                                                                     |
|--------------------|-----------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>EXHIBIT "F"</b> | <b>--</b> | <b>SLALOM VILLAGE AREA</b>                                                                                                                          |
| <b>EXHIBIT "G"</b> | <b>--</b> | <b>STIPULATION OF DISMISSAL WITH PREJUDICE</b>                                                                                                      |
| <b>EXHIBIT "H"</b> | <b>--</b> | <b>DISMISSAL CHECKLIST</b>                                                                                                                          |
| <b>EXHIBIT "I"</b> | <b>--</b> | <b>THIRD PARTY AGREEMENTS</b><br><br>(Milton Weilenmann)<br>(Land der Berg LLC)<br>(United Park City Mines Company)<br>(Deer Valley Resort Company) |
| <b>EXHIBIT "J"</b> | <b>--</b> | <b>ESCROW INSTRUCTIONS</b>                                                                                                                          |
| <b>EXHIBIT "K"</b> | <b>--</b> | <b>ORDER OF DISMISSAL</b>                                                                                                                           |
| <b>EXHIBIT "L"</b> | <b>--</b> | <b>BUILDING PERMIT FOR PARK CITY PORTION<br/>OF KEETLEY ROAD</b>                                                                                    |
| <b>EXHIBIT "M"</b> | <b>--</b> | <b>PETITION FOR ANNEXATION</b><br>(Snowtop/Hidden Hollow Area)                                                                                      |
| <b>EXHIBIT "N"</b> | <b>--</b> | <b>ANNEXATION AND OPEN SPACE EXHIBIT</b>                                                                                                            |
| <b>EXHIBIT "O"</b> | <b>--</b> | <b>ALTERNATIVES B &amp; C FOR ROOSEVELT GAP<br/>DEVELOPMENT WITH LIMITS OF DISTURBANCE<br/>AND OTHER CONSTRUCTION LIMITATIONS</b>                   |
| <b>EXHIBIT "P"</b> | <b>--</b> | <b>SNOW PARK HOTEL DESIGN</b>                                                                                                                       |
| <b>EXHIBIT "Q"</b> | <b>--</b> | <b>ROOSEVELT GAP DEVELOPMENT</b><br>(Visual Intrusion)                                                                                              |
| <b>EXHIBIT "R"</b> | <b>--</b> | <b>ROOSEVELT GAP LODGE PARKING<br/>ENFORCEMENT EASEMENT</b>                                                                                         |
| <b>EXHIBIT "S"</b> | <b>--</b> | <b>SLALOM VILLAGE</b><br>(12 Single-Family Lot Subdivision)                                                                                         |



|                    |           |                                                                 |
|--------------------|-----------|-----------------------------------------------------------------|
| <b>EXHIBIT "T"</b> | <b>--</b> | <b>DESIGN OF PERMANENT GATES</b>                                |
| <b>EXHIBIT "U"</b> | <b>--</b> | <b>TRAILS AND SECONDARY ACCESS</b>                              |
| <b>EXHIBIT "V"</b> | <b>--</b> | <b>MAINTENANCE RESTRICTIVE COVENANT</b>                         |
| <b>EXHIBIT "W"</b> | <b>--</b> | <b>CRASH GATES</b>                                              |
| <b>EXHIBIT "X"</b> | <b>--</b> | <b>SPECIAL WARRANTY DEED</b><br><b>(Emergency Utility Road)</b> |
| <b>EXHIBIT "Y"</b> | <b>--</b> | <b>RESTRICTIVE COVENANT</b><br><b>(Controlled Access Gates)</b> |

## **SETTLEMENT AGREEMENT**

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

### **RECITALS**

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

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

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

## **AGREEMENT**

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

### **I.**

#### **PURPOSE AND INTENT**

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

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

## **II.**

### **THE PROPERTY**

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

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

### III.

#### **DEFINITIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### IV.

##### **DISMISSAL OF ACTION**

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

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

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

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



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

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

4.3.1.1 **Additional Density from Third Party Agreements.**

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

#### 4.3.2 Conditional Vacation of Keetley Road/Reservation of Rights/

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

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

##### 4.4.1 Access Rights Upon Installation of Temporary Gates.

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

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

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

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

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

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

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

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

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

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

## **V.**

### **THE DEVELOPMENT**

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

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

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

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

(e) amenities and recreation facilities as generally identified and depicted herein,

all within the perimeter gates of the Property with access to Park City via Keetley Road through the west perimeter gate. Approximately an additional 182 multi family units located within the Telemark Park Village shall have vehicular access to Park City only via U.S. Highway 40 and S.R. 248.

|                           | <u>Units Lying West of East Perimeter Gate</u> |              | Max. Size Per Multi-Family Unit |
|---------------------------|------------------------------------------------|--------------|---------------------------------|
|                           | Single Family                                  | Multi-Family |                                 |
| Snowtop                   | 16                                             | 0            |                                 |
| Hidden Hollow             | 4                                              | 0            |                                 |
| Roosevelt Gap Development | 0                                              | 105          | 2,000 sq. ft./unit              |
| Little Baldy              | 60                                             | 0            |                                 |
| Slalom Village            | 4                                              | 83           | 2,400 sq. ft./unit              |
| St. Louis                 | <u>66</u>                                      | <u>0</u>     |                                 |
| Sub-total                 | 150                                            | 188          |                                 |

| <u>Units Lying East of East Perimeter Gate</u> |               |                |
|------------------------------------------------|---------------|----------------|
|                                                | Single Family | Multi-Family   |
| Telemark Park Village                          | 0             | 182*           |
|                                                |               | varied sq. ft. |

\* Density may increase as provided herein.

| <u>Snow Park Hotel Site</u> |     |                    |
|-----------------------------|-----|--------------------|
| Snow Park Hotel Site        | 25* | 2,000 sq. ft./unit |

\* Density may increase as provided herein.

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

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



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

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

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

#### **5.2.1.3 Conditions of Development Absent Park City**

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

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

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

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

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

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

**5.2.2.1 Snow Park Hotel Site Density, Use and**

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

**5.2.2.2 Alternative A for Roosevelt Gap Development.** The density of the Roosevelt Gap Lodge is contingent on a funicular connection to the Snow Park Hotel Site. With funicular, the density of the Roosevelt Gap Lodge shall not exceed 105

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

**5.2.2.3 Alternative B for Roosevelt Gap Development.**

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

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

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

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

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

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



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

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

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

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

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

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

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

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

**5.2.3.1 Annexation Procedure for the Slalom Village Area.**

Upon the approval of a final plat or record of survey in Wasatch County for any portion of the Slalom Village Area, but in all cases prior to application for a building permit for any portion of the Slalom Village, Property Owners will deliver to Park City a petition for annexation of the Slalom Village Area to Park City. The petition for annexation of the Slalom Village Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing shall be four percent (4%) of the total number of units within the Slalom Village Area. At their own discretion, Property Owners' affordable employee housing obligation can be satisfied within any unincorporated area of the Property. The Park City staff and City Council have reviewed Exhibit "F" and have found the same to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of the petition for annexation, Park City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information by Park City or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 120 days from such notice and submission of the petition within which to annex the Slalom Village Area. The complete annexation petition delivered to Park City as outlined above shall be exclusive

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

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

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

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

5.2.3.4 **Disconnection of Keetley Road at Slalom Village**

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



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

#### **5.2.3.5 Conditions of Development Absent Park City**

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

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

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

**5.2.3.6 Conditions Precedent to Occupancy of Slalom**

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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



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

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

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

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

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

**NOTES:**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

## **VI.**

### **DURATION OF APPROVAL**

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

## **VII.**

### **MISCELLANEOUS PROVISIONS**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

PARK CITY CONSOLIDATED MINES COMPANY, INC.

By *James Ingley*  
Its *Chairman*

TRANS-WASATCH COMPANY, L.L.C.

By *[Signature]*  
Its *President*

PARK CITY MUNICIPAL CORPORATION

By *Brody A. Orr*  
Its *Mayor*

ATTEST:

*Anita Sheldon*  
Anita Sheldon, City Clerk

APPROVED AS TO FORM:

*Jodi Hoffman*  
Jodi Hoffman, City Attorney

settlement pcm



## **First Amendment to the Telemark Park Settlement Agreement**

This First Amendment to the Settlement Agreement by and between Park City Consolidated Mines Company, Inc., a Utah corporation, Trans-Wasatch Company, L.L.C, and Utah limited liability company (collectively, the Property Owners) and Park City Municipal Corporation, a political subdivision of the State of Utah, dated December 29, 1995 (the Telemark Park Settlement Agreement or the Settlement Agreement), is entered into this 8 day of April, 1997 by and between Deer Crest Associates I, L.C., the successors in interest to the settling Property Owners and Park City Municipal Corporation (Park City). For good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, Deer Crest Associates I, L.C., the successor in interest to the Property Owner's interest in the Settlement Agreement, and Park City Municipal Corporation hereby agrees to modify the Telemark Park Settlement Agreement as follows:

1. Add new paragraph 3.14 to define the terms construct and construction as follows:

3.14 **Construction.** The term "construct" or "construction" means and refers to any development or construction activity (vertical or horizontal, combustible or non-combustible) for which a permit would be required by Wasatch County or Park City.

2. Paragraph 5.2 is hereby revised to read as follows:

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

- (a) 338 residential units,
- (b) support commercial space up to 5% of the gross square footage of the Slalom Village Area multi family units and the Roosevelt Gap Development,
- (c) 10,000 square feet of support commercial space at the Little Baldy Neighborhood, and
- (d) amenities and recreation facilities as generally identified and depicted herein,

all within the perimeter gates of the Property with access to Park City via Keetley Road through the west perimeter gate. Approximately an additional 182 multi-family units and a 20,000 square foot Ski Academy located within the Telemark Park Village shall have vehicular access to Park City only via U.S. Highway 40 and S.R. 248.

Units Lying West of East Perimeter Gate

|                    | <u>Single Family</u> | <u>Multi-Family</u> | <u>Maximum Size Per Multi-Family Unit</u> |
|--------------------|----------------------|---------------------|-------------------------------------------|
| Snowtop            | 15                   | 0                   |                                           |
| Hidden Hollow      | 4                    | 0                   |                                           |
| Roosevelt Gap Dev. | 0                    | 105                 | 2,000 sq. ft./unit                        |
| Little Baldy       | 60                   | 0                   |                                           |
| Slalom Village     | 5                    | 83                  | 2,400 sq. ft./unit                        |
| St. Louis          | 66                   | 0                   |                                           |
| <b>Sub-Total</b>   | 150                  | 188                 |                                           |

Units Lying East of East Perimeter Gate

|                                          | <u>Single Family</u> | <u>Multi-Family</u> |                |
|------------------------------------------|----------------------|---------------------|----------------|
| Telemark Park Village                    | 0                    | 182*                | varied sq. ft. |
| *Density may increase as provided herein |                      |                     |                |

Snow Park Hotel Site

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

## 3. Paragraph 5.2.1 is hereby revised to read as follows:

5.2.1 Snowtop/Hidden Hollow. The Amended Density Determination contains an approval for 19 single family lots in the Snowtop/Hidden Hollow neighborhoods. Property Owners will prepare a plat for the development of 15

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

**4. Paragraph 5.2.1.1 is hereby revised to read as follows:**

5.2.1.1 Annexation Procedure for the Snowtop/Hidden Hollow Area. Upon dismissal of the Action with prejudice, temporary physical disconnection of the Keetley Road (as provided in Section 4.4 above), Property Owners may submit a complete application for annexation of the Snowtop/Hidden Hollow Area. Upon Wasatch County's approval of the final plat for a 15 lot subdivision of the Snowtop neighborhood, Property Owners shall submit to Park City a complete petition for annexation, as limited by this Section, for the Snowtop/Hidden Hollow Area, with irrevocable offers of dedication of designated open space and conservation easements of contiguous property (the Snowtop/Hidden Hollow Area), all as depicted on Exhibits "D" and "N." The parties agree and acknowledge that if the portion of the complete petition for annexation for the Snowtop neighborhood is submitted in the form of a final unrecorded plat, Property Owners shall be entitled to an expedited annexation review process (Expedited Petition), more fully described below. Property Owners' Expedited Petition for annexation for the Snowtop/Hidden Hollow Area may be submitted without a visual analysis or annexation

fee. Any petition for annexation of the Snowtop/Hidden Hollow Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing obligation for the Snowtop/Hidden Hollow area shall be one (1) unit. Property Owners' affordable employee housing obligation can be satisfied anywhere on the Property, at Property Owners' discretion. The Park City staff and the City Council have reviewed Exhibit "D" and have found the same to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of an Expedited Petition for annexation and irrevocable offer for dedication, Park City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information requested by Park City or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 120 days from such notice and submission of the Expedited Petition within which to annex the Snowtop/Hidden Hollow Area. Prior to application for annexation, and during annexation review, Property Owners shall not engage in any construction activity within the Snowtop/Hidden Hollow Area. Property Owners will attempt to supply the additional information necessary for its consideration, review and approval of the Expedited petition for annexation. Upon the expiration of the 120 day period following the submission of an Expedited Petition for annexation, Property Owners may record the final plat and obtain building permits from Wasatch County for the construction of the Snowtop Neighborhood as a Wasatch County development, but the irrevocable offers of dedication of designated open space and conservation easements made pursuant to this Section 5.2.1.1 shall continue in force.

Property Owners will not object to or interfere with Park City's efforts to annex the Snowtop neighborhood after the lesser of one year or the completion and/or installation of the infrastructure.

**5. Paragraph 5.2.3 is hereby revised to read as follows:**

5.2.3 **Slalom Village.** Property Owners will seek to amend the 1991 Density Determination to allow for the development of the Slalom Village Area, with no more than 83 multi-family units (2,400 sq. ft/unit, which shall not be deemed unit equivalents under *Park City Land Management Code*) (of which not less than 60% of the units developed shall be concentrated into a single structure (the "Primary Village Structure")), with support commercial up to five percent (5%) of the gross square footage of the Slalom Village structures and appropriate amenities, all within the Slalom Village development envelope, along with five (5) single-family lots, and a ski chair lift which base terminal may be located in any reasonable location within a 1,100 foot radius of Slalom Village all as depicted in Exhibit "F."

**Paragraph 5.2.3.1 is hereby revised to read as follows:**

5.2.3.1 **Annexation Procedure for the Slalom Village Area.** Property Owners may submit an application for annexation of the Slalom Village Area at any time. Upon the approval of a final plat or record of survey in Wasatch County for any portion of the Slalom Village Area, but in all cases prior to application for a building permit for any portion of the Slalom Village, Property Owners will deliver to Park City a petition for annexation of the Slalom Village Area to Park City which shall be entitled to expedited

*done*



review (the Expedited Petition). Any petition for annexation of the Slalom Village Area shall provide for affordable employee housing, subject to Park City qualified renters guidelines and shall otherwise comply with Park City Resolution No. 7-95. The total affordable employee housing shall be four percent (4%) of the total number of units within the Slalom Village Area. At their own discretion, Property Owners' affordable employee housing obligation can be satisfied within any unincorporated area of the Property. The Park City staff and City Council have reviewed Exhibit "F" and have found the same to be generally acceptable as to density, use and configuration. Within fourteen (14) days of the receipt of the Expedited Petition for annexation, Park City shall notify Property Owners of any additional information necessary to make the petition complete. Upon the earlier of submittal of the additional information requested by Park City or after the passage of fourteen (14) days without providing written notification to Property Owners, Park City shall have up to 120 days from such notice and submission of the petition within which to annex the Slalom Village Area. The complete Expedited Petition delivered to Park City as outlined above shall be exclusive to Park City for 120 days, and during such period Property Owners shall not pull building permits or engage in any construction activity except as explicitly described herein. Upon the expiration of the 120 day period, following submission of an Expedited Petition, Property Owners may obtain building permits from Wasatch County for the construction of Slalom Village as a Wasatch County development, but will not object to or interfere with Park City's efforts to annex Slalom Village Area after the lesser of one year or the completion and/or installation of the infrastructure. Park City shall promptly commence and process the annexation review upon complete petition filed by Property Owners.

**7. Paragraph 5.2.3.2 is hereby revised to read as follows:**

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

**8. Paragraph 5.2.3.3 is hereby revised to read as follows:**

5.2.3.3 **Development Alternatives to Slalom Village.** In the event Property Owners elect not to construct the development described in Section 5.2.3 above, then



Property Owners shall have the right to develop a single family subdivision not to exceed twelve (12) lots in place of the 83 multi-family units. The twelve (12) lots shall be platted in Wasatch County and may be recorded within the Slalom Village development envelope with limits of disturbance established by Wasatch County and as generally depicted in Exhibit "S." The Park City staff and City Council have reviewed Exhibit "S," and found said exhibit to be generally acceptable as to density, use and configuration. The twelve (12) single-family lots are in addition to the five (5) lots shown on Exhibits "C" and "F". Property Owners shall have the right to develop the 12 single-family lot subdivision as a Wasatch County development. In the event Property Owners elect to develop the twelve (12) single-family lot subdivision, then Property Owners shall realign and construct Keetley Road as depicted on Exhibit "S," wherein Slalom Village becomes a cul-de-sac that is not accessible from the eastern portion of Keetley Road except via St. Louis Drive.

**9. Paragraph 5.2.3.7 is hereby revised as follows:**

5.2.3.7        **Ski Academy.** The parties understand and agree that the 20,000 square foot Ski Academy, which Deer Crest Associates I, L.C. may construct at Telemark Park Village (now known as Jordanelle Village Resort), shall be used as an academic athletic institution and/or ski training facility whose students/attendees are expected to reside within the Telemark Park Village and/or Amended Telemark Park Resort (now known as Deer Crest). Alternatively, Property Owners may use the 20,000 square foot Ski Academy or other approved structure in a manner that will result in similar impacts to the area within the Property.

10. Paragraph 5.2.3.10 is hereby revised as follows:

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

11. Paragraph 5.2.6 is hereby revised as follows:

5.2.6 Telemark Park Village. Property Owners will seek to amend the 1991 Density Determination in Wasatch County as depicted in Exhibits "B" and "C," wherein the Telemark Park Village shall contain a density of 188 multi-family units, a 20,000 square foot ski academy and identified commercial space. Property Owners may increase the density of the Telemark Park Village as described in Sections 5.2.2.1 and 5.2.6.2.

12. Paragraph 5.3.1 is hereby revised follows:

5.3.1 Timing of Annexation of Snowtop/Hidden Hollow Area, Roosevelt Gap Development and Slalom Village. As more particularly described in Sections

5.2.1.1, 5.2.2.4 and 5.2.3.1, Property Owners contemplate submitting petitions of annexation, as more fully described herein, for the Snowtop/Hidden Hollow Area, Roosevelt Gap/Snow Park Area and Slalom Village Area to Park City. With respect to the Snowtop Neighborhood and Slalom Village Area, these development areas will be petitioned for annexation either as agreed, or as platted or surveyed (and depicted in Exhibits "D" and "F") in Wasatch County. Park City shall have a specified number of days in which to annex the area(s) submitted on Expedited Petitions. Park City may, but is not required to, allow Property Owners to pursue not more than two (2) Expedited Petitions for annexation of the Snowtop/Hidden Hollow Area, Roosevelt Gap Development or the Slalom Village Area concurrently, simultaneously, or within the same time period.

**13. Paragraph 5.3.1.2 is hereby revised as follows:**

5.3.1.2        **Track II for Annexation by Park City.** In the event Property Owners are not prepared to record plats or records of survey and have not secured all necessary utilities for the Snowtop Neighborhood Area or Slalom Village Area in Wasatch County, Property Owners may submit petitions for annexation of the Snowtop/Hidden Hollow Area, Roosevelt Gap/Snow Park Area or the Slalom Village Area to Park City sequentially, in any order as determined by Property Owners, with no two petitions being considered by Park City for approval simultaneously without prior approval from Park City. After the passage of the time period in which Park City shall have the exclusive right to review and approve a petition for annexation (120 or 180 days as defined herein), Property Owners may submit for review and consideration a second

petition for annexation of any additional annexation area as contemplated herein. If Property Owners request Park City's assistance in securing utility services and/or other development infrastructure for the Snow Top/Hidden Hollow Area or Slalom Village Area, then the annexation period may be extended for an additional six months at Park City's discretion.

14. Paragraph 5.11.1 is hereby revised as follows:

5.11.1 Right to Construct Roads, Ski Runs, Lift and Related Appurtenances.

The parties acknowledge and agree that certain roads, six (6) ski runs, one (1) ski access trail, one (1) ski lift and certain lift and related appurtenances within the areas contemplated for annexation herein are necessary for the development of areas not contemplated for annexation. In the event Property Owners proceed to develop non-annexation areas prior to Property Owners' petition for annexation, Park City agrees not to interfere with the construction of improvements identified below pursuant to Wasatch County approvals and building permits. Such construction shall not alter the Property Owners' obligations, as set forth and contemplated herein, to offer the first annexation of those areas prior to February 2, 1998 (and the last offer no later than October 31, 1998 ) and to not construct any further infrastructure or improvements within the proposed annexation areas prior to the determination of annexation, as provided in this Settlement Agreement. The roads, utilities, ski runs, ski lifts and related appurtenances which may be constructed prior to any petition for annexation, or any plat or record of survey approved within the annexation areas are depicted on the attached Exhibits "Z-1" and "Z-

2" and are more particularly described in Paragraph 5.11.1.1, 5.11.1.2 and 5.11.1.3, below:

5.11.1.1      **Ski Lift, Ski Runs and Related Improvements.** Deer Crest Associates I, L.C. intends to add ski terrain to Deer Valley Resort for the 1997-98 ski season. To complete the work Deer Crest Associates I, L.C. will commence work in early Spring 1997 before completing any annexation process. Accordingly, Deer Crest Associates I, L.C. may proceed to complete construction of six (6) ski runs and one (1) ski access trail, including grading and widening, plus any utilities and facilities (i.e., Deer Crest Chairlift) located in the areas shown on Exhibits "Z-1" and "Z-2." The acreage of said runs will be approximately 34 acres. Also, Homerun ski trail (portions of which were constructed Summer '96) may be widened and/or constructed consistent with Paragraph 5.11.1.3 below and Exhibit Z-2. The first step will be a "line of sight" survey for the Deer Crest Chair Lift. Construction will include related improvements such as snowmaking/irrigation/fire protection lines (one common "green line") and equipment, electric power to operate the lifts, transformer housings, telephone lines, an inconspicuously placed maintenance/storage building not exceeding 500 square feet, drainage and water quality control devices, etc., as well as a 250 square foot temporary office at the base of the lift for the use by the operator of the ski facilities (not to be used for real estate sales or promotion). Deer Crest Associates I, L.C. may also construct water and sewer lines along the side of the Kid's Delight run adjacent to Lots 1 through 5, water

lines along the side of the Weasel Run to Roosevelt Gap, and the sewer line along the Deer Hollow Run from Roosevelt Gap to Deer Hollow Road.

5.11.1.2      **Other Open Space Improvements.**      Deer Crest Associates I, L.C. will construct or restore in the open space and annexation areas contemporaneously with the construction identified in subparagraph 5.11.1.1 above, biking and hiking trails as shown on Exhibit "Z-2," (i.e., restoration and/or construction of super spin and spin cycle).

5.11.1.3      **Roads Serving Non-Annexation Areas.** Deer Crest Associates I, L.C. may proceed with construction of Deer Hollow Road (formerly known as Keetley Road), Summit Drive (formerly known as Little Baldy Road) and Deer Crest Estates Drive (formerly known as St. Louis Drive) all of which access a non-annexation area. Also, Home Run will serve as the temporary secondary access to such areas and may have to be widened in places. Road construction will also include the permanent west gates and gate house as well as utilities (sanitary sewer, water, irrigation, storm water, power, telephone, gas, and cable tv) in the roadway corridors, and improvements associated with the roadways such as retaining walls, guardrails, lighting, signs, and certain utilities that must be placed in the roadway or adjacent open space areas.

5.11.1.4      **Mini-Review Process.** Deer Crest Associates I, L.C. will provide Park City with plans and applications relating to the construction activities provided under this Section 5.11.1, twenty-one (21) days in advance of filing the same with



Wasatch County for Park City's substantive review and comment for conformance with the Settlement Agreement, as amended.

5.11.1.5 Review Fees. Upon submitting any application under 5.11.1.4 Property Owner shall pay all Park City Community Development permit review fees associated with permitted construction activity within the annexation areas.

15. Add new paragraph 5.13 to define terms of timing annexation applications as follows:

5.13 Timing of Annexation Applications. Pursuant to subparagraphs 5.2.1.1, 5.2.2.4 - 5.2.2.6, 5.2.3.1 Deer Crest Associates I, L.C. is obligated to submit complete applications for annexation of the Snowtop/Hidden Hollow Area, Roosevelt Gap Development Area, and Slalom Village Area. Property Owners may submit an application for annexation to Park City of one or all of these areas at anytime, but shall submit the first application for annexation to Park City of these areas no later than February 2, 1998 and the last application for annexation to Park City of these areas no later than October 31, 1998.

16. Paragraph 7.4 is hereby revised to read as follows:

7.4 Notice. Except where a longer period is provided in Section 5.11.1 above, Deer Crest Associates I, L.C. will provide Park City with copies of plan packages and other processing documents (i.e. building permit applications) to be filed by

Deer Crest Associates I, L.C. in Wasatch County ten (10) days in advance of filing with the County. Upon receipt, Deer Crest Associates I, L.C. will promptly provide Park City with copies of any written communications from Wasatch County in response to such submittals. Deer Crest Associates I, L.C. will attempt to accommodate Park City's comments under Paragraph 5.11.1.4 and this Paragraph 7.4 in the spirit of good faith and cooperation before any submittal is made to Wasatch County. To the extent notice is required by this Agreement, such notice shall be given in writing and personally delivered or sent by registered or certified mail, return receipt requested, postage prepaid, to the parties at the following addresses:

Deer Crest Associates I, L.C.:

c/o LCC Properties Group, L.C.  
David M. Luber  
Managing Member  
136 Heber Ave. Suite 308  
P.O. Box 8888  
Park City, Utah 840060

Park City Municipal Corporation

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



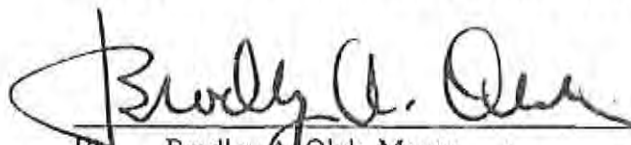
Executed this 8 day of April, 1997.

DEER CREST ASSOCIATES I, L.C.

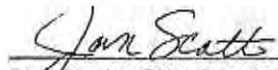
By: LCC PROPERTIES GROUP, L.C.

  
By: David M. Lubber  
Managing Member

PARK CITY MUNICIPAL CORPORATION

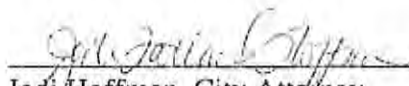
  
By: Bradley A. Olch, Mayor

ATTEST:

  
Jan Scott, City Recorder

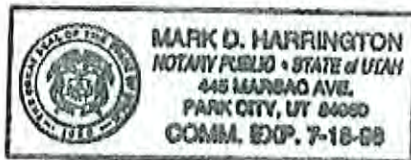


APPROVED AS TO FORM:

  
Jodi Hoffman, City Attorney

STATE OF UTAH                    )  
                                          )                    SS.  
COUNTY OF SUMMIT            )

On this 8<sup>th</sup> day of April, 1997, personally appeared before me David M. Luber, whose identity is personally known to me (or proved to me on the basis of satisfactory evidence) and who by me duly sworn (or affirmed), did say that he is the Managing Member of DEER CREST ASSOCIATES I, L.C., by LCC PROPERTIES GROUP, L.C. and that said document was signed by him in behalf of said corporation by authority of its bylaws (or of a Resolution of its Board of Directors), and said David M. Luber acknowledged to me that said corporation executed the same.



Notary Public

**EXHIBIT "B"**

**DEVELOPMENT PLAN**

## **SECOND AMENDMENT TO THE TELEMARK PARK SETTLEMENT AGREEMENT**

This Second Amendment to the Telemark Park Settlement Agreement (this "Second Amendment") is entered into this 6<sup>th</sup> day of April, 2001 by and between Hidden Hollow Associates, LLC, a Utah limited liability company ("Hidden Hollow"), Deer Crest Associates I, L.C., a Utah liability company ("Deer Crest") and Park City Municipal Corporation, a political subdivision of the State of Utah ("Park City").

### **Recitals**

A. Pursuant to a Settlement Agreement between Park City Consolidated Mines Company, Inc., a Utah corporation ("Consolidated Mines"), Trans-Wasatch Company, L.L.C., a Utah limited liability company ("Trans-Wasatch"), and Park City dated December 29, 1995 (the "Settlement Agreement"), the parties thereto made reciprocal promises affecting, among other parcels, the parcel of land described in Exhibit "A" (the "Hidden Hollow Property").

B. The parties to the Settlement Agreement agreed that four (4) single family Estate lots would be permitted on the Hidden Hollow Property, with building envelopes, configurations, and other features further specified within the Settlement Agreement and its Exhibits.

C. Pursuant to a First Amendment to the Settlement Agreement between Deer Crest, the successor in interest to Consolidated Mines and Trans-Wasatch with respect to a portion of the subject property, and Park City dated April 8, 1997 (the "First Amendment"), the parties thereto made certain revisions of and clarifications to the Settlement Agreement.

D. Deer Crest and Park City approved additional revisions of and clarifications to the Settlement Agreement in December of 1998, but never recorded said amendments in written form. The parties now wish to include those revisions in this Second Amendment (Paragraph 5, below).

E. Hidden Hollow owns the Hidden Hollow Property and is the successor in interest to all of the rights and obligations in the Hidden Hollow Property which resulted from the Settlement Agreement and the First Amendment.

F. Upon Hidden Hollow's application to Park City to subdivide the property, Hidden Hollow expressed its willingness to redesign the subdivision based upon input from the Park City Community Development staff and the Park City Planning Commission. Several of the more visible building envelopes were eliminated, thereby decreasing opportunities for building sites. In exchange for this concession, Park City agreed to allow five (5) single family Estate lots on the Hidden Hollow Property with the building envelopes, configurations, and other features further specified in this Second Amendment.

G. The parties to this Second Amendment wish to amend the Settlement Agreement and the First Amendment to reflect Park City's decision to allow five (5) single family Estate lots on the Hidden Hollow Property with the building envelopes, configurations, and other features further specified in this Second Amendment. Park City wishes to do so without decreasing the total number of lots permitted to the owners of other real property parcels which were subject to the Settlement Agreement.

### Agreement

NOW, THEREFORE, in consideration of the mutual promises and covenants contained herein and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the parties to this Second Amendment, intending to be legally bound, hereby agree as follows:

1. The following paragraphs in the Settlement Agreement and the First Amendment are hereby amended to delete references to four (4) single family Estate lots on the Hidden Hollow Property, and references to five (5) single family Estate lots on the Hidden Hollow Property are hereby inserted in place of the deleted references:

| Settlement Agreement                                                      | First Amendment    |
|---------------------------------------------------------------------------|--------------------|
| Paragraphs 5.2 to 5.2.1.5, inclusive; Exhibit B, "Develop. Density Table" | Paragraphs 2 and 3 |

2. The following paragraphs in the Settlement Agreement and the First Amendment are hereby amended to delete references to one hundred fifty (150) total single family units lying West of the East Perimeter Gate, and references to one hundred fifty-one (151) total single family units lying West of the East Perimeter Gate are hereby inserted in place of the deleted references:

| Settlement Agreement | First Amendment |
|----------------------|-----------------|
| Paragraph 5.2(e)     | Paragraph 2     |

3. The following paragraphs in the Settlement Agreement and the First Amendment are hereby amended to delete references to five hundred forty-five (545) units, and references to five hundred forty-six (546) units are hereby inserted in place of the deleted references:

| Settlement Agreement | First Amendment |
|----------------------|-----------------|
| Paragraph 5.2        | Paragraph 2     |



Any other references in the Settlement Agreement and First Amendment to unit numbers which should be increased by virtue of the increase in total single family units from one hundred fifty (150) to one hundred fifty-one (151) shall be deemed so increased.

4. The map attached hereto as Exhibit "B" supersedes any inconsistent exhibits contained in the Settlement Agreement and First Amendment for the Hidden Hollow and Snow Top property, including, but not limited to, Settlement Agreement Exhibits "B", "D", "N" and "U" and First Amendment Exhibits "B", "D", "N" and "U". Accordingly, for purposes of the Settlement Agreement, as amended, and development of the Hidden Hollow and Snow Top properties, Exhibit "B" controls over other plats and maps.

5. Paragraph 5.2.2.5 of the Settlement Agreement is hereby deleted, and replaced by the following amended Paragraph 5.2.2.5, approved by the City Council of Park City in December of 1998:

5.2.2.5 Annexation Agreement for Alternative A for the Roosevelt Gap/Snow Park Hotel Area. If the Roosevelt Gap/Snow Park Development Area is annexed into Park City under Alternative A, then the following conditions of development shall bind the parties: (a) the density of the Roosevelt Gap Lodge shall not exceed 105 Park City Unit equivalents; (b) the funicular tramway shall be installed at the earliest opportunity; (c) Property Owners shall make offers of dedication of conservation easements, and shall designate development envelopes, all as depicted in Exhibit "N" attached hereto; (d) the remainder of the Roosevelt Gap/Snow Park Development Area shall be dedicated open space to Park City as depicted in Exhibit "N" attached hereto; and (e) there shall be no overnight parking at Roosevelt Gap Lodge unless the Planning Commission approves overnight parking at Roosevelt Gap Lodge in conjunction with a Master Planned Development of a luxury resort hotel, upon Property Owner's demonstration that the remainder of the Project has been modified to result in no net increase of traffic on the Keetley Road as a consequence of the provision of overnight parking at Roosevelt Gap. The Planning Commission may approve up to 105 overnight parking spaces at Roosevelt Gap without further Council action.

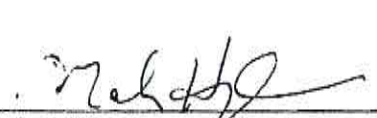
6. Any references within the Settlement Agreement or the First Amendment which are inconsistent with the intent of the parties to this Second Amendment, as set forth in paragraph "G" in the "Recitals" section and paragraphs 1, 2, and 3, above of this Second Amendment, are hereby reformed and shall be construed to be consistent with this Second Amendment.



IN WITNESS WHEREOF, the parties have executed this Second Amendment as of the date first written above.

APPROVED AS TO FORM:

PARK CITY MUNICIPAL CORPORATION

  
Mark Harrington, City Attorney

  
By: Bradley A. Olch, Mayor

ATTEST:

  
Jan Scott, City Recorder



HIDDEN HOLLOW ASSOCIATES, LLC

By: Skyline Land Company, Inc.

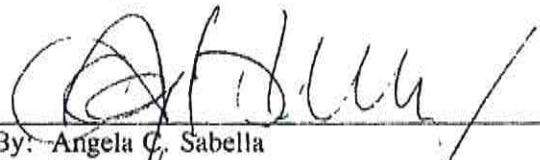
Its: Manager

  
By: Harry F. Reed  
Its: President

DEER CREST ASSOCIATES I, L.C.

By: Grand Harvest Venture, LLC

Its: Manager

  
By: Angela C. Sabella  
Its: Manager

**EXHIBIT "A" To Second Amendment to  
Telemark Park Settlement Agreement**

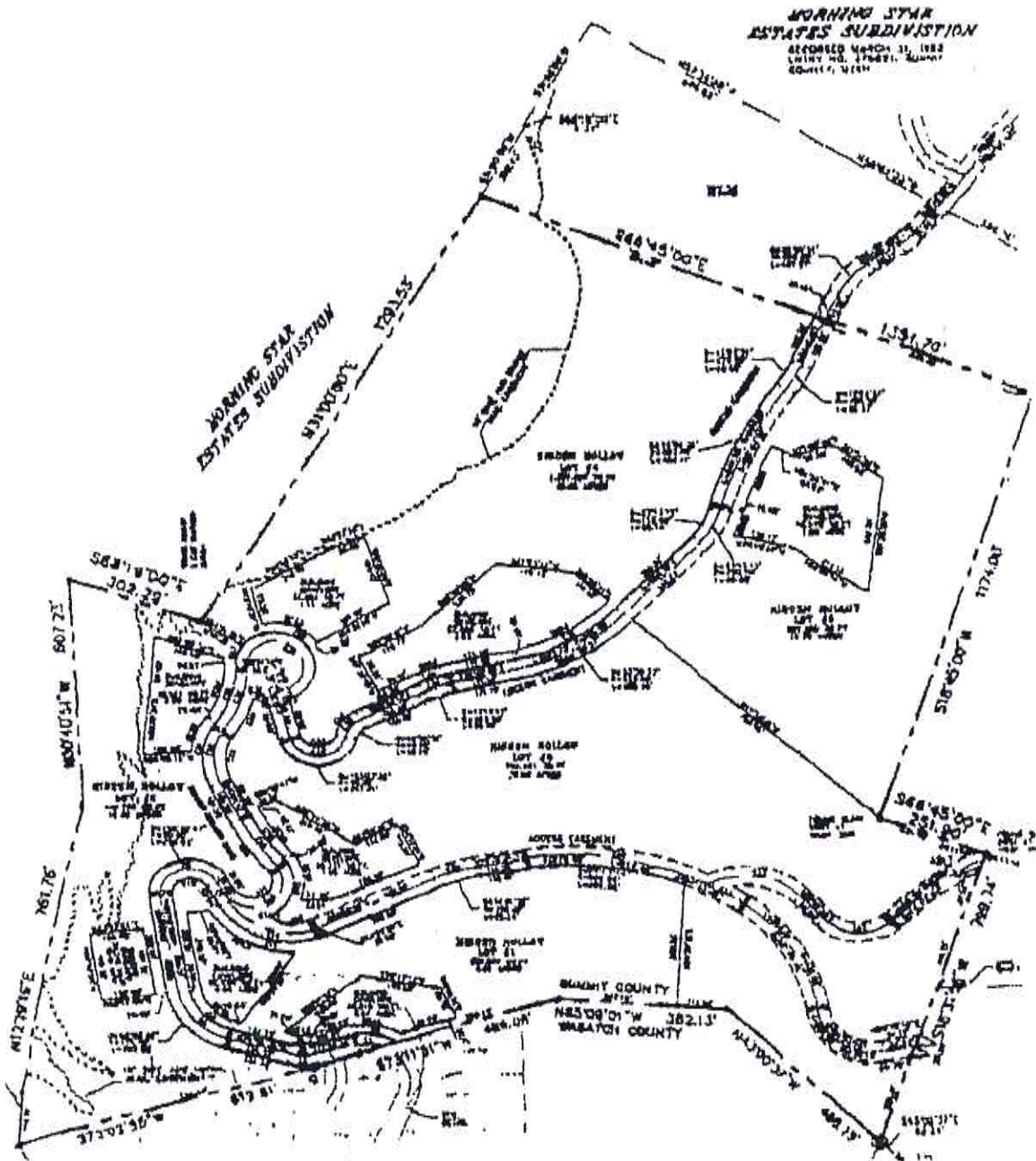
Beginning at a point on the Summit-Wasatch County line, said point being South 0°30'11" West 529.16 feet along the section line and East 5719.73 feet from the East quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence North 4°33'29" East 142.89 feet; thence North 12°19'16" East 761.76 feet; thence North 0°40'51" West 620.11 feet more or less; thence along the South line of the Republican Mining Claim (MS 4980) South 68°19'00" East 310.72 feet more or less; thence along the East line of the Republican Mining Claim North 31°00'00" East 1281.41 feet more or less; thence along the North line of the Queen Esther No. 5 Mining Claim (MS 6979) South 66°45'00" East 1350.12 feet more or less; thence along the East line of the Queen Esther No. 4 and the Queen Esther No. 5 Mining Claims South 18°45'00" West 1174.00 feet more or less; thence along the North line of the Queen Esther No. 3 Mining Claim South 66°45'00" East 251.90 feet more or less; thence along the East line of the Queen Esther No. 3 Mining Claim South 18°31'58" West 799.74 feet; thence along the Summit-Wasatch County line the following 4 courses: 1) North 43°00'37" West 488.15 feet; thence 2) North 85°09'01" West 382.13 feet; thence 3) South 73°11'51" West 485.08 feet; thence 4) South 73°02'55" West 812.81 feet to the point of beginning.

TOGETHER WITH all rights-of-way and easements appurtenant to such real property set forth in the Declaration of Easements, Covenants and Restrictions, recorded July 1, 1996 as Entry No. 457356 in Book 975 at Page 335 of the official records of the Summit County Recorder.

TOGETHER WITH Water Right No. 35-8833, Certificate No. 3006, as such right is more particularly defined in the records of the Utah Division of Water Rights.

EXHIBIT "B"

To Second Amendment to Telemark Park Settlement Agreement



WHEN RECORDED, PLEASE RETURN TO:

Park City Recorder  
PO Box 1480  
Park City, UT 84060

### THIRD AMENDMENT TO SETTLEMENT AGREEMENT

This THIRD AMENDMENT TO SETTLEMENT AGREEMENT ("Amendment") is made and executed as of November 10, 2017 by and among DEER CREST ASSOCIATES I, L.C., a Utah limited liability company ("DCA"), DEER CREST MASTER ASSOCIATION, INC., a Utah non-profit corporation ("DCMA"), and PARK CITY MUNICIPAL CORPORATION, a political subdivision of the State of Utah ("City").

### RECITALS

A. The City, Trans-Wasatch Company, L.L.C., a Utah limited liability company ("Trans-Wasatch"), and Park City Consolidated Mines Company, a Utah corporation ("ParkCon") entered into that certain Telemark Park Settlement Agreement dated December 29, 1995, as amended by that certain First Amendment to the Telemark Park Settlement Agreement dated April 8, 1997, and that certain Second Amendment to the Telemark Park Settlement Agreement dated April 6, 2001 (collectively, the "Settlement Agreement"), which agreement governed certain development rights within a residential development known as Deer Crest ("Project").

B. DCA acquired all of the interest of Trans-Wasatch and ParkCon in and to the Project, including all rights and obligations of Trans-Wasatch and ParkCon under the Settlement Agreement.

C. The Settlement Agreement contemplated that Keetley Road within the Project (now known and referred to herein as "Deer Hollow Drive"), the location of which is described on attached Exhibit "A" which is attached hereto and incorporated herein by this reference, would be disconnected and that physical improvements would be placed on the historic location of such road in order to prevent through traffic use of Deer Hollow Drive.

D. In furtherance of a common plan of development for the Project, DCA adopted the Master Declaration of Covenants, Conditions and Restrictions, and Reservation of Easements for Deer Crest dated October 31, 1997, as amended (the "Master Declaration"), which sets forth master covenants, conditions and restrictions affecting the Project. Pursuant to the Master Declaration, DCA also created DCMA for the purposes set forth in the Master Declaration including, without limitation, for the purposes of owning, maintaining, and administering the common elements in the Project.

E. DCA has conveyed to DCMA all of the roads, open space parcels and other common elements in the Project, including Deer Hollow Drive.

F. The parties believe that it is in the best interest of the Project and the City that Deer Hollow Drive be preserved as a means of access through the Project, including access by emergency vehicles.

G. The parties desire to modify the Settlement Agreement to suspend the requirement to create a physical disconnect on Deer Hollow Drive in order to prevent through traffic over Deer Hollow Drive, and to remove any requirement that structures be built in the historic location of such road.

H. DCA, DCMA and the City desire to amend the Settlement Agreement as set forth herein.

### AGREEMENT

NOW THEREFORE, for good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, DCA, DCMA and the City hereby agree as follows:

1. Defined Terms and Status of Recitals. Capitalized terms used and not otherwise defined in this Amendment shall have the meaning or meanings given to them in the Settlement Agreement. The foregoing recitals are true and correct and are incorporated herein by reference.

2. References to Keetley Road. All references in the Settlement Agreement to Keetley Road shall mean and refer to Deer Hollow Drive.

3. Continued Existence of Deer Hollow Drive. The requirement for a permanent physical disconnect of Deer Hollow Drive, at the Slalom Village location, is hereby suspended. Subject to the terms and conditions of this Amendment, Deer Hollow Drive shall remain a main road within the Project, and shall not be disconnected, either temporarily or permanently, except as provided herein.

4. Right to Relocate Deer Hollow Drive. DCA, its successors and assigns, shall have the right to relocate portions of Deer Hollow Drive, at its sole cost and expense, to accommodate the eventual development of Slalom Village and other properties within the Project.

5. Use of Deer Hollow Drive. Official vehicles of emergency service providers (police, fire and emergency medical) shall always be allowed to use Deer Hollow Drive to provide emergency services to properties, residents, guests and others within the Project. Otherwise, Deer Hollow Drive shall be for the exclusive use by the owners, guests, and invitees within the Project; provided, however, that Deer Hollow Drive may be used by members of the general public in the event of (i) an evacuation necessary to protect human life, (ii) a natural disaster, or (iii) a major public safety event, in each case as determined by the Park City Fire Marshall, Park City Police Chief, Wasatch County Fire Chief or other public safety officer of similar rank in Park City or Wasatch County. Without broadening the uses provided for in the immediately preceding sentence, the parties acknowledge and agree that traffic congestion or



delays caused by weather, public or private events and gatherings, and other non-life endangering causes shall not be considered events of sufficient health and safety risk to justify or allow access to public traffic over Deer Hollow Drive.

6. Maintenance of Access Gates. The access gates on the east and west sides of the Project shall continue to be maintained and operated in accordance with the Settlement Agreement to prevent general public access through the Project between Highway 40 and Park City. DCMA shall maintain and operate the access gates, or shall cause the access gates to be maintained and operated, in accordance with the Settlement Agreement so as to prevent general public access through the Project between Highway 40 and Park City.

7. Failure to Maintain Access Gates. In the event that the City finds that the access gates on the east and west sides of the Project are not being maintained or operated in such manner so as to prevent general public access through the Project between Highway 40 and Park City, the City shall notify DCA and DCMA, in writing, of any such objectionable circumstance (each such circumstance, a "Gate Defect"), whereupon DCMA shall have sixty (60) calendar days to respond to each such notice and remedy the Gate Defect. In the event that a Gate Defect cannot reasonably be remedied within sixty (60) calendar days, DCMA will have such additional time as reasonably necessary to remedy the Gate Defect if it notifies the City of the manner in which the Gate Defect will be cured, and if appropriate corrective action is instituted within the initial sixty (60) calendar day period and is diligently pursued after the corrective action begins. In the event that the City continues to dispute the sufficiency of the maintenance and operation of the access gates after DCMA has taken the action it believes to be adequate to correct a Gate Defect, and the City and DCMA are unable to reach an agreement as to the appropriate action to be taken, such dispute shall be submitted for resolution in the Third Judicial District Court for State of Utah.

8. Reinstatement of Disconnect Requirement. In the event the failure to fully remedy a Gate Defect or other violation of the Settlement Agreement regulating access over Deer Hollow Drive and a court of competent jurisdiction determines that there has been an uncured default under the Settlement Agreement, the City may reinstate the Deer Hollow Drive disconnect requirement, and cause DCMA to construct, at its sole cost and expense, permanent gates, landscaping, boulders or other means to permanently disconnect Deer Hollow Drive and to render it unusable for travel between the east and west boundaries of the Project. The method and placement of the Deer Hollow Drive disconnect shall be determined by DCA and DCMA, but shall not impede the development of Slalom Village, and there shall be no requirement that the Primary Village Structure developed as part of Slalom Village be built to physically disconnect Deer Hollow Drive. In the event that the suspension of the disconnect requirement is terminated and the disconnect requirement is reinstated at some time in the future, a gated emergency bypass road that allows the passage of emergency and snow removal vehicles, as well as pedestrian and bicycle use, shall be constructed at the same time as the disconnect to create an emergency bypass around the constructed disconnect.

9. General Amendment of Settlement Agreement. Notwithstanding any specific reference, or lack thereof, in this Amendment, the Settlement Agreement is hereby amended to reflect the foregoing intent and agreement of the parties. Any provision of the Settlement

Agreement inconsistent with this Amendment is hereby terminated or amended to be consistent with this Amendment.

10. Specific Amendments. Without limiting the generality of the foregoing provisions, and subject to the conditions set forth above, the Settlement Agreement is hereby amended as follows:

10.1. Section 5.2.3.2 of the Settlement Agreement is hereby amended as follows:

5.2.3.2 Annexation Agreement. If Slalom Village is annexed into Park City, then the following conditions of development shall bind the parties: (a) the density of Slalom Village Area shall not exceed 83 multi-family units (maximum 2,400 sq. ft./unit) with support commercial space up to 5% of the gross square footage and appropriate amenities, four (4) single-family lots, and a 20,000 square foot ski academy, (b) a ski chair lift shall be constructed within a 1,100 foot radius of the Primary Village Structure at Slalom Village prior to the issuance of a certificate of occupancy for any portion of the Slalom Village Area, ~~(c) the Primary Village Structure shall be placed to physically disconnect the historical configuration of Keetley Road, and (d) and (c)~~ (c) the Property Owners shall irrevocably grant limited conservation easements to the ski run(s) and remaining areas, as so depicted in Exhibit "N." Park City shall not accept the conservation easements until the ski runs and appurtenant ski facilities are built or for a period of one year from certificate of occupancy, whichever is earlier. As more fully described in Section 5.2.2.1 above, Property Owners may transfer up to ten (10) single-family and/or multi-family units from the Slalom Village Area to Telemark Park Village outside the eastern perimeter controlled access gate, in exchange for an increase of up to ten (10) multi-family units being added to the Snow Park Hotel Site, upon Park City's consent. The final sentence of Section 5.2.3.3 of the Settlement Agreement is hereby deleted in its entirety and is of no further force and effect.

10.2. Section 5.2.3.3 of the Settlement Agreement is hereby amended as follows:

5.2.3.3 Development Alternative to Slalom Village. In the event Property Owners elect not to construct the development described in Section 5.2.3 above, then Property Owners shall have the right to develop a single family subdivision not to exceed twelve (12) lots in place of the 83 multi-family units. The twelve (12) lots shall be platted in Wasatch County and may be recorded within the Slalom Village development envelope with limits of

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

10.3. Section 5.2.3.4 of the Settlement Agreement is hereby deleted in its entirety as follows:

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

10.4. Section 5.2.3.8 of the Settlement Agreement is hereby amended as follows:

5.2.3.8 Vehicular Access to Slalom Village. Access to Slalom Village area shall be via Keetley Road from the western and eastern perimeter controlled access gates, ~~except as limited by Section 5.2.3.4 above. However, parking and internal circulation within Slalom Village shall discourage the use of Keetley Road as a means of vehicular travel from U.S. Highway 40 to Park City.~~ An emergency/utility road, as described in paragraph 5.3.7.3



~~below, shall bypass Slalom Village connecting the easterly and westerly sections of the disconnected Keetley Road, and shall be crash gated to prevent vehicular through traffic by the general public, except as limited by Section 5.2.3.4 above.~~

10.5. Section 5.2.3.10 of the Settlement Agreement is hereby amended as follows:

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

10.6. Section 5.3.7 of the Settlement Agreement is hereby deleted in its entirety as follows:

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

11. Settlement Agreement Remains in Effect. This Amendment shall be considered supplemental to the Settlement Agreement. Except as expressly amended by the foregoing, the Settlement Agreement shall remain in full force and effect and shall not be canceled, suspended or otherwise abrogated by this Amendment.

12. Counterparts. This Amendment may be executed in one or more counterparts, each of which shall be an original, and all of which together shall constitute a single instrument.

*[Signatures on Following Page]*

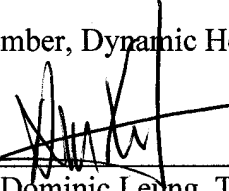
IN WITNESS WHEREOF, this THIRD AMENDMENT TO SETTLEMENT AGREEMENT is entered into as of the date first set forth above.

DCA:

DEER CREST ASSOCIATES I, L.C.,  
a Utah limited liability company

By: Grand Harvest Ventures, LLC, its Managing  
Member

By: Its Member, Dynamic Holdings Corporation

By:   
Dominic Leung, Treasurer

STATE OF TEXAS )  
COUNTY OF HARRIS )  
:ss

The foregoing instrument was acknowledged before me this 18<sup>th</sup> day of OCT, 2017 by Dominic Leung, Treasurer of Dynamic Holdings Corporation, the Member of Grand Harvest Ventures, LLC, the Managing Member of Deer Crest Associates I, L.C.



  
Notary Public  
Residing at: Houston TX  
My Commission Expires: 1-29-18

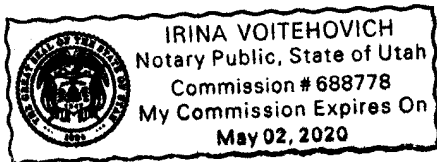
DCMA:

DEER CREST MASTER ASSOCIATION, INC.,  
a Utah non-profit corporation

By: [Signature]  
Name: W. James Tozer, Jr.  
Its: PRESIDENT

STATE OF Utah )  
COUNTY OF Salt Lake ) :SS

The foregoing instrument was acknowledged before me this 25 day of October, 2017 by W. James Tozer, Jr., the President of Deer Crest Master Association, Inc., a Utah non-profit corporation



[Signature]  
Notary Public  
Residing at: SLC, UT  
My Commission Expires: May 02, 2020

CITY:

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

By: [Signature]  
Name: Jack Thomas  
Its: Mayor

ATTEST:

[Signature]  
City Recorder, deputy

APPROVED AS TO FORM:

[Signature]  
City Attorney



## EXHIBIT A

Legal Description of Deer Hollow Road

Commencing at the southwest corner of Section 14, Township 2 South, Range 4 East, Salt Lake Base and Meridian, thence South  $89^{\circ}19'56''$  East 2955.35 feet coincident with the south line of said Section 14; Thence North  $00^{\circ}40'04''$  East 671.43 feet to the northwest corner of Deer Hollow Road as platted by the Amended Plat Deer Crest Estates Subdivision Phase II, recorded as Entry 220132, in Book 446, at Pages 138-217 of the Wasatch County Records ("DCE Phase II Plat") and a point on the arc of a 1029.16 foot radius curve and the TRUE POINT OF BEGINNING; Thence Northwesterly 5.12 feet along the arc of said 1029.16 foot radius curve to the right (center bears North  $18^{\circ}03'11''$  East) through a central angle of  $00^{\circ}17'06''$  to a point of tangency; Thence North  $71^{\circ}39'43''$  West 279.65 feet to a point of curvature; Thence westerly 181.25 feet along the arc of a 1025.00 foot radius curve to the right (center bears North  $18^{\circ}20'17''$  East) through a central angle of  $10^{\circ}07'54''$  to a point on the southerly boundary of the "Weilenmann, Etal" parcel; Thence continuing westerly 7.54 feet along the arc of said 1025.00 foot radius curve to the right (center bears North  $28^{\circ}28'11''$  East) through a central angle of  $00^{\circ}25'18''$  to a point of tangency; Thence North  $61^{\circ}06'31''$  West 389.74 feet to a point of curvature; Thence westerly 117.11 feet along the arc of a 975.00 foot radius curve to the left (center bears South  $28^{\circ}53'29''$  West) through a central angle of  $06^{\circ}52'54''$  to a point of tangency; Thence North  $67^{\circ}59'26''$  West 41.19 feet to a point on the westerly boundary of said Weilenmann parcel; Thence continuing North  $67^{\circ}59'26''$  West 118.21 feet to a point of curvature; Thence westerly 86.38 feet along the arc of a 525.00 foot radius curve to the right (center bears North  $22^{\circ}00'34''$  East) through a central angle of  $09^{\circ}25'38''$  to a point of tangency; Thence North  $58^{\circ}33'48''$  West 230.24 feet to a point of curvature; Thence westerly 39.75 feet along the arc of a 125.00 foot radius curve to the left (center bears South  $31^{\circ}26'11''$  West) through a central angle of  $18^{\circ}13'09''$  to a point of tangency; Thence North  $76^{\circ}46'58''$  West 48.93 feet to a point of curvature; Thence westerly 120.22 feet along the arc of a 425.00 foot radius curve to the right (center bears North  $13^{\circ}13'02''$  East) through a central angle of  $16^{\circ}12'25''$  to a point of tangency; Thence North  $60^{\circ}34'33''$  West 63.18 feet to a point of curvature; Thence westerly 132.42 feet along the arc of a 175.00 foot radius curve to the left (center bears South  $29^{\circ}25'27''$  West) through a central angle of  $43^{\circ}21'22''$  to a point of tangency; Thence South  $76^{\circ}04'05''$  West 161.41 feet to a point of curvature; Thence westerly 58.37 feet along the arc of a 240.50 foot radius curve to the right (center bears North  $13^{\circ}55'55''$  West) through a central angle of  $13^{\circ}54'23''$  to a point of tangency; Thence South  $89^{\circ}58'28''$  West 241.73 feet to a point of curvature; Thence westerly 107.76 feet along the arc of a 385.00 foot radius curve to the right (center bears North  $00^{\circ}01'32''$  West) through a central angle of  $16^{\circ}20'11''$  to a point of tangency; Thence North  $73^{\circ}59'21''$  West 99.31 feet to a point of curvature; Thence westerly 131.04 feet along the arc of a 355.00 foot radius curve to the left (center bears South  $16^{\circ}00'39''$  West) through a central angle of  $21^{\circ}08'56''$  to a point of tangency; Thence South  $84^{\circ}51'43''$  West 63.55 feet to a point on the easterly boundary of the Deer Hollow Village Subdivision, recorded as Entry 209722, in Book 408, at Pages 256-275 of the Wasatch County Records ("DHV Plat"); Thence

North 08°00'00" West 50.06 feet coincident with said easterly subdivision line;  
 Thence North 84°51'43" East 66.05 feet to a point of curvature; Thence easterly 149.49 feet along the arc of a 405.00 foot radius curve to the right (center bears South 05°08'17" East) through a central angle of 21°08'56" to a point of tangency; Thence South 73°59'21" East 99.31 feet to a point of curvature; Thence easterly 93.76 feet along the arc of a 335.00 foot radius curve to the left (center bears North 16°00'39" East) through a central angle of 16°02'11" to a point of tangency; Thence North 89°58'28" East 241.73 feet to a point of curvature; Thence easterly 46.24 feet along the arc of a 190.50 foot radius curve to the left (center bears North 00°01'32" West) through a central angle of 13°54'23" to a point of tangency; Thence North 76°04'05" East 161.41 feet to a point of curvature; Thence southeasterly 170.26 feet along the arc of a 225.00 foot radius curve to the right (center bears South 13°55'55" East) through a central angle of 43°21'22" to a point of tangency; Thence South 60°34'33" East 63.18 feet to a point of curvature; Thence easterly 106.07 feet along the arc of a 375.00 foot radius curve to the left (center bears North 29°25'27" East) through a central angle of 16°12'25" to a point of tangency; Thence South 76°46'58" East 48.93 feet to a point of curvature; Thence southeasterly 55.65 feet along the arc of a 175.00 foot radius curve to the right (center bears South 13°13'02" West) through a central angle of 18°13'09" to a point of tangency; Thence South 58°33'48" East 230.24 feet to a point of curvature; Thence southeasterly 78.15 feet along the arc of a 475.00 foot radius curve to the left (center bears North 31°26'12" East) through a central angle of 09°25'38" to a point of tangency; Thence South 67°59'26" East 92.24 feet to a point on the westerly line of said Weilenmann parcel; Thence continuing South 67°59'26" East 67.15 feet to a point of curvature; Thence southeasterly 123.11 feet along the arc of a 1025.00 foot radius curve to the right (center bears South 22°00'35" West) through a central angle of 06°52'54" to a point of tangency; Thence South 61°06'32" East 389.74 feet to a point of curvature; Thence southeasterly 111.43 feet along the arc of a 975.00 foot radius curve to the left (center bears North 28°53'29" East) through a central angle of 06°32'54" to the common boundary line of said Weilenmann parcel and the Deer Pointe, L.L.C. parcel a.k.a. "Land Der Berg parcel"; Thence continuing southeasterly 68.15 feet along the arc of a 975.00 foot radius curve to the left (center bears North 22°20'34" East) through a central angle of 04°00'17" to a point of tangency; Thence South 71°39'43" East 151.75 feet to the easterly boundary of said Deer Pointe L.L.C. parcel; Thence continuing South 71°39'43" East 127.91 feet to a point on the westerly boundary of Amended Plat, Deer Crest Estates Phase II, recorded as Entry 220132, in Book 446, at Pages 138-217 of the Wasatch County Records; Thence South 12°29'17" West 50.25 feet coincident with said westerly subdivision boundary to the point of beginning.

TOGETHER WITH: those portions of Deer Hollow Drive, also sometimes referred to as "Deer Hollow Road", as shown on the DCE Phase II Plat, the DHV Plat, and the Deer Crest Village 2 subdivision plat, recorded as Entry No. 248308, in Book 575, at Page 410 of the Wasatch County Records.



March 12, 2020

Michael Zaccaro  
500 Mamaroneck Ave, Suite 406  
Harrison, NY 10528

NOTICE OF PLANNING COMMISSION ACTION

|                       |                                  |
|-----------------------|----------------------------------|
| <u>Application #</u>  | PL-19-04255                      |
| <u>Subject</u>        | St. Regis Amenity Club Expansion |
| <u>Address</u>        | 2300 Deer Valley Drive East      |
| <u>Description</u>    | Conditional Use Permit           |
| <u>Action Taken</u>   | Approved                         |
| <u>Date of Action</u> | March 11, 2020                   |

On March 11, 2020, the Planning Commission called a meeting to order, a quorum was established, a public hearing was held, and the Planning Commission Approved your application based on the following:

**Findings of Fact**

1. On February 23, 2011, the Planning Commission approved a Conditional Use Permit for an Amenity Club at the St. Regis with a membership cap of 195 Members.
2. The Deer Crest Club operates within the St. Regis Hotel, including the restaurant, bar, spa, ski lockers, fitness center, and pool. A total of 290 memberships are now requested (an increase of 95 memberships over the existing 190 cap). Membership is expected to include owners of units at the St. Regis Resort, homeowners in the Deer Crest residential area, and others from the community.
3. This application is reviewed under Section 15-1-10 (E) of the Land Management Code.
4. The property was posted and notice letters were mailed to property owners within 300' of the property. Legal notice was published in the Park Record.
5. The project has access from Deer Valley Drive and Deer Crest Estates Drive.
6. The property is located within the Residential Development (RC) and Recreation Commercial (RC) MPD zoning district and is subject to the Deer Crest Settlement Agreement and the Deer Crest Hotel CUP.
7. Amenity Clubs require a Conditional Use Permit in the RD and RC zone.

8. No physical changes are proposed to the existing restaurant, bar, spa, fitness center or pool to increase the posted capacity limits. No exterior changes are proposed to the buildings or site.
9. The applicant provided a parking analysis (Exhibits B and D) demonstrating that there is adequate parking available for the requirements of the expanded Club activities and membership. During the busiest weeks (Christmas) when the hotel was at its maximum occupancy the parking use was at 62% of capacity.
10. The approved Hotel CUP for the St. Regis Resort allows for a total of 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and 65 valet parking spaces at Snow Park with access to Roosevelt Gap via the funicular. There are 173 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle.
11. The St. Regis Resort utilizes a guest shuttle service. The shuttle service is available for Amenity Club members for transportation to and from the St. Regis.
12. The Amenity Club will be operated and managed in accordance with provisions of the Membership Agreement. Access to the Amenity Club uses shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. Restrictions on access to the Hotel and parking requirements that are consistent with the conditions of approval of the Hotel CUP will be spelled out in the Membership Agreement.
13. One or two additional employees are anticipated for the expanded Club membership.
14. There are no unmitigated impacts to LMC 15-1-10(E)(1) size and location of the site.
15. There are no unmitigated impacts to LMC 15-1-10(E)(2). It is anticipated that the proposed expansion in membership will generate approximately 24 new trips on the busiest day of the year and that outside of the busiest week the these numbers reduce significantly. Additionally, the Hotel operates a shuttle service that is available to Club members for transportation to and from the St. Regis.
16. There are no unmitigated impacts to 15-1-10(E)(3) as no additional utility capacity requirements are created with the expanded membership.
17. There are no unmitigated impacts to LMC 15-1-10(E)(4) increased membership will not change emergency vehicle access.
18. There are no unmitigated impacts to LMC 15-1-10(E)(5). The applicant provided a parking analysis (Exhibits B and D) demonstrating that there is adequate parking available for the requirements of the expanded Club membership. During the busiest weeks (Christmas) when the hotel was at its maximum occupancy the parking use was at 62% of capacity.
19. There are no unmitigated impacts to MC 15-1-10(E)(6) internal vehicular and pedestrian circulation system.
20. There are no unmitigated impacts to LMC 15-1-10(E)(7), fencing, screening and landscaping as a result of the expanded membership.
21. There are no unmitigated impacts to LMC 15-1-10(E)(8). The expansion in membership will not change the Buildings in any way.
22. There are no unmitigated impacts to LMC 15-1-10(E)(9). There are no changes



- to usable Open Space.
23. There are no unmitigated impacts to LMC 15-1-10(E)(10), as no additional signs or lighting are proposed with this application.
  24. There are no unmitigated impacts to LMC 15-1-10(E)(11) as there are no changes to the physical design of the Buildings.
  25. There are no unmitigated impacts to LMC 15-1-10(E)(12), noise, vibration, odors, steam or other mechanical factors that might affect people and Property off-site.
  26. There are no unmitigated impacts to LMC 15-1-10(E)(13), control of delivery and service vehicles as a result of expanded membership.
  27. There are no unmitigated impacts to LMC 15-1-10(E)(14), ownership and management of the project as a result of expanded membership.
  28. There are no unmitigated impacts to LMC 15-1-10(E)(15), Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste, Park City Soils Ordinance, and Steep Slopes as a result of expanded membership.
  29. This proposal has been reviewed for consistency with the Goals and Objectives of the Park City General Plan. Lower Deer Valley is a resort neighborhood with a mix of resort-oriented housing and visitor amenities. Deer Valley prides itself on offering an exceptional skier experience and this mentality of providing exceptional quality is shared by the surrounding residential community. Expanding Club membership opportunities is consistent with the goals and objectives of the Park City General Plan for this neighborhood as long as parking and additional vehicle trips are sufficiently mitigated. The applicant has stated that since operating a Club with 195 members they believe they can afford to increase their membership cap without affecting the quality of either Hotel or Club services, including parking. One or two additional employees are anticipated to serve the expanded Club Membership. The previous parking demand Study determined that peak parking demand at the St. Regis was 250 stalls, leaving 154 empty stalls on the busiest day.
  30. Submitted Trip Generation and Parking Studies show that the proposed expansion in Club membership and expansion of Club Amenity space in Phase 2 will result in minimal trip generation (24 new trips) and that trip generation is within the capacity of Deer Valley Drive. Additionally, these studies show that the applicant has demonstrated that the Hotel has sufficient excess parking capacity to support the proposed increase in Club membership.
  31. The Findings in the Analysis Section are incorporated herein.

### **Conclusions of Law**

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is consistent with the Park City General Plan.
3. The effects of any differences in use or scale have been mitigated through careful planning.
4. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for



## Conditional Use Permits.

### **Conditions of Approval**

1. A Membership Agreement shall be reviewed and approved by the City, as to form and compliance with the Conditions of Approval, prior to commencing new membership sales for the Amenity Club. Access shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. The Agreement shall reiterate conditions of approval of the Deer Crest Hotel CUP regarding access to the hotel and parking requirements and restrictions, and shall encourage use of the Hotel shuttle.
2. The applicant is responsible for management of the club and enforcement of the Membership Agreement.
3. The applicant stipulates to a condition of approval limiting this Conditional Use Permit approval to a maximum of 290 memberships with a limit of 200 memberships allowed for members residing outside of the area bounded by the Deer Crest gates.
4. All conditions of approval of the 1995 Deer Crest Settlement Agreement continue to apply.
5. All conditions of approval of the Deer Crest Hotel CUP as amended in April 22, 2009, and April 18, 2016, shall continue to apply.
6. Prior to the issuance of a building permit for Phase 3 the applicant shall submit a Parking Management Plan outlining how parking at Snow Park will be managed during construction with respect to the loss of surface stalls and construction related parking and deliveries, to the Planning Department for review and approval.
7. Within one year of receiving the final Certificates of Occupancy for Phase 3, the applicant shall submit to the City Planning Department, for review by the Director of Planning, a review of Club operations including the use, membership status, parking and traffic impacts, and a summary of complaints received regarding impacts of the Club on the hotel operations, guests, and owners of adjacent or nearby property. If further action is deemed necessary by the Planning Director he/she shall inform the Planning Commission.

Please be aware that this approval in no way exempts the property from complying with other requirements that may be in effect on the property, and building permit regulations, as applicable. It is the responsibility of the property owner and applicant to ensure compliance with these regulations.

As the applicant, this letter is intended as a courtesy to document the status of your request. The official minutes from the Planning Commission meeting are available in the Planning Department office and Online. Your Planner will continue working with you through the Building Permit and Certificate of Occupancy process.

If you have questions regarding your application or the action taken please don't hesitate to contact Alexandra Ananth at 435-615-5066 or

alexandra.ananth@parkcity.org.

Sincerely,

John Phillips  
Planning Commission, Chair

A handwritten signature in black ink, appearing to be 'J. Phillips', written in a cursive style.

Cc: Alexandra Ananth, Senior Planner  
Thomas G. Bennett





March 7, 2011

Greg Griffin  
Deer Crest Janna, LLC  
PO Box 4493  
Park City, UT 84060

NOTICE OF PLANNING COMMISSION ACTION

|                       |                           |
|-----------------------|---------------------------|
| <u>Application #</u>  | PL-11-01189               |
| <u>Subject</u>        | 2300 Deer Valley Dr. East |
| <u>Address</u>        | 2300 Deer Valley Dr. East |
| <u>Description</u>    | CUP for Amenity Club      |
| <u>Action Taken</u>   | Approved with Conditions  |
| <u>Date of Action</u> | February 23, 2011         |

On February 23, 2011, the Planning Commission called a meeting to order, a quorum was established, a public meeting was held, and the Planning Commission approved the Conditional Use Permit for an Amenity Club at the St. Regis Resort according to the findings of fact, conclusions of law and conditions of approval as follows:

Findings of Fact

1. On February 3, 2011, the City received a complete application for a conditional use permit for an amenities club to be located within the St Regis Resort hotel and to utilize existing hotel amenities, including the restaurant, bar, spa, ski lockers, fitness center, and pool. A total of 195 memberships are requested for the initial one year review period with a limit of 150 members residing outside of the Deer Crest gates. Membership is expected to include owners of units at the St. Regis Resort, homeowners in the Deer Crest residential area, and others from the community. Membership is for singles, couples, and families.
2. This application is reviewed under Section 15-1-10 (E) of the Land Management Code.
3. The property was posted and notice letters were mailed to property owners within 300' of the property. Legal notice was published in the Park Record.
4. The project has access from Deer Valley Drive and Deer Crest Estates Drive.
5. The property is located within the Recreation Commercial (RC) zoning district and is subject to the Deer Crest Settlement Agreement and the revised Deer Crest Hotel CUP as approved by the Planning Commission on April 22, 2009.
6. Amenity Clubs require a Conditional Use Permit in the RC zone.
7. No physical changes are proposed to the existing restaurant, bar, spa, fitness center or pool to increase the posted capacity limits. No exterior changes are

- proposed to the building or site.
8. The applicant provided a parking analysis (Exhibit B) demonstrating that there is adequate parking available for the parking requirements of the Club activities. During the busiest weeks (Christmas and Sundance) when the hotel was at its maximum occupancy the parking use was at 46% of capacity.
  9. The approved Deer Crest Hotel CUP for the St. Regis Resort allows for a total of 146 parking spaces at Roosevelt Gap (105 spaces for overnight use and 41 day use spaces) and 67 valet parking spaces at Snow Park with access to Roosevelt Gap via the funicular. There are 185 parking spaces at the Jordanelle lot serviced by the employee and guest shuttle.
  10. The St. Regis Resort utilizes a guest shuttle service. The shuttle service is available for Amenity Club members for transportation to and from the St. Regis.
  11. The Amenity Club will be operated and managed in accordance with provisions of the Membership Agreement. Access to the Amenity Club uses shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. Restrictions on access to the Hotel and parking requirements that are consistent with the conditions of approval of the Deer Crest Hotel CUP will be spelled out in the Membership Agreement.
  12. The St Regis hotel has a total of approximately 225 pillows. One or two additional employees are anticipated for the Club.
  13. No additional signs or lighting are proposed with this application.
  14. The Findings in the Analysis Section are incorporated herein.

#### Conclusions of Law

1. The Use, as conditioned complies with all requirements of the Land Management Code, Section 15-1-10.
2. The Use, as conditioned is consistent with the Park City General Plan.
3. The Use, as conditioned is compatible with surrounding structures in use, scale, mass, and circulation.
4. The effects of any differences in use or scale have been mitigated through careful planning.
5. The Application complies with all requirements outlined in the applicable sections of the Land Management Code, specifically Sections 15.1.10 review criteria for Conditional Use Permits.

#### Conditions of Approval

1. A Membership Agreement shall be reviewed and approved by the City, as to form and compliance with the conditions of approval, prior to commencing operation of the Amenity Club. Access shall be restricted during peak occupancy periods based on existing occupancy limits for the hotel amenities. The Agreement shall reiterate conditions of approval of the Deer Crest Hotel CUP regarding access to the hotel and parking requirements and restrictions.
2. The applicant is responsible for management of the club and enforcement of the Membership Agreement.
3. The applicant stipulates to a condition of approval limiting this Conditional Use Permit approval to a maximum of 195 memberships with a limit of 150 memberships allowed for members residing outside of the area bounded by the Deer Crest gates.

4. All conditions of approval of the 1995 Deer Crest Settlement Agreement continue to apply.
5. All conditions of approval of the Deer Crest Hotel CUP as amended on April 22, 2009, continue to apply.
6. The applicant shall submit to the City Planning Department for review by the Planning Commission, a one-year review of the club, including the use, operation, membership, parking and traffic impacts, and a summary of complaints received regarding impacts of the club on the hotel operations, guests and owners of adjacent or nearby property. In the event that such review reveals impacts that have not been sufficiently mitigated, the Planning Commission shall have the ability to further condition the conditional use permit to address such unmitigated impacts.

If you have questions regarding your project or the action taken please don't hesitate to contact me at 435-615-5066 or [kirsten@parkcity.org](mailto:kirsten@parkcity.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Kirsten A. Whetstone". The signature is fluid and cursive, with a long horizontal stroke at the end.

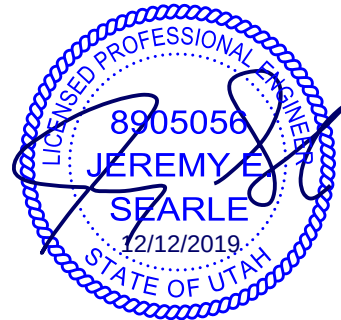
Kirsten Whetstone  
Senior Planner





## MEMORANDUM

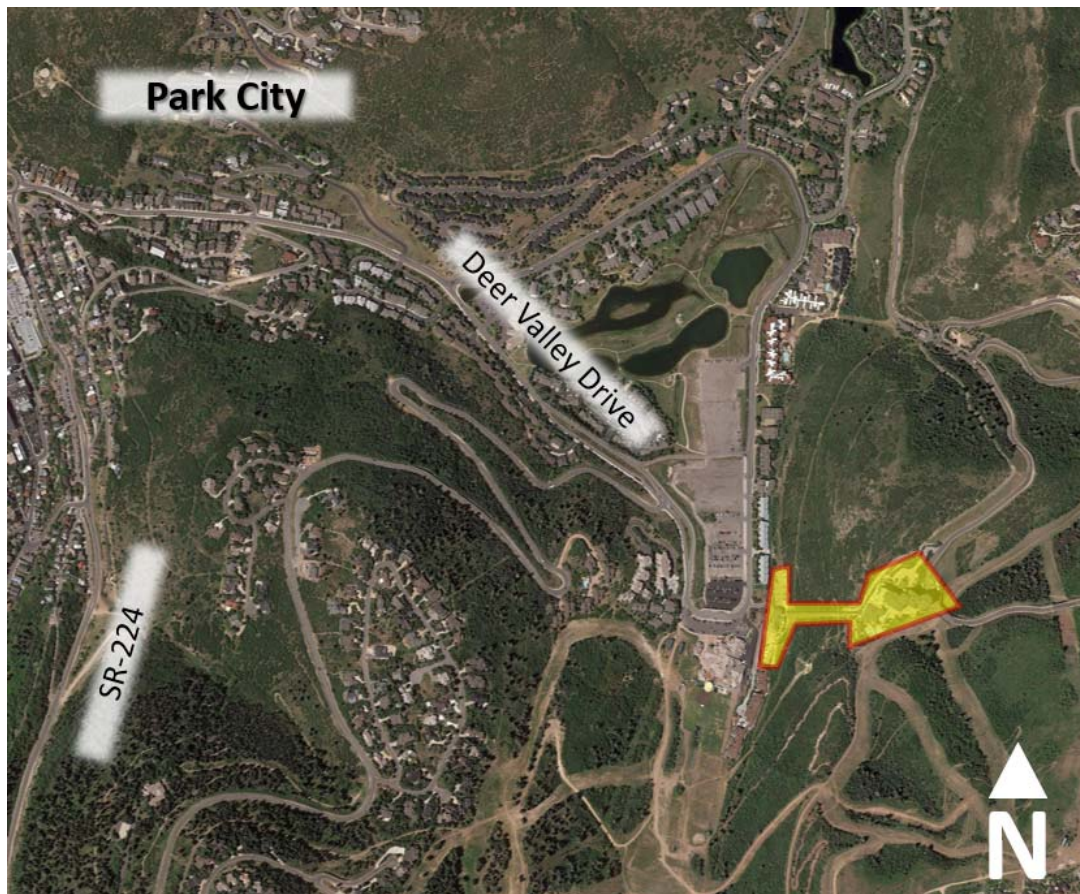
Date: December 12, 2019  
To: Michael Zaccaro  
From: Hales Engineering



**Subject: Park City - Deer Crest Club Expansion Trip Generation & Parking Study**

UT19-1584

This memorandum discusses the trip generation and parking study completed for the proposed Deer Crest Club Expansion in Park City, Utah. A vicinity map of the Deer Crest Club is shown in Figure 1.



**Figure 1: Vicinity map of the Deer Crest Club in Park City, Utah**



## Background

The Deer Crest Club is located within the St. Regis Deer Valley Hotel located at 2300 Deer Valley Drive in Park City. The Club currently has 195 members and is proposing to increase membership and add a new Club lounge area to be included within the on-going improvements that are currently under construction as part of the Phase 2 expansion. An additional 95 members will be added with the proposed membership expansion. Of the additional 95 members, 23 will be restricted to the future owners of residences included in Phase 2 and Phase 3 of the St. Regis project. As these owners will already be onsite when using the Club, these 23 memberships will therefore not generate any new trips or need for parking. Trip generation and parking for additional memberships will be based on 72 additional members which are not owners at St. Regis. A site plan of the improvements that are currently being constructed is included in Appendix A.

## Trip Generation

Trip generation for the proposed Deer Crest Club expansion was calculated using data provided by the Club. Ski season (December to April) is the busiest time of the year at the Club. The Club provided data from the 2017-2018 and 2018-2019 ski seasons indicating the number of members present at the Club each day. Similar data was not gathered for dates outside of ski season as attendance in the Club is minimal during that eight-month period, a small fraction of the attendance during the four-month ski season. Detailed Deer Crest Club membership ski season attendance data are included in Appendix B.

The busiest day included in the data was December 28, 2018 (a date which coincided with the Deer Crest Club annual party). Approximately 33% of the total membership were at the Club that day (63 out of 195). It was assumed that a maximum of 33% of the additional members would be present when calculating the peak trip generation. According to the data provided, during the busiest days in the Club, approximately 50% of the members ski in, walk in, car pool or use the complimentary hotel shuttle which do not generate any new trips (these trips already occur as part of the hotel service). It was assumed that the remaining members present at the Deer Crest Club generated a new trip to and from the Club each day. It was assumed that 35% of daily trips occurred during the morning peak hour and that 35% of daily trips occurred during the evening peak hour.

As shown in Table 1, it is anticipated that the proposed additional memberships will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.

The trip generation values shown in Table 1 represent the busiest day of the year. However, throughout the rest of the year, the number of trips generated by the new Club membership will be even lower. The average percent of members present at the Club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day, of which

7 would be in each of the morning and evening peak hours. Outside of the busiest week of ski season (and the entire year), the average number of members present equaled 13% of the total membership. That results in less than half the trips generated as compared to the busiest week of the year.

| <b>Table 1</b><br><b>Park City - Deer Crest Club Additional Members</b><br><b>Trip Generation</b> |               |              |                    |               |              |                   |                  |                              |
|---------------------------------------------------------------------------------------------------|---------------|--------------|--------------------|---------------|--------------|-------------------|------------------|------------------------------|
| <b>Peak Daily</b>                                                                                 | # of<br>Units | Unit<br>Type | Trip<br>Generation | %<br>Entering | %<br>Exiting | Trips<br>Entering | Trips<br>Exiting | <b>Total Daily<br/>Trips</b> |
| Additional Deer Crest Club Members                                                                | 72            | Members      | 24                 | 50%           | 50%          | 12                | 12               | <b>24</b>                    |
| <b>Morning Peak Hour</b>                                                                          | # of<br>Units | Unit<br>Type | Trip<br>Generation | %<br>Entering | %<br>Exiting | Trips<br>Entering | Trips<br>Exiting | <b>Total a.m.<br/>Trips</b>  |
| Additional Deer Crest Club Members                                                                | 72            | Members      | 9                  | 75%           | 25%          | 7                 | 2                | <b>9</b>                     |
| <b>Evening Peak Hour</b>                                                                          | # of<br>Units | Unit<br>Type | Trip<br>Generation | %<br>Entering | %<br>Exiting | Trips<br>Entering | Trips<br>Exiting | <b>Total p.m.<br/>Trips</b>  |
| Additional Deer Crest Club Members                                                                | 72            | Members      | 9                  | 25%           | 75%          | 2                 | 7                | <b>9</b>                     |
| SOURCE: Hales Engineering, December 2019                                                          |               |              |                    |               |              |                   |                  |                              |

## Parking

The amount of parking needed to accommodate the Deer Crest Club membership expansion was also calculated using the data provided by the Deer Crest Club, which included the number of member cars parked at the club on each day. Detailed Deer Crest Club parking data are included in Appendix B.

The day with the highest parking to member ratio included in the data was December 28, 2018. That day there were 33 member cars parked at the Hotel (approximately 17% compared to total membership). This percentage corresponds to the data referenced above which showed that on the busiest day of the year, 33% of the total membership were present in the Club at some point during the day and, of those present, 50% drove their own vehicles and parked at the Hotel. It was assumed that on the peak day 17% of the new members would park a car when calculating parking demand. Therefore, 72 additional memberships would result in a peak parking demand of 13 parked vehicles on the busiest day. It is anticipated that an additional 13 parking stalls would be needed to accommodate the Deer Crest Club expansion during the peak day of the year.

The St. Regis Deer Valley has three parking areas. The parking areas at St. Regis (parking garage and surface parking), Snow Park (just east of Snow Park lodge adjacent to the funicular connecting to the St. Regis), and the Jordanelle parking lot. The combined available parking at these three locations is currently 404 stalls (the improvements currently under construction will add additional capacity of 22 stalls). In a previous parking demand study Hales Engineering determined that the peak parking demand at St. Regis Deer Valley was 250 stalls (approximately

62% of available parking), leaving 154 empty stalls on the busiest day. Therefore, there is plenty of excess parking capacity available for the proposed increase in club membership.

Hales Engineering determines that the existing parking at St. Regis Deer Valley will accommodate the proposed additional 95 members of the Deer Crest Club.

## **Conclusions and Recommendations**

The findings of this study are as follows:

- The proposed Deer Crest Club Expansion will add an additional 95 members to the existing 195 club members. Of the additional 95 members, 23 of the memberships will be restricted to owners at the St. Regis.
- It is anticipated that the additional membership will generate approximately 24 new trips on the busiest day of the year, including 9 trips during the morning peak hour, and 9 trips during the evening peak hour.
  - Throughout the rest of the year, the number of trips generated by the new club membership will be even lower. The average percent of members present at the club during the busiest week of the year was 27%. This would drop the trip generation to an average of 20 trips per day and only 7 trips during the peak hours. Outside of the busiest week of ski season, the average number of trips will be less than half of the trips generated during the busiest week.
- There is plenty of excess parking capacity available at St. Regis Deer Valley to accommodate the proposed additional parking needs of the 95 members of the Deer Crest Club which is estimated to be 13 additional spaces during the busiest day of the year.

# APPENDIX A

## Site Plan

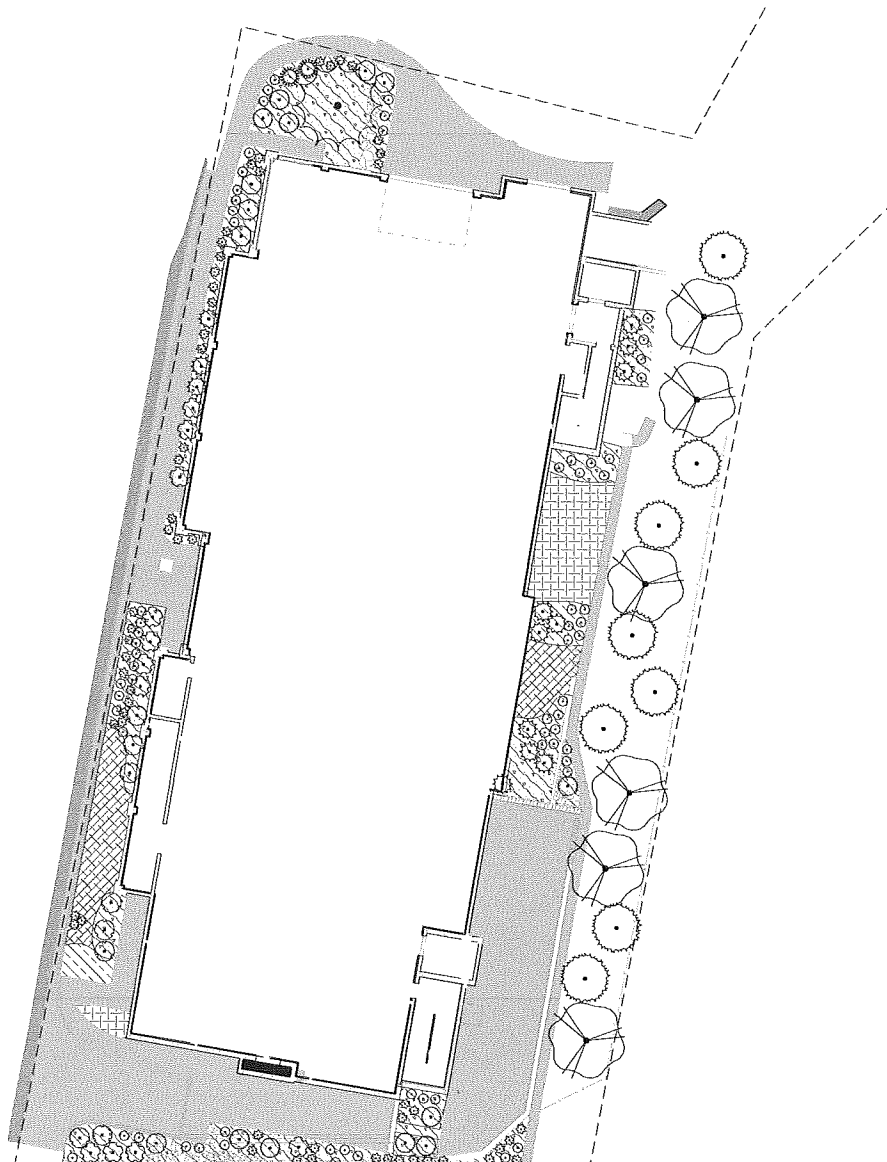
| No. | Date     |
|-----|----------|
| 3   | 02.01.19 |

02.01.11

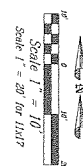
ARCH SITE  
PLAN

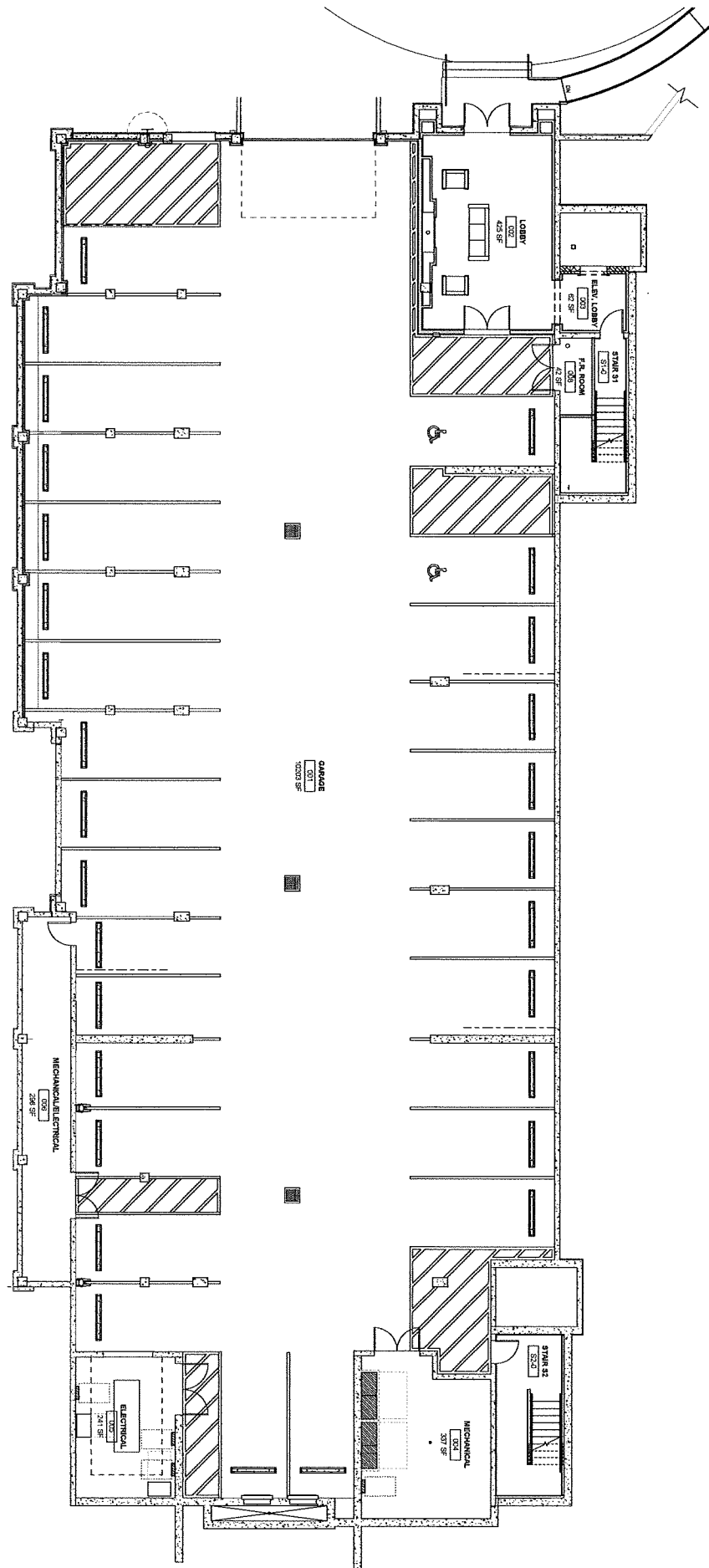
## AS1.1





| ITEM#                                                                               | SIZE    | COMMON NAME / TECHNICAL NAME               | COAT    |
|-------------------------------------------------------------------------------------|---------|--------------------------------------------|---------|
|  | 8       | Asphalt / Heavy Assephal                   | 2" O.C. |
|  | 1       | Clayton Blue / Polypropylene Cloth         | 2" O.C. |
|  | 6       | Clayton Green / Polypropylene Cloth        | 2" O.C. |
| ITEM#                                                                               | SIZE    | COMMON NAME / TECHNICAL NAME               | COAT    |
|  | 11      | Common White Sealing / Polypropylene Cloth | 6" O.C. |
|  | 9       | Common White Sealing / Polypropylene Cloth | 5" O.C. |
|  | 2       | Clayton / Rubber Magn. Concrete            | 1" O.C. |
|  | 13      | Clayton / Rubber Magn. Concrete            | 5" O.C. |
|  | 3       | Clayton / Rubber Magn. Concrete            | 5" O.C. |
|  | 40      | Clayton / Rubber Magn. Concrete            | 5" O.C. |
| ITEM#                                                                               | SIZE    | COMMON NAME / TECHNICAL NAME               | COAT    |
|  | 1500 ft | Asphalt / Heavy Assephal                   | Asphalt |
|  | 2200 ft | Asphalt / Heavy Assephal                   | Asphalt |
|  | 1500 ft | Asphalt / Heavy Assephal                   | Asphalt |
|  | 1500 ft | Asphalt / Heavy Assephal                   | Asphalt |





# APPENDIX B

## Deer Crest Club Member and Parking Data



## Deer Crest Club Cars Parked at SRDV 2017-2018 Ski Season

| Date  | Number of Members Present | Members present as a % of Total Members | Total Cars Parked | Cars as a % of Members Present | Cars as a % of Total Memberships | Cars as a % of Total Memberships less SRDV Owners |
|-------|---------------------------|-----------------------------------------|-------------------|--------------------------------|----------------------------------|---------------------------------------------------|
| 12/3  | 14                        | 7%                                      | 8                 | 57%                            | 4%                               | 5%                                                |
| 12/4  | 8                         | 4%                                      | 5                 | 58%                            | 2%                               | 3%                                                |
| 12/5  | 2                         | 1%                                      | 1                 | 50%                            | 1%                               | 1%                                                |
| 12/6  | 3                         | 2%                                      | 1                 | 27%                            | 0%                               | 0%                                                |
| 12/7  | 4                         | 2%                                      | 2                 | 40%                            | 1%                               | 1%                                                |
| 12/8  | 5                         | 3%                                      | 4                 | 88%                            | 2%                               | 3%                                                |
| 12/9  | 4                         | 2%                                      | 4                 | 90%                            | 2%                               | 2%                                                |
| 12/10 | 13                        | 7%                                      | 9                 | 68%                            | 5%                               | 5%                                                |
| 12/11 | 11                        | 6%                                      | 8                 | 75%                            | 4%                               | 5%                                                |
| 12/12 | 1                         | 1%                                      | 1                 | 100%                           | 1%                               | 1%                                                |
| 12/13 | 3                         | 2%                                      | 1                 | 27%                            | 0%                               | 0%                                                |
| 12/14 | 7                         | 4%                                      | 3                 | 49%                            | 2%                               | 2%                                                |
| 12/15 | 9                         | 5%                                      | 4                 | 40%                            | 2%                               | 2%                                                |
| 12/16 | 12                        | 6%                                      | 6                 | 53%                            | 3%                               | 4%                                                |
| 12/17 | 18                        | 9%                                      | 7                 | 39%                            | 4%                               | 4%                                                |
| 12/18 | 21                        | 11%                                     | 12                | 59%                            | 6%                               | 7%                                                |
| 12/19 | 19                        | 10%                                     | 11                | 56%                            | 5%                               | 6%                                                |
| 12/20 | 16                        | 8%                                      | 13                | 80%                            | 7%                               | 7%                                                |
| 12/21 | 21                        | 11%                                     | 8                 | 36%                            | 4%                               | 4%                                                |
| 12/22 | 28                        | 14%                                     | 14                | 51%                            | 7%                               | 8%                                                |
| 12/23 | 31                        | 16%                                     | 19                | 61%                            | 10%                              | 11%                                               |
| 12/24 | 39                        | 20%                                     | 19                | 48%                            | 10%                              | 11%                                               |
| 12/25 | 36                        | 18%                                     | 18                | 50%                            | 9%                               | 11%                                               |
| 12/26 | 37                        | 19%                                     | 15                | 39%                            | 7%                               | 9%                                                |
| 12/27 | 44                        | 23%                                     | 22                | 50%                            | 11%                              | 13%                                               |
| 12/28 | 61                        | 31%                                     | 29                | 48%                            | 15%                              | 17%                                               |
| 12/29 | 58                        | 30%                                     | 31                | 53%                            | 16%                              | 18%                                               |
| 12/30 | 59                        | 30%                                     | 34                | 57%                            | 17%                              | 20%                                               |
| 12/31 | 54                        | 28%                                     | 23                | 43%                            | 12%                              | 14%                                               |
| 1/1   | 49                        | 25%                                     | 26                | 53%                            | 13%                              | 15%                                               |
| 1/2   | 31                        | 16%                                     | 17                | 55%                            | 9%                               | 10%                                               |
| 1/3   | 38                        | 19%                                     | 20                | 52%                            | 10%                              | 12%                                               |
| 1/4   | 29                        | 15%                                     | 15                | 52%                            | 8%                               | 9%                                                |
| 1/5   | 33                        | 17%                                     | 16                | 48%                            | 8%                               | 9%                                                |
| 1/6   | 33                        | 17%                                     | 17                | 53%                            | 9%                               | 10%                                               |
| 1/7   | 17                        | 9%                                      | 12                | 72%                            | 6%                               | 7%                                                |
| 1/8   | 22                        | 11%                                     | 11                | 51%                            | 6%                               | 7%                                                |
| 1/9   | 18                        | 9%                                      | 8                 | 47%                            | 4%                               | 5%                                                |
| 1/10  | 16                        | 8%                                      | 8                 | 48%                            | 4%                               | 4%                                                |
| 1/11  | 21                        | 11%                                     | 7                 | 33%                            | 4%                               | 4%                                                |
| 1/12  | 27                        | 14%                                     | 7                 | 24%                            | 3%                               | 4%                                                |
| 1/13  | 27                        | 14%                                     | 11                | 41%                            | 6%                               | 7%                                                |
| 1/14  | 39                        | 20%                                     | 19                | 49%                            | 10%                              | 11%                                               |
| 1/15  | 31                        | 16%                                     | 15                | 48%                            | 8%                               | 9%                                                |
| 1/16  | 21                        | 11%                                     | 9                 | 44%                            | 5%                               | 5%                                                |
| 1/17  | 22                        | 11%                                     | 5                 | 25%                            | 3%                               | 3%                                                |
| 1/18  | 17                        | 9%                                      | 5                 | 29%                            | 3%                               | 3%                                                |



|      |    |     |    |     |     |     |
|------|----|-----|----|-----|-----|-----|
| 1/19 | 26 | 13% | 11 | 42% | 6%  | 6%  |
| 1/20 | 28 | 14% | 9  | 33% | 5%  | 5%  |
| 1/21 | 37 | 19% | 10 | 26% | 5%  | 6%  |
| 1/22 | 34 | 17% | 9  | 28% | 5%  | 5%  |
| 1/23 | 28 | 14% | 12 | 43% | 6%  | 7%  |
| 1/24 | 12 | 6%  | 6  | 47% | 3%  | 3%  |
| 1/25 | 20 | 10% | 9  | 46% | 5%  | 5%  |
| 1/26 | 19 | 10% | 8  | 42% | 4%  | 5%  |
| 1/27 | 35 | 18% | 19 | 54% | 10% | 11% |
| 1/28 | 39 | 20% | 20 | 52% | 10% | 12% |
| 1/29 | 32 | 16% | 16 | 51% | 8%  | 10% |
| 1/30 | 26 | 13% | 11 | 42% | 6%  | 6%  |
| 1/31 | 20 | 10% | 7  | 34% | 3%  | 4%  |
| 2/1  | 14 | 7%  | 4  | 31% | 2%  | 3%  |
| 2/2  | 7  | 4%  | 4  | 51% | 2%  | 2%  |
| 2/3  | 26 | 13% | 12 | 45% | 6%  | 7%  |
| 2/4  | 16 | 8%  | 8  | 51% | 4%  | 5%  |
| 2/5  | 12 | 6%  | 5  | 43% | 3%  | 3%  |
| 2/6  | 15 | 8%  | 5  | 33% | 3%  | 3%  |
| 2/7  | 9  | 5%  | 4  | 42% | 2%  | 2%  |
| 2/8  | 17 | 9%  | 5  | 31% | 3%  | 3%  |
| 2/9  | 14 | 7%  | 6  | 41% | 3%  | 3%  |
| 2/10 | 21 | 11% | 11 | 51% | 6%  | 6%  |
| 2/11 | 22 | 11% | 14 | 64% | 7%  | 8%  |
| 2/12 | 23 | 12% | 11 | 46% | 5%  | 6%  |
| 2/13 | 16 | 8%  | 6  | 40% | 3%  | 4%  |
| 2/14 | 14 | 7%  | 5  | 33% | 2%  | 3%  |
| 2/15 | 7  | 4%  | 4  | 54% | 2%  | 2%  |
| 2/16 | 19 | 10% | 11 | 58% | 6%  | 6%  |
| 2/17 | 32 | 16% | 19 | 58% | 10% | 11% |
| 2/18 | 42 | 22% | 24 | 56% | 12% | 14% |
| 2/19 | 39 | 20% | 21 | 53% | 11% | 12% |
| 2/20 | 28 | 14% | 16 | 58% | 8%  | 9%  |
| 2/21 | 21 | 11% | 11 | 52% | 6%  | 6%  |
| 2/22 | 25 | 13% | 11 | 43% | 6%  | 6%  |
| 2/23 | 28 | 14% | 13 | 48% | 7%  | 8%  |
| 2/24 | 31 | 16% | 15 | 48% | 8%  | 9%  |
| 2/25 | 33 | 17% | 17 | 50% | 9%  | 10% |
| 2/26 | 28 | 14% | 16 | 56% | 8%  | 9%  |
| 2/27 | 19 | 10% | 9  | 45% | 4%  | 5%  |
| 2/28 | 17 | 9%  | 8  | 46% | 4%  | 5%  |
| 3/1  | 18 | 9%  | 8  | 44% | 4%  | 5%  |
| 3/2  | 17 | 9%  | 8  | 45% | 4%  | 4%  |
| 3/3  | 25 | 13% | 13 | 50% | 6%  | 7%  |
| 3/4  | 27 | 14% | 14 | 53% | 7%  | 8%  |
| 3/5  | 26 | 13% | 11 | 42% | 6%  | 6%  |
| 3/6  | 24 | 12% | 8  | 32% | 4%  | 4%  |
| 3/7  | 15 | 8%  | 6  | 40% | 3%  | 4%  |
| 3/8  | 16 | 8%  | 8  | 50% | 4%  | 5%  |
| 3/9  | 14 | 7%  | 6  | 41% | 3%  | 3%  |
| 3/10 | 13 | 7%  | 3  | 22% | 1%  | 2%  |



|      |    |     |    |     |    |    |
|------|----|-----|----|-----|----|----|
| 3/11 | 25 | 13% | 8  | 31% | 4% | 5% |
| 3/12 | 18 | 9%  | 9  | 51% | 5% | 5% |
| 3/13 | 10 | 5%  | 5  | 52% | 3% | 3% |
| 3/14 | 12 | 6%  | 6  | 50% | 3% | 4% |
| 3/15 | 12 | 6%  | 5  | 45% | 3% | 3% |
| 3/16 | 15 | 8%  | 7  | 48% | 4% | 4% |
| 3/17 | 21 | 11% | 8  | 39% | 4% | 5% |
| 3/18 | 29 | 15% | 13 | 43% | 6% | 7% |
| 3/19 | 38 | 19% | 16 | 41% | 8% | 9% |
| 3/20 | 22 | 11% | 8  | 38% | 4% | 5% |
| 3/21 | 17 | 9%  | 8  | 45% | 4% | 4% |
| 3/22 | 17 | 9%  | 8  | 46% | 4% | 5% |
| 3/23 | 13 | 7%  | 5  | 40% | 3% | 3% |
| 3/24 | 26 | 13% | 13 | 50% | 7% | 8% |
| 3/25 | 28 | 14% | 12 | 42% | 6% | 7% |
| 3/26 | 21 | 11% | 9  | 41% | 4% | 5% |
| 3/27 | 20 | 10% | 9  | 44% | 5% | 5% |
| 3/28 | 18 | 9%  | 6  | 33% | 3% | 4% |
| 3/29 | 20 | 10% | 5  | 26% | 3% | 3% |
| 3/30 | 13 | 7%  | 5  | 37% | 2% | 3% |
| 3/31 | 15 | 8%  | 6  | 40% | 3% | 4% |
| 4/1  | 20 | 10% | 8  | 38% | 4% | 4% |
| 4/2  | 16 | 8%  | 9  | 55% | 5% | 5% |
| 4/3  | 11 | 6%  | 3  | 31% | 2% | 2% |
| 4/4  | 16 | 8%  | 8  | 50% | 4% | 5% |
| 4/5  | 12 | 6%  | 5  | 42% | 3% | 3% |
| 4/6  | 8  | 4%  | 5  | 63% | 3% | 3% |
| 4/7  | 5  | 3%  | 3  | 68% | 2% | 2% |
| 4/8  | 9  | 5%  | 4  | 44% | 2% | 2% |
| 4/9  | 1  | 1%  | 0  | 0%  | 0% | 0% |



## Deer Crest Club Cars Parked at SRDV 2018-2019 Ski Season

| Date  | Number of Members Present | Members present as a % of Total Members | Total Cars Parked | Cars as a % of Members Present | Cars as a % of Total Memberships | Cars as a % of Total Memberships less SRDV Owners |
|-------|---------------------------|-----------------------------------------|-------------------|--------------------------------|----------------------------------|---------------------------------------------------|
| 12/8  | 23                        | 12%                                     | 9                 | 39%                            | 5%                               | 5%                                                |
| 12/9  | 18                        | 9%                                      | 8                 | 44%                            | 4%                               | 5%                                                |
| 12/10 | 8                         | 4%                                      | 4                 | 45%                            | 2%                               | 2%                                                |
| 12/11 | 9                         | 5%                                      | 4                 | 40%                            | 2%                               | 2%                                                |
| 12/12 | 7                         | 4%                                      | 2                 | 26%                            | 1%                               | 1%                                                |
| 12/13 | 10                        | 5%                                      | 6                 | 58%                            | 3%                               | 3%                                                |
| 12/14 | 13                        | 7%                                      | 6                 | 43%                            | 3%                               | 3%                                                |
| 12/15 | 21                        | 11%                                     | 10                | 50%                            | 5%                               | 6%                                                |
| 12/16 | 21                        | 11%                                     | 9                 | 43%                            | 5%                               | 5%                                                |
| 12/17 | 15                        | 8%                                      | 6                 | 37%                            | 3%                               | 3%                                                |
| 12/18 | 15                        | 8%                                      | 5                 | 35%                            | 3%                               | 3%                                                |
| 12/19 | 13                        | 7%                                      | 5                 | 38%                            | 3%                               | 3%                                                |
| 12/20 | 20                        | 10%                                     | 9                 | 43%                            | 4%                               | 5%                                                |
| 12/21 | 23                        | 12%                                     | 9                 | 37%                            | 4%                               | 5%                                                |
| 12/22 | 45                        | 23%                                     | 16                | 35%                            | 8%                               | 9%                                                |
| 12/23 | 47                        | 24%                                     | 23                | 48%                            | 12%                              | 13%                                               |
| 12/24 | 46                        | 24%                                     | 21                | 46%                            | 11%                              | 12%                                               |
| 12/25 | 27                        | 14%                                     | 12                | 44%                            | 6%                               | 7%                                                |
| 12/26 | 51                        | 26%                                     | 23                | 44%                            | 12%                              | 13%                                               |
| 12/27 | 56                        | 29%                                     | 29                | 51%                            | 15%                              | 17%                                               |
| 12/28 | 63                        | 32%                                     | 33                | 53%                            | 17%                              | 19%                                               |
| 12/29 | 44                        | 23%                                     | 23                | 53%                            | 12%                              | 14%                                               |
| 12/30 | 58                        | 30%                                     | 29                | 50%                            | 15%                              | 17%                                               |
| 12/31 | 54                        | 28%                                     | 25                | 47%                            | 13%                              | 15%                                               |
| 1/1   | 31                        | 16%                                     | 15                | 47%                            | 7%                               | 9%                                                |
| 1/2   | 55                        | 28%                                     | 30                | 54%                            | 15%                              | 17%                                               |
| 1/3   | 44                        | 23%                                     | 22                | 49%                            | 11%                              | 13%                                               |
| 1/4   | 42                        | 22%                                     | 24                | 58%                            | 13%                              | 14%                                               |
| 1/5   | 37                        | 19%                                     | 20                | 55%                            | 10%                              | 12%                                               |
| 1/6   | 35                        | 18%                                     | 15                | 44%                            | 8%                               | 9%                                                |
| 1/7   | 25                        | 13%                                     | 10                | 41%                            | 5%                               | 6%                                                |
| 1/8   | 24                        | 12%                                     | 11                | 46%                            | 6%                               | 6%                                                |
| 1/9   | 25                        | 13%                                     | 12                | 48%                            | 6%                               | 7%                                                |
| 1/10  | 21                        | 11%                                     | 9                 | 41%                            | 4%                               | 5%                                                |
| 1/11  | 18                        | 9%                                      | 8                 | 47%                            | 4%                               | 5%                                                |
| 1/12  | 34                        | 17%                                     | 17                | 51%                            | 9%                               | 10%                                               |
| 1/13  | 23                        | 12%                                     | 9                 | 39%                            | 5%                               | 5%                                                |
| 1/14  | 17                        | 9%                                      | 9                 | 55%                            | 5%                               | 5%                                                |
| 1/15  | 12                        | 6%                                      | 3                 | 28%                            | 2%                               | 2%                                                |
| 1/16  | 25                        | 13%                                     | 8                 | 30%                            | 4%                               | 4%                                                |
| 1/17  | 21                        | 11%                                     | 13                | 64%                            | 7%                               | 8%                                                |
| 1/18  | 32                        | 16%                                     | 13                | 42%                            | 7%                               | 8%                                                |
| 1/19  | 47                        | 24%                                     | 22                | 47%                            | 11%                              | 13%                                               |

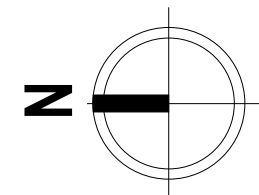


|      |    |     |    |     |     |     |
|------|----|-----|----|-----|-----|-----|
| 1/20 | 36 | 18% | 16 | 43% | 8%  | 9%  |
| 1/21 | 29 | 15% | 11 | 37% | 6%  | 6%  |
| 1/22 | 25 | 13% | 9  | 34% | 4%  | 5%  |
| 1/23 | 20 | 10% | 3  | 17% | 2%  | 2%  |
| 1/24 | 28 | 14% | 11 | 38% | 5%  | 6%  |
| 1/25 | 40 | 21% | 18 | 45% | 9%  | 10% |
| 1/26 | 49 | 25% | 22 | 44% | 11% | 13% |
| 1/27 | 29 | 15% | 12 | 43% | 6%  | 7%  |
| 1/28 | 20 | 10% | 6  | 30% | 3%  | 4%  |
| 1/29 | 20 | 10% | 8  | 38% | 4%  | 4%  |
| 1/30 | 25 | 13% | 8  | 30% | 4%  | 4%  |
| 1/31 | 22 | 11% | 7  | 30% | 3%  | 4%  |
| 2/1  | 24 | 12% | 7  | 28% | 3%  | 4%  |
| 2/2  | 26 | 13% | 8  | 29% | 4%  | 4%  |
| 2/3  | 28 | 14% | 8  | 27% | 4%  | 4%  |
| 2/4  | 22 | 11% | 8  | 35% | 4%  | 5%  |
| 2/5  | 21 | 11% | 9  | 44% | 5%  | 5%  |
| 2/6  | 27 | 14% | 9  | 34% | 5%  | 5%  |
| 2/7  | 30 | 15% | 14 | 48% | 7%  | 8%  |
| 2/8  | 34 | 17% | 17 | 51% | 9%  | 10% |
| 2/9  | 41 | 21% | 20 | 50% | 10% | 12% |
| 2/10 | 24 | 12% | 13 | 54% | 7%  | 8%  |
| 2/11 | 16 | 8%  | 9  | 54% | 4%  | 5%  |
| 2/12 | 17 | 9%  | 7  | 40% | 3%  | 4%  |
| 2/13 | 5  | 3%  | 3  | 52% | 1%  | 2%  |
| 2/14 | 17 | 9%  | 8  | 45% | 4%  | 4%  |
| 2/15 | 28 | 14% | 13 | 46% | 7%  | 7%  |
| 2/16 | 45 | 23% | 23 | 51% | 12% | 13% |
| 2/17 | 38 | 19% | 18 | 48% | 9%  | 11% |
| 2/18 | 35 | 18% | 21 | 59% | 11% | 12% |
| 2/19 | 27 | 14% | 15 | 54% | 7%  | 9%  |
| 2/20 | 29 | 15% | 19 | 65% | 10% | 11% |
| 2/21 | 29 | 15% | 15 | 52% | 8%  | 9%  |
| 2/22 | 35 | 18% | 19 | 55% | 10% | 11% |
| 2/23 | 42 | 22% | 21 | 50% | 11% | 12% |
| 2/24 | 28 | 14% | 10 | 36% | 5%  | 6%  |
| 2/25 | 19 | 10% | 8  | 43% | 4%  | 5%  |
| 2/26 | 19 | 10% | 9  | 45% | 4%  | 5%  |
| 2/27 | 26 | 13% | 7  | 26% | 3%  | 4%  |
| 2/28 | 21 | 11% | 8  | 36% | 4%  | 4%  |
| 3/1  | 29 | 15% | 14 | 47% | 7%  | 8%  |
| 3/2  | 34 | 17% | 16 | 47% | 8%  | 9%  |
| 3/3  | 34 | 17% | 18 | 54% | 9%  | 11% |
| 3/4  | 19 | 10% | 6  | 33% | 3%  | 4%  |
| 3/5  | 25 | 13% | 13 | 54% | 7%  | 8%  |
| 3/6  | 21 | 11% | 8  | 38% | 4%  | 5%  |
| 3/7  | 22 | 11% | 8  | 35% | 4%  | 4%  |
| 3/8  | 31 | 16% | 14 | 45% | 7%  | 8%  |
| 3/9  | 29 | 15% | 14 | 50% | 7%  | 8%  |

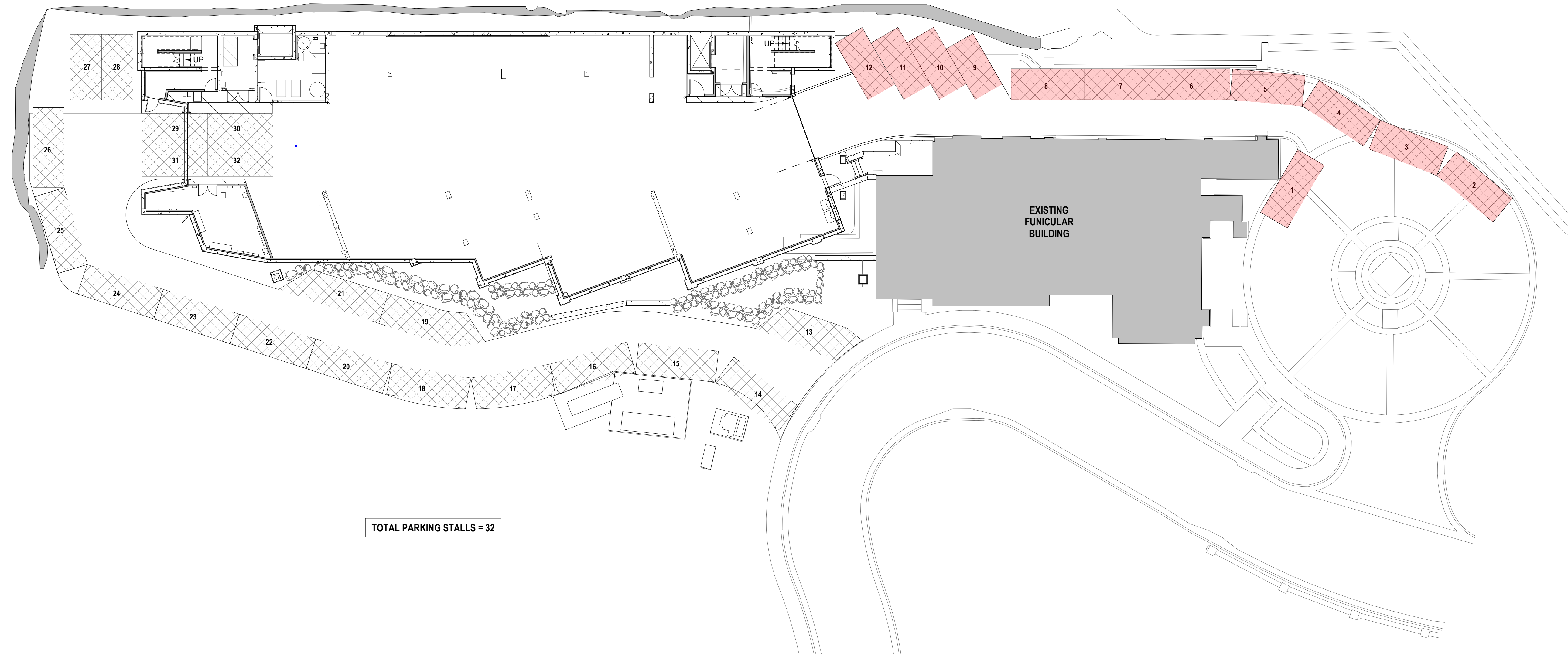


|      |    |     |    |     |    |     |
|------|----|-----|----|-----|----|-----|
| 3/10 | 30 | 15% | 15 | 49% | 8% | 9%  |
| 3/11 | 20 | 10% | 10 | 52% | 5% | 6%  |
| 3/12 | 15 | 8%  | 8  | 53% | 4% | 5%  |
| 3/13 | 18 | 9%  | 4  | 22% | 2% | 2%  |
| 3/14 | 18 | 9%  | 8  | 47% | 4% | 5%  |
| 3/15 | 28 | 14% | 13 | 48% | 7% | 8%  |
| 3/16 | 35 | 18% | 17 | 50% | 9% | 10% |
| 3/17 | 35 | 18% | 14 | 39% | 7% | 8%  |
| 3/18 | 25 | 13% | 9  | 37% | 5% | 5%  |
| 3/19 | 23 | 12% | 10 | 44% | 5% | 6%  |
| 3/20 | 21 | 11% | 7  | 32% | 3% | 4%  |
| 3/21 | 18 | 9%  | 5  | 29% | 3% | 3%  |
| 3/22 | 23 | 12% | 10 | 42% | 5% | 6%  |
| 3/23 | 30 | 15% | 13 | 44% | 7% | 8%  |
| 3/24 | 29 | 15% | 15 | 51% | 8% | 9%  |
| 3/25 | 51 | 26% | 12 | 24% | 6% | 7%  |
| 3/26 | 21 | 11% | 9  | 41% | 4% | 5%  |
| 3/27 | 16 | 8%  | 6  | 38% | 3% | 4%  |
| 3/28 | 19 | 10% | 8  | 43% | 4% | 5%  |
| 3/29 | 28 | 14% | 11 | 38% | 5% | 6%  |
| 3/30 | 24 | 12% | 8  | 34% | 4% | 5%  |
| 3/31 | 18 | 9%  | 10 | 53% | 5% | 6%  |
| 4/1  | 9  | 5%  | 2  | 22% | 1% | 1%  |
| 4/2  | 8  | 4%  | 3  | 33% | 1% | 2%  |
| 4/3  | 10 | 5%  | 5  | 46% | 2% | 3%  |
| 4/4  | 16 | 8%  | 4  | 23% | 2% | 2%  |
| 4/5  | 16 | 8%  | 6  | 39% | 3% | 4%  |
| 4/6  | 16 | 8%  | 6  | 38% | 3% | 4%  |
| 4/7  | 13 | 7%  | 6  | 45% | 3% | 3%  |

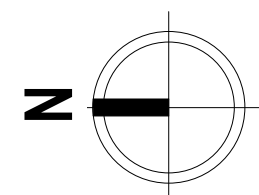




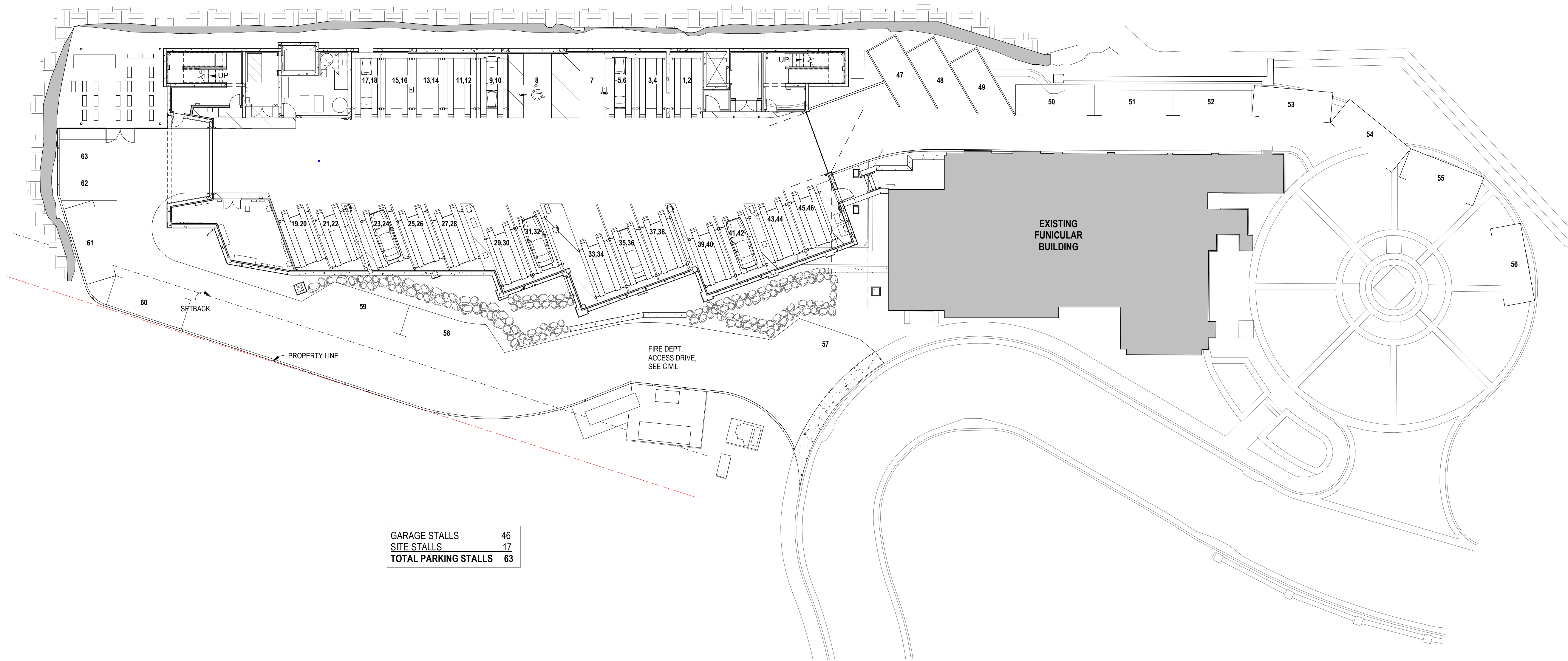
2 TEMPORARY SITE PARKING  
PA112 SCALE: 1/16" = 1'-0"



TOTAL PARKING STALLS = 32



1 PERMANENT GARAGE & SITE PARKING  
PA112 SCALE: 1/16" = 1'-0"



GARAGE STALLS 46  
SITE STALLS 17  
TOTAL PARKING STALLS 63

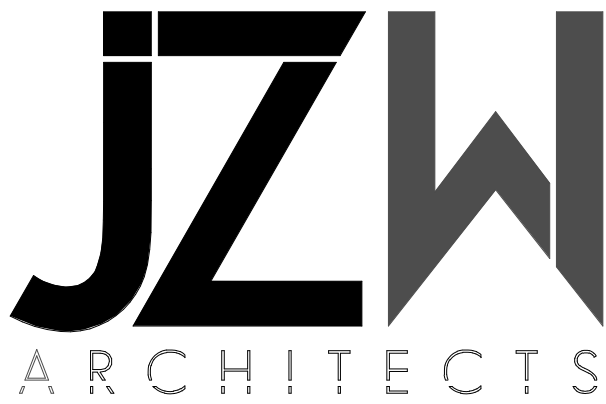
ST. REGIS DEER VALLEY RESORT, SNOW PARK PHASE 3

2300 DEER VALLEY DR, PARK CITY, UT

SITE PARKING CONDITIONS A

Scale: 1/16" = 1'-0"

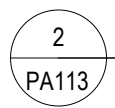
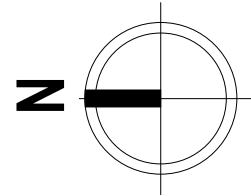
DATE:  
December 17, 2021  
PA112







|                      |    |
|----------------------|----|
| GARAGE STALLS        | 36 |
| TEMPORARY STALLS     | 9  |
| TOTAL PARKING STALLS | 45 |



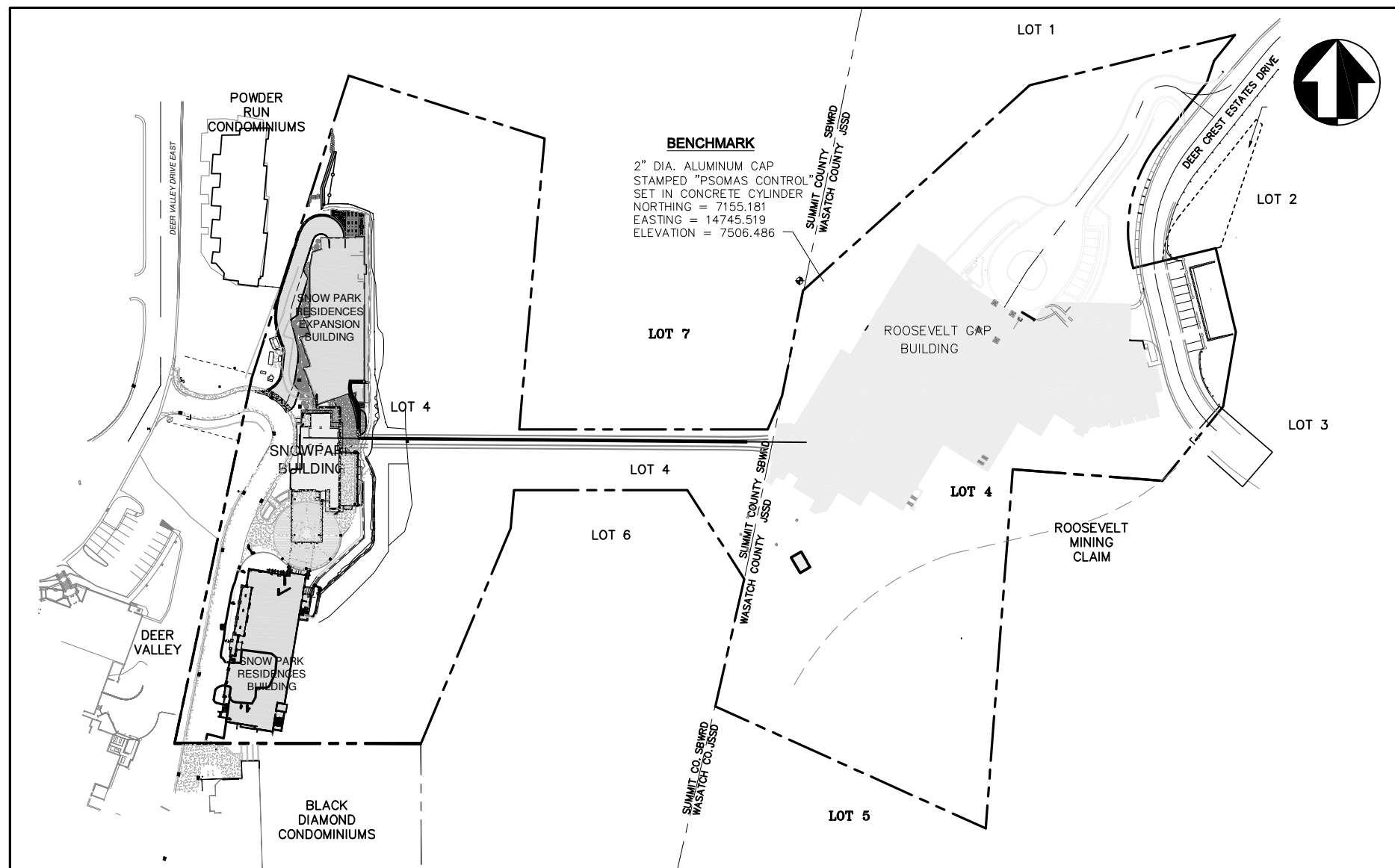
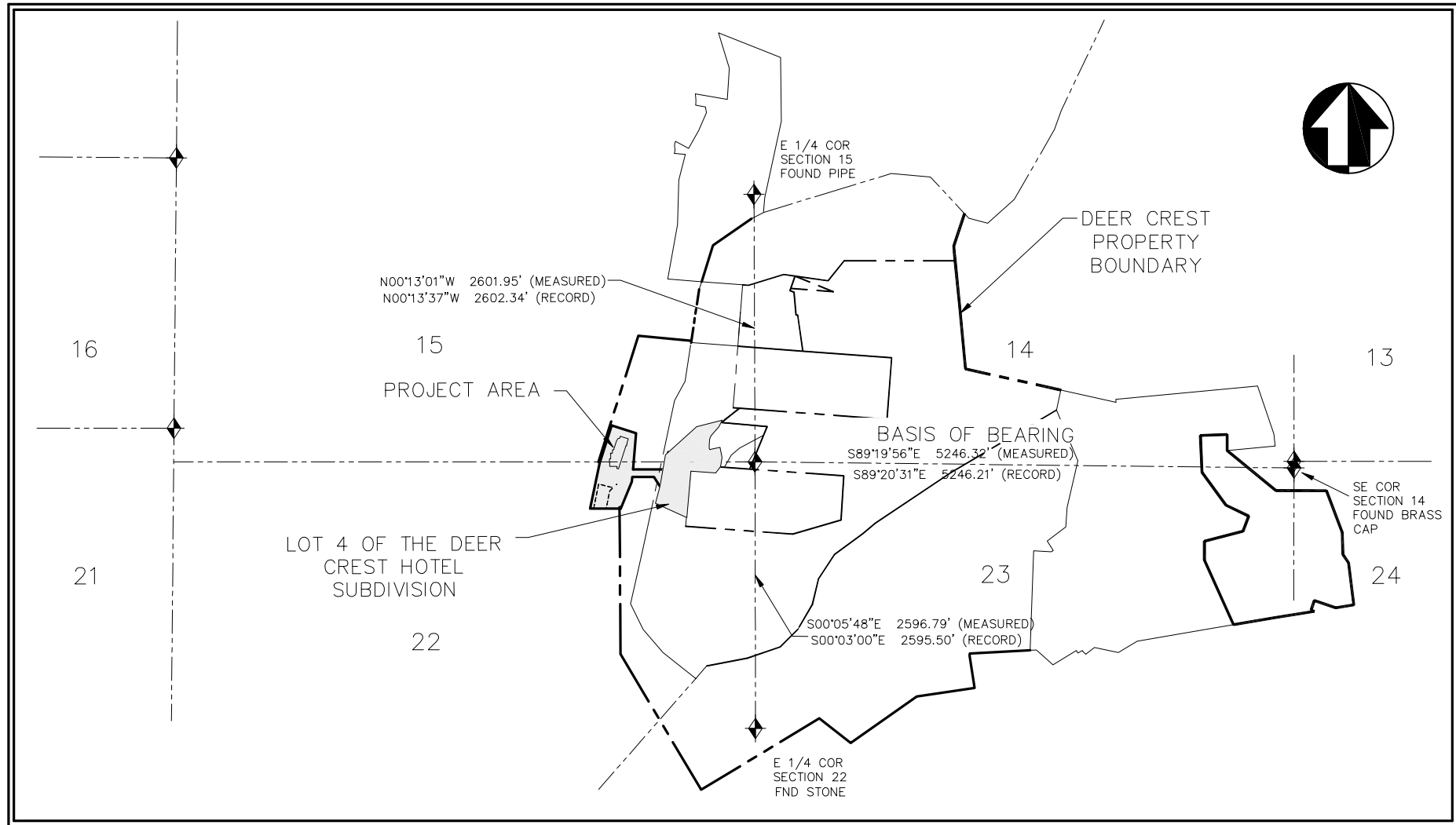
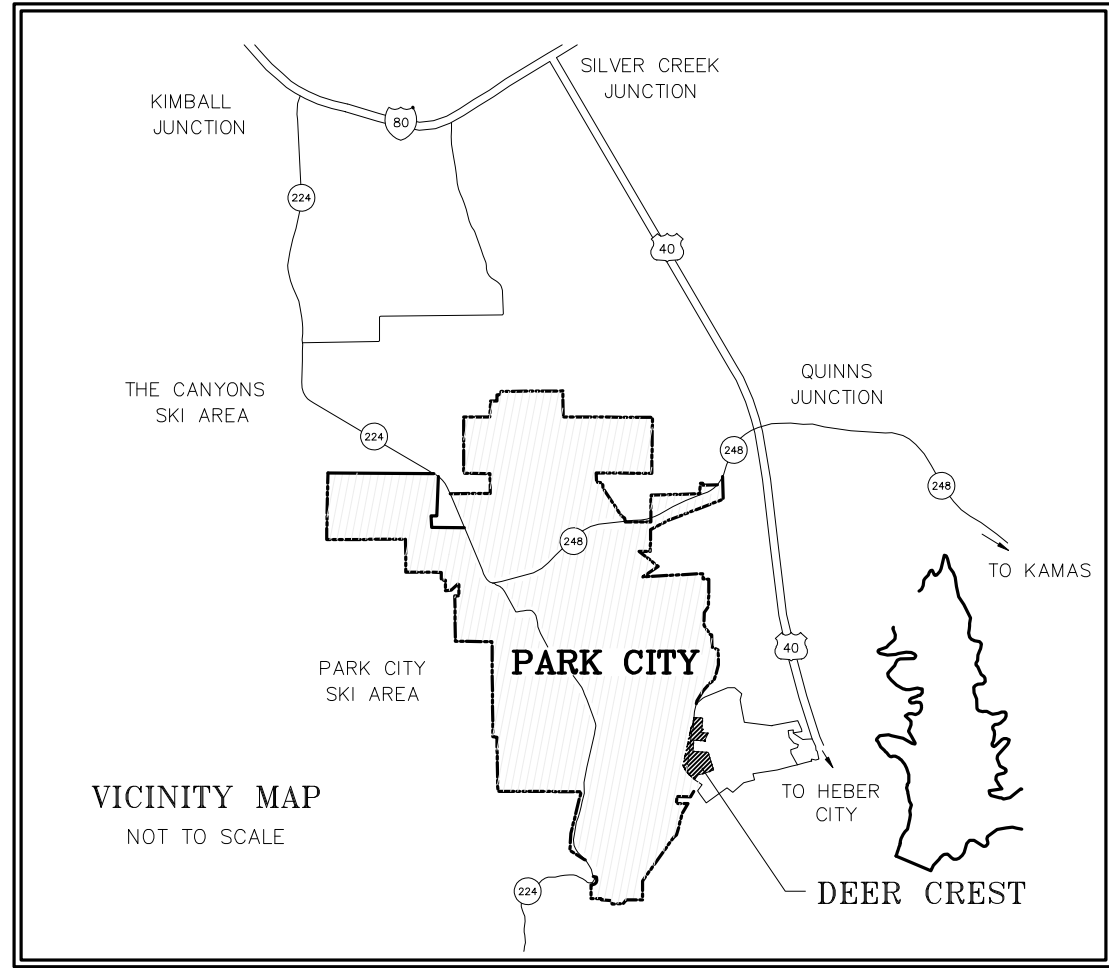
TEMPORARY PARKING IN SOUTH GARAGE

SCALE: 1/16" = 1'-0"



### St. Regis Deer Valley Parking By Phase

|                                            | Roosevelt<br>Gap<br>Parking | Snow Park<br>North<br>Parking | Snow Park<br>South<br>Parking | Jordanelle<br>Parking | Temporary<br>Easement<br>Parking | Total<br>Parking<br>Provided | CUP<br>Parking<br>Required | Original Developer<br>Parking Commitment |
|--------------------------------------------|-----------------------------|-------------------------------|-------------------------------|-----------------------|----------------------------------|------------------------------|----------------------------|------------------------------------------|
| Original Hotel (Before Ph. 2 Construction) | 157                         | 65                            | 9                             | 173                   |                                  | 404                          | 319                        | 348                                      |
| Ph. 2 Under Construction                   | 157                         | 65                            | 0                             | 173                   |                                  | 395                          | 319                        | 337                                      |
| Phase 2 Completed                          | 157                         | 65                            | 35                            | 179                   |                                  | 436                          | 334                        | 394                                      |
| Ph. 3 Under Construction (now)             | 157                         | 32                            | 35                            | 179                   | 14                               | 417                          | 334                        | 338                                      |
| Ph. 3 Completion                           | 157                         | 60                            | 35                            | 179                   |                                  | 431                          | 374                        | 387                                      |



#### GENERAL NOTES

1. This property (the "Project") is governed by the Declaration of Covenants, Conditions and Restrictions for Snow Park Residences, recorded in the Office of the Summit County Recorder on January 25, 2021, as Entry No. 01153668, as supplemented by that certain Supplemental Declaration of Covenants, Conditions and Restrictions for Snow Park Residences, recorded in the Office of the Summit County Recorder concurrently with the recordation of this condominium plat (collectively, the "Residence Declaration"). The Project is a part of the Deer Crest Roosevelt Gap Resort governed by the Amended and Restated Resort Declaration of Covenants, Conditions and Restrictions for Deer Crest Roosevelt Gap Resort, recorded in the Official Records of Summit County, Utah on November 20, 2009, as Entry No. 00886962, as amended ("Resort Declaration"). Capitalized terms not otherwise defined in this plat shall have the meanings set forth in the Residence Declaration. The Snow Park Units shown on this plat are purely air space units, and do not include any fee simple ownership interest in the land or structural components depicted herein, as more fully described in the Residence Declaration. The land and improvements outside of the Snow Park Units, including but not limited to the Restricted Areas, Owner Access Areas, and Balcony Areas on this plat are not a part of the Snow Park Property, and do not constitute "common areas and facilities" under the Utah Condominium Ownership Act. Snow Park Owners are granted easements to use and enjoy certain portions of such components, as set forth in the Residence Declaration, but do not receive any fee simple ownership interest therein. Snow Park Owners are also granted certain easement rights with respect to other portions of the Deer Crest Roosevelt Gap Resort or as set forth in the Resort Declaration. PURCHASERS ARE STRONGLY URGED TO REVIEW THE RESORT DECLARATION AND RESIDENCE DECLARATION WITH THEIR LEGAL COUNSEL IN ORDER TO FULLY UNDERSTAND THE RIGHTS, INTERESTS, LIMITATIONS AND OBLIGATIONS APPURTENANT TO OWNERSHIP OF A SNOW PARK UNIT WITHIN THE PROJECT.

2. The Project is situated on a portion of Lot 4 of the Deer Crest Hotel Subdivision Plat and is subject to these notes, and the terms and conditions on the Supplemental Snow Park Residences Condominium Plat, as the same may be supplemented or amended from time to time. The Project and the other land and improvements on Lot 4 are subject to that certain 1995 Settlement Agreement By and Between Park City Consolidated Mines Company, Trans-Wasatch Company, LLC., and Park City Municipal Corporation, as the same may be amended from time to time, unless and until such agreement is terminated or superseded. All conditions of approval of the Deer Crest Hotel Conditional Use Permit approved by Park City Municipal Corporation, as the same may be amended from time to time, and Park City Ordinance 2020-23 shall continue to apply to the Project.

3. All Snow Park Owners are members of the Snow Park Owners' Association (the "Snow Park Association"), created in accordance with the terms of the Residence Declaration. The Snow Park Association is a member of the Roosevelt Gap Resort Association, Inc. ("Resort Association"), as provided in the Resort Declaration, and a member of the Deer Crest Master Association ("Deer Crest Master Association") created pursuant to the Master Declaration of Covenants, Conditions and Restrictions, and Reservation of Easement for Deer Crest dated as of October 31, 1997, as amended. As a result, Snow Park Owners are subject to the articles of incorporation, bylaws, covenants, rules and regulations and other governing documents that may be established from time to time by the Snow Park Association, the Resort Association and the Deer Crest Master Association, including obligations for the payment of assessments as provided therein.

4. The Building ties on this sheet are from the property line to the building foundation as shown.

5. The dimensions of the Snow Park Units and square footage calculations are based principally on drawings supplied by JZW Architects. These drawings were prepared prior to completion of construction and it is possible that some changes will occur during construction. The square footages shown on this plat are calculated in accordance with the Utah Condominium Ownership Act and the Residence Declaration. Such calculation typically differs somewhat from the square footage determined by the architect or others using different methods of determining unit size. It is intended that the size and boundaries of the Snow Park Units shall be as constructed.

6. Certain ceilings in the Snow Park Units shown on this plat have variations, insets, enclosed duct work, and other similar architectural features that result in the ceilings having numerous different elevation measurements which are difficult to show on this plat. Consequently, and notwithstanding the fact that the boundary of each Snow Park Unit is the actual interior finished surface of the ceiling, the ceiling elevations shown on this plat are measured at the lower surface of the structure at the top of each Snow Park Unit.

7. Areas shown on this condominium plat as "Commercial Area / Affordable Housing / Non Condominium Property" are deed restricted employee/affordable housing units.

8. The Commercial Owner has reserved the option to expand the Project and create additional Units in accordance with the terms and conditions of the Residence Declaration. See the Residence Declaration for additional details.

9. The Snow Park Units are served by a Common Private Lateral Wastewater Line. The Commercial Owner shall be responsible for ownership, operation and maintenance of the Common Private Lateral Wastewater Line.

10. This plat records a total of 33,612 SF of Residential Unit area that is subject to the Unit Equivalent (UE) representing 16.81 UE.

11. The street address of the Project is: 2310 Deer Valley Drive East. The address of a Snow Park Unit is 2310 Deer Valley Drive East plus the Snow Park Unit Number.

12. Public hiking and biking trails cross through the Resort. These trails and their intended use are shown on the Deer Crest Hotel Subdivision Plat, and may be modified, relocated, expanded or reduced from time to time subject to Park City Municipal Corp. approval.

#### LEGAL DESCRIPTION

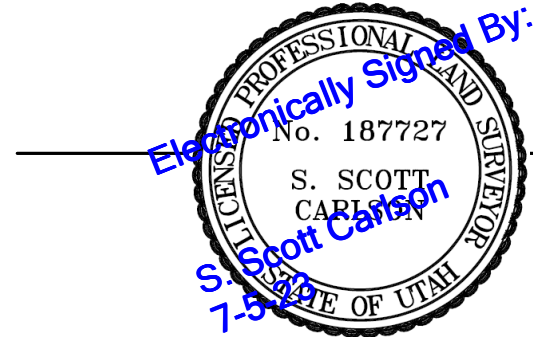
##### SNOW PARK RESIDENCES EXPANSION BOUNDARY:

Commencing at the Northwest Corner of Lot 4, Deer Crest Hotel Subdivision Plat (amending the Roosevelt Gap Subdivision Plat), according to the official plat thereof on file and of record in the Summit and Wasatch County Recorders' Office, thence South 17° 46' 20" West 150.15 feet coincident with the west boundary of said Lot 4 to the TRUE POINT OF BEGINNING:  
Thence South 89° 56' 02" East 80.11 feet;  
Thence South 00° 07' 19" West 245.64 feet;  
Thence South 89° 58' 58" West 87.79 feet coincident with the north line of the Snow Park Building and the prolongation thereof to the northwest corner of said building;  
Thence North 55° 45' 17" West 70.08 feet to a point on the west boundary of said Lot 4;  
Thence North 17° 46' 20" East 216.66 feet coincident with said west boundary to the point of beginning.

Contains 27,907 sq. ft, 0.64 acres

##### SURVEYOR'S CERTIFICATE:

I, S. Scott Carlson, certify that I am a Professional Land Surveyor with Twin Peaks, P.C. holding license number 187727 in accordance with Utah Code Annotated Title 58, Chapter 22, Professional Engineers and Land Surveyors Licensing Act, and that a survey of the described tract of land has been completed by me in accordance with Utah Code Annotated 17-23-17, and that I have verified all measurements and have placed monuments as shown hereon. I further certify that this Condominium Plat complies with the provisions of Section 57-8-13(1) of the Utah Condominium Ownership Act, Utah Code Annotated.



ROS #S0007782: MAY 2013  
SUMMIT COUNTY, UTAH

##### OWNER'S CONSENT TO RECORD

Know all men by these presents, that SRDV Partners, LLC, a Delaware Limited Liability company, the undersigned owner of the hereon described land, to be known hereafter as Snow Park Residences, a Utah condominium project, does hereby certify that it has caused this plat to be prepared, and does hereby consent to the recordation of this Condominium Plat to be prepared, and does hereby consent to the recordation of this Condominium Plat.

ALSO the owner or its representatives, hereby irrevocably offers for dedication to Park City all the easements and required utilities and easements shown on this condominium plat in accordance with an irrevocable offer of dedication.

In witness hereof, the undersigned set his hand this \_\_\_\_\_ day of \_\_\_\_\_, 2023.

SRDV Partners, LLC,  
a Delaware Limited Liability Company

By: \_\_\_\_\_  
Print Name: \_\_\_\_\_  
Title: \_\_\_\_\_

STATE OF \_\_\_\_\_ )  
COUNTY OF \_\_\_\_\_ )

On this \_\_\_\_ day of \_\_\_\_\_, in the year 2023, before me \_\_\_\_\_, a notary public, personally appeared \_\_\_\_\_, the \_\_\_\_\_ of SRDV Partners, LLC, proved on the basis of satisfactory evidence to be the person whose name is subscribed to in the foregoing Owner's Consent to Record regarding Snow Park Residences and was signed by him/her on behalf of said SRDV Partners, LLC, and acknowledged that he/she executed the same.

Commission Number \_\_\_\_\_  
My Commission Expires \_\_\_\_\_

Print Name: \_\_\_\_\_  
A Notary Public Commissioned in Utah

## SUPPLEMENTAL SNOW PARK RESIDENCES CONDOMINIUM PLAT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 22  
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SLB&M.  
PARK CITY, SUMMIT COUNTY, UTAH

## SUPPLEMENTAL SNOW PARK RESIDENCES CONDOMINIUM PLAT



DWG DATE:

July 2023

PLOT DATE:

01 July 2023

SHEET

1

8

PUBLIC SAFETY ANSWERING  
POINT APPROVAL

APPROVED THIS \_\_\_\_\_ DAY  
OF \_\_\_\_\_, 2023.

BY: \_\_\_\_\_  
SUMMIT COUNTY GIS COORDINATOR

SNYDERVILLE BASIN  
WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE  
BASIN WATER RECLAMATION DISTRICT STANDARDS  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023.

BY: \_\_\_\_\_  
S.B.W.R.D.

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK  
CITY PLANNING COMMISSION ON THIS \_\_\_\_\_  
DAY OF \_\_\_\_\_ 2023.

CHAIRMAN

CITY ENGINEER

REVIEWED FOR CONFORMANCE WITH  
AVAILABLE INFORMATION IN THE  
PARK CITY ENGINEERING DEPARTMENT  
ON THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2023

CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS  
DAY OF \_\_\_\_\_ 2023

CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE  
COUNCIL THIS \_\_\_\_\_ DAY OF  
\_\_\_\_\_, 2023

BY \_\_\_\_\_  
MAYOR

CERTIFICATE OF ATTEST

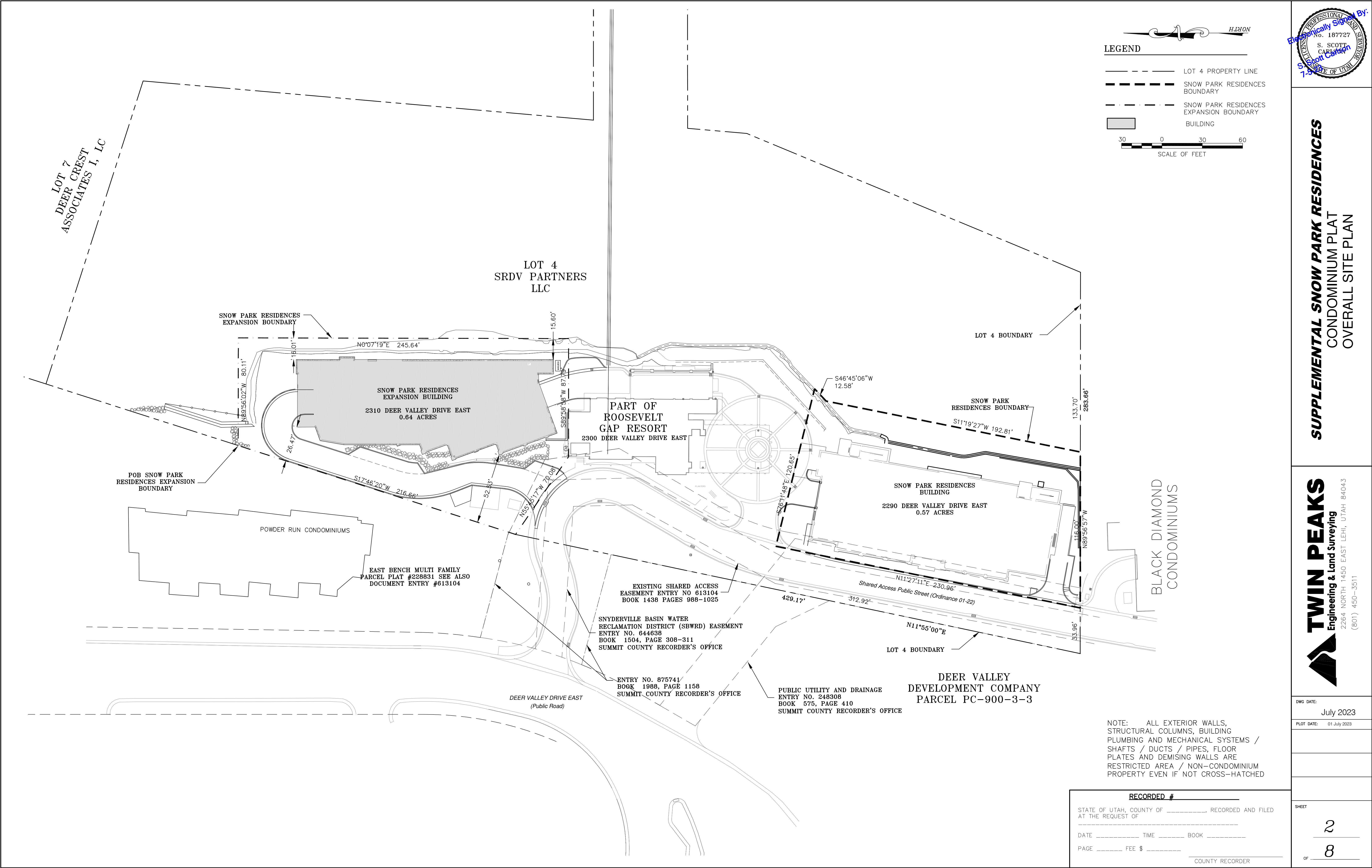
I CERTIFY THIS CONDOMINIUM PLAT  
WAS APPROVED BY PARK CITY  
COUNCIL THIS \_\_\_\_\_ DAY OF  
\_\_\_\_\_, 2023

PARK CITY RECORDER

RECORDED #

STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE  
REQUEST OF \_\_\_\_\_  
FEE \$ \_\_\_\_\_ RECORDER  
DATE \_\_\_\_\_ TIME \_\_\_\_\_ BOOK \_\_\_\_\_ PAGE \_\_\_\_\_





Electronically Signed By:  
S. SCOTT CARLSON  
7-3-2023  
STATE OF UTAH  
PROFESSIONAL LAND SURVEYOR  
No. 187727

**SUPPLEMENTAL SNOW PARK RESIDENCES**  
CONDOMINIUM PLAT  
OVERALL SITE PLAN

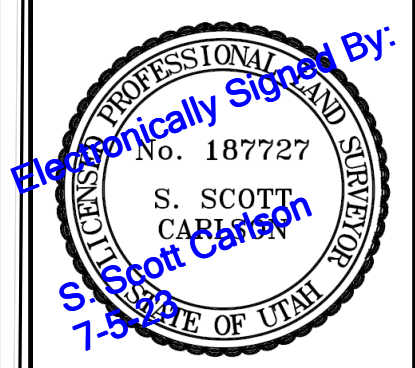
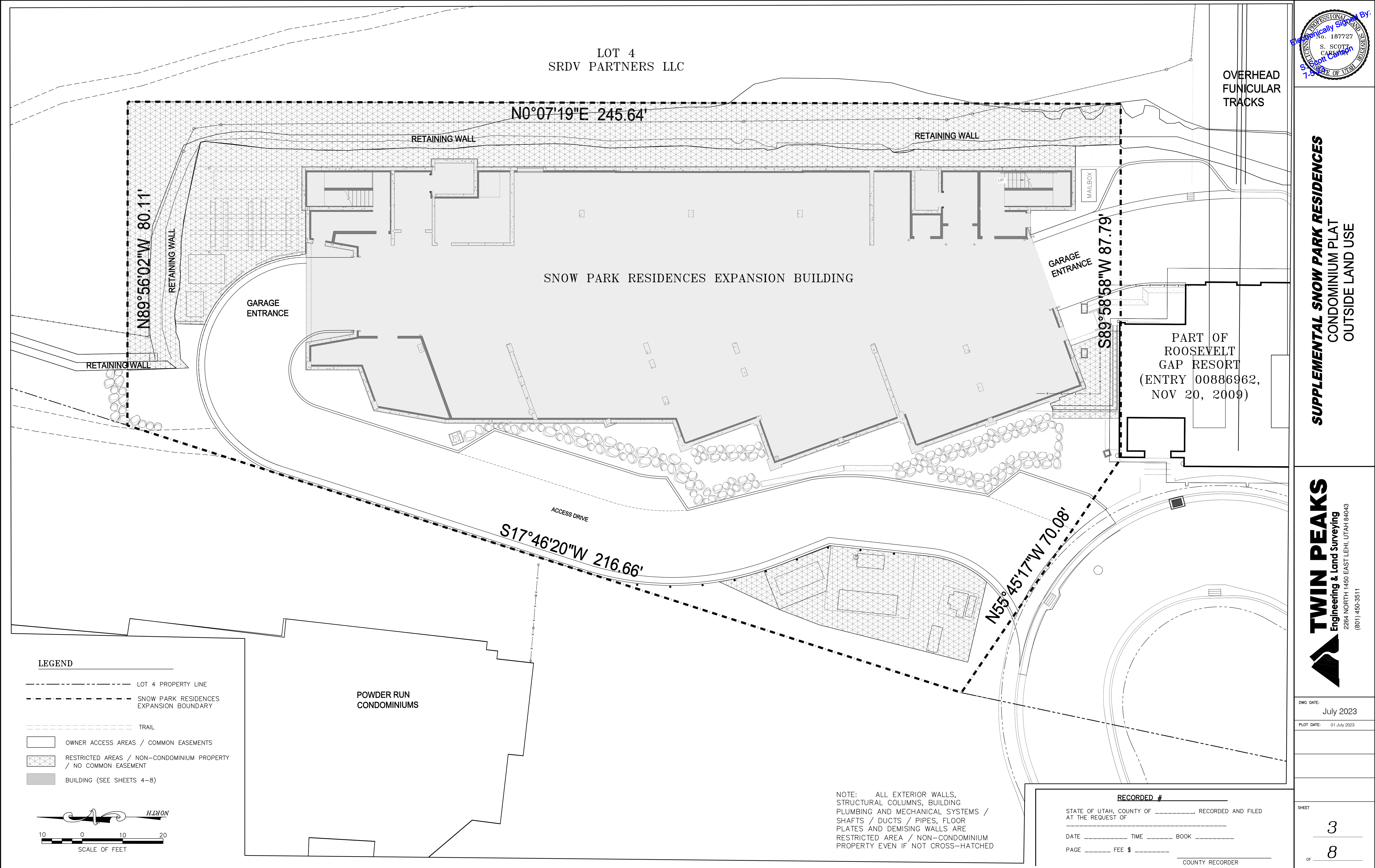
**TWIN PEAKS**  
Engineering & Land Surveying  
2264 NORTH 1450 EAST LEHI, UTAH 84043  
(801) 450-3511

DWG. DATE: July 2023  
PLOT DATE: 01 July 2023

RECORDED # \_\_\_\_\_  
STATE OF UTAH, COUNTY OF \_\_\_\_\_, RECORDED AND FILED  
AT THE REQUEST OF \_\_\_\_\_  
DATE \_\_\_\_\_ TIME \_\_\_\_\_ BOOK \_\_\_\_\_  
PAGE \_\_\_\_\_ FEE \$ \_\_\_\_\_  
COUNTY RECORDER

SHEET  
2  
OF 8



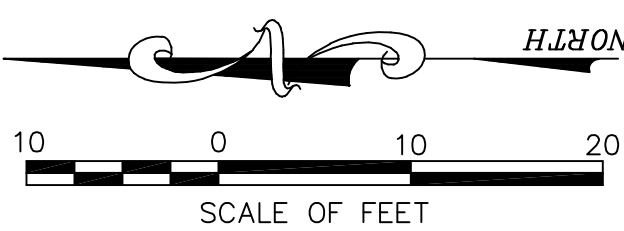


**SUPPLEMENTAL SNOW PARK RESIDENCES**  
CONDOMINIUM PLAT  
OUTSIDE LAND USE



|            |              |
|------------|--------------|
| DWG DATE:  | July 2023    |
| PLOT DATE: | 01 July 2023 |
| SHEET      | 3            |
| OF         | 8            |

- LEGEND**
- LOT 4 PROPERTY LINE
  - - - SNOW PARK RESIDENCES EXPANSION BOUNDARY
  - - - TRAIL
  - OWNER ACCESS AREAS / COMMON EASEMENTS
  - RESTRICTED AREAS / NON-CONDOMINIUM PROPERTY / NO COMMON EASEMENT
  - BUILDING (SEE SHEETS 4-8)



NOTE: ALL EXTERIOR WALLS, STRUCTURAL COLUMNS, BUILDING PLUMBING AND MECHANICAL SYSTEMS / SHAFTS / DUCTS / PIPES, FLOOR PLATES AND DEMISING WALLS ARE RESTRICTED AREA / NON-CONDOMINIUM PROPERTY EVEN IF NOT CROSS-HATCHED

RECORDED # \_\_\_\_\_

STATE OF UTAH, COUNTY OF \_\_\_\_\_, RECORDED AND FILED AT THE REQUEST OF \_\_\_\_\_

DATE \_\_\_\_\_ TIME \_\_\_\_\_ BOOK \_\_\_\_\_

PAGE \_\_\_\_\_ FEE \$ \_\_\_\_\_ COUNTY RECORDER \_\_\_\_\_









**SUPPLEMENTAL SNOW PARK RESIDENCES**  
CONDOMINIUM PLAT  
LEVELS 2 AND 3

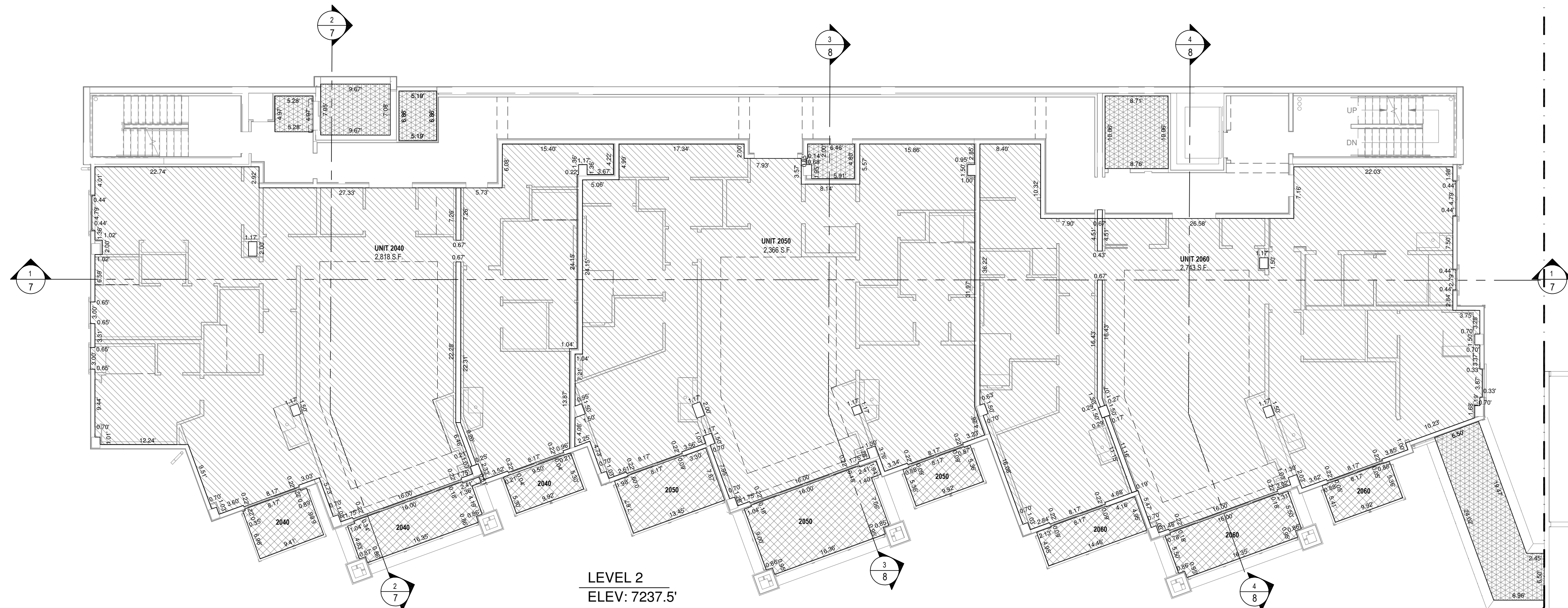


DWG. DATE: July 2023

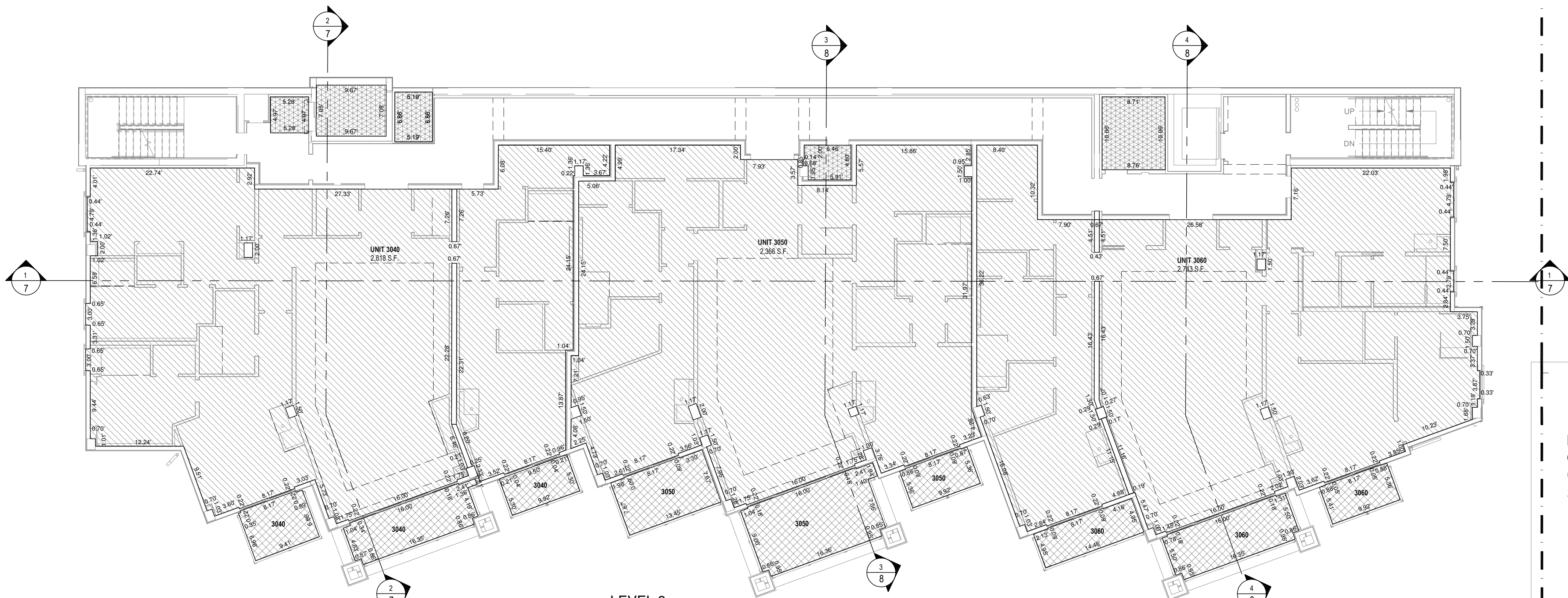
PLOT DATE: 05 July 2023

SHEET

5  
OF 8



LEVEL 2  
ELEV: 7237.5'



LEVEL 3  
ELEV: 7248.5'

NOTE: ALL EXTERIOR WALLS, STRUCTURAL COLUMNS, AND SHEER WALLS BUILDING PLUMBING AND MECHANICAL SYSTEMS / SHAFTS / DUCTS / PIPES, FLOOR PLATES AND DEMISING WALLS ARE RESTRICTED AREA / NON-CONDOMINIUM PROPERTY EVEN IF NOT CROSS-HATCHED





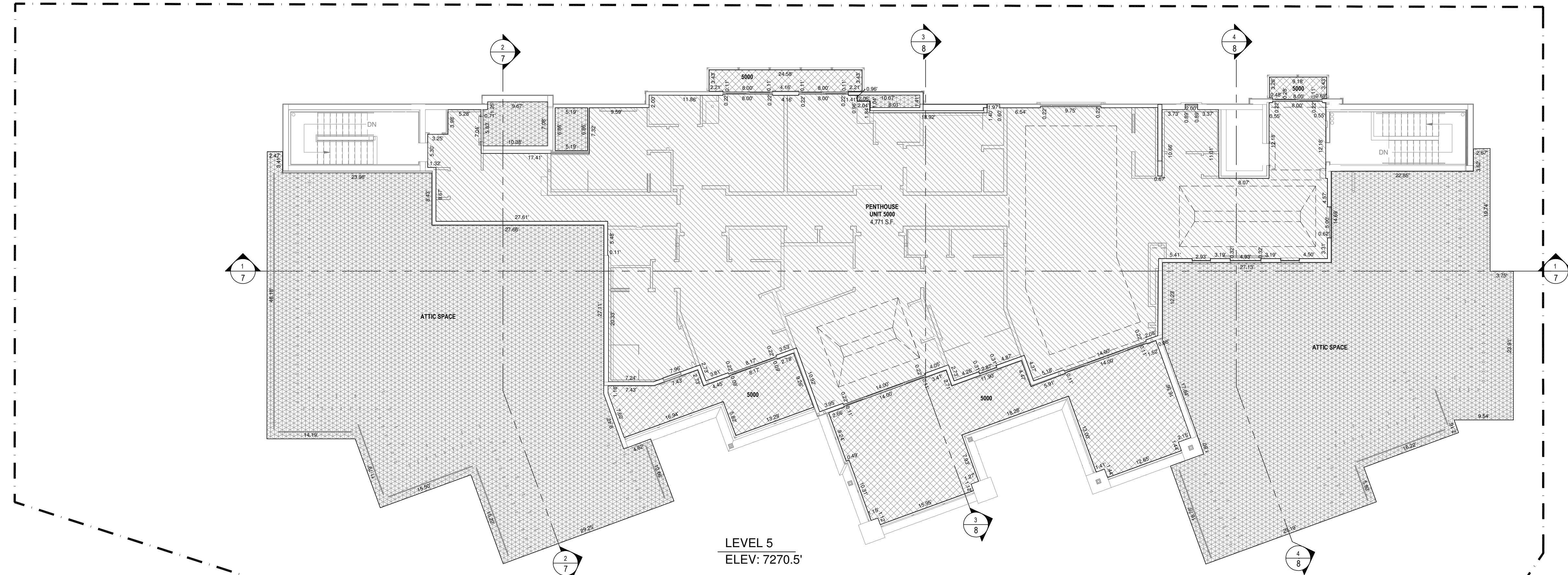
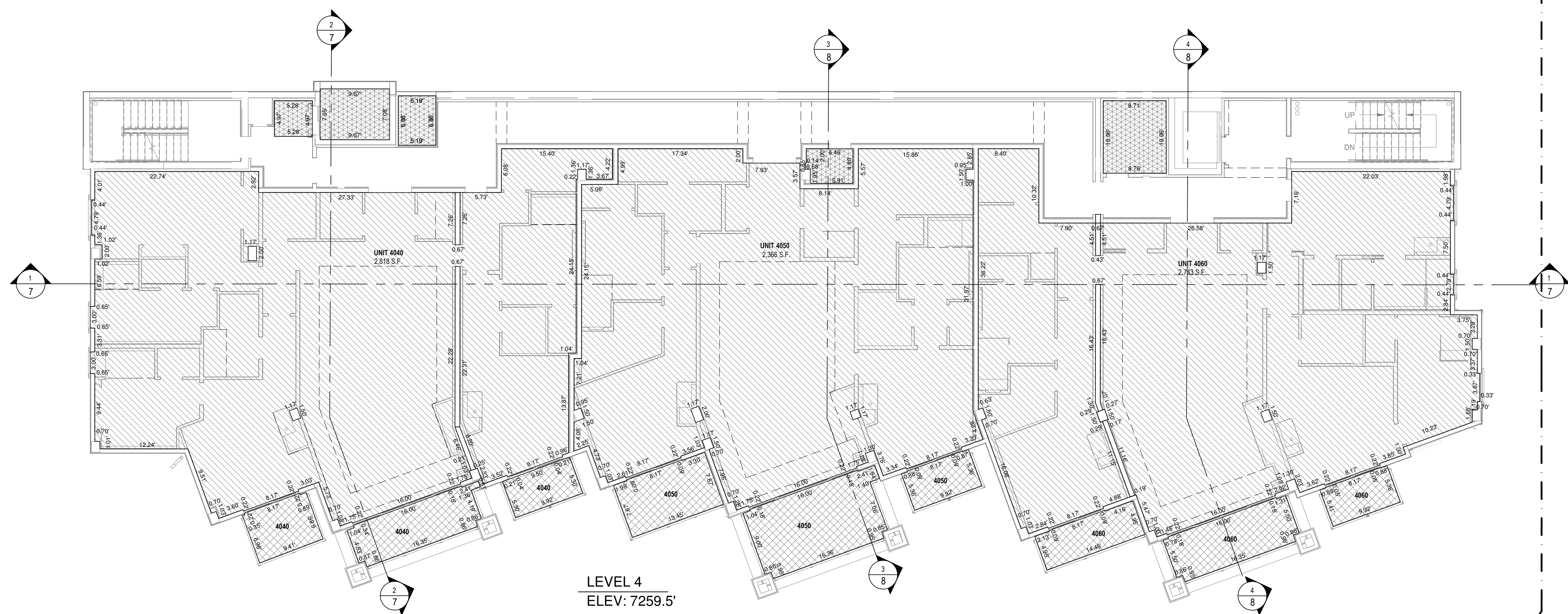
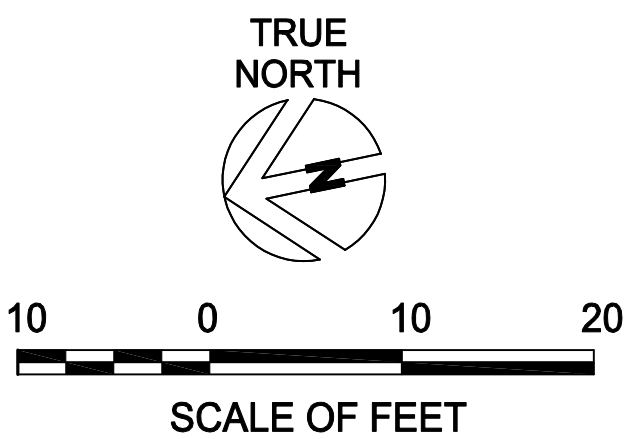
**SUPPLEMENTAL SNOW PARK RESIDENCES**  
CONDOMINIUM PLAT  
LEVELS 4 AND 5



DWG. DATE: July 2023  
PLOT DATE: 05 July 2023

SHEET  
6  
OF 8

- Owner Access Areas / Common Easements
- Restricted Areas / Non-Condominium Property / No Common Easement
- Balcony areas (appurtenant to the unit listed)
- Residence Units / Private Condominium Area
- Commercial Area / Affordable Housing / Non-Condominium Property
- Snow Park Residences Expansion Boundary
- - - Change in Ceiling height

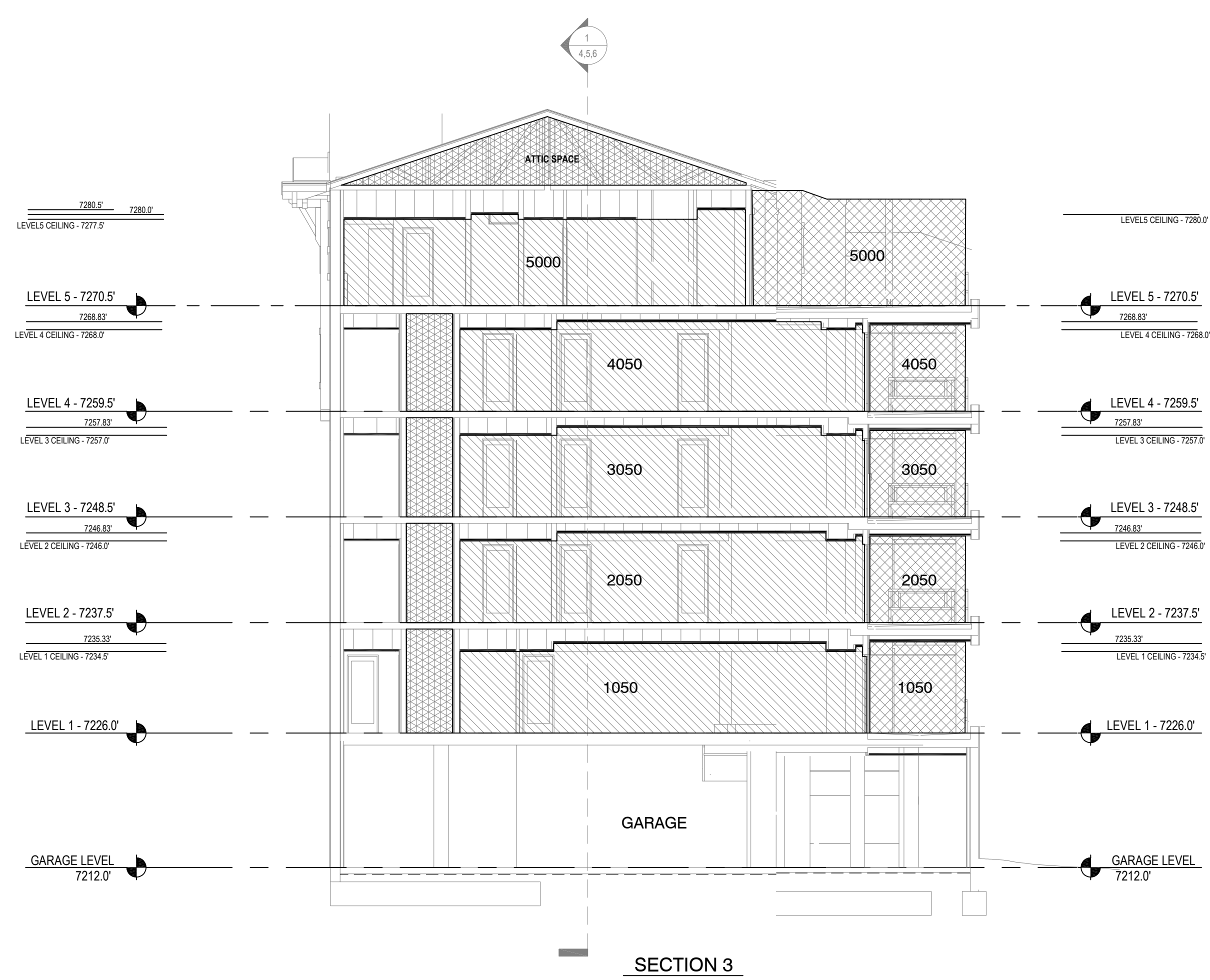


NOTE: ALL EXTERIOR WALLS, STRUCTURAL COLUMNS, AND SHEER WALLS BUILDING PLUMBING AND MECHANICAL SYSTEMS / SHAFTS / DUCTS / PIPES, FLOOR PLATES AND DEMISING WALLS ARE RESTRICTED AREA / NON-CONDOMINIUM PROPERTY EVEN IF NOT CROSS-HATCHED

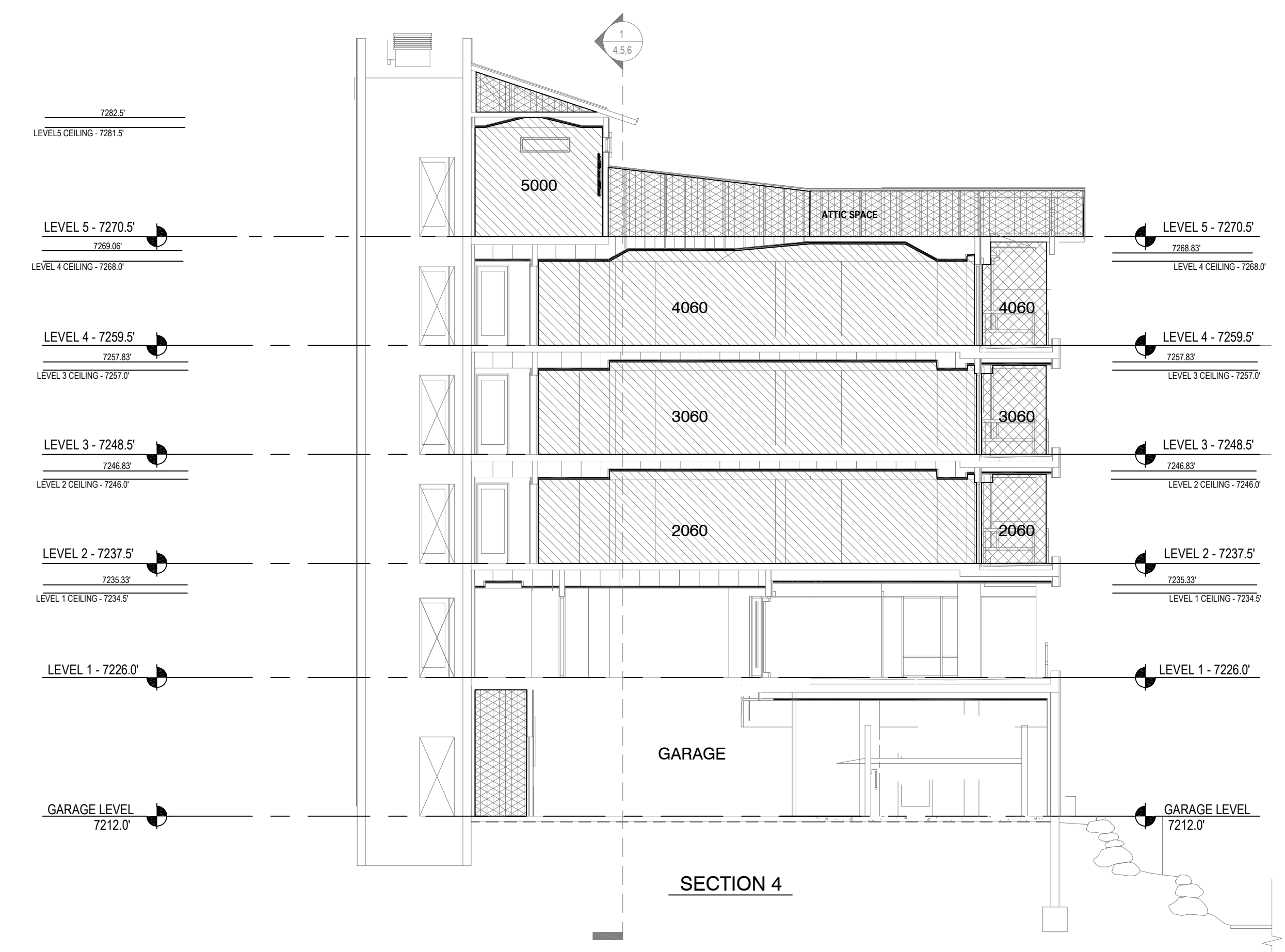
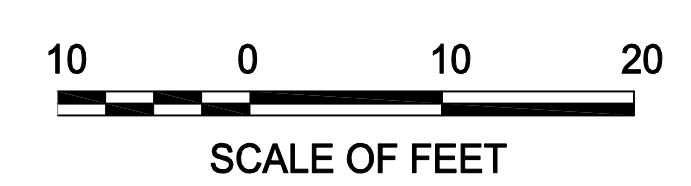




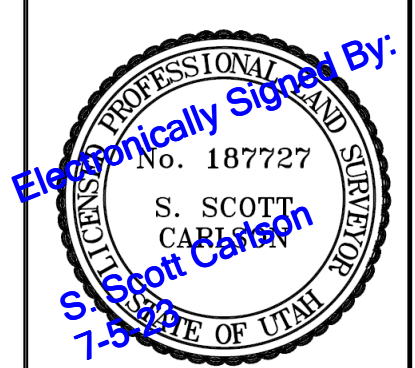




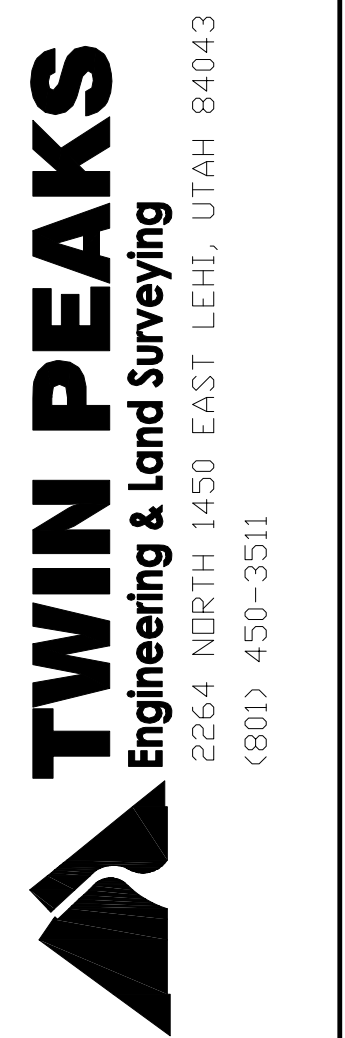
- Owner Access Areas / Common Easements
- Restricted Areas / Non-Condominium Property / No Common Easement
- Balcony areas (appurtenant to the unit listed)
- Residence Units / Private Condominium Area
- Commercial Area / Affordable Housing / Non-Condominium Property



NOTE: ALL EXTERIOR WALLS, STRUCTURAL COLUMNS, AND SHEER WALLS BUILDING PLUMBING AND MECHANICAL SYSTEMS / SHAFTS / DUCTS / PIPES, FLOOR PLATES AND DEMISING WALLS ARE RESTRICTED AREA / NON-CONDOMINIUM PROPERTY EVEN IF NOT CROSS-HATCHED



**SUPPLEMENTAL SNOW PARK RESIDENCES**  
CONDOMINIUM PLAT  
SECTIONS



DWG. DATE: July 2023

PLOT. DATE: 01 July 2023

SHEET

8 OF 8

The logo for Park City 1884, featuring the words "PARK CITY" in white serif font on a dark blue background, with "1884" in white serif font on a red background below it, all enclosed in a red and blue border.

## Recommendation

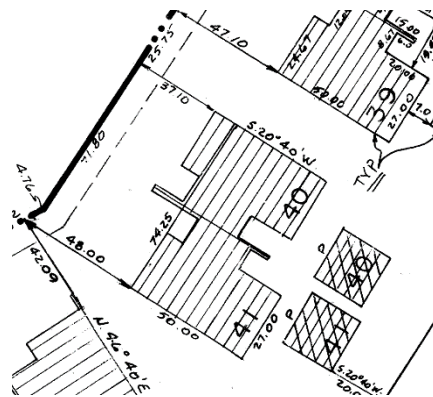
### Description

LMC Land Management Code  
PUD Planned Unit Development  
RD Residential Development

*Terms that are capitalized as proper nouns throughout this staff report are defined in LMC § 15-15-1.*

## Background

Fairway Village No. 1 was recorded in 1971. Lot 40 of the Fairway Village No. 1 was originally platted with a Rear Setback of 37.10 feet and Front Setback of 20.22 feet. The parking space was designated as limited common ownership, and the condo was designated as private ownership. The Applicant is proposing the Plat Amendment to memorialize the existing unit's footprint, which was not built to the 1971 Plat's dimensions.



In 2015, an application to amend all the units of the Fairway Village No. 1 Plat was submitted. On January 7, 2016, the City Council approved [Ordinance 16-05](#), approving the Fairway Village No. 1 First

<sup>1</sup> LMC § 15-7.1-3(C)

Amended Plat, with Condition of Approval 2, which stated, “The applicant will record the plat amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year’s time, this approval for the plat will be void, unless a complete application requesting an extension is made in writing prior to the expiration date and an extension is granted by the City Council.” The Plat was not recorded within the year, the applicant did not apply for an extension in time, and on January 7, 2017, the approval expired.

This proposal is solely to amend Unit 40 of the Fairway Village No. 1 Plat.

On August 23, 2023, the Planning Commission forwarded a unanimous positive recommendation to the City Council for the Plat Amendment ([Staff Report](#); [Audio](#)).

### **Analysis**

#### **(I) The proposed Plat Amendment complies with the Residential Development (RD) Zoning District requirements outlined in LMC Chapter 15-2.13.**

| <b>Zoning Requirement</b>                                      | <b>Analysis</b>                                                                                                                                                                                                                                                                                                              |
|----------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Front Setback – 25’ for Front Facing Garages for Single-Family | <b>Complies-</b> 34’                                                                                                                                                                                                                                                                                                         |
| Rear Setback- 15’ each                                         | <b>Complies-</b> ~20’<br>Pursuant to LMC § <a href="#">15-2.2-3(G)</a> , decks not more than 30 inches above Final Grade and at least five feet from the Rear Lot Line are an exception to the Rear Setback. The existing deck is 17 inches at its tallest point, is at least 10 feet from the Rear Lot Line, and compliant. |
| Minimum Side Setbacks- 12’                                     | <b>Complies-</b> ~115’ from either Side Lot Line                                                                                                                                                                                                                                                                             |

#### **(II) The proposal, as conditioned, complies with LMC § 15-3-6, *Parking Ratio Requirements*.**

For Residential LMC [§ 15-3-6](#) requires:

| <b>Residential Parking Ratio Requirements for Multi-Unit Dwellings</b> | <b>Parking Ratio</b> |
|------------------------------------------------------------------------|----------------------|
| Floor Area greater 2,000 sq. ft.                                       | 2 per Dwelling Unit  |

The existing unit has 2,366 square feet and requires 2 parking stalls to meet current required parking. LMC [§ 15-3-4\(A\)\(1\)](#) requires a two-car garage to be 20 feet by 20 feet. The existing unit has a two-car garage measured 22.38 feet by 22.05 feet and is compliant.

**(III) The proposal complies with the Plat Amendment requirements outlined in LMC Chapter 15-7.1.**

Plat Amendments shall be reviewed according to LMC [§ 15-7.1-6](#) *Final Subdivision Plat* and approval requires (a) a finding of Good Cause, and (b) a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.

LMC [§ 15-15-1](#) defines *Good Cause* as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

Staff finds Good Cause for this Plat Amendment because it does not impact any other existing unit, updates a Plat to correctly record how a unit was constructed, and allows the Owner to make interior modifications and fully use and enjoy their property.

**(IV) The Development Review Committee reviewed the proposal on August 15, 2023, and requires Conditions of Approval.<sup>2</sup>**

The Development Review Committee reviewed the proposal and did not identify any issues.

**Department Review**

The Planning Department, Engineering Department, and City Attorney’s Office reviewed this report.

**Notice**

Staff published notice on the City’s website and the Utah Public Notice website and posted notice to the property on August 9, 2023. Staff mailed courtesy notice to property owners within 300 feet on August 9, 2023. The *Park Record* published notice on August 9.<sup>3</sup>

**Public Input**

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

**Exhibits**

Exhibit A: Draft Ordinance 2023-47, Attachment 1 - Proposed Plans

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<sup>2</sup> The Development Review Committee meets the first and third Tuesday of each month to review and provide comments on Planning Applications, including review by the Building Department, Engineering Department, Sustainability Department, Transportation Planning Department, Code Enforcement, the City Attorney’s Office, Local Utilities including Rocky Mountain Power and Dominion Energy, the Park City Fire District, Public Works, Public Utilities, and the Snyderville Basin Water Reclamation District (SBWRD).

<sup>3</sup> LMC [§ 15-1-21](#)



**Ordinance No. 2023-47**

**AN ORDINANCE APPROVING FAIRWAY VILLAGE NO. 1 PLANNED UNIT DEVELOPMENT AMENDING UNIT 40, LOCATED AT 2525 FAIRWAY VILLAGE UNIT 40, PARK CITY, UTAH**

WHEREAS, the owner of the property located at 2525 Fairway Village Drive petitioned the City Council for approval of the Fairway Village No. 1 Planned Unit Development Amending Unit 40; and

WHEREAS, on August 9, 2023, the Park Record published notice for the Planning Commission and City Council public hearings; and

WHEREAS, on August 9, 2023, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on August 9, 2023, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission and City Council public hearings; and

WHEREAS, on August 23, 2023, the Planning Commission reviewed the proposed Plat Amendment, held a public hearing, and forwarded a positive recommendation for City Council's consideration on September 28, 2023; and

WHEREAS, on September 28, 2023, the City Council reviewed the Fairway Village No. 1 Planned Unit Development Amending Unit 40 and held a public hearing; and

WHEREAS, the Fairway Village No. 1 Planned Unit Development Amending Unit 40 is consistent with the Park City Land Management Code Chapter 15-2.13 and Section 15-7.1-6.

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

**SECTION 1. APPROVAL.** The Fairway Village No. 1 Planned Unit Development Amending Unit 40, as shown in Attachment 1, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

**Findings of Fact**

1. The property is located at 2525 Fairway Village Drive, within the Residential Development Zoning District.
2. The subject property consists of Unit 40 of the Fairway Village No. 1 Planned Unit Development which was approved in 1971.
3. 2525 Fairway Village Drive is in the Residential Development (RD) Zoning District.

4. The existing unit was not built to the dimensions recorded in 1971.
5. The Plat Amendment proposes to record and reflect the existing conditions of the unit.
6. 2525 Fairway Village is compliant with the RD Zoning District
7. As conditioned, the proposed plat amendment does not create any new noncomplying or non-conforming situations.
8. Fairway Village Drive is private and is not maintained by the City.

### **Conclusions of Law**

1. There is Good Cause for this Plat Amendment because it corrects the recorded Unit's size and location and improves the record of the site.
2. The Plat Amendment is consistent with the Park City Land Management Code, including LMC Chapter 15-2.13 and § 15-7.1-6 Final Subdivision Plat.
3. The Plat Amendment is consistent with the Land Management Code.
4. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
5. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

### **Conditions of Approval**

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one years' time, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. Any new construction shall comply with Land Management Code Chapter 15-2.13 regarding Setbacks, Building Height, Building Envelope, Building Pad, etc.
4. All other conditions of approval and platted requirements for the Fairway Village No. 1 continue to apply and shall be noted on the plat.

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

PASSED AND ADOPTED this 28<sup>th</sup> Day of September 2023.

PARK CITY MUNICIPAL CORPORATION

\_\_\_\_\_  
Nann Worel, MAYOR

ATTEST:

\_\_\_\_\_



City Recorder

APPROVED AS TO FORM:

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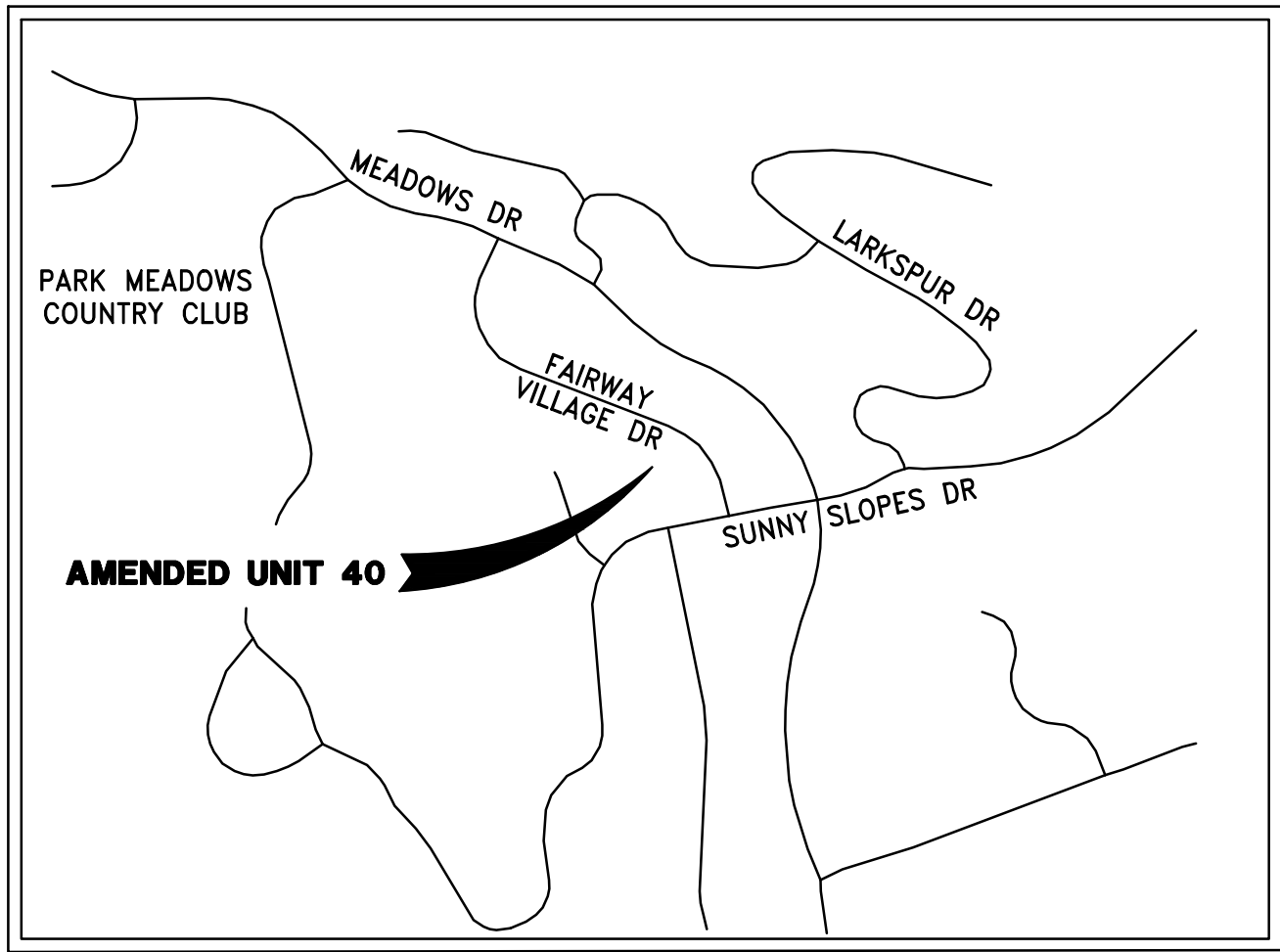
Mark Harrington, City Attorney

**Attachment 1** – Plat

DRAFT

FAIRWAY VILLAGE No. 1 2nd AMENDED  
AMENDING LOT 40

AMENDING UNIT 40 OF FAIRWAY VILLAGE No. 1  
LOCATED IN THE NORTHEAST QUARTER OF SECTION 4, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SLB&M.  
SUMMIT COUNTY, PARK CITY, UTAH  
APRIL 2023

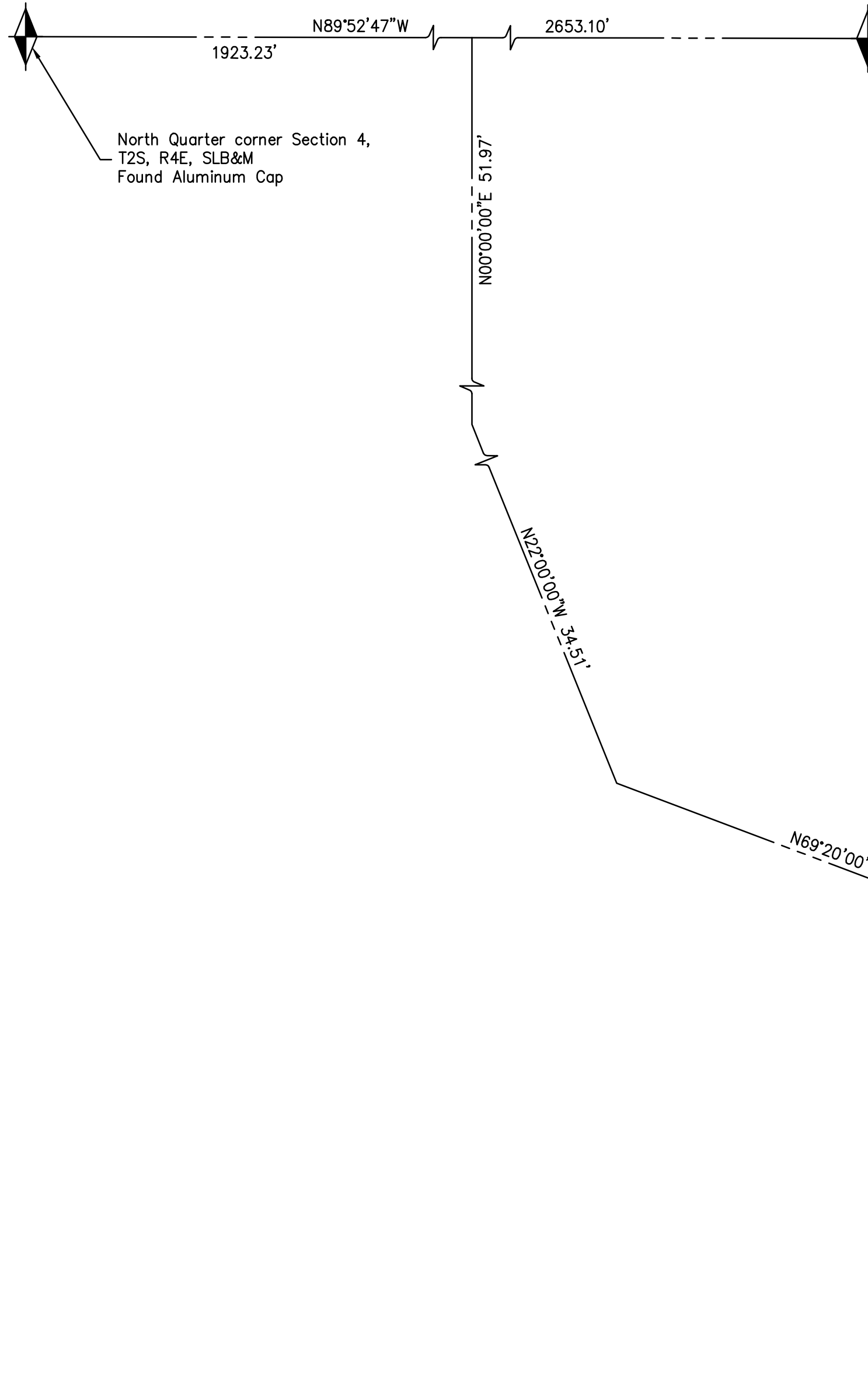


VICINITY MAP  
NOT TO SCALE

FAIRWAY  
VILLAGE No. 1  
Entry No. 162326

ORIGINAL  
UNIT 39  
NOT A PART

ORIGINAL  
UNIT 41  
NOT A PART



SURVEYOR'S CERTIFICATE

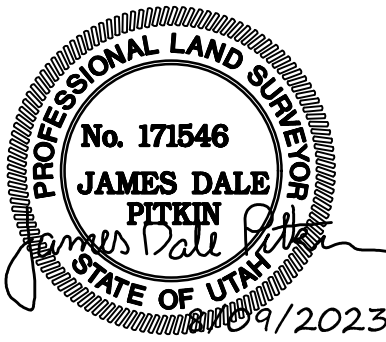
I, James D. Pitkin, a Professional Land Surveyor as prescribed by the laws of the State of Utah and holding License Number 171546, do hereby certify that by authority of the owner I have made a re-survey of Unit 40 as shown on this plat hereafter to be known as

Fairway Village No. 1 Second Amended, Amending Lot 40

and that the same has been surveyed under my direction on the ground and the map hereon is a true and correct representation of said survey.

Date: August 9, 2023

James D. Pitkin  
P.L.S. No. 171546



LEGAL DESCRIPTION

Unit 40, Fairway Village No. 1 a Planned Unit Development, according to the official plat thereof on file and of record in the Office of the Summit County Recorder.

Together with a right and easement of use and enjoyment in and to the Common Areas describe, and as provided for, in said Declaration of Covenants, Conditions, and Restrictions, which include, without limitation and easement for vehicular ingress and egress over and across said Common Areas to and from said Lot to a physically open and legally dedicated public street.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described tract of land, and hereby causes the same to be created, together with easements as set forth to be hereafter known as Fairway Village No. 1 Second Amended, Amending Unit 40.

In witness whereof, the undersigned set his/her/their hand this \_\_\_\_ day of \_\_\_\_\_, 2023

2525 Fairway LLC, a Utah limited liability company

By: \_\_\_\_\_

Printed: \_\_\_\_\_

It's: \_\_\_\_\_

ACKNOWLEDGMENT

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

On this \_\_\_\_ day of \_\_\_\_\_, in the year 20 \_\_\_\_, before me \_\_\_\_\_, a notary public,

personally appeared \_\_\_\_\_ the \_\_\_\_\_

personally appeared \_\_\_\_\_ the \_\_\_\_\_

of 2525 Fairway LLC, a Utah limited liability company, proved on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to in the foregoing Owner's Dedication regarding the Fairway Village No. 1 Second Amended, Amending Unit 40 and was signed by him/her/they on behalf of said 2525 Fairway LLC and acknowledged that he/she/they executed the same.

Commission Number \_\_\_\_\_

My Commission Expires \_\_\_\_\_

Print Name: \_\_\_\_\_  
A Notary Public Commissioned in Utah

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of Fairway Village Homeowners Association, a Utah nonprofit corporation, having complied with the requirements of both Statutes and the Recorded Declaration, hereby consents to the recording of this Plat Amendment.

Fairway Village Homeowners Association, a Utah nonprofit corporation

By: \_\_\_\_\_ It's \_\_\_\_\_

ACKNOWLEDGMENT

STATE OF \_\_\_\_\_

COUNTY OF \_\_\_\_\_

On this \_\_\_\_ day of \_\_\_\_\_, in the year 20 \_\_\_\_, personally appeared before me, the undersigned Notary

Public, in and for said County and State, \_\_\_\_\_ being duly sworn, acknowledged to me that he/she is the \_\_\_\_\_ of the Fairway Village Homeowners Association, a Utah nonprofit corporation, and that he/she signed the above Consent to Record for, on, and in behalf of all of the unit owners of Fairway Village Homeowners Association acting as a group (under the name Fairway Village Homeowners Association, a Utah nonprofit corporation) in accordance with the Utah Condominium Ownership Act, U.C.A., Sections 57-1-1 et seq. (1963) as amended and supplemented, and the Declarations of Covenants, Conditions, and Restrictions for Fairway Village Homeowners Association.

Commission Number \_\_\_\_\_

My Commission Expires \_\_\_\_\_

Print Name: \_\_\_\_\_  
A Notary Public Commissioned in Utah



PARK CITY ENGINEER  
I find this plat to be in accordance with information on file in my office this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
Park City Engineer \_\_\_\_\_

PARK CITY PLANNING COMMISSION  
Approved and accepted by the Park City Planning Commission this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
Chair \_\_\_\_\_

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT  
Reviewed for conformance to Snyderville Basin Water Reclamation District Standards on this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
By: \_\_\_\_\_ S.B.W.R.D.

APPROVAL AS TO FORM  
Approved as to form this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
Park City Attorney \_\_\_\_\_

CERTIFICATE OF ATTEST  
I certify this record of survey map was approved by Park City Council this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
By: \_\_\_\_\_ Park City Recorder

PARK CITY COUNCIL  
Approved and acceptance by the Park City Council this \_\_\_\_ day of \_\_\_\_\_, 20\_\_.  
By: \_\_\_\_\_ Park City Mayor

RECORDED No. \_\_\_\_\_  
State of Utah, County of Summit  
Recorded and Filed at the request of: \_\_\_\_\_  
Date: \_\_\_\_\_ Time: \_\_\_\_\_ Book: \_\_\_\_\_ Page: \_\_\_\_\_  
Fee \$ \_\_\_\_\_ Summit County Recorder

NUMBER \_\_\_\_\_  
ACCOUNT \_\_\_\_\_  
SHEET 1  
OF 1 SHEETS