



**PARK CITY REGULAR PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
August 25, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the Planning Department of Park City, Utah will hold its Regular Planning Commission Meeting at the City Council Chambers, 445 Marsac Avenue, Park City, Utah 84060 for the purposes and at the times as described below on Wednesday, August 25, 2021.

MEETING CALLED TO ORDER AT 5:30 PM.

Notice of Electronic Meeting and How to Comment Virtually

The Chair issued a written determination that because of the public health emergency, conducting a meeting with an anchor location presents a substantial risk to the health and safety of those who may attend in person. This determination is based on the ongoing risks and infection rates statewide and in Summit County. For these reasons, this meeting will be an electronic meeting without an anchor location. Planning Commission members will connect electronically. Public comments will be accepted virtually. To comment virtually, use eComment or raise your hand on Zoom. Written comments submitted before or during the meeting will be entered into the public record but will not be read aloud. For more information on attending virtually and to listen live, please go to www.parkcity.org.

1.ROLL CALL

2.MINUTES APPROVAL

3.PUBLIC COMMUNICATIONS

4.STAFF AND BOARD COMMUNICATIONS AND DISCLOSURES

5.CONTINUATIONS

6.CONSENT AGENDA

7.WORK SESSION

7.A. Deer Valley Snow Park Proposal - Project Overview With Respect to Parking and Site Circulation. PL-21-04811.

A) Work Session - No Action is Expected.

Questions and public input may be taken at the end of the meeting if time allows.

Questions may be emailed in advance to alexandra.ananth@parkcity.org.

[Snow Park Work Session Staff Report](#)

[Exhibit A: Project Overview and Background and Information](#)

[Exhibit B: Snow Park Village Redevelopment CUP Narrative](#)

8.REGULAR AGENDA

- 8.A. 3805 Fox Tail Trail - Plat Amendment - The Applicant Proposes Creating One Lot from Parcel PCA-S-98-SEC-11 for a Single-Family Dwelling in the Estate Zoning District and One Parcel in the Recreation Open Space Zoning District. PL-21-04826(A) Public Hearing; (B) Continuation to September 22, 2021
[Staff Report](#)
- 8.B. 3805 Fox Tail Trail - Rezone - The Applicant Proposes Reallocating the Estate and Recreation Open Space Zoning for Parcel PCA-S-98-SEC-11 to Create an 8.84-Acre Area in the Estate Zoning District for the Construction of a Single-Family Dwelling Outside of the Ridge Line Area and a 23.89-Acre Area in the Recreation Open Space Area to be Dedicated to Park City Pursuant to a Conservation Easement. PL-21-04865. (A) Public Hearing; (B) Continuation to September 22, 2021
[Staff Report](#)
- 8.C. Land Management Code and Municipal Code of Park City Amendment - On January 4, 2018, the City Council of Park City Adopted Resolution No. 01-2018 to Establish a Complete Streets Policy. The Proposed Amendments Codify an Updated Complete Streets Policy in Municipal Code of Park City Title 14, Chapter 8, and Amends the Land Management Code Chapters 15-6, Master Planned Developments, and 15-7, Subdivisions, to Reference the Complete Streets Policy. PL-21-04738
(A) Public Hearing; (B) Continuation to a Date Uncertain
[Continuation Report](#)
- 8.D. 1913-1915 Prospector Avenue - Plat Amendment - Amend Lot F of the Gigaplat Replat with an Access Easement Connecting Prospector Avenue to the Rail Trail, Gigaplat Replat, First Amended and Restated, Park City, Utah, in the General Commercial Zoning District. PL-21-04864
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 23, 2021

[1915 Prospector Ave Plat Amendment Staff Report](#)
[Exhibit A: Ordinance](#)
[Exhibit B: Existing Plat](#)
[Exhibit C: Proposed Plat](#)
- 8.E. 633 Park Avenue - Condominium Plat Amendment - Expand the Second Level by Enclosing a Portion of the Deck at the Rear of the Building, the Crescent Condominiums First Amended Amending Unit B, Park City, Utah, in the Historic Recreation Commercial Zoning District. PL-21-04858
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 23, 2021

[633 Park Ave Plat Amendment Staff Report](#)
[Exhibit A: Ordinance](#)

[Exhibit B: Existing Plat](#)
[Exhibit C: Proposed Plat](#)
[Exhibit D: Project Intent and HOA Approval](#)

- 8.F. 1013 Northstar Ave - Steep Slope Conditional Use Permit - The Applicant Requests a Steep Slope Conditional Use Permit for a New Single-Family Dwelling on a Vacant Lot in the Historic Residential - 1 Zoning District. PL-21-04808.

(A) Public Hearing; (B) Action

[Staff Report](#)

[Exhibit A: Draft Final Action Letter](#)

[Exhibit B: Applicant's Project Description](#)

[Exhibit C: Proposed Plans](#)

[Exhibit D: Visual Analysis](#)

[Exhibit E: Site Photos](#)

[Exhibit F: Site Topography](#)

[Exhibit G: Northstar Subdivision](#)

- 8.G. 1013 Northstar Ave - Accessory Dwelling Unit - The Applicant Requests an Accessory Apartment Conditional Use Permit for a New Single-Family Dwelling on a Vacant Lot in the Historic Residential - 1 Zoning District. PL-21-04809. (A) Public Hearing; (B) Action

[Staff Report](#)

[Exhibit A: Draft Final Action Letter](#)

[Exhibit B: Applicant's Project Description](#)

[Exhibit C: Proposed Plans](#)

[Exhibit D: Visual Analysis](#)

[Exhibit E: Northstar Subdivision](#)

- 8.H. 199 Daly Avenue - Steep Slope Conditional Use Permit - The Applicant Proposes Constructing an Accessory Garage into the Rear Steep Slope of a Significant Historic Site in the Historic Residential - 1 Zoning District. PL-21-04837

(A) Public Hearing; (B) Action

[Staff Report](#)

[Exhibit A: Draft Final Action Letter](#)

[Exhibit B: Historic Site Form](#)

[Exhibit C: Applicant's Project Description](#)

[Exhibit D: 8.25.21 Updated Plans](#)

[Exhibit E: 8.25.21 Updated Garage Visual Analysis](#)

[Exhibit F: Access Agreement Guide](#)

[Exhibit G: Site Photos](#)

[Exhibit H: Site Topography](#)

[Exhibit I: Streetscape](#)

- 8.I. 7 Perseverance Court - Plat Amendment - The Applicant Proposes Amending the Limits of Disturbance for Lot 8 of the Evergreen Subdivision in the Residential Development Zoning District. PL-21-04845

(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 23, 2021

Staff Report

Exhibit A: Draft Ordinance No. 2021-XX

Exhibit B: Applicant Statement

Exhibit C: 1988 Evergreen Subdivision Plat

Exhibit D: Ordinance No. 94-42

Exhibit E: Ordinance No. 95-17

Exhibit F: Ordinance No. 05-04

Exhibit G: Ordinance No. 07-73

Exhibit H: 1993 Building Permit

Exhibit I: Amended Evergreen Subdivision Plat

Exhibit J: Evergreen Architectural Committee Approval

Exhibit K: 1988 Residential District Regulations

Exhibit L: Public Input

Exhibit M: Applicant Photos

Exhibit N: Ordinance No. 91-17

9.ADJOURN

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

***Parking validations will be provided for meeting attendees that park in the China Bridge parking structure.**

Planning Commission Work Session Staff Report



Subject: Deer Valley Snow Park Base Area Development
Project #: PL-21-04811
Author: Alexandra Ananth – Senior Planner
Date: August 25, 2021
Type of Item: Work Session – Project Orientation

Recommendation

Hold a Work Session on the Snow Park Base Area project with a focus on the application's site circulation and parking components.

Staff and the applicant resolved the threshold issue regarding the appropriate application needed for this proposal. The applicant will file an application for a substantive amendment to the Deer Valley Resort Thirteenth Amended and Restated Large Scale Master Planned Development Permit (MPD Permit) that will run concurrently with their already-submitted Phase 1 Conditional Use Permit and subdivision plat for the right of way vacation. The City is pleased with the cooperative efforts reflected in this outcome and agreed to keep the project on the agenda in a work session format as the MPD application materials are finalized.

The next Planning Commission meeting for this project is scheduled for September 22, 2021.

Description

Applicant	Deer Valley Resort
Location	2250 Deer Valley Drive South
Parcels	PC-745-11 (Parking Lots); PC-745 (ponds); PC-900-4 (Snow Park Lodge Parcel); PC-900-3 (Snow Park Lodge Parcel)
Zoning District	Residential Development (RD), within the Deer Valley Resort MPD (DV MPD)
Adjacent Land Uses	Residential, Resort, Open Space
Reason for Review	CUPs require Planning Commission review and approval

Acronyms

Conditional Use Permits (CUP)
Deer Valley Resort (DVR)
Development Agreement (DA)
Land Management Code (LMC)
Master Planned Development (MPD)
Residential Development (RD)
Recreational Open Space (ROS)

Transportation Network Companies (TNCs)
Transportation Demand Management Plan (TDM)
Vehicle Miles Traveled (VMT)

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

Project Overview and Background Information

The Planning Commission held a Work Session on July 28, 2021, that included an introduction to the project by Deer Valley Resort ([Staff Report](#); [Minutes](#) p. 25-37).

See Exhibit A, for a summary of the project and additional background information including goals and objectives of the City's General Plan for the [Lower Deer Valley Neighborhood](#).

Analysis

Park City prides itself on being a world class-destination with two ski resorts and a variety of other cultural and recreational attractions, and providing transportation options and modes for visitors, residents and commuters is a Critical Priority for the City. In accordance with the [Park City General Plan](#), prioritizing transit and active transportation options is one of the highest priorities for the City, and the lens through which the City looks at new development projects.

The City Council adopted a [Complete Streets Resolution](#) in 2018, which establishes new street construction and reconstruction guidelines. The [Transportation Demand Management Plan](#), adopted in 2016, is geared towards reducing vehicle miles traveled and congestion during peak days and hours. In addition, the 2011 Park City [Traffic and Transportation Master Plan](#), reinforces the City's commitment to enabling safe access for all users (pedestrians, bicyclists, transit riders of all ages and abilities, as well as motorists).

More recently, the City's [Vision 2020 Think Tank Report](#) identifies traffic and transportation as the biggest challenge facing Park City in the next 5-10 years, and finding innovative transportation solutions to traffic congestion, the biggest opportunity for Park City over the next decade, reaffirming that multi-modal travel remains a Critical Priority for the City Council and Community. In October 2020, the City Council, as part of an initiative to update the City's Transportation Master Plan with the findings of Vision 2020, adopted a [modal hierarchy](#) that prioritizes bikes and pedestrians and a "transit first" philosophy.

At the same meeting in October 2020, the Council embraced the goal of making Park City a "car optional" community, and taking bold action to reinvent transit using the best service models and technology available today. The Transportation Planning Department is working on completing a Short Range Transit Plan that will focus on improved transit service for areas within city boundaries, and will also address

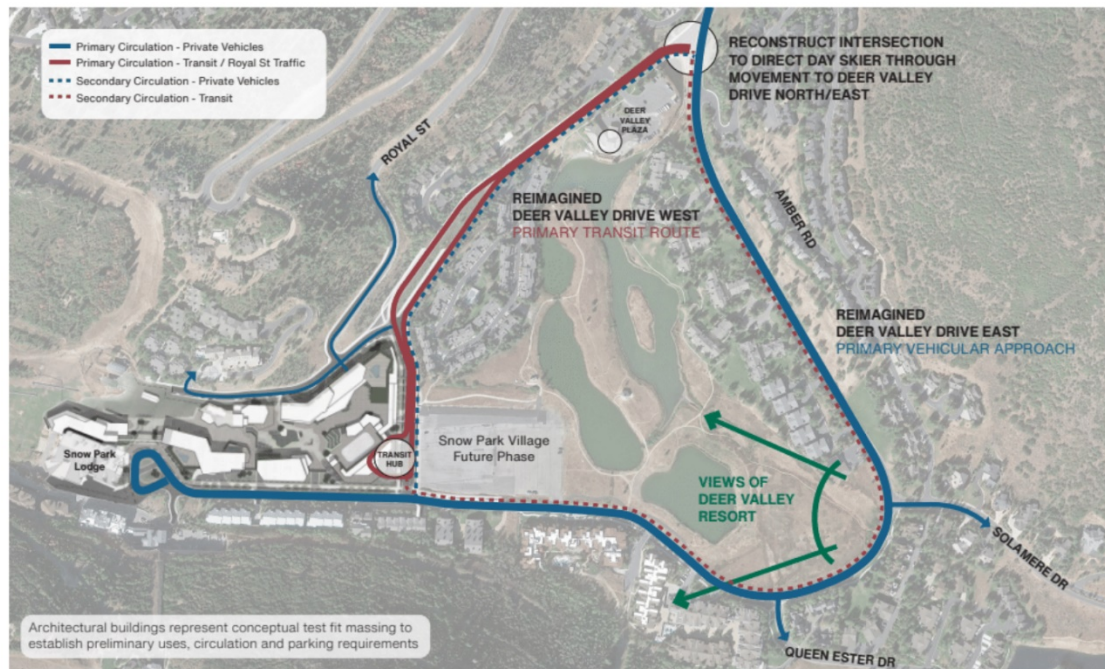
dedicated transit service along gateway corridors and effective integration with Summit County's nascent regional transit district.

Because transportation and parking are key elements of developing a resort base that will work well for visitors and the community, this work session is an initial overview of the proposed site circulation and parking calculations for the Snow Park Base Area project, which are part of Phase 1 of the project. Phase 1 maintains the existing Snow Park Lodge, incorporates a new Parking Structure over the surface parking lots between the Snow Park Lodge and Doe Pass Road, reorganizes the arrival and departure experience, and separates City transit from general Resort traffic with a new Transit and Mobility Hub on Doe Pass Road. The proposed plan intends to eliminate the need for overflow on-street parking for resort guests (~142 spaces on the west side of Deer Valley Drive which can be used up to 10% of ski days), which has been problematic in the past for emergency response vehicles, neighborhood access, and pedestrians. Overflow parking will still be needed for large Special Events such as World Cup Ski events, and this will be handled through the City's Special Event permitting process.

This analysis is expected to be supplemented by the City's independent transportation engineering consultant later.

Deer Valley Drive East and West Reconfiguration

Deer Valley Resort is proposing significant changes to existing traffic patterns in the Lower Deer Valley neighborhood and is effectively creating two dead end roads. The applicant is proposing that Deer Valley Drive West will serve as the primary transit route to the proposed new Transit and Mobility Hub and will also provide access to Royal Street and the Trail's End development. Deer Valley Drive East would then serve as the primary vehicular access for all other vehicles looking for access to the general Deer Valley residential neighborhoods and the base area, including the proposed parking structure for day skier parking. ***The applicant must clarify how this will be enforced so that day skiers do not take Deer Valley Drive West and create congestion with buses and the proposed Mobility Hub.***



Contextual Circulation Plan



Deer Valley Drive is a popular walking and biking loop, and the applicant should clarify if a multi-use path will maintain this loop for pedestrians and bicyclists. Path details must be submitted to the City and should include existing and proposed pedestrian and bike paths.

A reconstructed intersection at the Y intersection separating Deer Valley Drive East and West is also proposed and includes a transit prioritizing traffic signal. **No details on the proposed intersection have been submitted to date other than the below image.**

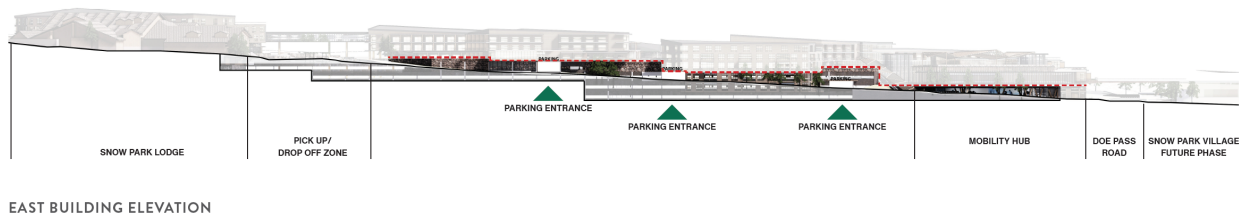


Parking Structure Access and Departure

Primary vehicular access to the Resort and new parking structure will be from Deer Valley Drive East. The reimagined arrival experience would allow guests to self-park or to elect valet parking. Skier parking is separated from residential/hotel parking and the Parking Structure levels transition to the plaza and ski lifts. A paid parking system will be implemented.

The garage has four levels with multiple entrances to most levels. ***The Planning Department notes that the only entrance to level P1 is on Doe Pass Road, close to the Mobility Hub. Staff is concerned that this may create congestion and conflicts with public transportation, and this must be reviewed more closely by the applicant and the City's transportation consultant.***

Only one elevation of the garage was included in the application and is difficult to read. ***Additional elevations of the proposed garage and an overall phasing plan must be submitted, as it is not known how long it may take before Phase 2 is completed, which will help screen portions of the garage structure.***



DEER VALLEY



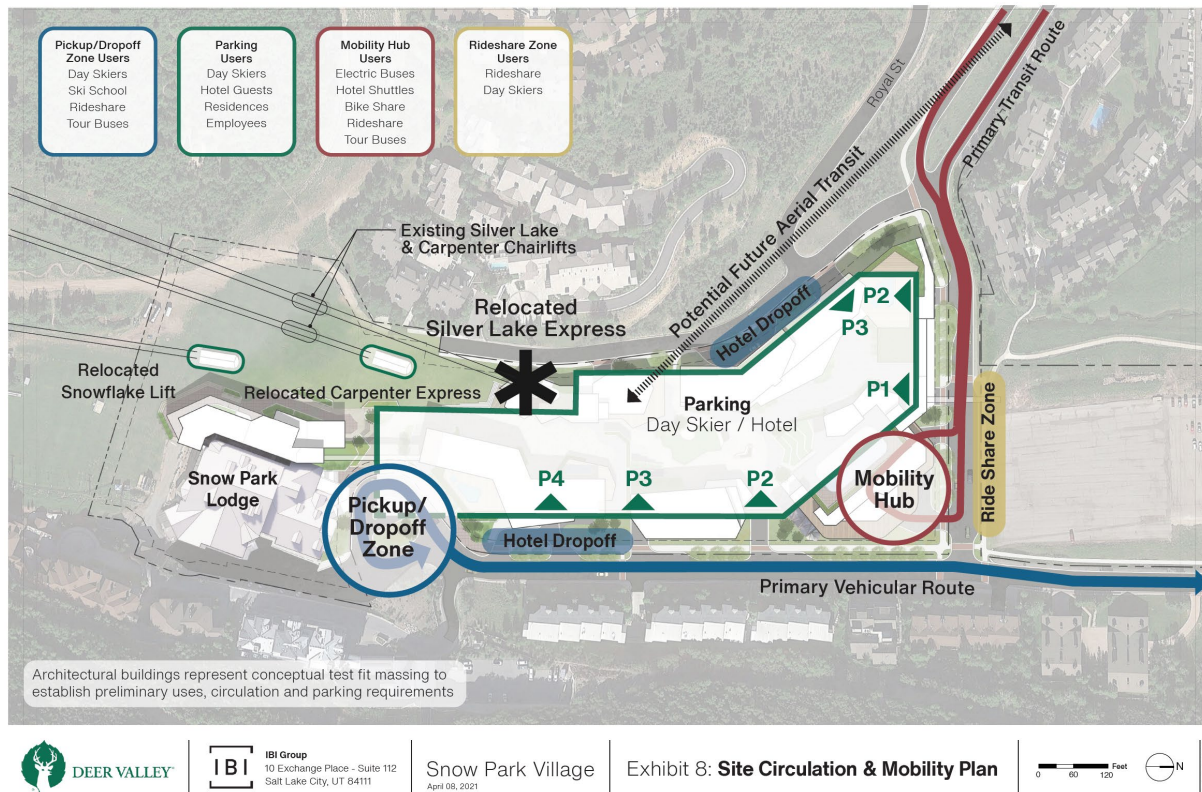
IBI Group
10 Exchange Place - Suite 112
Salt Lake City, UT 84111

Snow Park Village
April 08, 2021

Exhibit 16: Site/Building Elevation



Project # 025700



Transit and Mobility Hub

A new Transit and Mobility Hub is proposed to be integrated into the project located at the northeast corner of the south parking parcel on Doe Pass Road. The Transit and Mobility Hub will have 6 bus bays. A separate 100-foot ride share zone is also located on Doe Pass Road north of the Transit Hub. ***Further details of the Transit and Mobility Hub must be submitted including a list of proposed amenities, plans and elevations (including how ADA access will work), and a geometric plan showing the turning radius is sufficient for HVT and Park City Transit buses with bike racks. At least one bus bay should be designed to accommodate longer articulated buses and the plan should be adaptable for large special events and competitions.***

Hotel drop-off is proposed to be located on Deer Valley Drive West as well as Deer Valley Drive East. Elevators, escalators, and pedestrian routes are proposed throughout the site on the plaza levels, separating pedestrians and skiers from parking and traffic. A new drop-off/pick-up zone is in front of the Snow Park Lodge. The applicant has stated that this area will be larger than the existing drop-off/pick-up area and will continue to be staffed by the Resort to help people unload as efficiently as possible.

In addition, the applicant has identified an area that can accommodate a future gondola terminal in the new plaza area on top of the garage.

Density

The table below identifies the conceptual square footage allocations and density for the South Parcel vertical development (Phase 2), which correlates to the required parking that the applicant is proposing to provide in the Phase 1 Parking Structure. All remaining entitled density will be allocated to the Phase 3 development on the North Parcel.

Required parking for Phase 3 will be incorporated into a Phase 3 parking structure on the north parking parcel.

Density and square footage allocations are driven by the Development Agreement and Land Management Code as follows:

1. Exhibit 1 of the Development Agreement identifies the permitted Density for the Snow Park Village. The maximum allowed Density is 209.75 Unit Equivalents. Phase 2, the South Parcel development is expected to utilize 135.96 Unit Equivalents. Phase 3, the north parcel is expected to utilize the remaining 73.79 Unit Equivalents.
2. Exhibit 2 of the Development Agreement outlines the Commercial and Support Commercial Use square footage allocations within Snow Park. Snow Park has 21,890 square feet of general Commercial Density remaining.
3. In addition to Exhibit 2 of the Development Agreement, the development is also governed by the Support Commercial and Meeting Space allowances set forth in the LMC [15-6-8](#), which are limited to 10% of the total floor area. Residential and Resort Accessory Uses do not count towards the Density and include elements like maintenance and mechanical areas, lobbies and circulation areas, public restrooms, and lockers, etc.

Totals by Use, Phase 1 & 2 Only				
Use	Total GSF	Total NSF	Units	UEs
Total Residential	142,000	116,070	58	58.04
Total Residential Accessory	7,100			0
Total Hotel	124,800	99,840	200	49.92
Total Commercial	26,600	21,280		21.28
Total Support Commercial	38,300	30,640		0
Total Resort Accessory	48,000			0
Total Event/BOH	67,300	57,840		28.0
Total Transit Hub	5,100	4,080		0
Totals	459,200	329,750	258	157.24

The applicant is calculating the Total Support Commercial based on the total residential development for the entire village, including the future phase development of the north parcel, Phase 3. The new residential area currently included for the north parcel is 147,580 net square feet and there are no support uses envisioned for the north parcel. Therefore, the allowable Support Commercial is being applied to the south parcel which will be utilized by the residents of the north parcel as one cohesive village. ***This matter will require careful consideration and review in conjunction with the Phasing Plan - staff is unclear if the LMC intends to allow or***

whether the City has previously approved building more Support Commercial space in one phase (Phase 2) than they would be entitled to if a future phase (Phase 3) is not developed.

No Meeting Space is proposed in the development, and the square footage entitled for Meeting Space has been reallocated to Support Commercial. The proposed project includes a 28,000 square foot Community Event Center in addition to the 21,280 square feet of Commercial Uses. ***The applicant should clarify what the Community Event Center entails.***

Total South Parcel Residential Use	215,910
Total North Parcel Residential Use	147,590
x5% = Support Commercial	18,175
X5% = Meeting Space (to be allocated to Support Commercial)	18,175
Total Support Commercial	36,350

Total Residential Development	363,500	181.75 UEs
Total Support Commercial (10%)	36,350	0 UEs
Community Event Center		28 CUEs
Commercial Uses	21,890	
Residential Accessory Uses	7,100	0 UEs
Resort Accessory Uses	48,000	0 UEs

Off-Street Parking Requirements

The entire Snow Park Village development is expected to trigger requirements for 2,262 Off-Street Parking stalls and 227 bicycle parking spaces for all three phases. Per LMC [15-3-7](#), Parking in Master Planned Developments and Conditional Use Permits, the Planning Commission may reduce the parking requirement to prevent excessive parking and paving. Deer Valley Resort is seeking a reduction in the required Off-Street Parking to 1,810 parking spaces, which equates to 452 stalls, or a 20%, parking exception.

Currently there are 1,340 surface stalls on the existing parking lots. In addition to these stalls, the MPD allows for surface parking lot capacity to be exceeded up to 10% of ski season days. This equates to approximately 13 ski days per season. The City's "Operational Plan for Deer Valley Overflow Parking" adds an additional ~142 street parking spaces for skiers when implemented. The plan allows for parking on the west side of Deer Valley Drive up to the Y intersection. The Overflow Plan was utilized on three days this past season (2020-2021 season).

In addition to the Snow Park and Overflow Parking Plan, Deer Valley Resort leases the Treasure Mountain Junior High School parking lot for overflow parking on weekends, as needed. Deer Valley hired Snow Country Limousine to run shuttles between Treasure and Deer Valley, and the lot adds an additional 250 parking stalls to Deer Valley's overall weekend/holiday parking capacity when necessary. The Treasure lot was used on five days during the past season.

The Phase 1 parking structure on the south parcel would contain 1,360 parking spaces and the Phase 2 parking structure will contain 450 parking spaces, for a total of 1,810 parking stalls as compared to the LMC required 2,262 stalls. The applicant asserts the transition to paid parking, shared parking uses, and the new Transit and Mobility Hub justify the requested parking exceptions assuming transportation demand management (TDM) strategies are implemented. The applicant notes that the Snow Park Village development is designed to be complimentary to the Resort, and proposed uses will not be significant traffic generators themselves. The Resort is the traffic generator, and the proposed village development is not expected to significantly increase traffic and may in fact improve existing Levels of Service (LOS) at key intersections with proposed mitigation and TDM strategies. These will be discussed further in later staff reports and will be reviewed by an independent transportation consultant, but in general the applicant asserts that paid parking is expected to reduce parking demand by approximately 20%, and TDM strategies and improved transit are expected to yield an additional 11% vehicle reduction.

Fehr and Peers included a Parking Analysis as part of the Transportation Analysis for Deer Valley Resort. For the purposes of the shared parking analysis the development is proposed to include the following land uses:

- 40,000 square feet of ballroom/event center space
- 125 Multifamily housing units
- 192 hotel rooms with 4,500 square feet of hotel support uses
- 26,500 square feet of commercial/retail space
- Deer Valley Ski Resort and Resort Accessory Uses

A reduction of up to 17% was calculated due to paid parking, and a reduction of up to 9% was calculated for shared parking. This results in a potential reduction of up to 26% in recommended parking. Fehr and Peers assumed a 20% reduction due to existing and proposed land uses and expected growth, and this was applied to the base required parking. This equates to the 452 recommended stall reduction proposed. ***The applicant must provide further analysis for the proposed parking exceptions based on the MPD requirements as set out in LMC [15-6-5 \(E\) \(a-g\)](#). The City's independent consultant is expected to provide analysis once this information is submitted.***

The 227 bicycle parking spaces will be strategically spread throughout the site however, ***these are not indicated on site plans submitted to date.***

Parking Phases	
Phases	Stalls Provided
Phase 1 South Parking Structure	1360 south parking structure + 450 north surface stalls
Phase 2 South Parcel Buildings	0 (Parking for Phase 2 provided in Phase 1)
Phase 3 North Parcel	450 north parking structure replacing 450 surface stalls

Deer Valley Resort is proposing various Transportation Demand Management (TDM) strategies including:

- Develop and promote a commute trip reduction program
- Incentivize employees to use transit
- Provide a staff-operated shuttle service for Summit County employees and a contracted bus service for employees outside of Summit County
- Provide a ride-share program
- Provide on-site childcare service

The applicant must provide a Parking and TDM Plan describing these programs in more detail.

Process

For the August 25, 2021 Planning Commission Work Session, the Planning Department will refine a public hearing schedule organized around topics, and further analysis for compliance with [LMC § 15-6](#), Master Planned Developments and [LMC § 15-1-10](#), Conditional Use Review Process. The applicant has stated that they intend to submit an Amendment to the MPD which Staff intends to process concurrently with the CUP review.

Summary

Based on this preliminary review, the Planning Department requests the following additional information:

- 1. Clarify how general ski traffic will be restricted from utilizing Deer Valley Drive West.***
- 2. An Active Transportation Plan showing Trail Connections and Parking.***
- 3. Additional details on the proposed reconstructed Y intersection.***
- 4. Additional information analyzing whether the entrance to level P1 will create congestion and conflicts with public transportation.***
- 5. Additional elevations of the proposed garage.***
- 6. A phasing plan for the overall project.***
- 7. Details of the Transit and Mobility Hub including a list of proposed amenities, plans and elevations (including how ADA access will work), and a geometric plan showing the turning radius is sufficient for HVT and Park City Transit buses with bike racks.***
- 8. Details about the Community Event Center.***

9. ***A code-based rationale for allowing additional Support Commercial Space in Phase 2 of the project.***
10. ***Further analysis of the proposed parking exceptions based on the MPD requirements as set out in LMC [15-6-5 \(E\) \(a-g\)](#).***
11. ***A plan indicating where bike parking will be located on site.***
12. ***A formal Parking and TDM Plan.***

Exhibits

- Exhibit A – Project Overview and Background Information
- Exhibit B – Snow Park Village Redevelopment Conditional Use Permit Submittal and Narrative Phase 1 Overall Site Plan, Parking Structure, and Transit and Mobility Hub ***(also provided last month)***
- Exhibit C - Snow Park Village Transportation Analysis ***(also provided last month)***

Exhibit A

Project Overview and Background Information

On April 13, 2021, Deer Valley Resort (DVR) submitted a Conditional Use Permit (CUP) application for the expansion and redevelopment of the Snow Park Base Area. The CUP application is for Phase 1 of a proposed 3 phase redevelopment plan for the Snow Park base area and surface parking lots. Specifically, the 3 phases include:

- Phase 1: Overall Site Plan, South Parcel Parking Structure, and a proposed Transit and Mobility Hub (current CUP application). The proposal includes redirecting traffic and prioritizing transit on Deer Valley Drive, separating transit from general-purpose vehicles, as well as relocating the arrival and departure experience for parking and drop-off. The applicant is also proposing the City vacate a significant portion of Deer Valley Drive West Right-Of-Way for the project, and the applicant would dedicate a new 60-foot Right-Of-Way to the City for Doe Pass Road. The new garage includes day skier parking and parking for future hotel, residential and commercial uses on four levels.
- Phase 2: South Parcel Residential and Commercial Development (future CUP for development on top of the Phase 1 South Parcel Parking Structure including hotel and residential lodging, retail, dining, and entertainment uses). Also proposed is an addition to Snow Park Lodge.
- Phase 3: North Parcel Parking Structure with Residential and Commercial Development (future CUP).

The applicant has stated that they do not anticipate seeking additional density beyond what is allocated to the Snow Park Parcels in the Twelfth Amended and Restated Large Scale Master Planned Development Permit (MPD), which is 209.75 Residential Unit Equivalents, and approximately 22,000 square feet of Commercial and Support Commercial Uses. The application requests a reduction in the number of required Off-Street Parking stalls per the LMC. The entire development triggers the requirement of 2,262 parking spaces and 227 bicycle parking spaces. Deer Valley Resort is seeking a reduction to 1,800 parking spaces, a total parking reduction of ~20%.

Governing Documents

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

1. 1977 [Special Exception Permit](#), amended multiple times;
2. [Deer Valley Twelfth Amended and Restated Large Scale MPD Permit](#) (MPD/DA) dated November 30, 2016. **Currently in place**;
3. Park City's [Land Management Code](#) (LMC);
4. Park City's current [Affordable Housing Resolution 25-2020](#);
5. Park City's 2014 General Plan including the [Lower Deer Valley Neighborhood](#);
6. Park City's Adopted [Transportation Plans](#), as prioritized by the

[Park City Vision 2020](#) and the five Strategic Pillars.

Background

Deer Valley Resort (previously known as Royal Street Land Company) was originally issued a Special Exception Permit in 1977, which has since been amended twelve times. The Deer Valley MPD authorizes Densities for the nine multi-unit parcels that surround the base area, the 2,110 residential units within the MPD, and the Snow Park Village Parcel which currently consist of surface parking lots.

The Snow Park Village parcel is 14.93 acres and is zoned RD-MPD. The Snow Park Village Parcel is currently authorized for 209.75 Unit Equivalents, although this has changed over time.

History of the Resort

Deer Valley Resort opened in December 1981, with five chairlifts, 35 ski runs on Bald Eagle and Bald Mountain, and two day lodges, Snow Park and Silver Lake. Over the years the mountain has expanded to 21 chairlifts including one gondola and 103 ski runs, three-day lodges, and over 2,800 staff members.

Deer Valley takes pride in the concept of providing an overall high-quality and customer-service-oriented resort experience. Deer Valley now includes summer activities including lift-served mountain biking and hiking, scenic chair lift rides, and summer adventure camps for children. The Snow Park Outdoor amphitheater offers regular community concerts.

No formal site plan has been established or approved for the Snow Park Village development site. Density is assigned on a parcel-by-parcel basis in the MPD.

Requirements of the Current DV MPD

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

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

Exhibit 2 of the MPD lists commercial and support space allotted to the project. Support Commercial shall be permitted and used as defines in the Code as amended at the time of application.

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

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

Pedestrian and bicycle paths are required and the Deer Valley Trails Master Plan must be updated as necessary. Paths and Trails shall tie into the bus system that serves Deer Valley and shall form a year-round system. With the exception of the parcels identified in Exhibits 1 and 2, all remaining property is designated “landscaped open space”.

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

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

As noted earlier, there is no approved site plan associated with the Snow Park development parcels other than when the Deer Valley Sixth Amended and Restated Large Scale MPD was approved subject to the rezone of the north 1.48 acres of the Sports Facility Parcel from RD-MPD to ROS, which effectively created a pool of Commercial Density for designated parcels and resulted in the change from Figure 2 below to Figure 1 below.

Figure 1: Snow Park Hotel Parcel after the 1991 Zone Change.

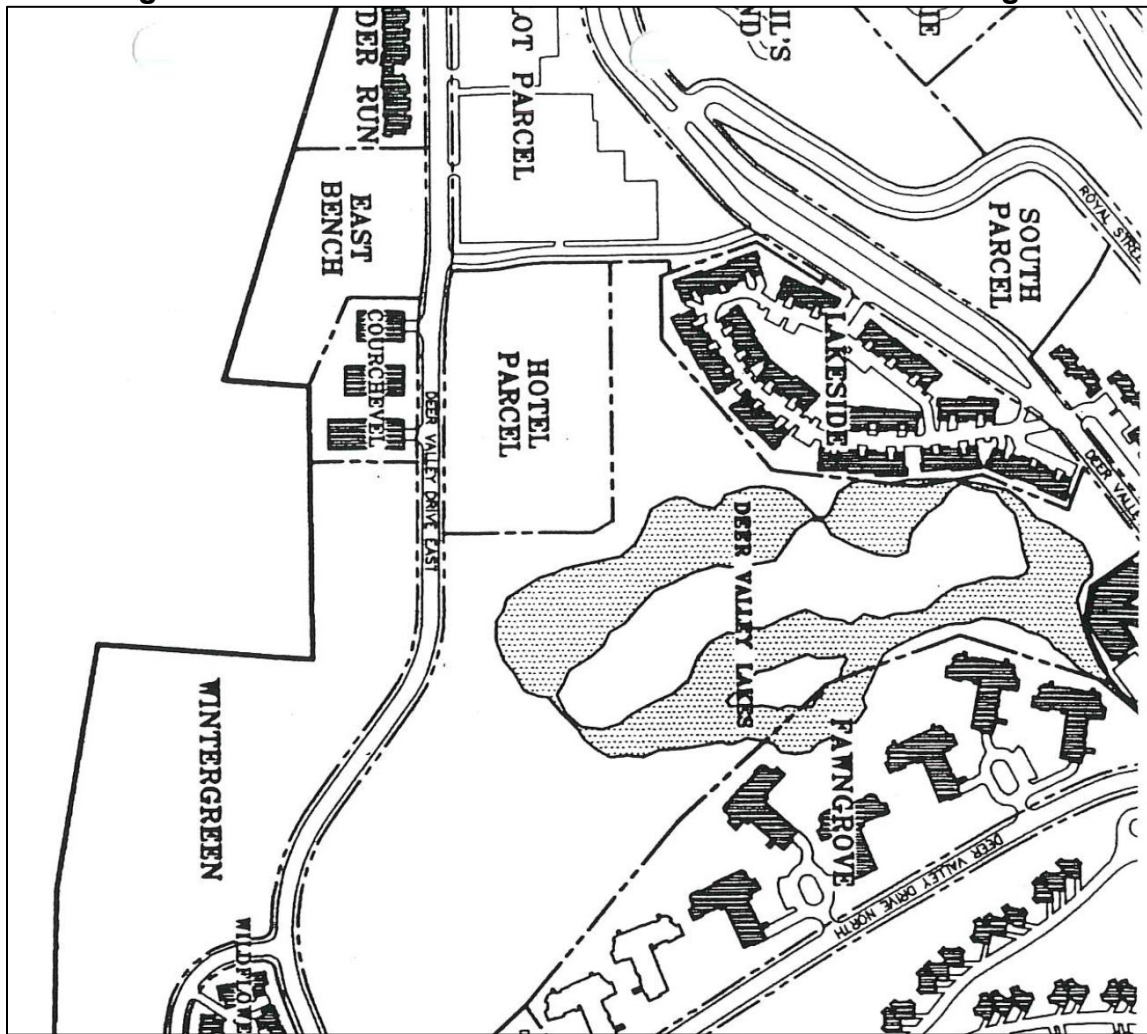
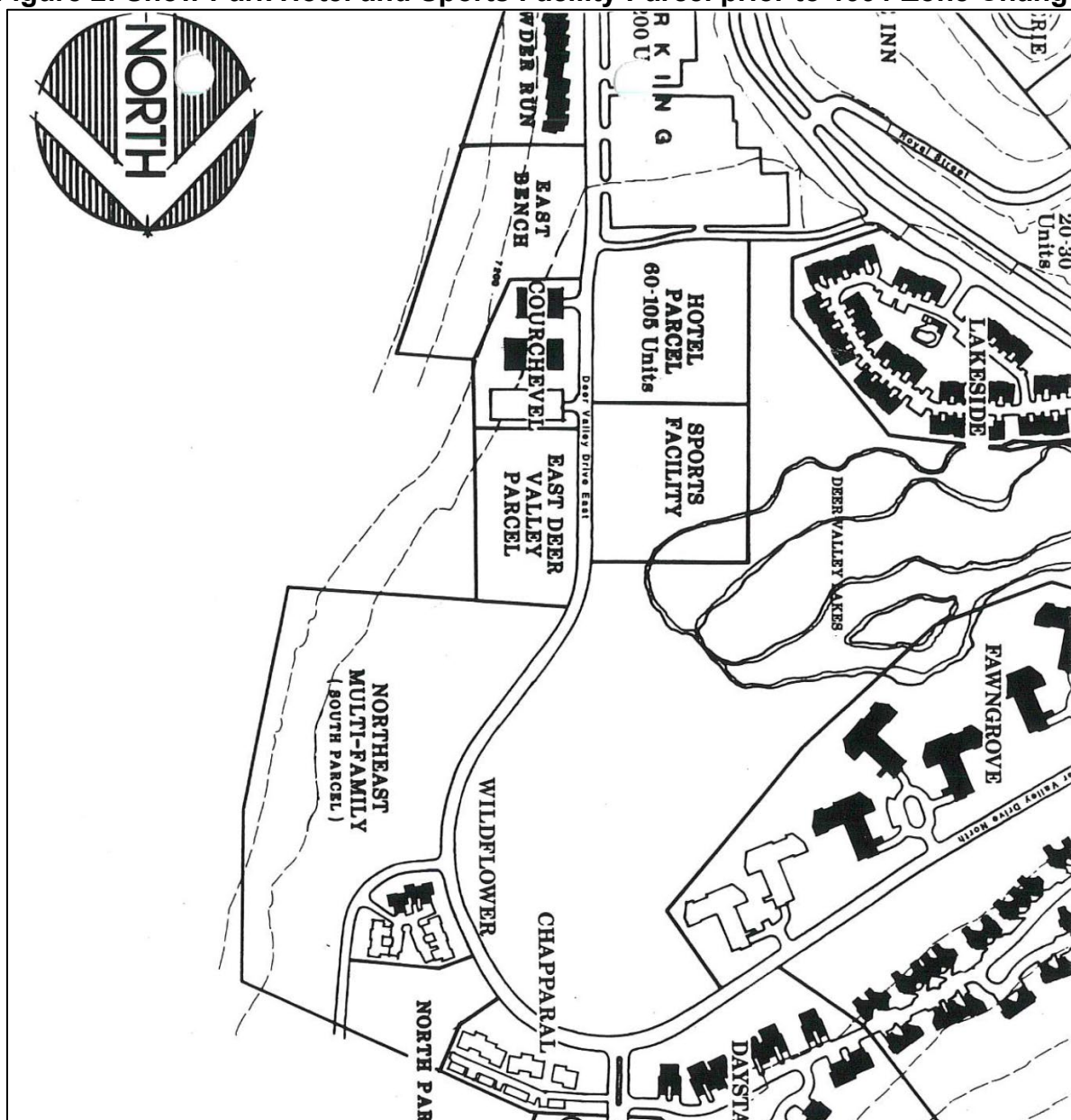


Figure 2: Snow Park Hotel and Sports Facility Parcel prior to 1991 Zone Change.



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

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

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

The Lower Deer Valley neighborhood is dominated by nine large multi-family condominiums authorized by the DV MPD for 383.5 Dwelling Units. Single-family homes exist along the northern edge in subdivisions including Solamere, Morning Star, the Oaks, and Hidden Meadows. Many of these residential units are second homes,

although this is changing as more homeowners have begun living full-time in their second homes during the Covid-19 pandemic. Nightly rentals are allowed by most HOAs.

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

The development of the Snow Park Parking Lots will be a tremendous impact on the character of the Lower Deer Valley neighborhood and it is noted in the General Plan that "the opportunity exists for a true 'village' base area to be built that is complementary to the surrounding multifamily condominiums set around the periphery of the parking lots... compatibility, view corridors circulation and connectivity is a priority for the future design....[a]nd that development "could add to the Apres Ski experience of dining and shopping, while providing an opportunity to divert load out traffic at the end of the ski day. This may also provide Lower Deer Valley residents increased local amenities that improve walkability and the visitor experience." [General Plan p. 239]

The Lower Deer Valley area hosts major events at the resort such as the Freestyle Championships, mountain bike races, and concerts, which support the Resort and Hospitality industries of Park City.

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

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



Snow Park Village Redevelopment

Conditional Use Permit Submittal

Phase 1: Overall Site Plan, Parking Structure, and
Transit and Mobility Hub

April 9, 2021



Included herein is a Conditional Use Permit submittal package providing detailed information about the proposed Snow Park Village Parking Structure, Transit and Mobility Hub, and overall Site Plan - this is considered Phase 1. The intent of this submittal package is to provide the City and the community with an overview of the entire conceptual project phasing, background and history of Deer Valley Resort, applicable regulations, project analysis, and context for the phased development of the new vision for Snow Park Village. Below is an overview of the conceptual phases of the Snow Park Village redevelopment:

- Phase 1: Overall Site Plan and South Parcel Parking Structure, and Transit and Mobility Hub (submitted)
- Phase 2: South Parcel Residential and Hotel Development (future application)
- Phase 3: North Parcel Residential and Hotel Development (future application)

We seek to create a world class base area and arrival experience for Deer Valley Resort. Deer Valley Resort is thrilled to be submitting for the Snow Park Village redevelopment as we look to honor our past and fulfill our vision as an iconic world-class ski resort destination and integral part of this community.

Sincerely,

Bryan Elliott
Chief Development Officer
Deer Valley Resort



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Attachment 3: 13th Amended and Restated Deer Valley Resort MPD

Attachment 4: Planning Director Determination for Building Height

Attachment 5: Traffic Impact Study

Attachment 6: Construction Mitigation Plan

1. Executive Summary

Deer Valley Resort is proposing to begin the process of redeveloping the existing Snow Park Village parking lots and base area. The Snow Park Lodge at Deer Valley has been an iconic destination for skiers since 1980. The surrounding base area has served its primary function of conveniently gaining access to a world class skiing experience. Many things have changed over the years and a fresh vision for the Snow Park base area parking lots is emerging to further enhance the guest experience, respond to the evolving user needs, and invest in the next 40 years of the resort.

At this time, Deer Valley Resort is proposing a reimagined overall site plan, new Parking Structure, and a Transit and Mobility Hub - this is referred to as Phase 1. Deer Valley Resort is in the process of engaging the community for feedback on the remaining elements of a future base area redevelopment, which would include an extended ski beach, a plaza area, and residential, lodging, and commercial uses (Phases 2 and 3). The purpose of bifurcating the redevelopment into multiple phases is to allow for the construction of the Parking Structure to begin while additional feedback from the community is gathered for Phases 2 and 3. Below is an overview of the conceptual phases of the Snow Park Village redevelopment:

- Phase 1: Overall Site Plan and South Parcel Parking Structure, and Transit and Mobility Hub (submitted)
- Phase 2: South Parcel Residential and Hotel Development (future application)
- Phase 3: North Parcel Residential and Hotel Development (future application)

The new base area development will maintain the existing iconic Snow Park Lodge, including the integral resort operations, and will incorporate a new Parking Structure over the existing parking lots. The Phase 1 development will be the foundation for a world class base area that reimagines the guest arrival and departure experience, prioritizes “transit first”, and upgrades the mountain transportation network.

The new vision for the base area reimagines the arrival experience by redirecting traffic along Deer Valley Drive and Doe Pass Road in order to streamline transit access and arrival/departure to the Lower Deer Valley neighborhood. This re-imagination will not only assist in improving the Deer Valley Resort experience, but should also improve efficiency for the entire lower Deer Valley neighborhood by improving the overall transit system and reducing modal conflicts. With a transit-centric focus, the proposed Snow Park area will emphasize transit and alternative mode offerings through a new City transit center and mobility hub, opportunity for a future City gondola connection, prioritized arrival sequencing for transit vehicles, and reorganization of the guest and local arrival and departure. The diversification of mobility and drop-off or pick-up options along with vertical separation of vehicular and pedestrian movement will greatly improve the overall guest experience. By all accounts, the proposed conceptual Snow Park Village redevelopment will improve the existing Levels of Service (LOS) at key intersections, eliminate the requirement for on-street parking for resort guests, and improve the overall transit and local access to the Lower Deer Valley neighborhood. Key features of the total conceptual plan (Phases 1-3) include:

- Transit and Mobility hub
- Integrated multi-modal drop-off and pick-up zones
- Reimagined arrival and departure experience for transit and guests
- Paid Parking Structure with automated entry and exit
- Extended sunset facing ski beach frontage
- Hotel and residential lodging options
- Expansion of retail, dining, and entertainment options
- Plaza promenade
- Community event center
- Retail-based addition to Snow Park Lodge
- Community gathering areas
- Future Pedestrian bridge

This Conditional Use Permit is limited to the overall site design and south parcel Parking Structure, and Transit and Mobility Hub – this is considered Phase 1. We understand it is integral for the City and the community to have the opportunity to visualize the entire development when contemplating the overall site design and parking operations. With that said, the future residential, hotel , and commercial developments of the north and south parcels will be processed as separate Conditional Use Permits at a later date once development partners have been engaged – this will likely be completed in Phases 2 and 3. At time of the future phase submittals, Deer Valley Resort, the development partner, and the City will collaborate to ensure that Conditional Use Permits and required construction phasing plans. For these reasons, this submittal package includes analysis and visualizations of future entitled densities as it relates to required parking, traffic and transit, overall circulation, etc. but the application review is limited to Phase 1 which includes the overall site design and south parcel Parking Structure, and Transit and Mobility Hub. For the purposes of this Conditional Use Permit, the initial phase of development will be considered Phase 1.

We look forward to gathering additional feedback from the community for the conceptual plans of Phases 2 and 3.

1.1 Project Description

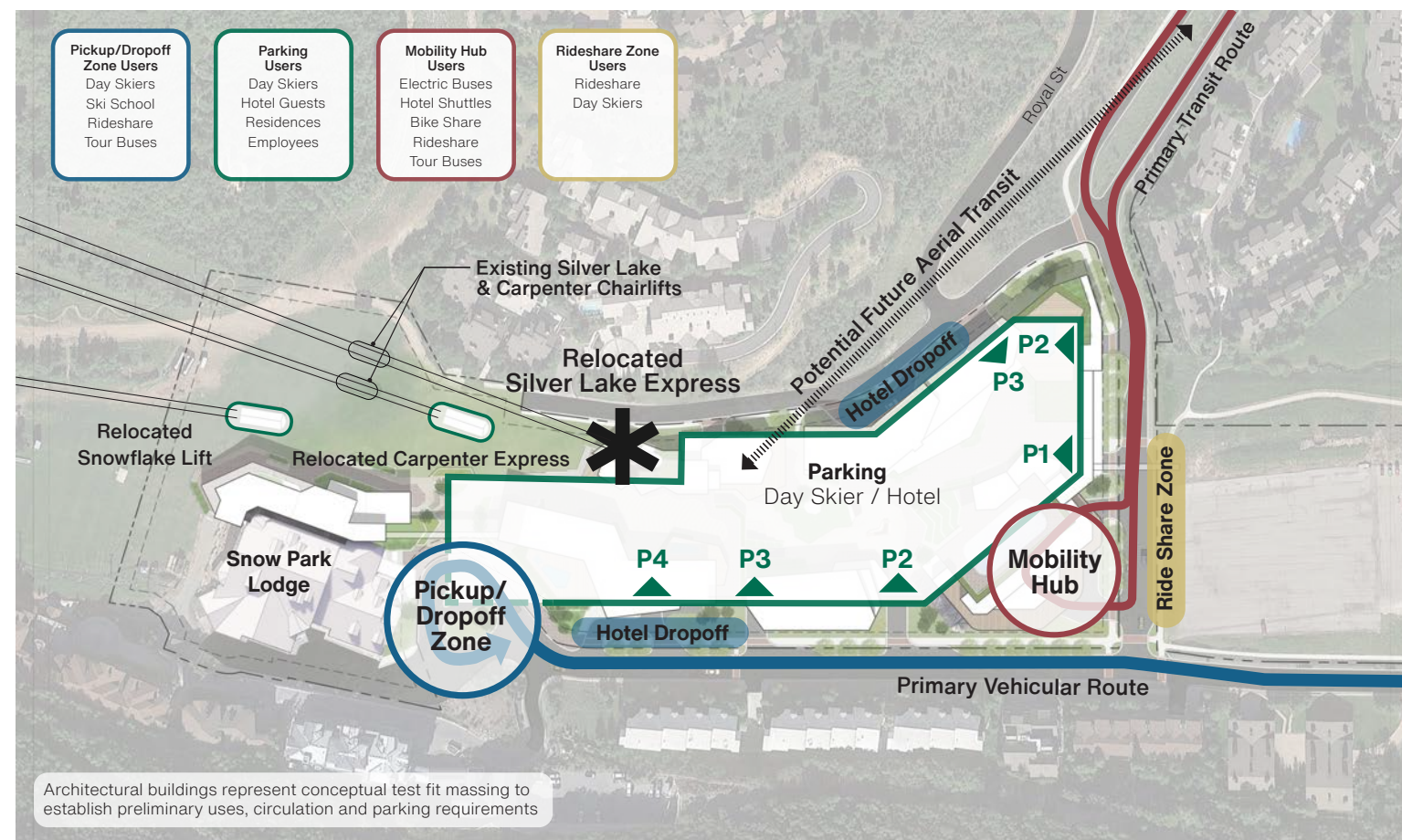
Applicant:	Deer Valley Resort
Project Address:	2250 Deer Valley Drive S.
Parcel(s):	PC-745-11, PC-745, PC-900-4, PC-900-3
Application Type(s)	Conditional Use Permit - Overall Site Plan and South Parcel Parking Structure, and Transit and Mobility Hub Plat Amendment
Zoning:	Residential Development-Master Planned Development (RD-MPD)
MPD:	Deer Valley Resort Master Planned Development
Governing Documents:	12th (& 13th) Amended and Restated Deer Valley Resort MPD Land Management Code General Plan



Project Location Map



Existing Snow Park Parking Lots



Concept Parking Structure and Arrival Sequence Master Plan

2. Background

2.1 Deer Valley Resort History

Deer Valley Resort opened on December 26, 1981, with five chairlifts, 35 ski runs on Bald Eagle and Bald Mountain, and two day lodges, Snow Park and Silver Lake. Over the years, we have invested over \$181 million in improvements and since our first season, have grown to 21 chairlifts, 103 ski runs, three day lodges, more than 500 ski instructors (making us one of the largest ski schools in the country) over 2,800 staff members, many of whom have been with the company for over 20 years.

The ski industry forever changed 40 years ago when Edgar Stern developed Deer Valley Resort based on the concept of providing a luxury hotel experience by combining first-class guest service, luxury accommodations and gourmet food with skiing. Deer Valley Resort is the culmination of the vision and dream of Edgar and Polly Stern, born of their many years' experience in the hospitality industry.

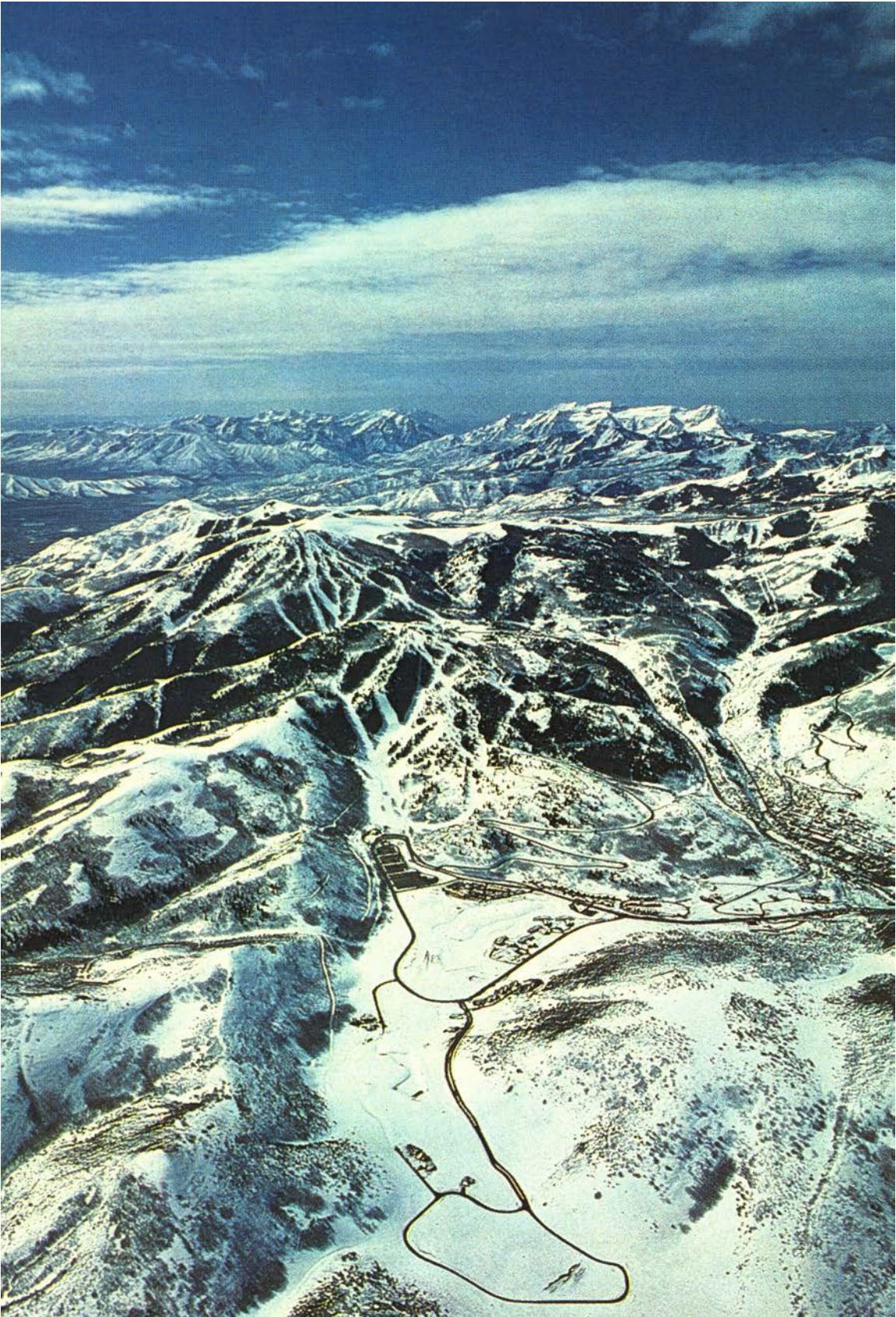
The Sterns' background in the hospitality industry and their other guest service experiences laid the groundwork for Deer Valley's concept. The Sterns first visited Park City in 1968 and purchased the existing Treasure Mountain Ski Area (now Park City Mountain) in 1971, along with other land that would later become Deer Valley. While Park City Mountain proved to be a rewarding experience, the Sterns' real desire was to pursue their own ideas for a ski resort. So, they sold Park City Mountain, holding on to the land that is now Deer Valley Resort.

Deer Valley was not the first ski resort located in this particular area. Preceding it was the Snow Park Ski Area, which opened in 1947 and operated until 1965. Snow Park was founded by two Park City locals, Bob Burns and Otto Carpenter. Many of the materials used in building Snow Park came out of the local mines, and the lift towers were made of aspen wood. The Burns and Carpenter lifts at the base of Bald Eagle Mountain are named after the ski area's original owners. Deer Valley Resort, as envisioned by the Sterns, would provide a service-oriented skiing experience, stately accommodations and sumptuous dining; a resort that would provide guests with a level of comfort and quality rarely found at other ski resorts of the time. They wanted to build a destination ski resort that would operate with the services, conveniences, and amenities of a first-class hotel.

Deer Valley also offers myriad summer activities including lift-served mountain biking and hiking, scenic chairlift rides, and Summer Adventure Camp for children. Over the course of the summer, the Snow Park Outdoor Amphitheater features three concert series including the Utah Symphony's Deer Valley Music Festival, the Deer Valley Concert Series and Mountain Town Music's free Wednesday night community concerts.

In our 40-year history, Deer Valley has been recognized for our commitment to excellence by receiving many awards, including the distinction of the #1 Overall Resort by the readers of SKI Magazine. In addition, Deer Valley has earned United States' Best Ski Resort every year since the World Ski Awards began in 2013. More than a million votes were cast across the globe by leading ski tourism professionals worldwide, as well as hundreds of thousands of ski and luxury travel consumers from 127 countries. The recognition we received from the readers of SKI Magazine and World Ski Award voters is most gratifying to all of us at Deer Valley, and is something we have worked long and hard to achieve. Beyond award recognition, we pride ourselves in our investment in the Park City community, including funding a trust for Mountainlands Community Housing, contributed land and financing to start the Peace House, and annually supporting numerous local non-profits through cash grants and in-kind donations

On August 21, 2017, it was announced that Deer Valley entered into a definitive agreement to be acquired by the newly formed entity controlled by affiliates of KSL Capital Partners, LLC and Henry Crown and Company that in July joined Intrawest Resorts Holdings, Inc., Mammoth Resorts and Squaw Valley Ski Holdings, now known as Alterra Mountain Company. Financial terms of the transaction were not disclosed. The sale successfully closed on October 10, 2017.



Aerial Image of Deer Valley Ski Resort ca. 1980



Snow Park Lodge ca. 1981 (south facade)



2002 Winter Olympic Games Mogul Event facing north



(Left to right) Bob Wheaton, Edgar Stern, Polly Stern, Stein Eriksen

2.2 Land Use Decision History

In 1978, the City approved a Special Exception Permit for the construction of a 1,597 acre planned unit development in the “Deer Valley areas, American Flag Community, Lake Flat Community and the Bald Eagle Community.” The acreage calculation did not include “[A]ll the area to be skied.” The project was approved as a six (6) phase development to be completed over 15 years. At the time of approval, the development was split between two (2) jurisdictions with approximately two-thirds of the development in Park City Corporate limits and the southernmost one-third in unincorporated Summit County. The Planning Commission recommended annexing the southernmost one-third of the development which ultimately was annexed later in 1978.

Since 1978, the Special Exception Permit, now known as the Deer Valley Resort Large Scale Master Planned Development Permit (referred to herein as the “Deer Valley Resort MPD”), has been amended and restated 12 times for a variety of reasons. Currently, the City is processing a 13th Amendment with the intention of adding more specificity for the requirements for Snow Park Village which is located within the Snow Park Community. To date, no formal vertical construction development permit has been submitted for the Snow Park Village parking lots. Over the years, the parking lots have been repaved, improved, and operations have been discussed with the City. The most recent discussion with the Planning Commission was in August 2019 (staff report) when Deer Valley and the City agreed on peak skier day operations for the Snow Park parking lots - such issues will be resolved with the proposed development (this is discussed in greater detail in the Supplemental Analysis).

No formal site plan has been established for the Snow Park Village development site through the adoption of Development Agreements. As such, Deer Valley Resort is proposing the improvements to the area, including but not limited to the overall site plan and new roadway configurations as a part of the Conditional Use Permit submittal. This is consistent with the land use process of all sites within the Deer Valley Master Planned Development boundary, where density was assigned on a parcel-by-parcel basis and site design was contemplated with individual Conditional Use Permit review.

In addition to the requirements set fourth in the Land Management Code (LMC) and General Plan, the current “governing document” is the 12th Amended and Restated Deer Valley Resort MPD (approved 2016 and referred to herein as the “12th Amendment”). If approved, the 13th Amended and Restated Deer Valley Resort MPD (referred to herein as the “13th Amendment”) will become the “governing document”. Further analysis can be found in the Governing Document Analysis.



Existing Snow Park Village Development (outlined in red) looking south.

3. Development and Design Context

3.1 Development Context

Snow Park Village is located within the Snow Park Community as defined in the 12th Amended and Restated Deer Valley Master Planned Development Permit. The Snow Park Community is generally defined as the areas north of the Snow Park Lodge including the parking lots, snowmaking ponds, and adjacent Multi-Unit Dwellings within the base area periphery. The area is also referenced in the General Plan as the Lower Deer Valley Neighborhood.

As we began to study a redevelopment of the Snow Park parking lots, we wanted to make sure that we were contemplating our contextual environment. Our analysis was intended to help inform context sensitive architecture and site planning. Below is a list of the surrounding development typologies that make up the context of the Snow Park Community.

- Resort Oriented Residential Development (Multi-Family and Single Family)
- Hotel and Nightly Rentals
- Recreation Commercial Development
- Open Space

Resort-Oriented Residential Development (Multi-Family and Single-Family)

Most of the developments surrounding the existing Snow Park Lodge, base area, and parking lots are multifamily dwellings. Single family dwellings can be found north of the ponds, though these are largely outnumbered by multifamily buildings. There are some owner-occupied “primary homes”, but most of the surrounding residential developments are secondary homes that serve as Nightly Rentals. The construction dates of the residential dwellings span from the early 1980s to construction as recent as 2019. Because of this extended construction period, the architectural styles and materials vary, but generally, the designs are derived from traditional mountain aesthetics outlined in the Deer Valley Design Guidelines, including the use of traditional wood siding, log, natural stone, bold roof overhangs, outdoor decks and spanning windows positioned to take advantage of the mountain and pond views. In addition, each development has incorporated native and mountain inspired vegetation furthering on the mountain aesthetic.

Hotel and Nightly Rentals

East of the Snow Park Community is the St. Regis Hotel. Many of the condominium buildings surrounding the Snow Park area operate as Nightly Rentals and in many ways serve as hotel accommodations with property management operations allowing for nightly turnover similar to a hotel. Examples of such condominiums are the Silver Baron, La Maconnerie, and the Lodges at Deer Valley among others.

Recreation Commercial Development

Snow Park Lodge serves as the main base area lodge for Deer Valley Resort. Snow Park Lodge has had many remodels and upgrades since its construction in 1980. As the heart of Deer Valley Resort, Snow Park Lodge provides amenities such as:

- Lift Ticket Office (Summer and Winter)
- Ski Patrol (Simmer and Winter)
- Guest Services
- Guest Locker Rooms
- Ski School
- Rentals (Summer and Winter)
- Commercial Retail
- Employee Lockers
- Food and Beverage
- Event Venue (Summer and Winter)
- Etc.

Open Space

The Snow Park Village development is flanked on the north and south by open space areas. The south portion of the development abuts the mountain terrain of Deer Valley Ski Resort. The northern portion of the development abuts the snow making ponds that are most notable for their summer fishing and paddle boarding.

3.2 Guiding Principles and Design Drivers

As we set out to envision our future base area redevelopment and the evolution of the resort’s master plan, we sought to maintain key principles that comprise The Deer Valley Difference. We challenged our design team to stay true to who Deer Valley Resort is while also pushing forward with important modernization and necessary upgrades. In order to stay true to our vision and respect our contextual environment, we established the following guiding principles and design drivers for our development:

Guiding Principles

A Destination Like no Other

- Create a unique resort base village to attract future generations
- Enhance the guest experience with every opportunity
- Celebrate year-round activities and amenities
- Compact and walkable plan focused on the pedestrian
- Attract on-mountain residents to easily access and experience Snow Park

A First and Lasting Impression

- Improve the arrival and departure sequence - first and last impressions
- First class dynamic parking experience with integrated technology
- Diversify and integrate multi-modal transportation options
- Strategically separate skier parking from staff and residential parking
- Seamless transition from parking to plaza retail to lifts
- Expand the ski beach to lengthen the day and disperse departing traffic

Enjoyable Guest Experience

- Minimize pedestrian and vehicular conflicts
- Optimize solar aspect for ski beach and plaza exposure
- Optimize up-mountain views
- Diversify and modernize food and beverage offerings
- Modify and reposition lifts to optimize operations and disperse skier traffic
- Improve mountain transportation network
- Strategically integrate service facilities and minimize visual exposure

Being Good Neighbors

- Comply with existing entitlements with no variance requests
- Permeable and neighbor-friendly arrangement of buildings
- Connect and expand area wide trail network
- Integrate community benefit amenities

Design Drivers

The conceptual master plan for Snow Park Village is driven by a handful of significant and strategic design moves. The combination of these decisions will trigger development potential, long-term value, enhanced guest experience and improved image and identity for Deer Valley Resort.

- Reimagined arrival sequence
- Integrated Transportation and Mobility Network
- Ski Lift Configuration to unlock potential for ski-in village
- Neighbor-friendly building arrangement
- Complimentary network of amenities, activities, and après ski offerings

4. Project Overview

4.1 Site Planning: Arrival Sequence and Development Programming

We have created a site plan and Parking Structure that will ensure the seamless operation of our resort and integration into City infrastructure. At the forefront of our design is a re-imagination of the arrival and departure experience with a focus on “transit first” by encouraging alternative travel modes and streamlining vehicular access for transit vehicles, guests, and general traffic to the area. The overall development programming is tied directly to on-mountain operations and the arrival sequence. Our ultimate goal is to provide our guests with easy access to the amenities of the overall Deer Valley Resort and new base area development. Below is an overview of the improved arrival sequencing that is also shown in the existing conditions site plan and contextual circulation plan:

Deer Valley Drive East and West Reconfiguration

Deer Valley Drive West will connect to Deer Valley Drive East via the current Doe Pass Road. The intent of bringing Deer Valley Drive through the center of the development is to improve many of the existing transportation and access issues with the current layout. This also improves emergency vehicle access, life safety concerns, and overall traffic issues. The proposed plan separates City transit, transportation network companies, and general traffic which will help prioritize the transit access to the new Transit and Mobility Hub and reduce impacts to the overall transit system.

Deer Valley Drive West will serve as the primary transit vehicle route and will also provide general traffic access to Royal Street and the Trail’s End development. The access to the Trail’s End development will be secured to discourage ski traffic from accessing the area. Ski traffic will not have access to the Parking Structure from Deer Valley Drive West and this will be clearly messaged to traffic at the Deer Valley East and West intersection.

Deer Valley Drive East will serve as the primary vehicular access for all other vehicles looking for access to the general Deer Valley residential neighborhoods and base area development. Deer Valley Drive East will provide access to the Parking Structure for guests. The Deer Valley Drive East approach will also provide guests and general traffic with sweeping southern views of the Snow Park Community and mountain terrain.

At the origin of the East and West Deer Valley Drive separation, we are proposing a new intersection design in order to safely reorganize traffic access to the area. Our transportation and civil engineering team has prepared specific site plans outlining the proposed road and intersection geometry for the new intersection (Attachment 1 - Exhibit 21).

Parking Structure Access and Departure

By filtering all guest traffic via Deer Valley Drive East, the Parking Structure access has been organized on the east side of the development for maximum efficiency and minimized conflict. This further separates guest traffic from that of the City transit vehicles and other transportation network traffic. The arrival sequencing will allow guests to self-park or elect valet parking. We will be integrating a paid parking system that will be tied to ski pass and license plate technology to eliminate any delays for entry and exit. The automation of the garage entrance will further streamline the entire arrival sequence.

The arrival and departure sequences are central to the successful operation of our Parking Structures. We have set out to create a first-class dynamic parking experience with integrated technology. We have strategically separated skier parking from residential/hotel parking. The Parking Structure levels seamlessly transition to the plaza level and ski lifts. By creating a seamless transition from the Parking Structure to the base area and on-mountain experience, this will further streamline the arrival and departure sequence.

Transit and Mobility Hub

Central to our design is the integration of a Transit and Mobility Hub that will serve Park City Municipal Corporation transit operations. The diversification of mobility and drop-off or pick-up options along with vertical separation of vehicular and pedestrian movement will greatly improve the overall guest experience. The Transit and Mobility Hub will assist in diversifying and integrating multi-modal transportation options. The entry and exit for the Transit and Mobility Hub is central to the arrival and departure sequence. The Transit and Mobility Hub will have 6 bus bays, 100’+ of Rideshare curb space, bike share stations, and hotel shuttle drop-off zones.

Transit First and Multi-Modal Features

As stated previous, transportation solutions and the “transit-first” approach is central to our design. We have worked tirelessly and engaged transportation and parking industry experts to help creatively incorporate transportation and multi-modal features into the development. Key mobility characteristics of the site plan include:

- A transit hub at the northeast corner of the south plot on Doe Pass Road
- A ride share zone north of the proposed transit hub on Doe Pass Road
- A drop-off/pick-up zone in front of the Snow Park Lodge
- Hotel drop-off zones both on Deer Valley Drive South (West) and on Deer Valley Drive East

- Elevators and escalators connecting to the future main plaza on the south parcel
- Pedestrian routes throughout the site connecting roadways to the future main plaza

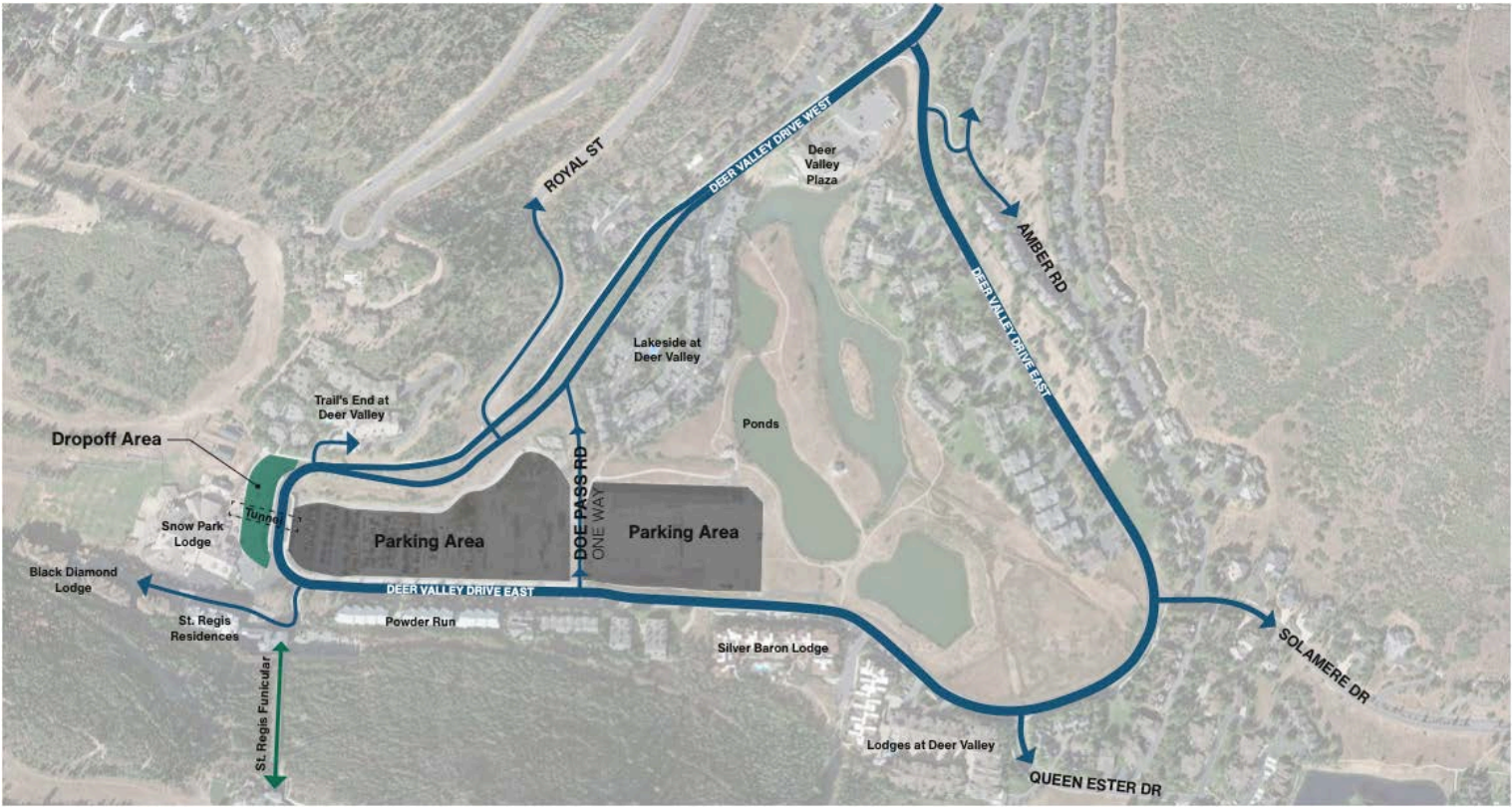
Pedestrian and Bicycle Mobility

We have streamlined pedestrian and bicycle mobility within the development. We have contemplated our pedestrian and bicycle mobility patterns from each of our arrival points, including: The Transit and Mobility Hub; Drop off locations (hotel shuttles, Transportation Network Companies, etc.); Parking Structure; and Bicycles and Pedestrian Foot Traffic from the Public Rights-of-way.

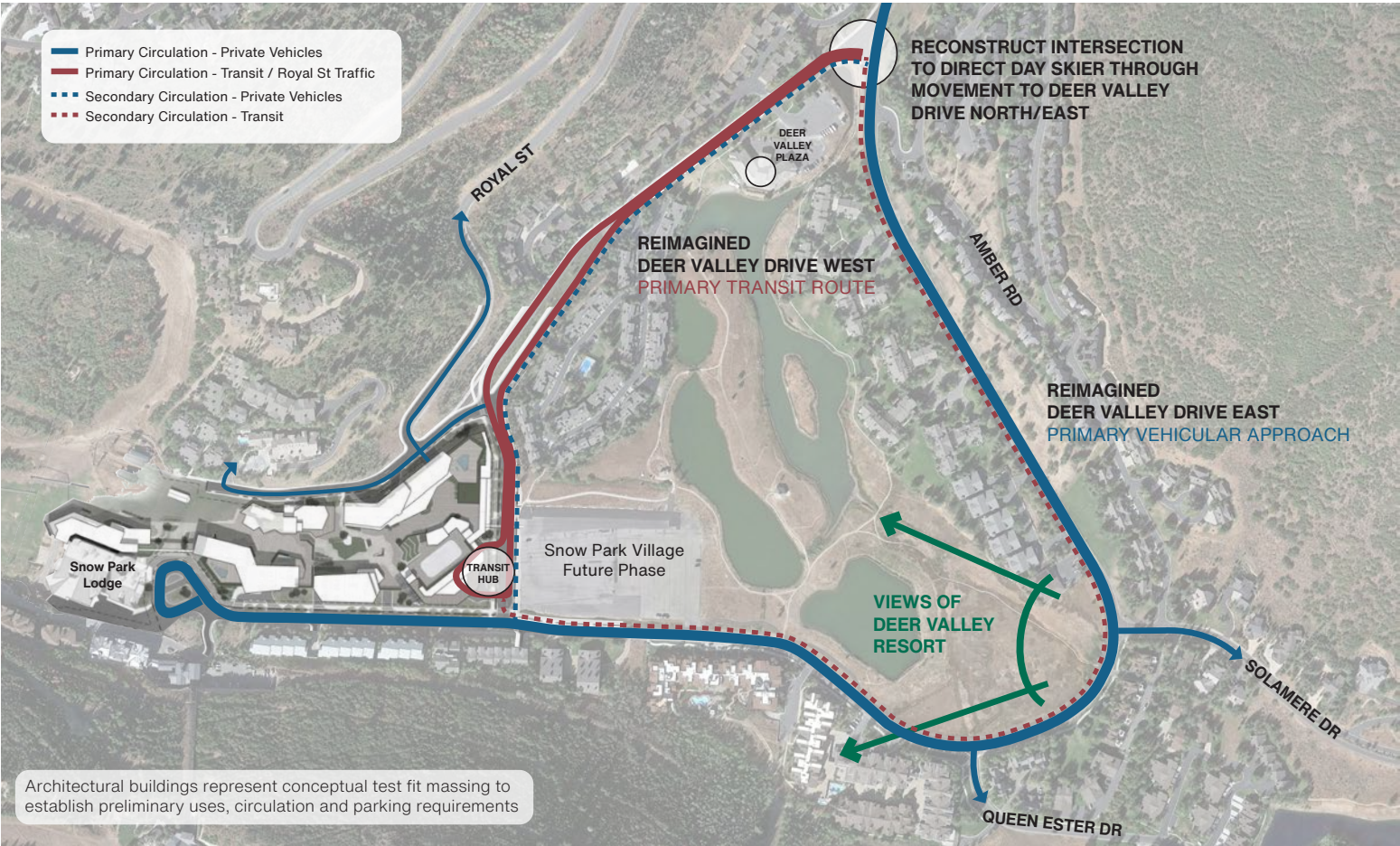
Each one of these arrival points is integral to providing our guests with easy access to the amenities and on-mountain transportation system. We have provided a series of elevators and stairs that provide access to the future plaza and on-mountain transit system directly from the arrival points and key access points on the development periphery. Currently, our guests can park their vehicles in parking lots 1-5 with the option of a taking a parking lot shuttle to the base area, but many of our guests skip the shuttle and walk to Snow Park Lodge. Our proposed skier Parking Structure is much closer to Snow Park Lodge than current parking lots 3-5. We believe that the upgraded access points will provide our guests with an improved arrival and departure experience. All of our access points have been designed to allow easy bicycle access options for our guests during the spring, summer, and fall seasons.

Future City Gondola Connection

In an effort to ensure that the development can be incorporated into a future City Gondola, as outlined in the City’s transportation master planning discussions, we have identified an area of the development which can harbor a future City gondola terminal. This will be centrally located in the plaza area near Deer Valley Resort’s mountain transportation network lifts. This location within the future plaza will enable users of the City Gondola to have convenient access to the amenities of the base area. Coupled with the Transit and Mobility Hub, we believe that a future City Gondola will assist in reducing the vehicular trips to the area by encouraging alternative modes of transportation.



Existing Conditions



Contextual Circulation Plan



4.2 Community Engagement

Deer Valley Resort prides ourselves on the relationships and partnerships we have built in the community. Due to outreach challenges caused by the COVID-19 pandemic and in an effort to honor the integral community relationships we have built, we engaged Wilkinson Ferrari & Co to assist our team in engaging our neighbors and the community. We hosted a series of meetings with stakeholders, including, but not limited to:

- Deer Valley Homeowner's Associations (HOAs) General Managers
- Deer Valley area homeowners
- Lower Deer Valley Coalition HOA
- Fawngrove HOA representative
- Local Government officials
- City Staff
- Real Estate brokers and other organizations and groups

We are actively seeking feedback from the community on the proposed Phases 2 and 3 of the development.

4.3 Density

The following matrix identifies the conceptual square footage allocations and density for the South Parcel vertical development (Phase 2). We have included these density allocations for Phase 2 as this density is directly correlated to the required parking that will be provided in the Phase 1 Parking Structure. All remaining entitled density will be allocated to the Phase 3 development on the North Parcel. Required parking for Phase 3 will be incorporated into a Phase 3 parking structure on the north parcel (beneath the north parcel vertical development). The proposed conceptual Snow Park Village redevelopment complies with all entitlements - there are no variances requested.

Density is governed by Section A and H of the Development Agreement. This is also discussed in the "Governing Documents" section of this document, but a brief written summary has been included below to accompany the density and square footage matrix.

- Density and square footage allocations are driven by the Development Agreement and Land Management Code (where specified within the Development Agreement) as follows:
 1. Exhibit 1 of the Development Agreement identifies the permitted density for the Snow Park Village. The maximum density is 209.75 Unit Equivalents.
 2. Exhibit 2 of the Development Agreement outlines the Commercial and Support Commercial Use square footage allocations within Snow Park.
 3. In addition to Exhibit 2 of the Development Agreement, the development is also governed by the Support Commercial allowances set forth in Land Management Code 15-6-8. Land Management Code 15-6-8 identifies the allowances for Support Commercial uses and areas of the building that do not count towards density (example of areas that do not count as density: circulation, mechanical rooms, public restrooms, etc.).
- All three of these Development Agreement drivers determine the overall density of the project. The matrix outlines the overall square footage calculations by applicable Use and how they tie back into the allotted density and support Use allowances for Phase 1.

DEVELOPMENT NUMBERS

Totals by Use				
Use	Total GSF	Total NSF	Units	UE
Total Commercial	26,600	21,280		
Total Support ¹	38,300	30,640		
Total Resort Accessory	48,000			
Total Residential Accessory	7,100			
Total Residential	142,000	116,070	58	58.04
Total Hotel	124,800	99,840	200	49.92
Total Event/BOH	67,300	57,840		28.00
Total Transit Hub	5,100	4,080		
Subtotals	459,200	329,750	258	135.96

Remaining entitled UE's assigned to North Parcel future phase

Conceptual South Parcel Density Allocations by Use

FOOTNOTE:

1. Total Support (Support Commercial/Meeting Space) above is calculated based on total residential proposed for entire village including future phase development of north parcel surface parking area. The net residential area currently included for the north parcel is 147,580 nsf and there is no support uses envisioned for the north parcel. Therefore, the allowable Support Commercial and Meeting Space is being applied to the south parcel which will be utilized by the residents of the north parcel as one cohesive village. (see chart to the right)

Square feet	
Total South Parcel Residential Use	215,910
	+
Total North Parcel Residential Use	147,590
	=
X 5% = Support Commercial	18,175
+	
Total South Parcel Residential Use	215,910
	+
Total North Parcel Residential Use	147,590
	=
X 5% = Meeting Space	18,175
Total Support Commercial/ Meeting Space	
36,350	

Conceptual Support Commercial and Meeting Space Allocations

5. Governing Documents

The proposed Snow Park Redevelopment is subject to the requirements of the Development Agreement, Land Management Code, and General Plan as outlined herein.

5.1 Required Land Use Applications

In addition to the previously submitted Master Planned Development modification, per the governing documents and Land Management Code, the proposed development will trigger the following land use applications:

- Conditional Use Permits (CUPs):
 - Phase 1: Overall Site Plan and South Parcel Parking Structure, and Transit and Mobility Hub (submitted)
 - Phase 2: South Parcel Residential and Hotel Development (future application)
 - Phase 3: North Parcel Residential and Hotel Development (future application)
- Plat (submitted)
- Condominium Plat(s) (future application)

5.2 Development Agreement

The current “governing document” is the 12th Amended and Restated Deer Valley Resort MPD which was approved in 2016 (Attachment 2). If approved, the 13th Amended and Restated Deer Valley Resort MPD will become the “governing document” (Attachment 3). Fundamentally, the 12th and 13th Amendments have the same requirements – the 13th Amendment simply seeks to add specificity and to ensure the same interpretation by Deer Valley Resort and the City. For this reason, we have provided the following analysis using the Development Agreement requirements in Sections A through P which are the same in both the 12th and 13th Amendments.

We have included a detailed overview of our compliance with each applicable Development Agreement section below:

A. Density

Exhibit 1 of the Development Agreement identifies the permitted density for the Snow Park Village (Snow Park Hotel and Parking Sites). The following analysis outlines the entitlement analysis for the entire Snow Park Village and extrapolates specific requirements for Phase 1 as applicable.

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Maximum 209.75 Unit Equivalents	The entire Snow Park Village Development will not exceed 209.75 Unit Equivalents. The Conceptual South Parcel development (Phase 2) will utilize 135.96 Unit Equivalents. 73.79 Unit Equivalents will remain for the North Parcel (Phase 3).

The Development Agreement requires that Unit Equivalents for the Snow Park Village development use the Unit Equivalent Formula outlined in Land Management Code 15-6-8. We have excerpted applicable Unit Equivalent Formula language from Land Management Code 15-6-8 below:

LAND MANAGEMENT CODE 15-6-8 REQUIREMENT	RESPONSE
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.	Total Unit Equivalents were calculated using this Unit Equivalent Formula for Residential (2,000 SF) and Commercial (1,000 SF) units.

B. Unit Size

Not applicable. Unit size is not regulated as Snow Park Village Units are required to use Unit Equivalent Formula.

C. Development Parcel Designations

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Submit a Conditional Use Permit for the site-specific plan to the Community Development Department.	Conditional Use Permit submitted for Phase 1.
Comply with the Park City Design Guidelines.	The proposed Parking Structure design complies with the Park City Design Guidelines outlined in LMC 15-5-5, including architectural styles and motifs, siding materials, design ornamentation, number of exterior wall materials, roofing materials, roof shapes, solar energy systems, skylights, window treatments, outdoor lighting, trash and recycling enclosures, mechanical equipment, patios and driveways, and landscaping.
Comply with the Deer Valley Design Guidelines.	The proposed Parking Structure design complies with the Deer Valley Design Guidelines as determined by the Deer Valley Architectural Design Review Board.

D. Subdivision of Development Parcels

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Submit a Subdivision application to the community development department.	Subdivision Application submitted.
Submit a condominium plat amendment application to the community development department prior to the individual sale of units.	A Condominium Plat Amendment Application will be submitted at a later date.

E. Applicability of Sensitive Area Overlay Zone

Not Applicable. Development site located outside of the Sensitive Area Overlay Zone.

F. Relationship to National Standards

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Development should comply with national standards for engineering and building.	All portions of the development are compliant with the following applicable industry standards: International Building Code; Park City Design Standards Construction Specifications and Standard Drawings; and applicable International Code Council standards.

G. Off-Street Parking

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Compliance with LMC 15-3 Off-Street Parking.	Per LMC 15-3, the entire conceptual Snow Park Village development triggers the requirement of 2,262 vehicular Parking Spaces and 227 bicycle parking spaces. Per LMC 15-3-7 <u>Parking in Master Planned Developments and Conditional Use Permits</u> , Deer Valley Resort is seeking a reduction in the required off-street vehicular parking as a part of the Conditional Use Permit submittal to 1,810 parking spaces. Phase 1 includes a Parking Structure on the south parcel and a surface parking lot on the north parcel. The Phase 1 Parking Structure on the south parcel will contain 1,360 parking spaces and north parcel surface parking lot will contain 450 vehicular Parking Spaces for a total of 1, 810 parking spaces. The 227 bicycle parking spaces will be incorporated strategically throughout the development. The future Phase 3 North Parcel Parking Structure will replace the 450 parking spaces provided in the Phase 1 surface parking lot. Deer Valley Resort is requesting a total reduction in parking by 20% for paid parking and shared parking uses. The following analysis provides further information for justification of the requested reduction and outlines compliance with LMC § 15-3-7 <u>Parking in Master Planned Developments and Conditional Use Permits</u> .

Proposed Parking

The following matrixes provides greater detail for the phased approach to the proposed development which will allow the Phase 1 Parking Structure and north parcel surface parking lot to accommodate a total of 1,810 parking spaces. The future Phase 3 North Parcel Parking Structure will replace the 450 parking spaces provided in the north parcel surface lot (of Phase 1).

Snow Park Village Parking Analysis			
Base Recommended Stalls	% Reduction (Paid Parking & Shared Uses Parking)	Stalls Reduced (Paid Parking & Shared Uses Parking)	Net Recommended Stalls
2,262	20%	452	1,810

Parking Provided	1,810
------------------	-------

Parking Provided by Use	
Use	Stalls
Deer Valley Resort	1,200
Hotel	173
Commercial	86
Residential	150
Event Center	201
Total	1,810

Parking Phases	
Phase	Stalls Provided
Phase 1 - South Parking Structure (+ 450 existing surface parking stalls on Lot 5 - North Parcel)	1,360 south structure + 450 north surface = 1,810
Phase 2 - South Parcel Buildings	0 (Parking for Phase 2 provided in Phase 1)
Phase 3 - North Parcel	450 North parcel parking structure (Replaces 450 surface stalls)

LMC § 15-3-7 Parking in Master Planned Developments and Conditional Use Permits Analysis

The following analysis provides greater detail for the proposed parking reduction and details regarding compliance with LMC § 15-3-7 Parking In Master Planned Developments and Conditional Use Permits, which states:

- A. *In Master Planned Developments and in review of Conditional Use permits, the initial parking requirement is determined by referring to the requirements for the Use and the underlying zone. The Planning Commission may reduce this initial parking requirement to prevent excessive parking and paving. The Applicant must prove by a parking study that the proposed parking is adequate. The parking study must analyze whether:*
- parking Uses will overlap,*
 - commercial spaces within the project will serve those residing within the project rather than the general public,*
 - or other factors that support the conclusion that the project will generate less parking than this Code would otherwise require.*

Deer Valley Resort is requesting a reduction in parking by 20% for paid parking and for shared parking uses as a part of the Conditional Use Permit submittal. This reduction brings the total required vehicular parking spaces from 2,262 parking spaces to 1,810 parking spaces. Deer Valley Resort is not seeking a reduction in required bicycle parking spaces. Based on the Traffic Impact Study Transportation Analysis by Fehr and Peers, Deer Valley Resort finds that the parking Uses will overlap, the commercial spaces in the development are support commercial spaces which will serve the guests of the development and resort operations, and additional mitigation measures will further reduce the overall parking generation for the proposed development. In general, the proposed development is improving the existing conditions as they relate to traffic, parking, and transportation.

As is articulated in the Traffic Impact Study Transportation Analysis by Fehr and Peers, the development is proposed to include the Deer Valley Resort uses 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. The development is estimated to require 2,262 stalls during peak weekdays and 2,261 stalls during peak weekends based on a non-shared parking demand.

Base Recommended Stalls	% Reduction (Paid Parking and Shared Parking)	Stalls Reduced (Paid Parking and Shared Parking)	Net Recommended Stalls
2,262	20%	452	1,810

Source: Fehr & Peers

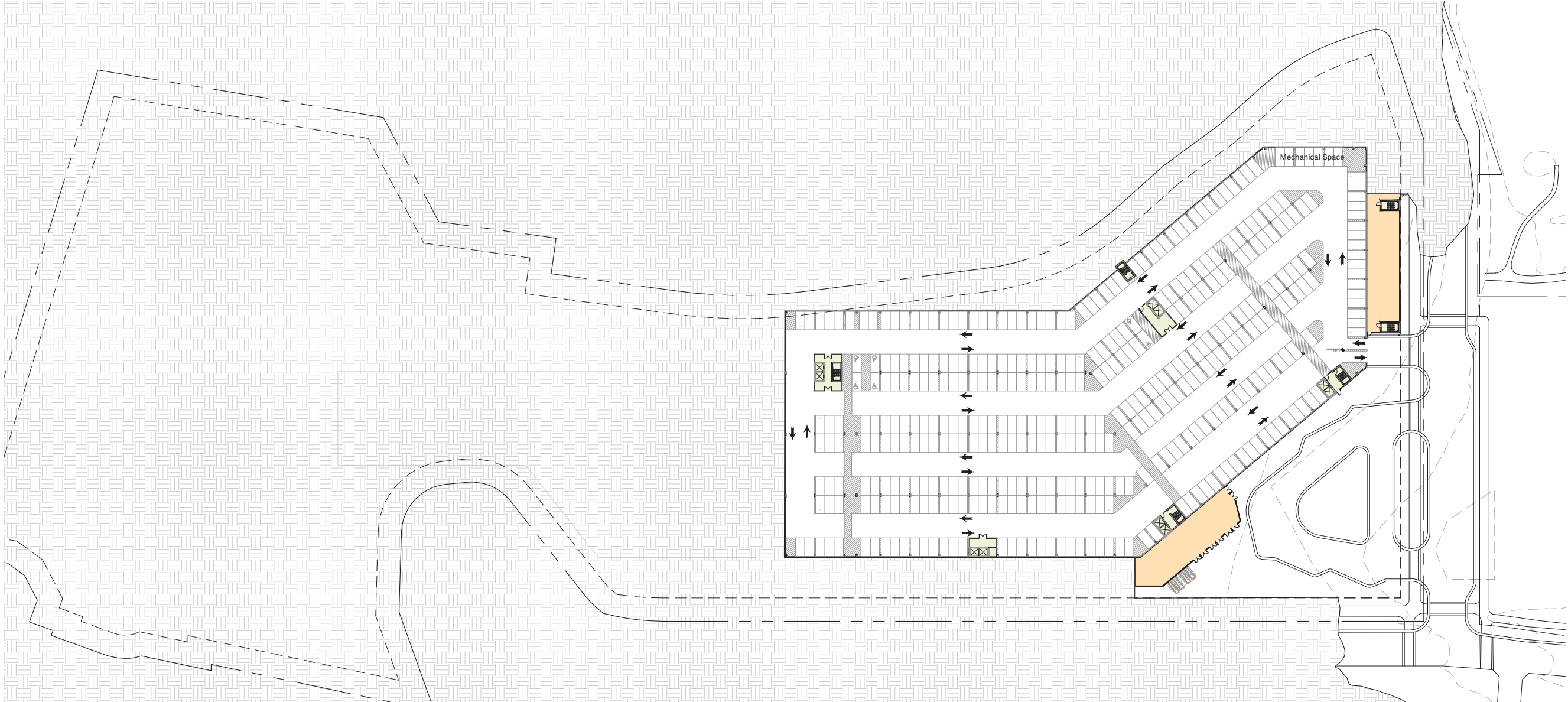
Fehr and Peers recommended Parking Reduction for Paid Parking and Share Use Parking

Paid parking is proposed for the Parking Structure. It was observed from the vehicle occupancy counts that about 36% of the Saturday incoming AM peak traffic were single occupant vehicles. If paid parking was implemented, single occupant vehicles will likely choose to use other modes such as transit, carpool, or Transportation Network Company (TNC) trips. As stated in Section 12 of the Fehr and Peers study, the following reductions were recommended based on the implementation of paid parking and analysis of shared parking by use.

Also, due to high demand for parking during peak visitation months, the Deer Valley Ski Resort is proposing various Transportation Demand Management (TDM) strategies, including but not limited to:

- Develop and promote commute trip reduction program
- Incentivize employees to use transit (take opportunity of the proposed transit hub on site)
- Provide a staff-operated shuttle service for employees for Summit County residents, and a contracted bus service from residents outside of Summit County
- Provide a ride-share program
- Provide an on-site childcare service

If paid parking and TDM strategies are implemented, the proposed parking stalls outlined in the proposed plan is sufficient to support the Snow Park Village development. For these reasons, Deer Valley Resort is requesting the proposed reductions in parking as allowed by LMC § 15-3-7 Parking in Master Planned Developments and Conditional Use Permits.



Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

P1 - Parking	
Square Footage	Stalls
180,000	406



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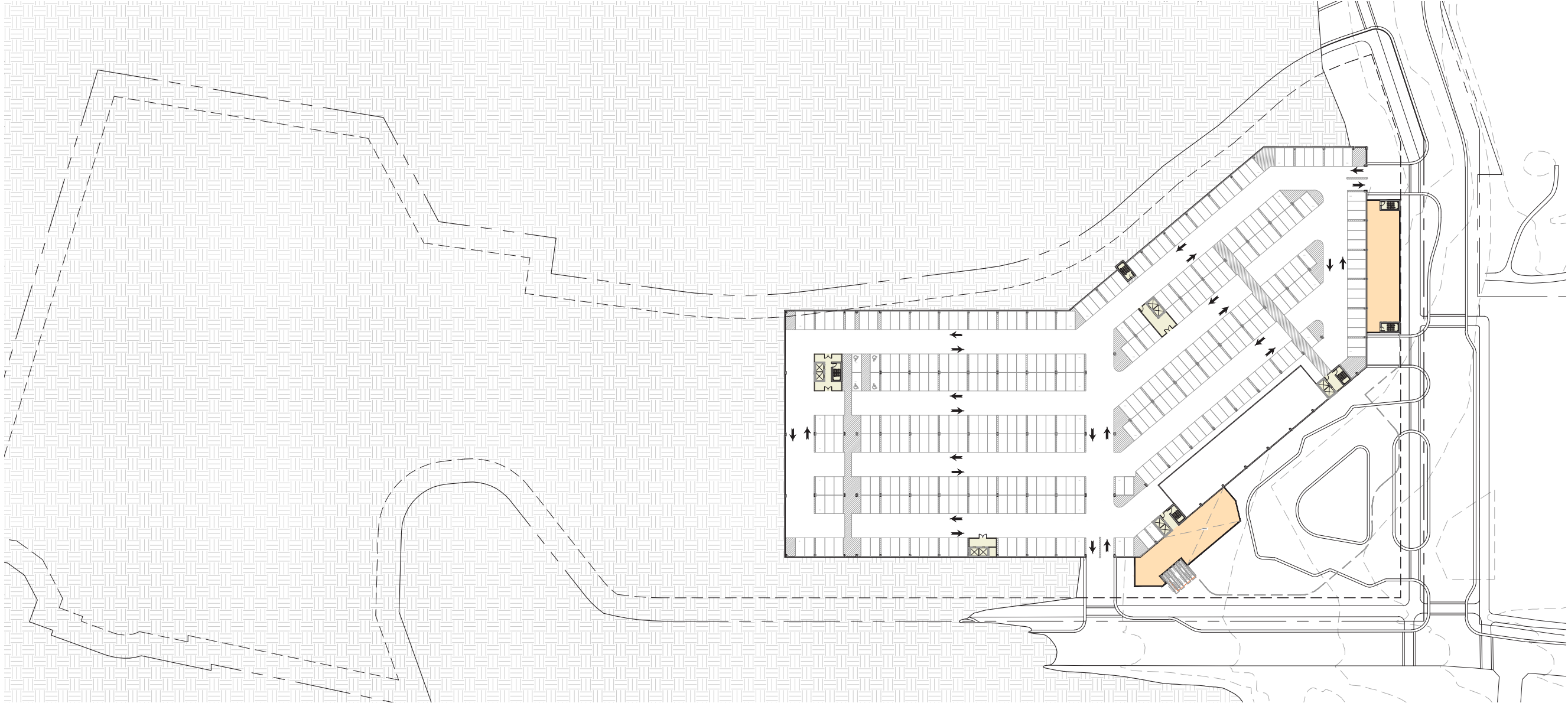
Snow Park Village
April 08, 2021

Exhibit 10: **Parking Garage & Floor Plans**
P1 - Elevation 7150'



Project # 126789





Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

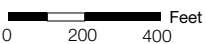
P2 - Parking	
z	Stalls
180,000	368



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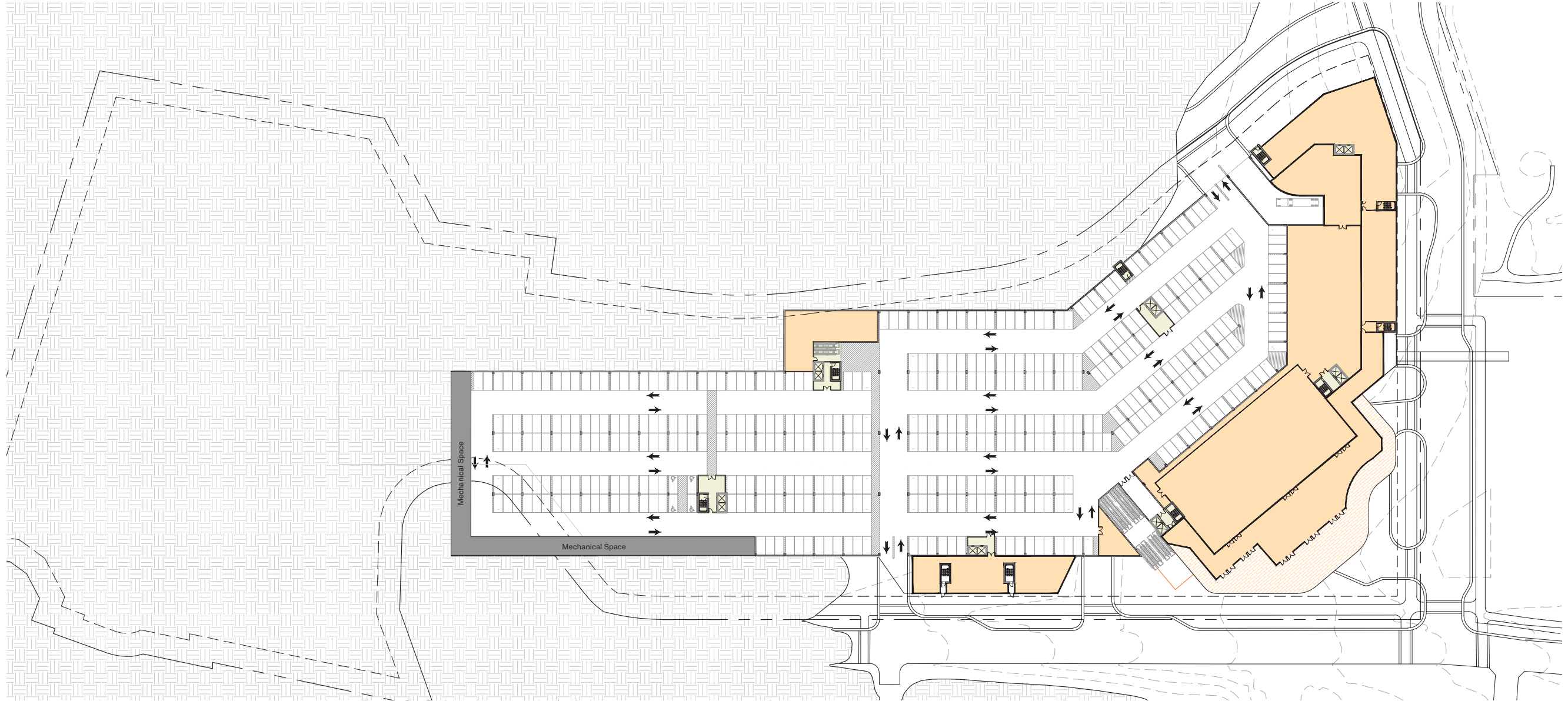
Snow Park Village
April 08, 2021

Exhibit 11: **Parking Garage & Floor Plans**
P2 - Elevation 7163'



Project # 126789





Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

P3 - Parking	
Square Footage	Stalls
207,800	455



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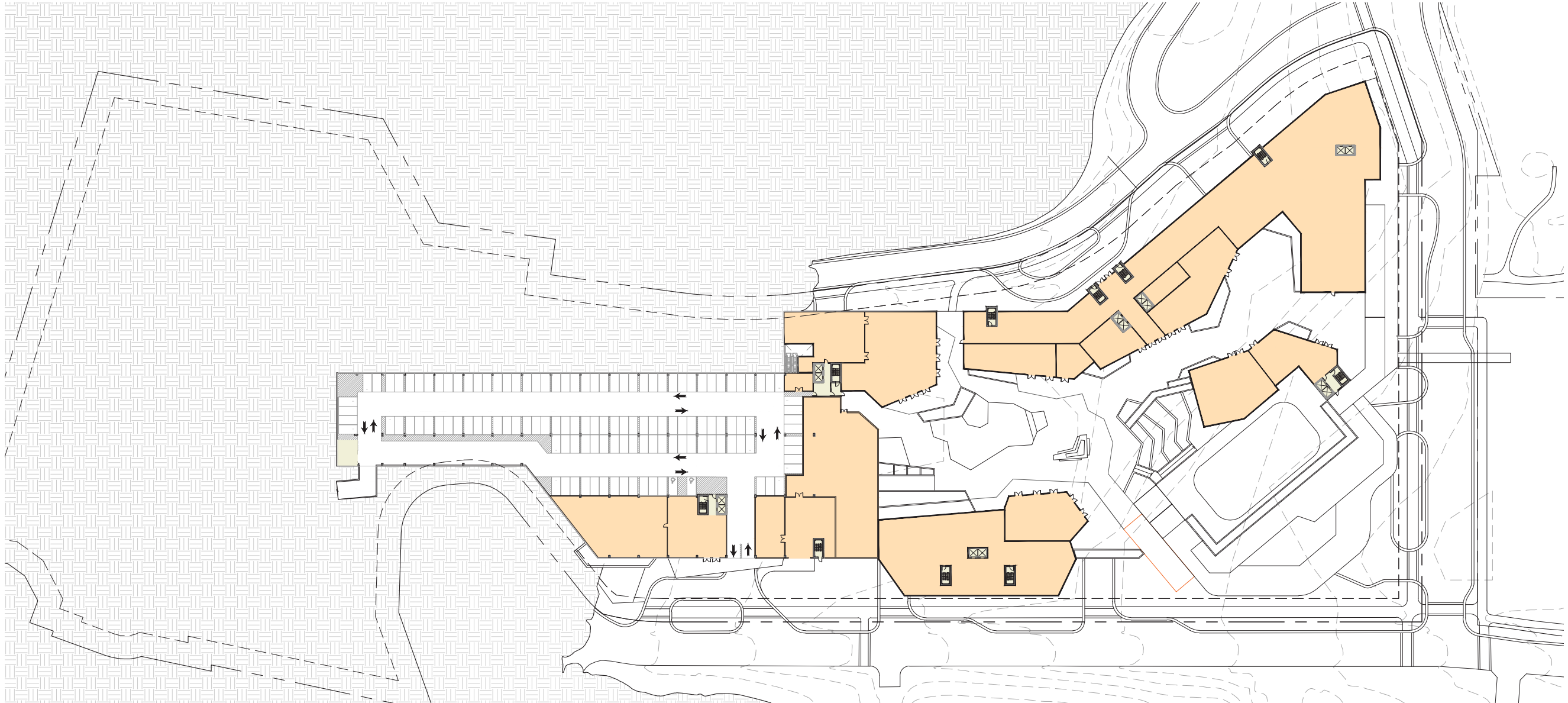
Snow Park Village
April 08, 2021

Exhibit 12: **Parking Garage & Floor Plans** **P3 - Elevation 7176'**



Project # 126789





Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

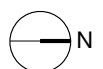
P4 - Parking	
Square Footage	Stalls
64,700	131



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Salt Lake City, UT 84111

Snow Park Village
April 08, 2021

Exhibit 13: **Parking Garage & Floor Plans** **Level 1 (P4) - Elevation 7191'**



Project # 120789



H. Commercial Space, Support Commercial, and Meeting Space

In addition to Exhibit 2 of the Development Agreement which outlines the Commercial and Support Commercial Uses within Snow Park, the development is also governed by the Support Commercial allowances set forth in Land Management Code 15-6-8. We have excerpted applicable language from Land Management Code 15-6-8 for Support Uses and Accessory Meeting Space Uses below and provided a response outlining our conceptual compliance:

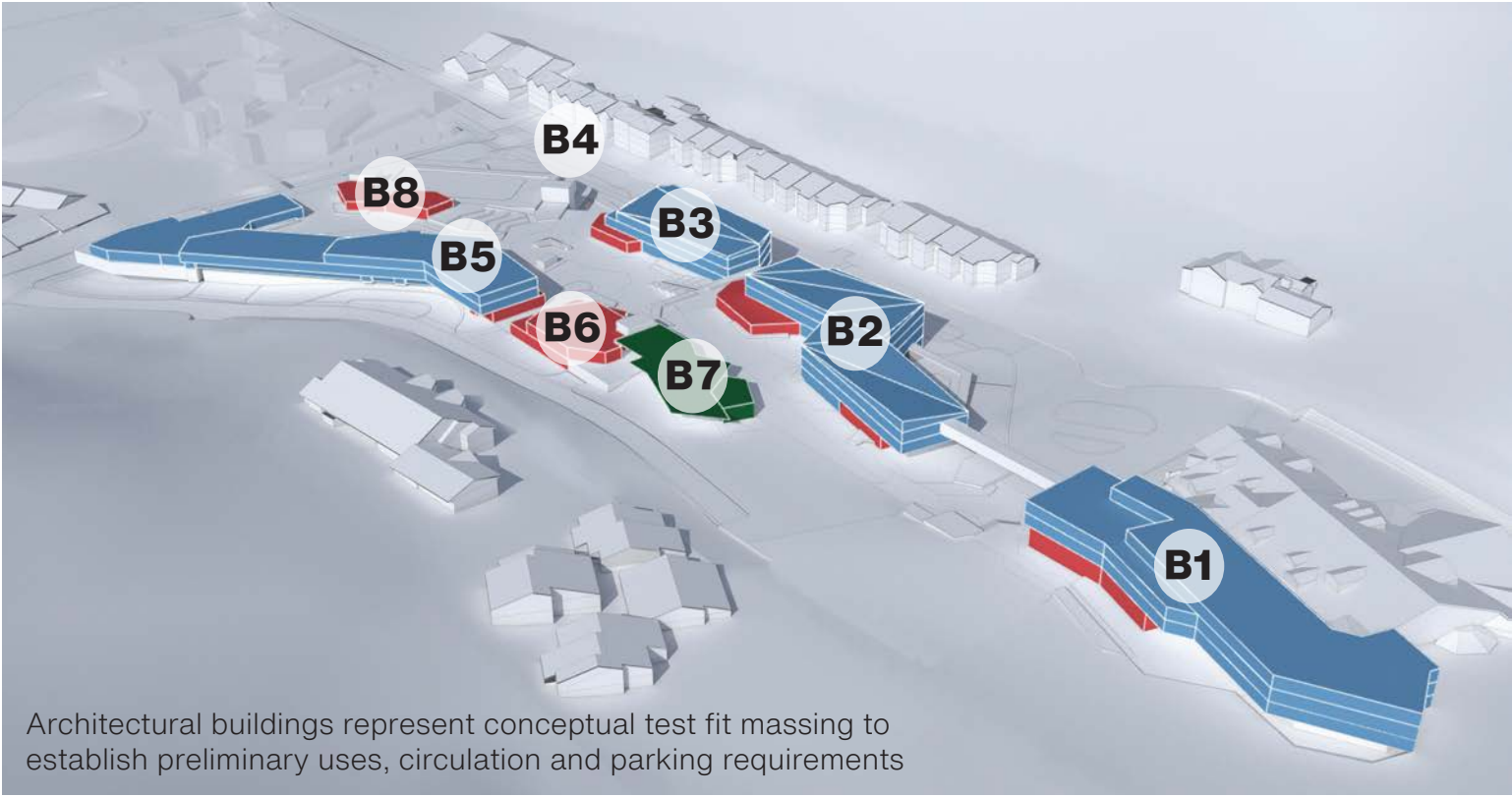
LAND MANAGEMENT CODE 15-6-8 REQUIREMENT	RESPONSE
Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.	
A. CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE. Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, 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.	Residential Unit Equivalents calculated in compliance with A. The conceptual Snow Park Village development (Phase 2 and 3) includes 181.75 Residential Unit Equivalents or 363,500 square feet.
B. LOCKOUTS. For purposes of calculating Unit Equivalents, Lockouts shall be included in the overall square footage of a unit.	Not applicable. No Lockouts proposed.
C. 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.	5% of the total Residential Floor Area equals 18,175 square feet. The proposed project includes 36,350 square feet of Support Commercial. As is noted in D. Meeting Space, unused Meeting Space square footage can be reallocated as support commercial square footage. No meeting space is proposed in the development; therefore, the 18,175 square feet that is entitled for Meeting Space has been relocated to the total Support Commercial square footage.
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.	5% of the total Residential Floor Area equals 18,175 square feet. The proposed project includes 0 square feet of Meeting Space. All meeting space square footage has been reallocated as support commercial.
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.	Commercial Unit Equivalents calculated in compliance with E. The proposed project includes 28 Commercial Unit Equivalents or 28,000 square feet as a part of a conceptual Community Event Center. This is in addition to the 21,890 square feet of Commercial Uses that is referenced in Exhibit 2 of the 12th Amendment.
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 - Bell stand/luggage storage. - Laundry facilities and storage. - Employee facilities - Telephone Areas - Common pools, saunas and hot tubs, and exercise areas not open to the public - Lobbies - Maintenance Areas. - Concierge - Administrative offices - Guest business centers. - Registration - Mechanical rooms and shafts - Elevators and stairways - Hallways and circulation - Public restrooms.	Residential Accessory Uses were not calculated towards the Unit Equivalent count. The conceptual project includes 7,100 square feet of Residential Accessory Uses.
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. These Uses include, but are not limited to, such Uses as: - Information - Administration - Emergency medical facilities - Instruction facilities - Employee restrooms, employee locker rooms, employee break rooms, and employee dining areas - Circulation and hallways for these Resort Accessory Uses - Lost and found - Public lockers - Public restrooms - Ticket sales - First Aid Mountain patrol - Maintenance and storage facilities - Ski school/day care facilities - Equipment/ski check	Resort Accessory Uses were not calculated towards the total Unit Equivalent count. The total conceptual Resort Accessory Uses equal 48,000 square feet.

The following matrix outlines the Commercial and Support Space requirements for Snow Park set forth in Exhibit 2 of the Development Agreement:

LOCATION	RETAIL	RESTAURANT ²	COMMERCIAL OFFICES	ADMIN., SUPPORT, OTHER	TOTAL	DEVELOPED	REMAINING
Snow Park Lodge	13807	26958		85578	126343	126343	0
Snow Park Ticket Sales Building				5112	5112	5112	0
Snow Park Plaza Building	3100		16000	4180	23280	23280	0
General Snow Park Commercial ¹	21890				21890	0	21890
Total	38797	26958	16000	94870	176625	154735	21890

¹ General Snow Park Commercial may only be utilized on certain parcels with approval of Commission and Permittee. 18110 square feet of General Snow Park Commercial has previously been allocated to and is included in totals for Snow Park Lodge.
² Includes kitchen, receiving and storage.

The following rendering identifies the buildings that correlate to the development data matrix containing the proposed Unit Equivalent allocation by Use.



Architectural buildings represent conceptual test fit massing to establish preliminary uses, circulation and parking requirements

Conceptual Development Data Building Key

The following matrix outlines the conceptual square footage and Unit Equivalent allocation by Use for the Snow Park Village development Phase 2 (south parcel) using both the allowances in Land Management Code 15-6-8 and Exhibit 2 of the Development Agreement combined.

DEVELOPMENT NUMBERS

Totals by Use				
Use	Total GSF	Total NSF	Units	UE
Total Commercial	26,600	21,280		
Total Support ¹	38,300	30,640		
Total Resort Accessory	48,000			
Total Residential Accessory	7,100			
Total Residential	142,000	116,070	58	58.04
Total Hotel	124,800	99,840	200	49.92
Total Event/BOH	67,300	57,840		28.00
Total Transit Hub	5,100	4,080		
Subtotals	459,200	329,750	258	135.96

Remaining entitled UE's assigned to North Parcel future phase

Conceptual South Parcel Density Allocations by Use

FOOTNOTE:
1. Total Support (Support Commercial/Meeting Space) above is calculated based on total residential proposed for entire village including future phase development of north parcel surface parking area. The net residential area currently included for the north parcel is 147,580 nsf and there is no support uses envisioned for the north parcel. Therefore, the allowable Support Commercial and Meeting Space is being applied to the south parcel which will be utilized by the residents of the north parcel as one cohesive village. (see chart to the right)

	Square feet
Total South Parcel Residential Use	215,910
	+
Total North Parcel Residential Use	147,590
	=
X 5% = Support Commercial	18,175
	+
Total South Parcel Residential Use	215,910
	+
Total North Parcel Residential Use	147,590
	=
X 5% = Meeting Space	18,175
Total Support Commercial/ Meeting Space	36,350

Conceptual Support Commercial and Meeting Space Allocations

I. Employee Housing

Employee Housing requirements will be contemplated at the time of future Phase 2 and 3 Conditional Use Permits. The proposed Phase 1 development does not trigger an Affordable Housing requirement (Site Plan, Parking Structure, and Transit and Mobility Hub). As indicated in the Deer Valley Resort 12th Amended and Restated Large Scale Master Planned Development Permit, Deer Valley Resort satisfied all required Affordable Housing obligations.

J. Technical Reports

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
The permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by the Commission as significant changes occur in those systems and as needed for specific project review as required by the Community Development Director and Public Works Director prior to density approval.	We have provided the following supplemental technical reports: • Traffic Impact Study (Attachment 5) • Utility Plan (Attachment 1 - Exhibit 23) • Construction Mitigation Plan (Attachment 6) Our architect and engineering team has already engaged with the local utility companies to discuss the proposed utility plan. Further technical report analysis can be found in the Supplemental Analysis Section of this document.

K. Public Use of Ski Facilities

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Use of all ski facilities shall be open to the general public and shall not be restricted to owners of property located in Deer Valley or members of any private club.	All ski facilities will be open to the public consistent with current operations.

L. Trails

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Bicycle paths shall be located within street rights-of-way dedicated to City and shall be operated and maintained by City as shown on the Deer Valley Trails Master Plan and City Trails Master Plan.	Bicycle infrastructure will be incorporated within public rights-of-way where safe and feasible. All roadway cross-sections comply with the Park City Design Standards Construction Specifications and Standard Drawings set forth by the City Engineer.
Pedestrian Paths shall be hard-surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. The paths shall connect development parcels together and connect development parcels to commercial nodes.	The pedestrian paths have been designed to comply with the Park City Design Standards Construction Specifications and Standard Drawings set forth by the City Engineer. The paths are an integral part of the design and connect all parcels of the development and commercial nodes with the residential and resort portions of the development.

M. Open Space

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Open Space Required per Master Planed Development Standards: 60%	A total of 450,317 square feet or 63% of Open Space is proposed.
Adequate Snow Storage Required (no specific requirement identified)	43,325 square feet of Snow Storage is proposed.



Conceptual Open Space and Snow Storage Plan

N. Fire Considerations

Not Applicable. Fire considerations as defined in the Development Agreement do not apply to the Snow Park development site. However, all portions of the development will comply with applicable Fire Codes as regulated by the Chief Building Official, Fire Marshall, and Park City Fire Chief.

O. Water Improvements

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Permittee shall construct and convey to City storage facilities, pumping facilities, and transmission lines, as agreed upon and approved by the Public Works Director and City Engineer at time of issuance of said building permit.	The redevelopment will result in new water improvements. The Utility Plan outlined in Exhibit 23 of Attachment 1 has been discussed in detail with the Public Works Department. All public water improvements will be constructed and conveyed to the City as approved by the Public Works Director and City Engineer at time of issuance of building permit.

P. Sewer Considerations

DEVELOPMENT AGREEMENT REQUIREMENT	RESPONSE
Snyderville Basin Sewer Improvement District will review and approve all sewer improvements.	The redevelopment will result in new sewer system improvements. The Utility Plan has been discussed with Snyderville Basin Sewer Improvement District. All new sewer system improvements will be reviewed and approved by Snyderville Basin Sewer Improvement District prior to issuance of a building permit. The Utility Plan outlined in Exhibit 23 of Attachment 1 has been discussed in detail with the Public Works Department.

5.3 Conditional Use Permit Criteria

In addition to compliance with the Development Agreement, the development shall be reviewed for compliance with Land Management Code 15-1-10(E) which establishes the Conditional Use Permit (CUP) Criteria to mitigate any impacts of the development. Below we have included an analysis of the CUP Criteria and provided a detailed response outlining our compliance:

LAND MANAGEMENT CODE 15-1-10(E) CUP CRITERIA	RESPONSE
1. size and location of the Site;	The total development parcel is 16.34 acres and is located within the Snow Park Community as defined by the Development Agreement. The Development Agreement has established the proposed project area as a developable parcel.
2. traffic considerations including capacity of the existing Streets in the Area;	A Traffic Impact Study technical report has been prepared by Fehr and Peers addressing traffic impacts (Attachment 5). To mitigate the impacts of a new base area, we prioritized the arrival and departure sequencing in our design. Deer Valley Drive West will connect to Deer Valley Drive East via the current Doe Pass Road. The intent of bringing Deer Valley Drive through the center of the development is to improve many of the existing transportation and access issues with the current layout. The proposed plan separates City transit, transportation network companies, and general traffic which will help prioritize the transit access to the new Transit and Mobility Hub. All study intersections will operate within acceptable LOS (LOS C or better) during all analysis scenarios with the implementation of recommended mitigation strategies for the Deer Valley Drive North / Deer Valley Drive South intersection. The recommended mitigation strategy for this intersection is a traffic signal with capabilities to provide transit priority.
3. utility capacity, including Storm Water run-off;	Our civil engineers have prepared a detailed Utility Plan that includes upgrades and improvements to existing water, sewer, and other utility infrastructure. Prior to submittal to the City, we met with each utility entity to discuss the proposed Utility Plan and improvements. The improvements include increased capacity for water and sewer which will benefit other existing developments in addition to the base area development. We see these improvements as essential to developing our site and as an important asset to our neighbors. The Utility Plan is included in Attachment 1 as Exhibit 23.
4. emergency vehicle Access;	Emergency vehicle Access will be from Deer Valley Drive East and West, a public street. The new arrival sequencing will provide greater and more streamlined access for emergency vehicles in the event of an emergency.
5. location and amount of off-Street parking;	The proposed Phase 1 development is required to provide 2,262 parking spaces. The Parking Structure and north parcel surface parking lot capacity is 1,810 parking spaces due to recommended parking reductions for Shared Parking and Paid Parking Strategies as allowed by LMC § 15-3-7. See the Supplemental Analysis section for additional analysis.
6. internal vehicular and pedestrian circulation system;	The Parking Structure has been designed to comply with the internal vehicular drive aisle and turning radii dimensions established in the Land Management Code and applicable engineering standards. By filtering all guest traffic via Deer Valley Drive East, the Parking Structure access has been organized on the east side of the development for maximum efficiency and minimized conflict. This further separates guest traffic from that of the City transit vehicles and other transportation network traffic. The arrival sequencing will allow guests to self-park or elect valet parking. We will be integrating a pay parking system that will be tied to ski pass and license plate technology to eliminate any delays for entry and exit. The automation of the garage entrance will further streamline the entire arrival sequence. Pedestrian circulation within the development is central to our guest experience. We have prioritized the pedestrian access points from the Parking Structure and Transit and Mobility Hub to the plaza level and on-mountain amenities.
7. Fencing, Screening, and landscaping to separate the Use from adjoining Uses;	The conceptual development is intended to enhance the streetscape experience for vehicles, pedestrians, and alternative travel modes. Because of this, our architecture complies with all minimum Setbacks and includes vegetation that enhances the pedestrian experience along Deer Valley Drive East and West compared to current site conditions. This separation of landscaping between the vertical construction and that of the roadway is intended to enable the development to be compatible with the existing streetscape development patterns. No fencing is proposed as our intent is for the development to be porous and allow all members of the public to access our future plaza levels, Parking Structure, and Transit and Mobility Hub without having to travel great distances around arbitrary barriers. We believe that the blending of the development into the existing topography and development patterns enables the seamless transition from the public right of way and neighboring properties into the development.
8. Building mass, bulk, and orientation, and the location of Buildings on the Site; including orientation to Buildings on adjoining Lots;	The conceptual architecture and signature plaza are inspired by the mountain setting creating a fractured approach to facades and rooflines and allowing the mountain setting to flow through the development from ski slopes to lakeside. The conceptual arrangement of buildings creates a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. The conceptual building orientation and siting is tied directly to the mountain access while also optimizing the arrival and departure sequence. The articulation of each building façade helps reduce the overall mass and bulk. The proposed project complies with all applicable lot and site requirements.

LAND MANAGEMENT CODE 15-1-10(E) CUP CRITERIA (CONTINUED)	RESPONSE
9. usable Open Space;	Usable Open Space is a large feature of the proposed conceptual development plan. The intent of the future plaza level of the development is to encourage human interaction. We are proposing unique landscaping features in an effort to draw pedestrians through the development and also provide outdoor leisure amenities. It goes without saying that the future extended ski beach brings the mountain deeper into the plaza area than ever before. We believe that this mountain extension will further connect the development to the landscape around us.
10. signs and lighting;	A Master Sign Plan will be submitted for the development at a later date. A Sign Permit will be submitted for each commercial sign after a Master Sign Plan has been approved by the City. The Master Sign Plan and each individual commercial sign will be in compliance with the Park City Sign Code. All way-finding signage will be consistent with existing way-finding style. An updated way-finding sign plan will be developed and reviewed with the City prior to installation. All lighting will be down-lit and shielded and compliant with all applicable Lighting Standards outlined in the Land Management Code.
11. physical design and Compatibility with surrounding Structures in mass, scale, style, design, and architectural detailing;	The conceptual development is intended to enhance the existing streetscape experience by incorporating improvements to the public rights-of-way. The conceptual architecture has contemplated the development context throughout with extensive efforts to arrange the buildings to create a porous effect allowing neighboring properties visual access and connectivity to the central plaza and its activities while optimizing the surrounding mountain views. All buildings within the development comply with the Maximum Building Height as determined by the Planning Director. The proposed articulated facades help to reduce the mass and scale of the structures. Architectural detailing, design, and style are all consistent with the established Deer Valley Design Guidelines and Park City Architectural Guidelines as required by the Development Agreement.
12. noise, vibration, odors, steam, or other mechanical factors that might affect people and Property Off-Site;	All mechanical systems will be kept in internal machine and mechanical rooms consistent with all applicable Building and Fire Codes. No noise, vibration, odors, steam or other mechanical factors will affect people and property Off-site due to the location of the equipment on the interior of the buildings. Roof mounted mechanical units are limited due to extensive efforts by the architect team. Any roof mounted mechanical units will be shielded consistent with the requirements of the Land Management Code and will blend with the architecture of the building.
13. control of delivery and service vehicles, loading and unloading zones, and Screening of trash and recycling pickup Areas;	Delivery, service vehicles, loading and unloading zones, and Screening of trash and recycling pickup areas are strategically integrated into the floor plans. These will be further refined and right-sized as the developer requirements are defined.
14. expected Ownership and management of the project as primary residences, Condominiums, time interval Ownership, Nightly Rental, or commercial tenancies, how the form of Ownership affects taxing entities;	The development will be split between condominium ownership of individual units and Deer Valley Resort will retain ownership of the central plaza, guest services, and mountain amenity areas.
15. within and adjoining the Site, Environmentally Sensitive Lands, Physical Mine Hazards, Historic Mine Waste and Park City Soils Ordinance, Steep Slopes, and appropriateness of the proposed Structure to the existing topography of the Site; and	There are no known Environmentally Sensitive Lands or Physical Mine Hazards. The development is located outside of the Park City Soils Ordinance. There are no Steep Slopes.
16. reviewed for consistency with the goals and objectives of the Park City General Plan; however such review for consistency shall not alone be binding.	As is detailed in the General Plan analysis of the Supplemental Analysis section, the proposed development is consistent with the goals and objectives of the Park City General Plan.

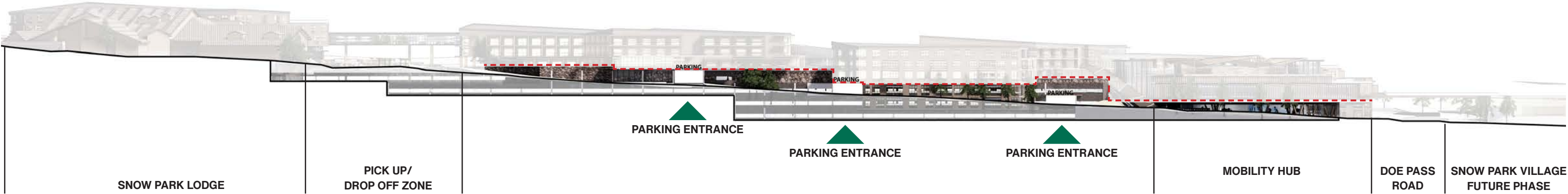
5.4 Lot and Site Requirements

The project area is located within the Residential Development-Master Planned Development (RD-MPD) Zoning District. The Development Agreement was approved as a Master Planned Development which established specific requirements that go beyond what is required in the LMC. However, compliance with the underlying RD-MPD Requirements is required as follows:

RD-MPD REQUIREMENTS	RESPONSE
Minimum Setback: Minimum 25' boundary setback	All buildings within the development maintain a minimum of 25' boundary setback. Landscaping, pedestrian improvements, driveways, and other infrastructure help to break up the setback area to integrate and enhance the compatibility of the development into the streetscape. All construction within the Setback complies with the applicable Setback Exceptions, including, but not limited to: • Driveways • Sidewalks, pathways, and trails • Landscaping • Infrastructure improvements
Building Height: Maximum 28' – 45' (Per Exhibit 1 of the Development Agreement)	Maximum Building Height Planning Director Determination: On February 22, 2021, the Park City Planning Director approved an Administrative Permit for a Planning Director Determination to identify interpolated Natural Grade and overall Building Height requirements for Snow Park Village. This approval is attached as Attachment 4. The Planning Director Determination approved the interpolated Natural Grade and Building Height Envelope. The proposed plans are designed to be within height compliance of the approved Building Height Envelope. Allowed Building Height for the Snow Park development is identified in Exhibit 1 of the Deer Valley Resort 12th Amended and Restated Large Scale Master Planned Development Permit. All portions of the conceptual development are in compliance with the Maximum Building Height identified in the Development Agreement as measured from the interpolated grade determined and approved by the Planning Director.



Approved Interpolated Natural Grade



EAST BUILDING ELEVATION

5.5 General Plan

The following table identifies how the proposed development complies with the applicable Goals of Volume 1 of the 2014 Park City General Plan.

GENERAL PLAN GOALS	RESPONSE
Small Town	
Goal 1: Park City will protect undeveloped lands, discourage sprawl, and direct growth inward to strengthen existing neighborhoods.	The conceptual Snow Park Village development is a redevelopment of an existing parcel. The project utilizes entitled density and has gone to great lengths to incorporate opportunities to bring the mountain into the development and connect to the open space flanking the north and south. The clustering of the density on the Snow Park Village parcels maintains the expansive open space opportunities offered to the south and north of the development including the mountain terrain and snow making ponds.
Goal 2: Park City will emphasize and preserve our sense of place while collaborating with the Wasatch Back and Salt Lake City regions through regional land use and transportation planning.	The proposed development will greatly enhance the sense of place for the Wasatch Back and enhance the destination through improved land use and transportation integration.
Goal 3: Park City will encourage alternative modes of transportation on a regional and local scale to maintain our small town character.	Transit First is at the center of our design. We have prioritized transportation alternatives and new transportation concepts that benefit the entire Snow Park Community and Park City. We have made our Transit and Mobility Hub the focal point of our concept because we realize the importance of prioritizing transportation. We believe that this connection to our local and regional transportation systems will be an integral to the success of our base area.
Natural Setting	
Goal 4: Conserve a connected, healthy network of open space for continued access to and respect for the Natural Setting.	Our conceptual plan has brought the mountain further into the base area than ever before. We have also capitalized on opportunities to interact with the northern open space areas near the snow making ponds with interactive play and entertainment areas.
Goal 5: Environmental Mitigation: Park City will be a leader in energy efficiency and conservation of natural resources reducing greenhouse gas emissions by at least fifteen percent (15%) below 2005 levels in 2020.	Our conceptual design includes many strategies at increasing energy efficiency and reducing our overall environmental impact. We have incorporated sustainable materials, high efficiency building materials, and maximized solar exposure wherever possible. For additional analysis, see the Sustainability analysis in the Supplemental Analysis section.
Goal 6: Park City will implement climate adaption strategies to enhance the City's resilience to the future impacts of climate change.	Our high efficiency buildings and solar exposure strategies will assist our development in reducing our overall energy demand. For additional analysis, see the Sustainability analysis in the Supplemental Analysis section.
Sense of Community	
Goal 7: Life-cycle Housing: Create a diversity of primary housing opportunities to address the changing needs of residents.	The future phases of the development will contemplate employee housing and ADA affordable housing opportunities.
Goal 8: Workforce Housing: Increase affordable housing opportunities and associated services for the workforce of Park City.	Our employees are the heart of what makes Deer Valley Resort successful. As such, the future phases will contemplate employee housing in addition to the hundreds of units we currently provide off-site.
Goal 9: Parks and Recreation: Park City will continue to provide unparalleled parks and recreation opportunities for residents and visitors.	Our conceptual plan includes an extended ski beach, interactive plaza, and northern open space area that provide the community with outdoor recreation opportunities. This is in addition to the unparalleled mountain experience we provide our guests in all seasons of the year including skiing, hiking, horseback riding, and mountain biking.
Goal 10: Park City will provide world-class recreation and public infrastructure to host local, regional, national, and international events that further Park City's role as a world-class, multi-seasonal destination resort while maintaining a balance with our sense of community.	Deer Valley Resort was an official venue for the 2002 Olympic Games and continues to host the FIS World Cup. Our conceptual redevelopment is focused on giving the Park City community and Deer Valley the opportunity to continue to be an important venue for world-class events. In addition to winter operations, we are host to the Deer Valley Summer Concert Series and our conceptual event center is envisioned to become a community space that will benefit all in our community as a central location for local events.
Goal 11: Support the continued success of the multi-seasonal tourism economy while preserving the community character that adds to the visitor experience.	Our multi-seasonal events and amenities will be enhanced by the overall development improvements. We foresee the development aiding in diversifying Deer Valley and Park City's economy by providing opportunities for all-season tourism and local activities.
Goal 12: Foster diversity of jobs to provide greater economic stability and new opportunities for employment in Park City.	With the expanded base area operations and more multi-seasonal operations, there will be a multitude of jobs created that currently do not existing within Deer Valley Resort.
Goal 13: Arts and Culture: Park City will continue to grow as an arts and culture hub encouraging creative expression.	A future plaza will provide ample opportunity for the incorporation of art and creative infrastructure. We have included intentional landscaping features to encourage interactions and opportunities for art to be weaved into the plaza spaces.
Goal 14: Living within Limits: The future of the City includes limits (ecological, qualitative, and economic) to foster innovative sustainable development, protect the community vision, and prevent negative impacts to the region.	As we set out to envision the new Snow Park Village, sustainability was an important aspect of our design strategies. Sustainability was contemplated both environmentally and operationally. We have carefully designed the development to maximize operations year-round while still maintaining ample opportunity for the local community to enjoy the development.
Historic Character	Not Applicable.

The following table identifies how the proposed development complies with the applicable Objectives of the Lower Deer Valley Neighborhood of the 2014 Park City General Plan.

LOWER DEER VALLEY NEIGHBORHOOD OBJECTIVES	RESPONSE
8.1: Lower Deer Valley: A resort neighborhood catering to second homes and nightly rentals.	Deer Valley Resort's efforts to redevelop the base area are rooted in maintaining the world-class resort experience. The aesthetic appearance of arriving at Deer Valley Resort will be preserved, and in many ways, enhanced by improving the overall arrival sequence for guests, residents, employees, and multi-modal transit opportunities. The residential and hotel lodging options will provide opportunities for primary homes, secondary homes, and nightly rentals.
8.2: Lower Deer Valley: Future development of the parking lots and Transfer of Development Rights (TDR) receiving zone	Not applicable. No TDRs are proposed.
8.3: Lower Deer Valley: A host for major events.	Deer Valley Resort will continue to play a significant role in hosting major events in Park City. The increased offerings for community gathering spaces are intended to bolster the economic diversity of the area and provide additional opportunities for local and major events.
8.4: Lower Deer Valley: Improved traffic flow and emergency egress to US-40.	It is our primary goal to improve the overall arrival and departure sequencing for Deer Valley Resort and the Lower Der Valley neighborhood. We believe that our detailed and scientific analysis of the impacts of the proposed traffic flow help to articulate the system improvements that will be gained through the rerouting of Deer Valley Drive West and East.
8.5: Lower Deer Valley Unique housing opportunities for employees and athletes.	As a part of the proposed redevelopment, Deer Valley Resort will contemplate housing opportunities for employees of Deer Valley Resort during future phases. This is a continuation of the previous efforts by Deer Valley Resort to be a leader in affordable housing efforts in the Park City community.
8.6: Lower Deer Valley: A soft edge shared by recreation enthusiasts and wildlife.	The proposed redevelopment intends to maintain all existing mountain terrain and bring the terrain deeper into the development. The combination of landscaping materials will help to blur the lines between the open space and mountain terrains with the base area development. There will remain ample recreation opportunities in all seasons.
8.7: Lower Deer Valley The aesthetic of the Lower Deer Valley neighborhood should be preserved.	The Deer Valley aesthetic will be incorporated throughout the redevelopment. The Deer Valley Design Guidelines assist in maintaining a certain aesthetic in addition to the architectural modernization that has been weaved into the development to meet current demands and technology improvements for the base area operations. The use of wood materials, native plantings, and purposeful infrastructure will assist in blending the development into the exiting neighborhood while also allowing the development to meet the needs to the resort operations.

6. Supplemental Analysis

6.1 Development Phasing

The scale of the Phase 1 development will require construction phasing in order to ensure the continued operation and seamless transition of the day skier parking lots between the main construction season (spring, summer, fall) and the beginning of the Deer Valley Resort ski season. Because it is integral that we maintain the day skier parking lots, we intend to construct the Parking Structure, Site Plan, and Transit and Mobility Hub in a series of phases. Deer Valley Resort is proposing to phase the Phase 1 development with the initial construction phase consisting of the Parking Structure for the southern parcels. Anticipated construction phasing plan schedule for Phase 1 (Parking Structure, Site Plan, and Transit and Mobility Hub):

- 2022 Construction Season
 - Begin Lower Parking Levels
 - Upgrades to Lot 5
- 2023 Construction Season
 - Finish remaining Parking Levels
 - Suspended slabs for all remaining levels
 - Mobility Hub and Transit Center facilities
 - All perimeter road improvements

The south and north parcel hotel developments will be future phases once development partners have been engaged. At this time, Deer Valley Resort is not proposing a CUP for the residential and hotel developments. At time of submittal, Deer Valley Resort, the development partner, and the City will collaborate to ensure that construction phasing will be carefully integrated into the existing operations and agreed upon construction phasing plans.

6.2 Construction Mitigation Strategies

Deer Valley Resort has challenged our contractor and design team to identify creative construction mitigation strategies to reduce the impact of the development construction on our neighbors and the local community. Our intentions are to reduce vehicular trips to our project site as much as possible and any other mitigation strategies that can reduce our overall impact. We have attached our Construction Mitigation Plan as Attachment 6. Our mitigation strategies include, not are not limited to:

- Required construction employee satellite parking and shuttle services
- Reduced waste and waste diversion strategies
- On-site Concrete Batch Plan
- Recycling of existing asphalt pavement for new construction minimizing haul trips, road damage, neighborhood and traffic disruption.

One strategy of note is our proposed Concrete Batch Plant which is described in greater detail below:

Concrete batch plant

As proposed, the development of the Parking Structures will require a significant quantity of concrete. Our team has determined that the incorporation of a mobil batch cement plant on site would reduce the quantity of cement delivery trucks on the ingress and egress to the construction site. Below is an overview of the Concrete Batch Plant Operations and strategies to further reduce the onsite impacts:

Purpose

A mobile batch plant is being considered to be used to deliver the necessary concrete which is required for the large parking structure being proposed at the base of Deer Valley Ski Resort.

The benefits of an onsite mobile plant includes:

- Taking roughly 3,400 concrete trips/trucks off Park City and Deer Valley roads.
- Reduction of emissions from trucks
- Reduced construction noise
- No wear and tear from heavy concrete trucks
- Safer road conditions
- No slow traffic congestion from due to slow concrete trucks

Cement and Fly Ash

The concrete batch plant will be designed and operated to prevent cement and fly ash from being blown, swept, hosed or left to be washed by rain or snow into gutters or a stormwater system. We will do this by using a silo top and batcher dust collector system. All storage of these materials will be in bins that will be covered. Layton Concrete will also use a reverse pulse fabric filter dust collector technology which has proven successful in minimizing dust.

Sand and Aggregates

All sand and aggregates will be contained in separate material bins and kept moist to prevent dust during loading periods. Each area will also be contained by a barrier to prevent materials from going into the storm drain or into the existing pond. Layton will have baker tanks on site to pump in excess water.

Batching, Slumping, and Delivery

The truck loading bay which can be a potential source of dust and water pollution will be handled by utilizing a concrete slab which will eliminate dust and mud. All raw materials will be loaded into the truck agitators by either a telescopic chute or a flexible sleeve to prevent spillage.

Slumping and wheel wash facilities will be connected to our water management system to prevent contaminants such as spilt cement, aggregate or concrete slurry. A slump stands will be design to avoid trucks driving through slurry water generated by any wash down.

Water Management

All waste water will be contained by utilizing a wastewater collection and treatment system (via Baker tanks) to prevent any contaminated water entering off site stormwater drains, creeks or ponds.

Good environmental management practices do more than preserve the natural environment. They will minimize waste and increase resource efficiency which have shown to reduce operating costs.

Noise Control

- On site excavators, lifting equipment, dump trucks, compressors and concrete trucks bring the risks of a potential increase in noise levels However, due to the distances to local homes, we anticipate the impacts will be minimal to the surrounding structures.
- Mortar Plant –The enclosure of the plant will offer significant noise attenuation and is fundamental to minimizing the noise impacts. Noise will be restricted to the hours of Monday thru Friday 7:00 am to 5:00 pm and when necessary, Saturday from 8:00 am to 3:00 pm.
- Noise associated with the plant will be transfer of raw materials via conveyor into the pan mixer, the mixing process, and the loading of the weigh hopper. This process is not continuous and is usually a short duration of approximately minutes with noise levels no more than 85db.
- Receiving hopper with vibrating motor is a short process with noise levels less than 85db.
- Belt transfer onto charging belt conveyor – the noise level less than 80dB
- Mixer – Noise level less than 82dB.
- Overall, the predicted noise levels from this operation is negligible

Traffic Control

Having an onsite mobile batch plant reduces construction traffic thus eliminating damage to existing roads and slow traffic due to slow concrete trucks.

An onsite mobile plant near the project site reduces roughly 3,400 concrete truck trips from from Deer Valley and Park City roads during the course of the project.

6.3 Traffic Impact Study Transportation Analysis

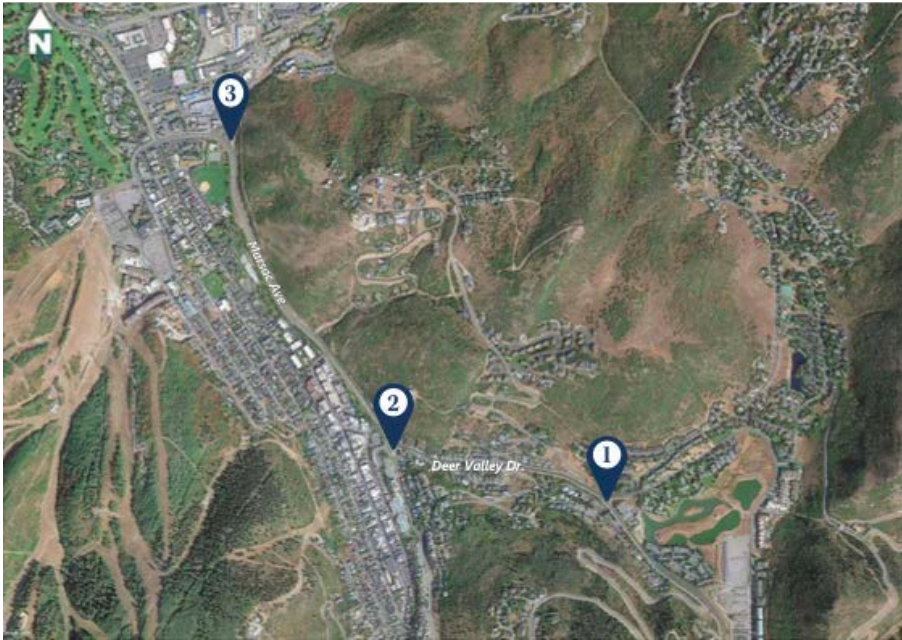
Ferh and Peers prepared a thorough Traffic Impact Study Transportation Analysis (Attachment 5). The study provides a summary of the potential transportation-related impacts from the proposed Snow Park Village development. The project location map identifies the study area. The study analyzes the traffic operations and impacts for existing 2020 background, existing 2020 plus project, opening year 2022 background, opening year 2022 plus project, future 2040 background, and future 2040 plus project conditions at key intersections. The plus project analysis includes project trips generated from the proposed project. For each of the evaluation periods, mitigation (roadway geometry changes or operational improvements) actions, if needed, were recommended.

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

- 1. Deer Valley Drive North / Deer Valley Drive South – Side street Stop
- 2. Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal – Roundabout
- 3. Bonanza Drive / Deer Valley Drive (SR-224) – Signalized

Fehr and Peers’ project goal in undertaking this study included: 1. All study intersections meet Park City intersection standard Level of Service (LOS) as LOS C or better, and 2. Have the proposed project achieve a measurable level of parking requirement reduction through various factors.

The scope of this study analyzed the traffic operations and impacts for existing 2020 background, existing 2020 plus project, opening year 2022 background, opening year 2022 plus project, future 2040 background, and future 2040 plus project conditions at key intersections. The plus project analysis includes project trips generated from the proposed project. The parking analysis took into account both physical and behavioral impacts of the identified resort uses.



Fehr and Peers Study Intersections

Overall in plus project conditions, all study intersections, with recommended mitigations in place, meet or exceed the Park City LOS standards. Furthermore, the most impaired intersection under current conditions, the Deer Valley Drive North / Deer Valley Drive South intersection, which operates today at a LOS below Park City standards, achieves a LOS A by implementing more efficient roadway use and a traffic signal with capabilities to provide transit priority. This LOS A conditions is achieved under all study scenarios. On parking, a 20% parking requirement reduction can be achieved through various factors as further detailed in the body of the study.

The development is proposed to include the current Deer Valley 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 traffic generators; rather, the ski resort will be the generator, 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.

By all accounts, the proposed conceptual Snow Park Village redevelopment and mitigation strategies will improve the existing Levels of Service (LOS) at key intersections, eliminate the requirement for on-street parking for resort guests, and improve the overall transit and local access to the Lower Deer Valley neighborhood. In addition to the paid parking and shared parking use parking demand reductions (20%), an additional 11% vehicular reduction (calculated through the Park City TDM+ tool) to project generated trips were estimated due to the implementation and enforcement of TDM strategies for this study. Delays are reduced at several study intersections due to lower volumes from TDM reductions.

The roadway LOS of Deer Valley Drive North and Deer Valley Drive South in the study area were evaluated for this study. It was observed that the current two-lane roadway is sufficient for the expected peak hour traffic on Deer Valley Drive South and Deer Valley Drive North. as traffic is expected to decrease significantly by serving only transit and local private vehicles.

All study intersections will operate within acceptable LOS (LOS C or better) during all analysis scenarios with the implementation of recommended mitigation strategies for the Deer Valley Drive North / Deer Valley Drive South intersection. The recommended mitigation strategy for this intersection is a traffic signal with capabilities to provide transit priority. Without the recommended mitigation strategies, the stop-controlled northbound vehicles at this intersection experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. It should be noted that as vehicles experience delay on the northbound movement, drivers have the option to avoid this delay by approaching this intersection via the free-flow westbound approach by looping around and using Deer Valley Drive East. It should also be noted that the delay at this intersection could be of concern, especially since the transit vehicles will likely experience the delay. This potential mitigation of a traffic signal was analyzed and recommended for this study, when warrants are met. The signal analysis results are shown in the following table.

Intersection			Existing Background	Existing + Project Mitigated ²	2022 Background	2022 + Project Mitigated ²	2040 Background	2040 + Project Mitigated ²
ID	Location	Period	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹
1	Deer Valley Dr N / Deer Valley Dr S	AM	D / 27	A / 6	D / 28	A / 6	E / 39	A / 6
		PM	E / 36	A / 7	E / 39	A / 7	F / 117	A / 8
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	B / 11	B / 12	B / 12	B / 13	C / 16	C / 19
		PM	B / 11	B / 12	B / 11	B / 12	B / 14	C / 15
3	Deer Valley Dr / Bonanza Dr	AM	B / 11	B / 11	B / 12	B / 12	B / 12	B / 13
		PM	B / 13	B / 13	B / 13	B / 13	B / 18	B / 18

- 1. Intersection average LOS and delay for signalized intersections and roundabouts, worst movement LOS and delay for unsignalized intersections.
 - 2. Deer Valley Drive North / Deer Valley Drive South intersection analyzed as a signal as a mitigation.
- Source: Fehr & Peers.

Fehr and Peers Projected LOS Summary for both unmitigated and mitigated conditions

Without the recommended implementation strategy, the Deer Valley Drive North / Deer Valley Drive South intersection operates at an unacceptable LOS in both Saturday AM and PM peak hours during all analysis scenarios. No mitigations are recommended for the unacceptable delays in the Existing 2020 Condition or 2022 and 2040 Background conditions due to the re-alignment of the intersection in the project site plan.



Potential PM Peak Queuing without the recommended mitigation strategies implemented at the Intersection of Deer Valley Drive North / Deer Valley Drive South

6.4 Parking Analysis

Fehr and Peers included a Parking Analysis as a part of the Traffic Impact Study Transportation Analysis (Attachment 5). 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:

- 40,000 square feet of ballroom/event center space
- 125 multifamily housing units
- 192 hotel rooms with 4,500 square feet of hotel support uses.
- 26,500 square feet of commercial/retail space

The development is also proposed to include the Deer Valley Ski resort and other land uses in support of the resort. It should be noted that the land uses supporting the ski resort will not be parking generators; rather, the ski resort will be the parking generator, and the support land uses serve as accessories to the resort.

Fehr & Peers used the methodology outlined in Urban Land Institute’s (ULI) Shared Parking to determine the recommended number of parking spaces at the resort. The methods outlined in Shared Parking are considered national state-of-the-practice for determining shared parking reductions. It provides instruction for reducing parking requirements for mixed use developments.

The ULI manual includes baseline parking rates that are informed by parking counts performed across the United States. While these are generally acceptable in many land use contexts, the baseline ULI parking rates are based on nationwide suburban area parking counts and do not consider the unique travel patterns in the study area. Therefore, this analysis was performed using parking rates based on the parking requirements outlined in Park City zoning code.

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

- Proposed land use characteristics, as described in the introduction,
- Parking rates from Park City zoning code.
- Monthly adjustment factors from Shared Parking,
- Time-of day adjustment factors from Shared Parking.
- Noncaptive ratios (internal capture) rates calculated using ULI's Shared Parking spreadsheet tool,
- Mode adjustment (walking, biking, transit) rates calculated using ULI's Shared Parking spreadsheet tool.
- Parking counts at the resort collected during ski season from 2016 to 2020.
 - These counts showed an average February Saturday parking rate of 1,421 stalls at the resort.

As shown in the following tables, the entire conceptual development is estimated to require 2,262 stalls during peak weekdays and 2,261 stalls during peak weekends. Deer Valley Resort is requesting a reduction in parking by 20% for paid parking and for shared parking uses as a part of the Conditional Use Permit submittal. This reduction brings the total required vehicular parking spaces from 2,262 parking spaces to 1,810 parking spaces. Deer Valley Resort is not seeking a reduction in required bicycle parking spaces. Based on the Traffic Impact Study Transportation Analysis by Fehr and Peers, Deer Valley Resort finds that the parking Uses will overlap, the commercial spaces in the development are support commercial spaces which will serve the guests of the development and resort operations, and additional mitigation measures will further reduce the overall parking generation for the proposed development.

The phased approach to the proposed development will allow the Phase 1 Parking Structure and north parcel surface parking lot to accommodate a total of 1,810 parking spaces. The future Phase 3 North Parcel Parking Structure will replace the north parcel surface parking lot capacity of 450 parking spaces.

Snow Park Village Parking Analysis			
Base Recommended Stalls	% Reduction (Paid Parking & Shared Uses Parking)	Stalls Reduced (Paid Parking & Shared Uses Parking)	Net Recommended Stalls
2,262	20%	452	1,810

Parking Provided	1,810
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Parking Provided by Use	
Use	Stalls
Deer Valley Resort	1,200
Hotel	173
Commercial	86
Residential	150
Event Center	201
Total	1,810

Parking Phases	
Phase	Stalls Provided
Phase 1 - South Parking Structure (+ 450 existing surface parking stalls on Lot 5 - North Parcel)	1,360 south structure + 450 north surface = 1,810
Phase 2 - South Parcel Buildings	0 (Parking for Phase 2 provided in Phase 1)
Phase 3 - North Parcel	450 North parcel parking structure (Replaces 450 surface stalls)

The proposed phasing and parking requirements by Use with reductions applies.

Base Recommended Stalls	% Reduction (Paid Parking and Shared Parking)	Stalls Reduced (Paid Parking and Shared Parking)	Net Recommended Stalls
2,262	20%	452	1,810

Source: Fehr & Peers

Fehr and Peers recommended Parking Reduction for Paid Parking and Share Use Parking

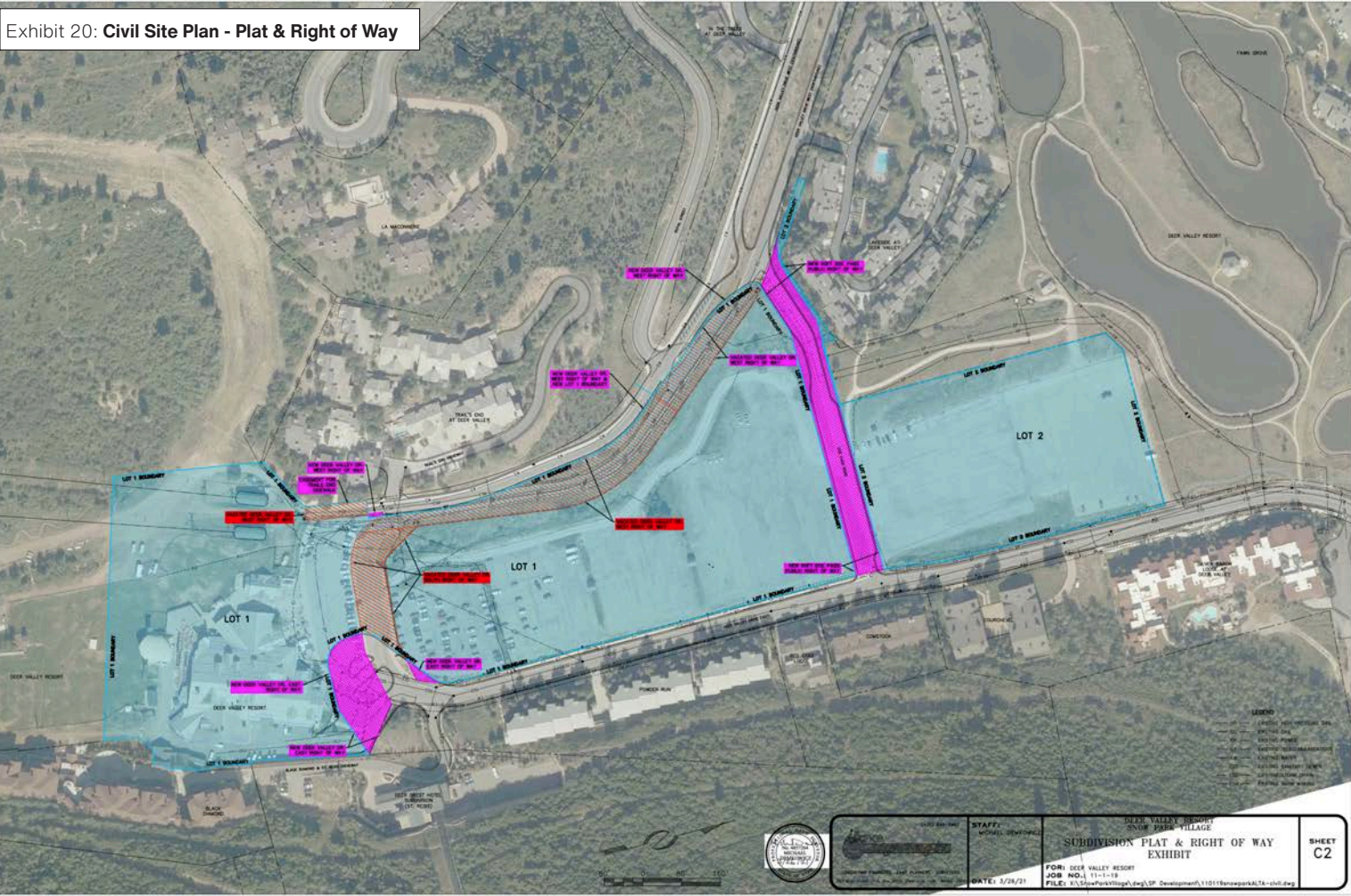
6.5 Civil Infrastructure and Utilities

Property

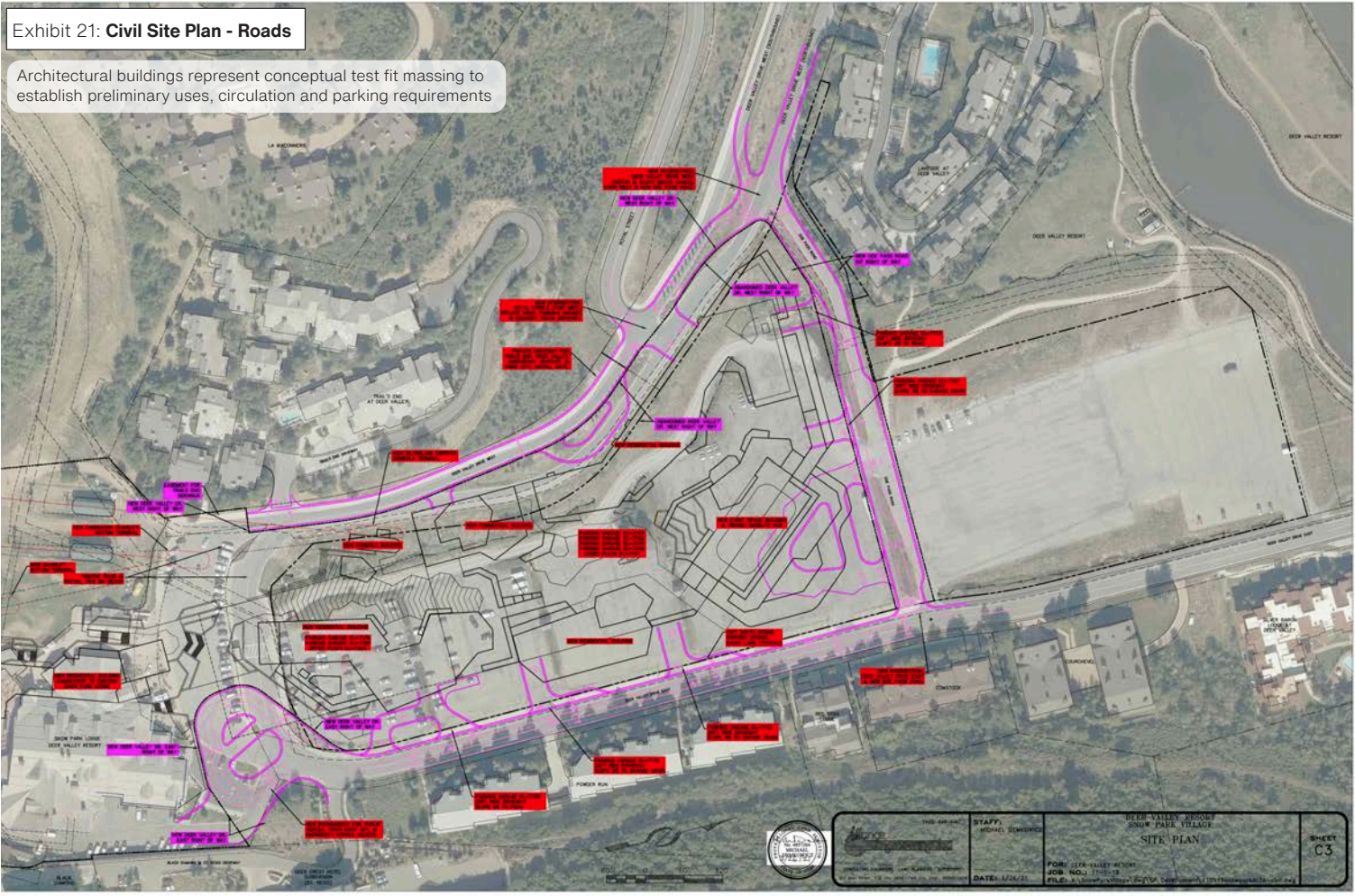
Alliance Engineering provided an ALTA survey for the Snow Park Village parcel. The boundary is adjacent to a public road right of way on the East, South and West sides of the parcel. The north boundary and the portion of boundary that surrounds the northern parking lot are adjacent to additional land that is owned by Deer Valley Resort Company. Deer Valley dedicated the public road right of ways on the East, South and West side and would gain ownership when portions of the right way of way is vacated by Park City. The public road right of way along the West side of the Snow Park Village Parcel has a large width to accommodate the separated road and landscape island configuration. Our site design plans for a single two way roadway to provide access to Trail's End development. Deer Valley, emergency vehicles, utility providers and PCMC representatives would have access to a new private road with gate access. A new right of way boundary will be defined and Deer Valley will gain additional land to the west of the ALTA boundary within the area of right of way vacation. The proposed design improvements extend the ski beach and existing chairlift bottom terminals further north. This will require the southern portion of Deer Valley Drive right of way to be vacated. This portion of right of way is a public transportation hub with bus stops that will to be relocated to the mobility hub within the proposed development. It is ideal to maintain approximately the same distance from public transportation to the base of the chairlifts in the new improvements compared to the current condition.

Roads

Deer Valley Snow Park is located on the southern end of the Deer Valley Drive loop. There is public road access to Snow Park Lodge from both the East and West sides that join with a public transportation hub on the southern end adjacent to the Snow Park Lodge. The portion of public road where the public bus stops exists is a portion of roadway that is elevated and spans above the skier shuttle drop off area south of the parking lots. A pedestrian tunnel connects the skier shuttle drop off area with the lower level of the Snow Park Lodge. It will be necessary to maintain the existing tunnel access; relocate the public transportation hub; and provide a new road connection from Deer Valley Drive east to west through the new development improvements. A new 60ft wide public right of way dedication will be dedicated to the city known as Doe Pass when the southern roadway is removed and the right of way is vacated. The north end of the Deer Valley Drive Loop is configured such that the majority of vehicles enter Snow Park along the west side of Deer Valley Drive. The east side of Deer Valley Drive provides an aesthetically pleasing arrival experience and would provide a more logical point of access into the new development improvements. The proposed site improvements include a reconfiguration of Deer Valley Drive at the northern end of the Deer Valley Drive Loop to promote the majority of private vehicles to use the East access to the Snow Park Village.



Proposed Plat and Right-of-Way Plan



Utilities

There are numerous utilities that surround the perimeter of the Snow Park Village parcel. Water, sewer, storm drain and dry utilities (gas, power, and telecommunication) exist within Deer Valley East. It is anticipated to maintain the road and existing utilities in the current location with the new development improvements. Gas along the west side of Deer Valley Drive East is a 4” steel pipe and will be replaced by a 4” plastic pipe. The gas lines on the east and west side of Deer Valley Drive East will be connected across the road near the driveway to St. Regis and Black Diamond. A new 6” gas line will be installed in Doe Pass road from Deer Valley Drive East to West. The southern extents of the underground Parking Structure will require a sewer mainline relocation. The new roadway cul-de-sac at the south end of Deer Valley Drive East will require relocation of the existing storm drain pipes and inlet boxes.

There is high pressure gas, water and power along the north end of the property between the parking lot and ponds. The current development plan maintains the northern parking lot as a surface parking lot and does not propose any structures. Future development is bounded by the ALTA boundary and will not affect the existing utilities that are outside of the future development area.

The southern end of the development site has gas and power that crosses from east to west above the existing pedestrian tunnel from the southern parking lot to the Snow Park Lodge. Both utilities will be relocated and/or removed.

The west portion of Deer Valley Drive right of way has a significant amount of dry utilities (Gas, Power, and Telecommunication) along the east side of the separated road. Water exists along the west side of the separate road and Deer Valley snow making pipelines exist within the landscape island. The proposed right of way vacation and western limit of the new development will require relocations of the existing high pressure gas line and low pressure gas lines, two existing powerlines and a telecommunication line. The existing snow making pipe will be also be relocated. The existing water line will be improved require coordination between Deer Valley and Park City Municipal Capital Improvement Project. The utility relocations will accommodate a new road and right of way to Trail's End allow the proposed development to shift westerly.

There is a public sewer line that services the adjacent developments La Maconnerie and Trails End on the west side of the Snow Park Village. The sewer connects to the main sewer line within Deer Valley Drive East. Currently the sewer crosses the most southern parking lots and will need to be relocated with the new development. In addition to the public sewer, there is a power and telecommunication line that crosses the parking lot on the southern end and will need to be relocated as well. The existing sewer pipeline within Deer Valley Drive East has a capacity limitation on the northern end. The Snow Park Village development will provide an increase in demand on the existing pipe system. It will be necessary to provide a new sewer line within Deer Valley Drive West to maintain service to the existing developments of La Maconnerie and Trails End and provide service for the proposed development on the west side of the site. The new sewer line will extend further north than the proposed development and connect to an existing sewer system within Deer Valley Drive West adjacent to In the Trees at Deer Valley. The new west sewer line will provide capacity for a large portion of the new development and decrease the amount of waste that will be added to the east sewer line with capacity restrictions.

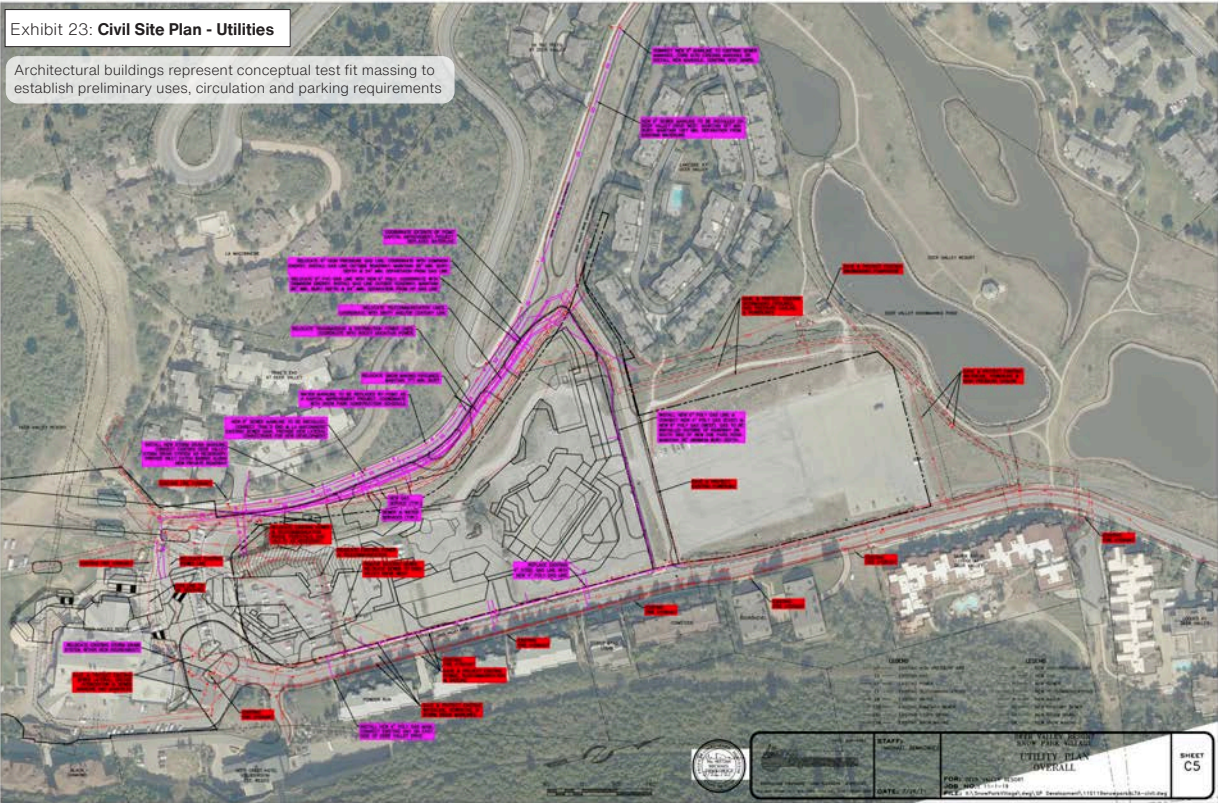
Storm Water

A storm drain system exists for surface water and ski area snow melt drainage at the southern end of the existing parking lots. The storm water drains into an existing channel along the west side of the parking lots and ultimately into the ponds north of the Snow Park Village parcel. The storm drain pipe system collects water on both the east and west side of the Snow Park Lodge and join in the location of the skier shuttle drop off south of the parking lots.

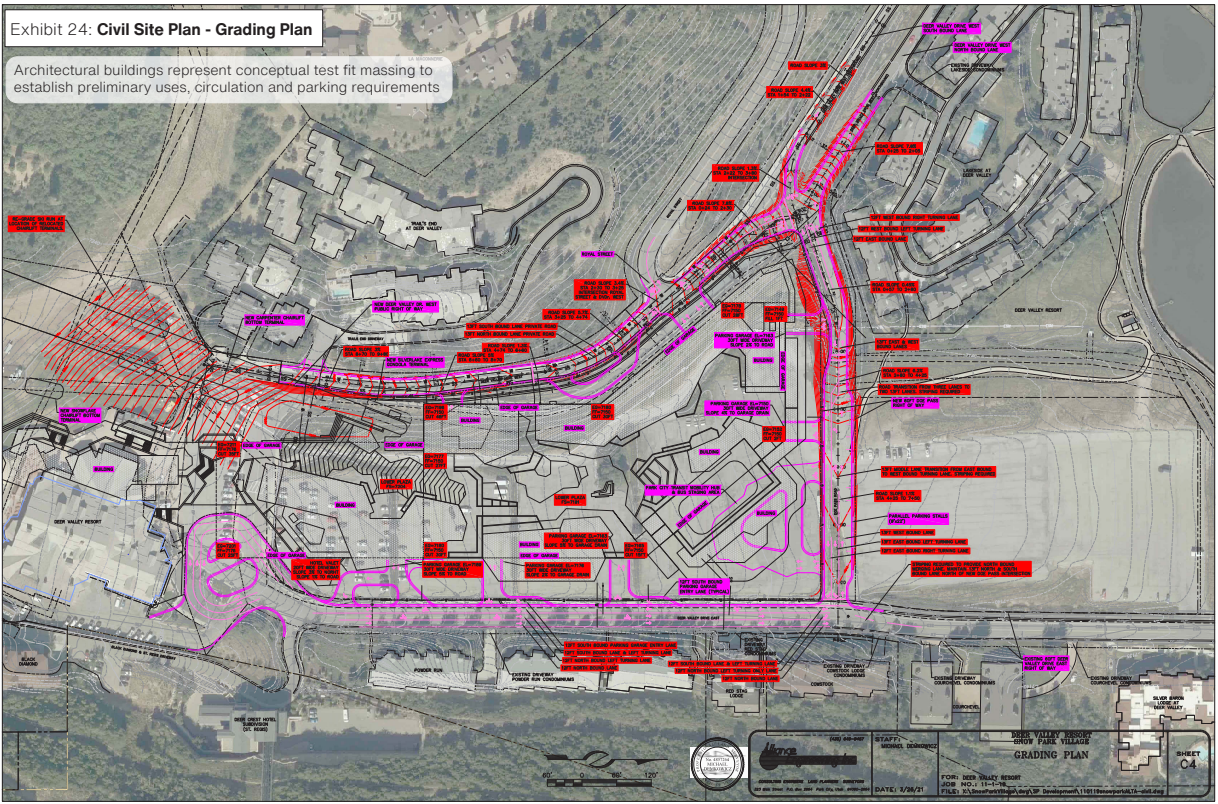
The storm drain pipes will need to be connected further south and at an elevation well above the current parking lots. It will be necessary to provide a significant amount of new storm drain pipe to maintain ski resort snow melt drainage through the new development improvements.

There is an existing storm drain system within Deer Valley Drive East that can be used to connect the existing storm drain pipes on the east side of Snow Park Lodge. It will be necessary to install a new storm drain pipe on the west side of the new development improvements to connect to the existing storm drain pipes on the west side of Snow Park Lodge and allow storm water to drain to the north ponds.

Utah State MS4 requires new developments to contain the increase in storm water and maintain release rates to pre-development conditions. The storm water volume that will need to be detained is not too significant due to the existing conditions being mostly hard surface. The area of impervious surface for the new development improvements will not be significantly more than the existing parking lot impervious area and therefore the increase in storm water runoff will not equate to a significant volume compared to an area of existing vegetation. All existing and new storm water runoff is proposed to drain to the ponds north of the Snow Park Village parcel consistent with the current storm drain system.



Proposed Upgraded Utility Plan



Proposed Grading Plan

6.6 Sustainability

Deer Valley Resort has been a strong community leader in sustainability initiatives. Deer Valley Resort is committed to instilling a culture of environmental sustainability in all aspects of our operation. The staff of Deer Valley Resort are passionate community members dedicated to being good stewards of the land.

Deer Valley is committed to:

- Investment in alternative energy and energy reduction
- Resort-wide recycling, composting and sustainable purchasing
- Participation in local, state and national sustainability efforts and advocacy
- Education of staff and resort guests regarding the importance of sustainability

As we set out to conceptualize a redevelopment of the Snow Park parking lots, sustainability was at the root of many of our decisions. We committed that the proposed Snow Park Village redevelopment would implement strategic and purposeful sustainable architecture and site planning. Many of our proposed improvements are in an effort to improve the sustainability of our existing base area operations. We identified opportunities for improved sustainability efforts including, but not limited to:

- Heat Island Effect reduction by removing the asphalt surface parking lots
- Electric Vehicle Charging stations
- Green Roofs installations where feasible
- Increased opportunities for public transportation to reduce carbon emissions by our guests and employees
- Create a more walkable and pedestrian friendly hub for the neighborhood
- Install efficient storm water/snow melt collection and processing stations to reuse water for the snow making ponds
- Bike Share charging stations
- Incorporate improved water efficiency wherever feasible (landscaping, waste water diversion for snow making, etc.)
- Implement carbon sequestration strategies and other sustainable construction methods (such as the on-site Concrete Batch Plant)
- Recycling of existing asphalt pavement for new construction minimizing haul trips, road damage, neighborhood and traffic disruption
- Integration of mobility hub to upgrade and prioritize transit access, improve mobility choices and reduce vehicle miles traveled (VMT)
- Connectivity to local and region trail system
- Centralize mechanical plant and systems within the buildings for increased overall efficiency, increased opportunity for energy capture and reuse, increased heat exchange opportunity, and increased solar heat potential.

We also tasked our design team with targeting a Green Building rating and certification program designation for the Snow Park Village redevelopment. The certification and rating program is to be determined, but examples include LEED, Green Building Initiative, BREEAM International standard, etc.

Deer Valley Resort, in addition to local sustainability participation and leadership, is actively involved in the ski resort industry “Sustainable Slopes” program, including the annual “Climate Challenge” commitment to reduce CO2 emissions in all aspects of our operations. The NSAA (National Ski Areas Association) has crafted the Sustainable Slopes program with very involved collaboration with leaders of Alterra Mountain Company and includes our pledge to the nine key pillars of Sustainability.

Additionally, Alterra Mountain Company (owner of Deer Valley Resort) was a charter sponsor of the MT2030 initiative (Mountain Town 2030), the inaugural conference which was held in Park City in the fall of 2019. This association is actively coordinating the efforts of mountain towns and their resort operators across the country to meet aggressive sustainability goals.

In addition to the physical sustainable impacts we’ve targeted, we intend to continue and build upon the many operational programs that we already implement. Existing programs include:

Waste Diversion

Deer Valley is committed to resort-wide recycling, which has been in place for years. Our partnership with Wild Harvest Farm in Summit County has increased composting efforts dramatically. Single-use wares are sourced to be compostable and the majority of wares used at resort restaurants are reusable.

Sustainable Sourcing

Deer Valley’s Food and Beverage team strives to provide ingredients from regional, sustainable, food purveyors. Click the button below for a full list of vendors from which Deer Valley sources its fare.

Energy Reduction Efforts

Deer Valley Resort, along with other community entities, partnered with Rocky Mountain Power in a Request For Proposal to invest in Utah renewable energy that will generate 308,000 megawatt hours of power. We currently utilize 937 blocks of Rocky Mountain Power Subscriber Solar (2.25 gigawatt hours).



7. Attachments

Attachment 1: Proposed Snow Park Village Parking Structure, Site Plan, and Transit and Mobility Hub (Phase 1)

- Exhibit 1: Project Location
- Exhibit 2: Existing Conditions/Adjacent Parcels
- Exhibit 3: ALTA/ACSM Land Title Survey
- Exhibit 4: ALTA Survey with Aerial
- Exhibit 5: Slope Map
- Exhibit 6: Existing Conditions and Topography
- Exhibit 7: Context Circulation Plan
- Exhibit 8: Site Circulation & Mobility Plan
- Exhibit 9: Development Data Summary
- Exhibit 10: Parking Garage & Floor Plans - P1 - Elevation 7150'
- Exhibit 11: Parking Garage & Floor Plans - P2 - Elevation 7163'
- Exhibit 12: Parking Garage & Floor Plans - P3 - Elevation 7176'
- Exhibit 13: Parking Garage & Floor Plans - Level 1 (P4) - Elevation 7191'
- Exhibit 14: Site/Building Sections - Key Plan
- Exhibit 15: Site/Building Sections & Height Compliance
- Exhibit 16: Site/Building Elevation
- Exhibit 17: 1955 USGS Topography
- Exhibit 18: Natural Grade Approval
- Exhibit 19: Open Space Plan & Snow Storage
- Exhibit 20: Civil Site Plan - Plat & Right of Way
- Exhibit 21: Civil Site Plan - Roads
- Exhibit 22: Civil Site Plan - Neighborhood and Access
- Exhibit 23: Civil Site Plan - Utilities
- Exhibit 24: Civil Site Plan - Grading Plan

Attachment 2: 12th Amended and Restated Deer Valley Resort MPD

Attachment 3: 13th Amended and Restated Deer Valley Resort MPD

Attachment 4: Planning Director Determination for Building Height

Attachment 5: Traffic Impact Study

Attachment 6: Construction Mitigation Plan

Snow Park Village Transportation Analysis

**Prepared for:
Deer Valley**

April 2021

UT20-2245

FEHR  PEERS

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1. Executive Summary

The project goal in undertaking this study included: 1. All study intersections meet Park City intersection standard Level of Service (LOS) as LOS C or better, and 2. Have the proposed project achieve a measurable level of parking requirement reduction through various factors.

The scope of this study analyzes the traffic operations and impacts for existing 2020 background, existing 2020 plus project, opening year 2022 background, opening year 2022 plus project, future 2040 background, and future 2040 plus project conditions at key intersections. The plus project analysis includes project trips generated from the proposed project. The parking analysis took into account both physical and behavioral impacts of the identified resort uses.

Overall in plus project conditions, all study intersections, with recommended mitigations in place, meet or exceed the Park City LOS standards. Furthermore, the most impaired intersection under current conditions, the Deer Valley Drive North / Deer Valley Drive South intersection, which operates today at a LOS below Park City standards, achieves a LOS A by implementing more efficient roadway use and a traffic signal with capabilities to provide transit priority. This LOS A conditions is achieved under all study scenarios. On parking, a 20% parking requirement reduction can be achieved through various factors as further detailed in the body of the study.

1.1.1 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 mixed-use nature of the project along with a transit hub and paid parking, the net total trips generated by the AM peak hour is 92 trips and the PM peak hour is 81 trips.



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

Intersection			Existing Background	Existing + Project Mitigated ²	2022 Background	2022 + Project Mitigated ²	2040 Background	2040 + Project Mitigated ²
ID	Location	Period	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹
1	Deer Valley Dr N / Deer Valley Dr S	AM	D / 27	A / 6	D / 28	A / 6	E / 39	A / 6
		PM	E / 36	A / 7	E / 39	A / 7	F / 117	A / 8
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	B / 11	B / 12	B / 12	B / 13	C / 16	C / 19
		PM	B / 11	B / 12	B / 11	B / 12	B / 14	C / 15
3	Deer Valley Dr / Bonanza Dr	AM	B / 11	B / 11	B / 12	B / 12	B / 12	B / 13
		PM	B / 13	B / 13	B / 13	B / 13	B / 18	B / 18

1. Intersection average LOS and delay for signalized intersections and roundabouts, worst movement LOS and delay for unsignalized intersections.

2. Deer Valley Drive North / Deer Valley Drive South intersection analyzed as a signal as a mitigation.

Source: Fehr & Peers.



2. Introduction

2.1 Purpose/Conclusions and Recommendations

This study provides a summary of the potential transportation-related impacts from the proposed Snow Park Village development located at the Deer Valley Resort in Park City, Utah. See **Figure 1** for a project location map.

This study analyzes the traffic operations and impacts for existing 2020 background, existing 2020 plus project, 2022 opening day background, 2022 opening day plus project, 2040 background, and 2040 plus project conditions at key intersections described below in the Scope section. The plus project analyses include project trips generated from the proposed project.

In conclusion, the Deer Valley Drive North / Deer Valley Drive South intersection operates at an unacceptable LOS in both Saturday AM and PM peak hours during all analysis scenarios. In plus project conditions, this intersections is proposed to re-align, causing delays at the northbound approach, which becomes the new side-street stop control. Due to the stop-controlled northbound movement, vehicles experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. A potential mitigation of a traffic signal with capabilities to provide transit priority was analyzed for this study. The Deer Valley Drive North / Deer Valley Drive South intersection operates at LOS A for all scenarios as a signalized intersection. This signal alternative is recommended at this intersection when warrants are met.

2.2 Scope

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

The following intersections were included in this study:

- 1) Deer Valley Drive North / Deer Valley Drive South – Side street Stop
- 1) Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal - Roundabout
- 2) Bonanza Drive / Deer Valley Drive (SR-224) – Signalized

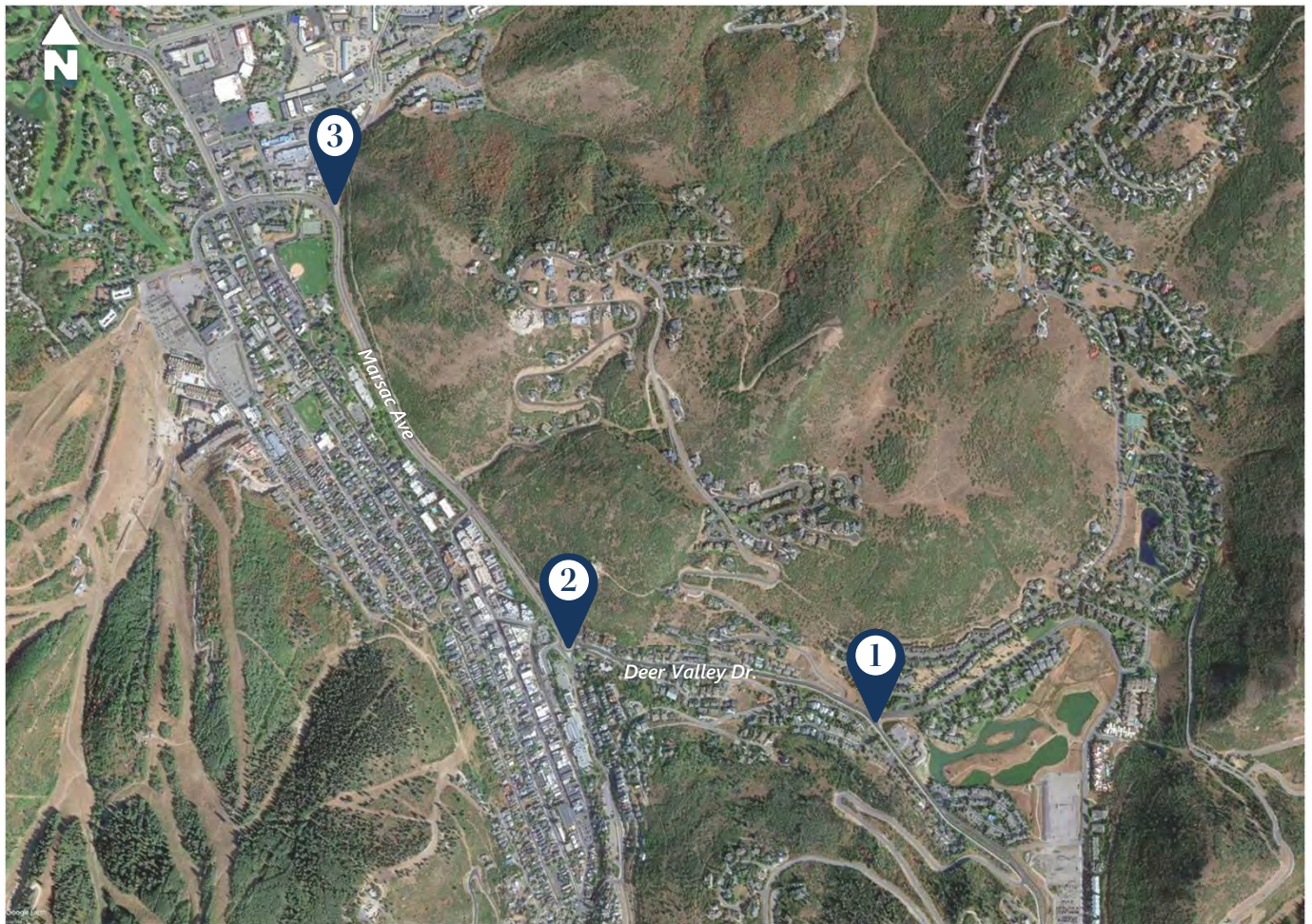


Figure 1
Project Site 

2.3 Analysis Methodology

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 2** provides a brief description of each LOS letter designation and an accompanying average delay per vehicle for both signalized and unsignalized intersections. The Highway Capacity Manual 6th Edition (HCM 2016) methodology was used in this study to remain consistent with “state of the practice” professional standards. This methodology has different quantitative evaluations for signalized and unsignalized intersections. For signalized intersections and roundabouts, the LOS is provided for the overall intersection (weighted average of all approach delays).

Table 2: Level of Service Descriptions

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

1. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
 2. Worst approach LOS and delay (seconds/vehicle) only.
 3. Overall intersection LOS and average delay (seconds/vehicle) for all approaches.
- Source: Fehr & Peers descriptions, based on *Highway Capacity Manual*, 6th Edition.



3. Existing 2020 Background Conditions

3.1 Purpose

The existing 2020 background conditions analysis examines the study intersections and roadways during the peak travel periods of the day under existing traffic and geometric conditions. Through this analysis, existing traffic operational deficiencies can be identified and potential mitigation measures recommended.

3.2 Roadway System

The primary roadways that will provide access to the project are described below.

- **Deer Valley Drive (SR-224)** is classified as a principal arterial road and has a posted speed limit of 35 mph from Park Avenue to about half way 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 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 South** is classified as a major collector road and has a posted speed limit of 25 mph. Deer Valley Drive South has a two-lane cross section with one travel lane in each direction near the project area.
- **Deer Valley Drive North / 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 North / Deer Valley Drive East has a two-lane cross section with one travel lane in each direction 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.



3.3 Traffic Volumes

Fehr & Peers collected intersection turning movement traffic counts at the study intersections to establish a baseline of existing conditions and operations for the area. Intersection turning movement counts were collected at the Deer Valley Drive North / Deer Valley Drive South intersection on February 15, 2020 (President's Day weekend) and 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). Intersection turning movement counts were collected at the Deer Valley Drive / Marsac Avenue / Bus Terminal roundabout and the Bonanza Drive / Deer Valley Drive intersection on December 19, 2020 for the Saturday AM and PM peak periods.

Roadway vehicle counts are provided by the Utah Department of Transportation (UDOT) Continuous Count Stations (CCS). Data from two CCSs in the vicinity of the project site (one on SR-224 just south of Snyderville and one on SR-248 just west of Quinn's Junction) were reviewed for the past five years to determine the winter peak traffic. 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 increase in traffic caused by events in the area, such as the Sundance Film Festival. While January may be the busiest month for traffic on the outskirts of Park City, February is another high-volume month within 5% of January's volumes and also the month of Presidents' Day weekend, the busiest ski weekend of the year. To account for the busiest ski season, the turning movement volumes taken in December were adjusted by a factor of 1.05 (5% higher) to replicate February conditions. The existing 2020 background Saturday AM and PM peak hour volumes are shown in **Figure 2**.

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



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

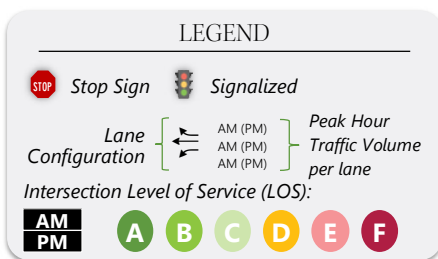
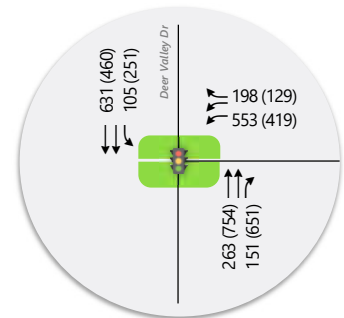
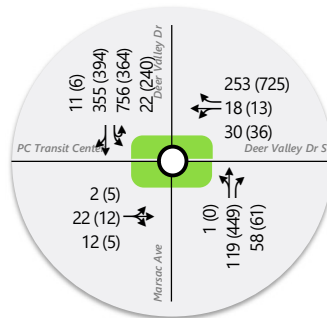
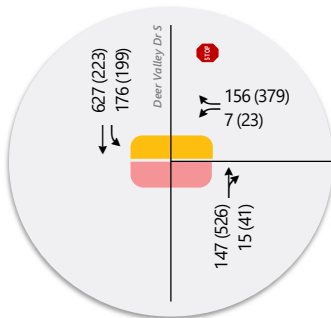


Figure 2
Existing 2020 Background Saturday AM & PM
Peak Hour Traffic Conditions

3.4 Level of Service Analysis

Using Synchro 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 3** (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 3: Existing 2020 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South ¹	AM	WB Stop	WB Left	27	D	-	-
		PM		WB Right	36	E	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	11	B
		PM		-	-	-	11	B
3	Bonanza Drive / Deer Valley Drive (SR-224)	AM	Signal	-	-	-	11	B
		PM		-	-	-	13	B

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

Source: Fehr & Peers.

As shown in **Table 3**, all study intersections operated within acceptable LOS (LOS C or better), with the exception of the westbound approach at the Deer Valley Drive North / Deer Valley Drive South intersection in the AM peak hour and PM peak hour, which operates at LOS D and LOS E, respectively. This was caused by the high volumes of vehicles exiting the Deer Valley Resort area making a westbound right turn onto Deer Valley Drive South. The westbound right movement is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive South.

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 Park Avenue / Deer Valley Drive in the PM peak hour.

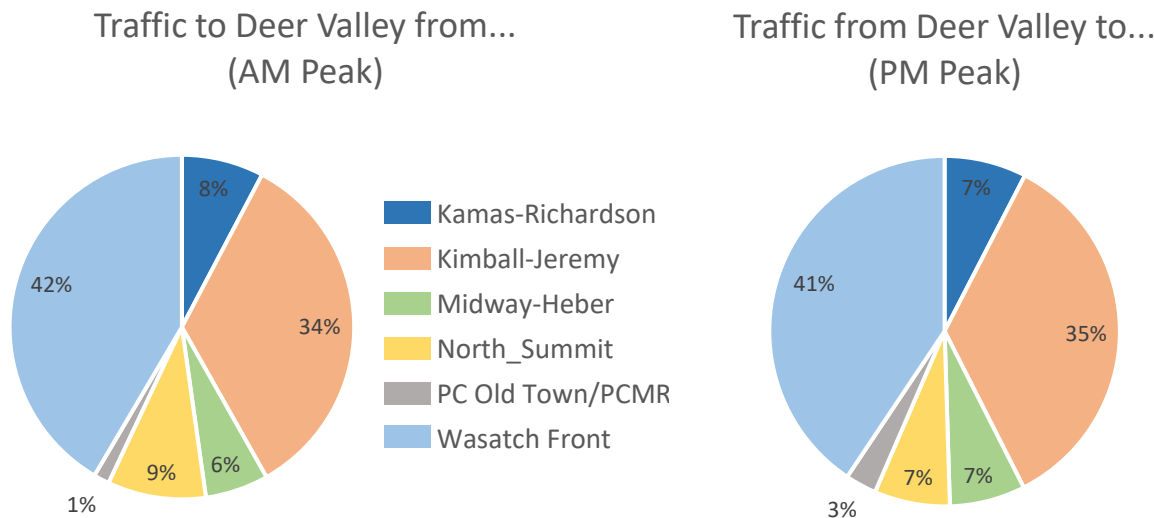


3.5 Mitigation Measures

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

3.6 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. This data provider collects samples of trips using mobile phone data (location-based services, or LBS) and aggregates it 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 3**.



The Wasatch Front contributes the majority of visitors to and from the Deer Valley Resort with 42% and 41% in the AM peak and PM peak, respectively. The Kimball-Jeremy area contributes the second-greatest proportion 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 with the proposed improved transit service accessing the Deer Valley Resort.

3.7 Vehicle Occupancy Data

In addition to the traffic counts and StreetLight data, Fehr & Peers collected vehicle occupancy counts for the 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 4 shows the summary of the vehicle occupancy data calculated from the data collected for the three days listed above. It should be noted that the vehicle occupancy counts were collected during the COVID-19 pandemic, and the data shown in **Table 4** could be skewed because people are less likely to carpool with individuals outside of their immediate home due to the pandemic. 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 single occupant vehicles were 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 could impact travel behaviors.



Table 4: Snow Park Village Vehicle Occupancy Summary

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

Source: Fehr & Peers.

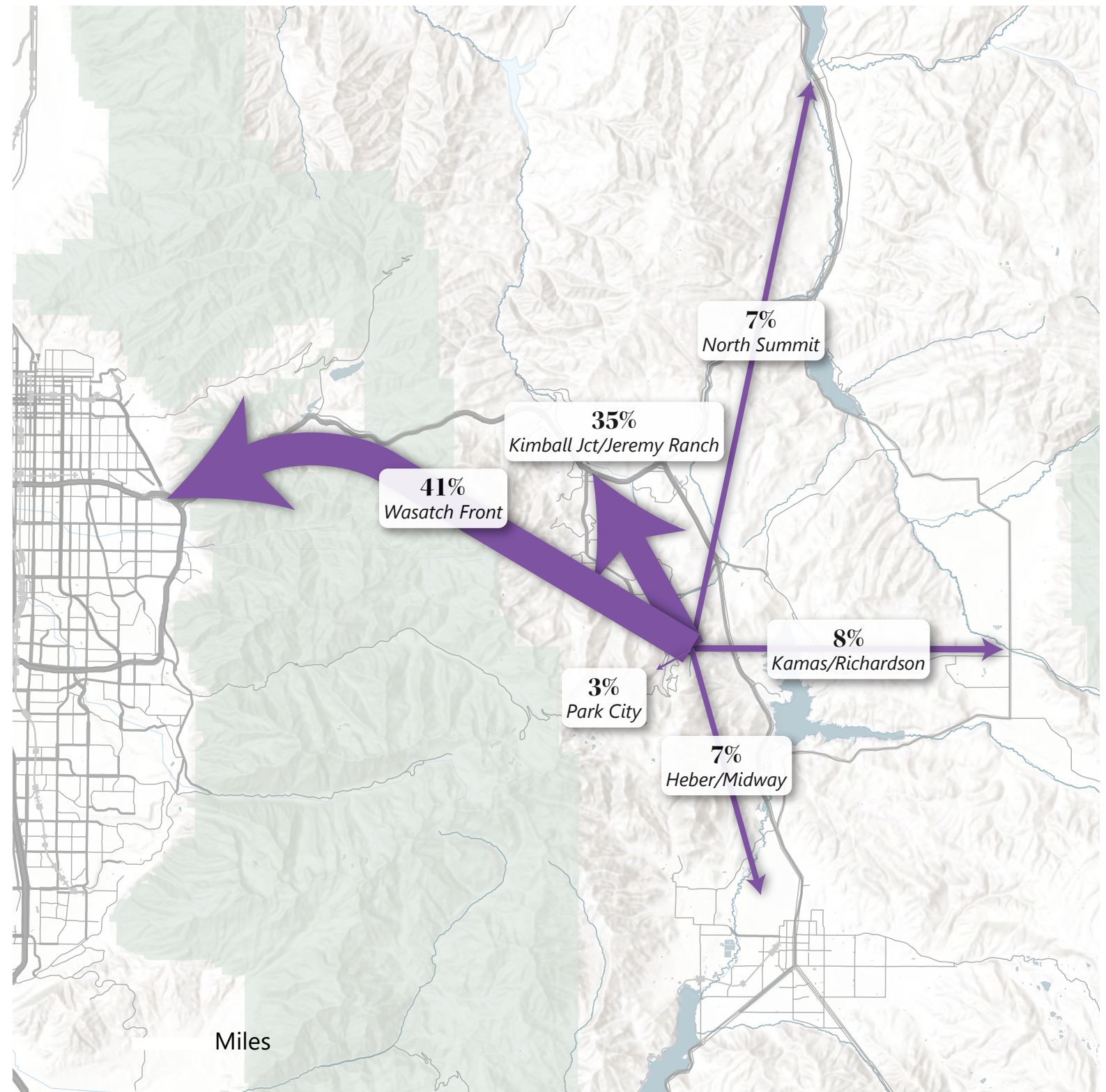
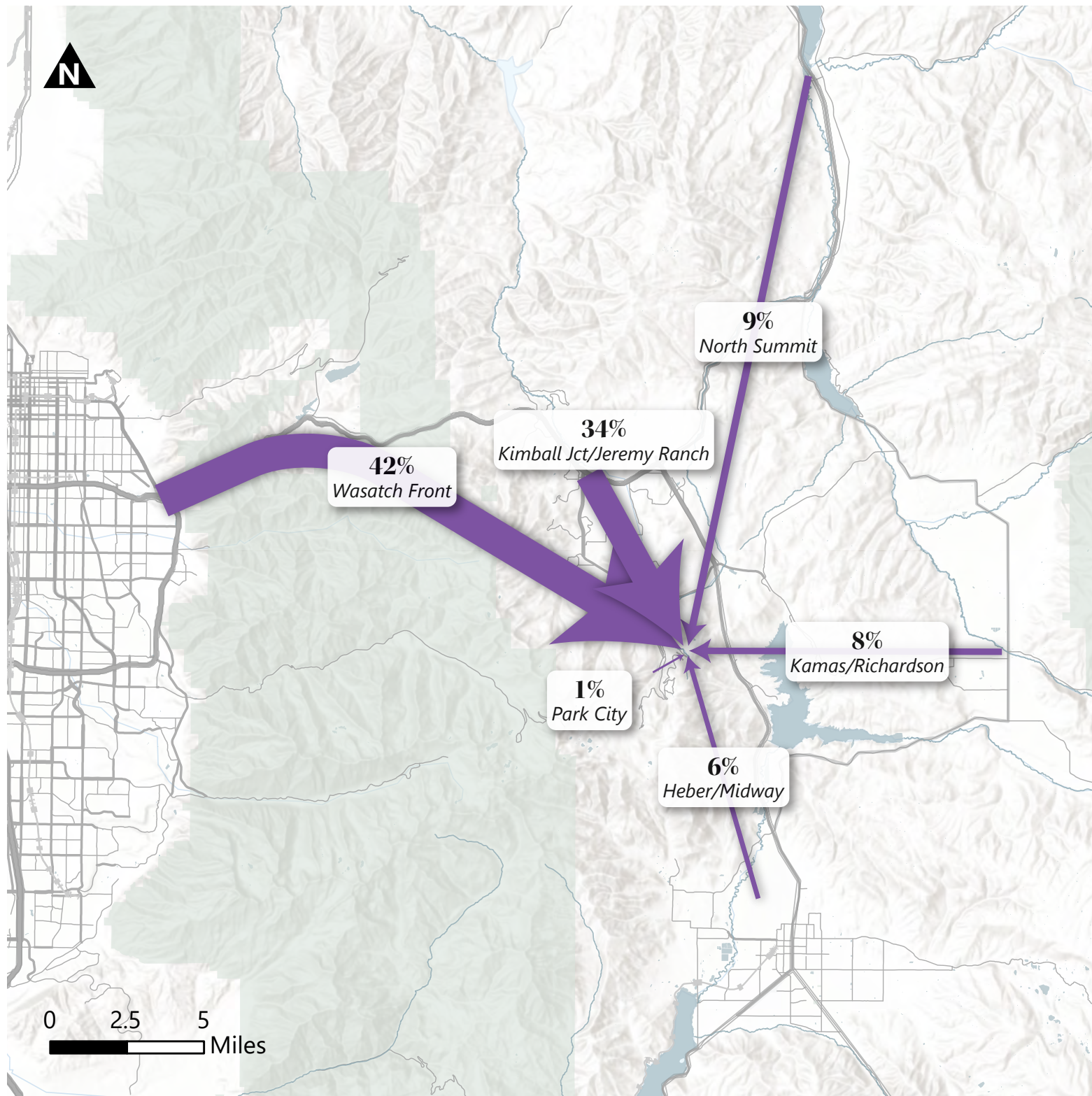


Figure 3
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends



4. Project Conditions

4.1 Purpose

The project conditions analysis explains the type and intensity of development. This provides the basis for trip generation, distribution, and assignment of project trips to the surrounding study intersections defined in the Introduction.

4.2 Project Description

The proposed Snow Park Village development will be located at the north and south plots of the Deer Valley Resort. The plots are currently parking lots for the Snow Park Lodge. The Deer Valley resort is in a cul-de-sac type of location, and all trips will access the development through the Deer Valley Drive North / Deer Valley Drive South intersection.

4.3 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 less trips than national state-of-the-practice trip generation methodologies would say it should.



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).

The MXD+ trip generation methodology 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 land uses and availability of transit. The updated land use plan of Snow Park Village is proposed to include 11 buildings which include the following land uses (taken from the land use program dated February 18, 2021):

- 40,000 square feet of ballroom/event center space
- 125 multifamily housing units
- 192 hotel rooms
- 26,500 square feet of commercial/retail space



The development is also proposed to include the current Deer Valley 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 traffic generators; rather, the ski resort will be the generator, 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. **Table 5** shows the Saturday daily, AM peak hour, and PM peak hour trip generations for the proposed Snow Park Village Development.

The project site is proposed to have a new transit hub on site. Therefore, the Snow Park Village development will have direct access to frequent and free transit. The Snow Park Village is also proposing paid parking for the new parking structure. To account for this, an additional trip reduction of shift to transit was assumed on top of what was projected in the MXD+ model as this model relies on households and job proximity to transit, and not regional attraction proximity to transit nor a cost comparison of parking versus transit. A reduction to transit was assumed for daily, AM peak hour, and PM peak hour. This reduction was calculated from Fehr & Peers' Parking Cost+ tool under the assumption that all trips deterred from the new parking prices would shift to transit or other modes with the accessibility of the new transit hub. This Parking Cost+ tool relies on elasticities ranging from occupancy, dwell time, and volume – calculated from a meta analysis of 50 studies of parking demand. This additional transit reduction is 17.6%, 17.3%, and 17.6% for the Daily, AM, and PM trip generations, respectively.

Additional internal capture was added to the initial internal capture from MXD+ due to the captive nature of a ski resort. These additional internal capture rates were taken from a similar study of Squaw Valley resort in California, conducted by Fehr & Peers in 2014. These calculations vary by land use due to the nature of the attractiveness of certain amenities to those who might not otherwise visit the resort. For example, someone looking to buy sunglasses is very unlikely to choose to make a special trip to buy them at a ski resort, especially during the busiest hour of the busiest day of the week, unless they are already there to ski. Thus, the additional internal capture rate for retail is 95%. However, incoming hotel guests and event attendees likely would not be at the resort without those amenities (lodging for out-of-town guests). Thus, the additional internal capture for the hotels is low, 10% (several amenities are still available to guests internal to the site). Furthermore, the planned apartments in the development will house resort workers, who, during peak hour, can easily walk to work internal to the site. Thus, their additional internal capture rate is high (95%).

The external vehicle trips expected to be generated by the proposed Snow Park Village development and the percent reductions due to internal capture, shift to transit, and shift to walk/bike are shown in **Table 5**.



Altogether, the proposed development will generate 92 trips in the AM peak hour and 81 trips in the PM peak hour.



Table 5: Snow Park Village Trip Generation

Snow Park Development														
Land Use ¹	Number of Units	Unit Type	Rate ²	Daily Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/ Bike ⁵	% Transit ⁵	% Addit'l Transit ⁷	% Internal Capture ⁶	% Addit'l Int. Capt. ⁸	Trips Entering	Trips Exiting	New Daily Trips
(220) - Multifamily Housing Low-Rise	125	Dwelling Unit	8.14	1,018	50%	50%	4.6%	3.0%	17.6%	1.9%	95.0%	19	19	38
(330) - Resort Hotel	192	Rooms	8.19	1,572	50%	50%						516	516	1,032
(820) - Shopping Center	26.5	1,000 Sq. Ft	46.12	1,222	50%	50%						22	22	44
(495) Recreational Community Center	40.0	1,000 Sq. Ft	9.1	364	50%	50%						133	133	266
Net Weekday Trips				4,176								690	690	1,380
Land Use ¹	Number of Units	Unit Type	Rate ²	AM Peak Hour Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/ Bike ⁵	% Transit ⁵	% Addit'l Transit ⁷	% Internal Capture ⁶	% Addit'l Int. Capt. ⁸	Trips Entering	Trips Exiting	New AM Peak Hour Trips
(220) - Multifamily Housing Low-Rise	125	Dwelling Unit	0.46	58	23%	77%	5.6%	1.9%	17.3%	3.7%	95.0%	0	2	2
(330) - Resort Hotel	192	Rooms	0.32	61	72%	28%						28	11	39
(820) - Shopping Center	26.5	1,000 Sq. Ft	0.94	25	62%	38%						1	0	1
(495) Recreational Community Center	40.0	1,000 Sq. Ft	1.76	70	62%	38%						31	19	50
Net Saturday AM Peak Hour Trips				214								60	32	92
Land Use ¹	Number of Units	Unit Type	Rate ²	PM Peak Hour Trip Generation ³	% Entering ⁴	% Exiting ⁴	% Walk/ Bike ⁵	% Transit ⁵	% Addit'l Transit ⁷	% Internal Capture ⁶	% Addit'l Int. Capt. ⁸	Trips Entering	Trips Exiting	New PM Peak Hour Trips
(220) - Multifamily Housing Low-Rise	125	Dwelling Unit	0.7	88	60%	40%	3.4%	2.9%	17.6%	10.6%	95.0%	2	1	3
(330) - Resort Hotel	192	Rooms	0.41	79	43%	57%						20	26	46
(820) - Shopping Center	26.5	1,000 Sq. Ft	4.5	119	52%	48%						2	2	4
(495) Recreational Community Center	40.0	1,000 Sq. Ft	1.07	43	52%	48%						15	13	28
Net Saturday PM Peak Hour Trips				328								39	42	81

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 Saturday Daily rate used in place of non-existent Resort Hotel Saturday Daily rate. Due to no available Saturday AM/PM-specific rates, AM Weekday rates used for AM Peak and Saturday Peak rates used for PM Peak.

3. Traffic Generated by the development according to trip generation rates provided in the ITE Manual.

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.

8. Percentage of trips that are captured internally to the site based on rates from the Fehr & Peers Squaw Valley study.

Source: Fehr & Peers



4.4 Trip Distribution and Assignment

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

The Continuous Count Station 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)

These trip distribution assumptions were used to distribute project-generated traffic to the study area intersections and are shown in **Figure 4**.



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

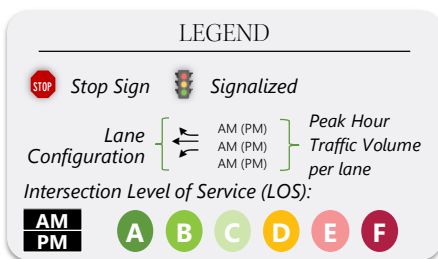
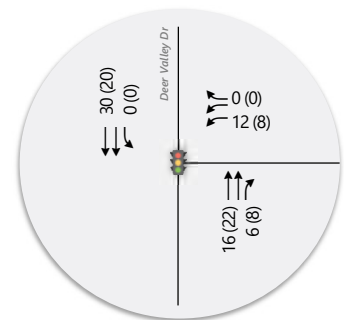
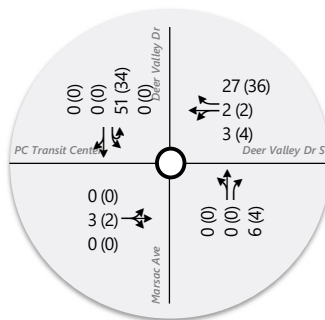
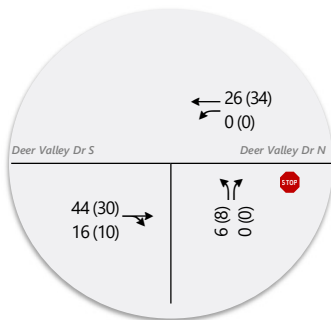


Figure 4
Saturday AM & PM Peak Hour Trip Generation



5. Existing 2020 plus Project Conditions

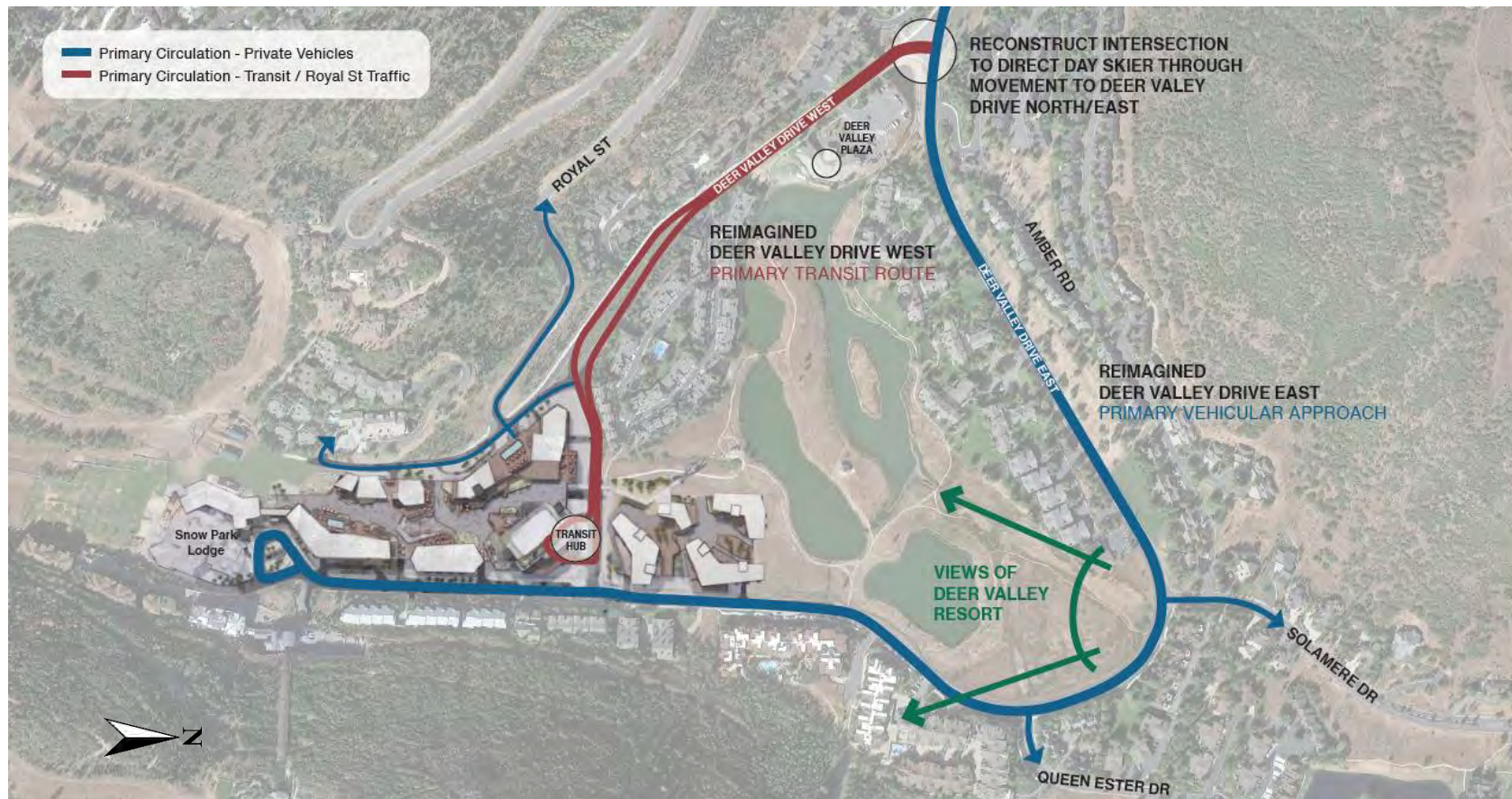
5.1 Purpose

The purpose of the existing 2020 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network under existing conditions. In order to analyze this impact, the Saturday peak hour background traffic volumes were combined with volumes generated by the proposed project at its Saturday peak hour. 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.

5.2 Traffic Volumes

The trips in and out of the existing Deer Valley resort were 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 re-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 4**.

The site plan for the concept master plan for Snow Park Village shows re-alignment of the Deer Valley Drive North / Deer Valley Drive South intersection. The intersection is currently a T-intersection with free-flow movement north/south along Deer Valley Drive South and stop-control on the westbound approach on Deer Valley Drive North. The proposed re-alignment allows free-flow movement east/west along Deer Valley Drive North and stop-control on the northbound approach on Deer Valley Drive South (see figure below). Deer Valley Drive South on the west end will serve as a primary transit route to access the proposed transit hub on Doe Pass Road, and also serve private vehicles accessing Royal Street. Deer Valley Drive North (connecting to Deer Valley Drive east) will serve as the primary vehicular route to access the Snow Park Lodge drop-off/pick-up area and parking structure accesses. To account for this shift in primary routes internally, it was assumed that 80% of the total traffic would use Deer Valley Drive North (connecting to Deer Valley Drive East) and 20% of the total traffic would use Deer Valley Drive South). Background traffic was shifted and modified to account for the proposed internal circulation.



5.3 Level of Service Analysis

Using Synchro 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 6** (see Appendix for the detailed LOS report).

Table 6: Existing 2020 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South ¹	AM	NB Stop	NB Left	26	D	-	-
		PM		NB Left	78	F	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	12	B
		PM		-	-	-	12	B
3	Bonanza Drive / Deer Valley Drive (SR-224) ²	AM	Signal	-	-	-	11	B
		PM		-	-	-	13	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 6**, the Deer Valley Drive / Marsac Avenue roundabout and Bonanza Drive / Deer Valley Drive signal both operate at acceptable LOS (LOS C or better) for existing plus project conditions. However, the Deer Valley Drive North / Deer Valley Drive South operates at LOS D in the Saturday AM peak hour and LOS F in the Saturday PM peak hour. This is due to the stop-controlled northbound vehicles experiencing delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. The expected 95th percentile queue length for the northbound left movement reported in Synchro is about 120 feet for the PM peak hour. The figure below shows the 95th percentile queue.



5.4 Mitigation Measures

As stated previously, the stop-controlled northbound vehicles experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. It should be noted that the delay at this intersection could be of concern, especially since the transit vehicles will likely experience the delay. A potential mitigation for this intersection is to provide a traffic signal with capabilities to provide transit priority. This potential mitigation of a traffic signal was analyzed and recommended for this study, when warrants are met. The signal analysis results are shown in **Table 7** (see Appendix for the detailed LOS report).

As shown in **Table 7**, the Deer Valley Drive North / Deer Valley Drive South intersection operates at LOS A for both Saturday AM and PM peak hours as a signalized intersection.



Table 7: Existing 2020 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South ²	AM	Signal	-	-	-	6	A
		PM		-	-	-	7	A
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	12	B
		PM		-	-	-	12	B
3	Bonanza Drive / Deer Valley Drive (SR-224) ²	AM	Signal	-	-	-	11	B
		PM		-	-	-	13	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

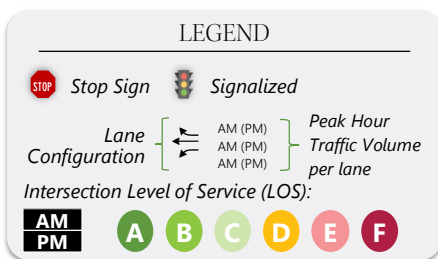
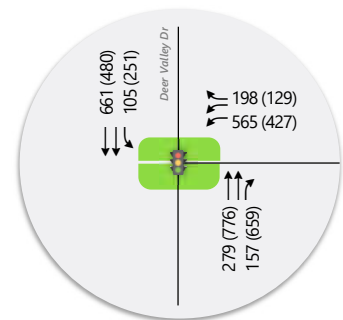
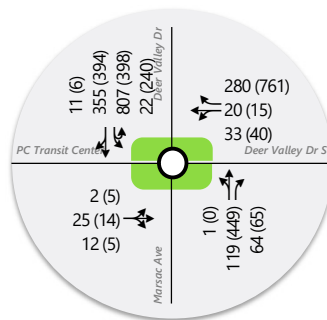
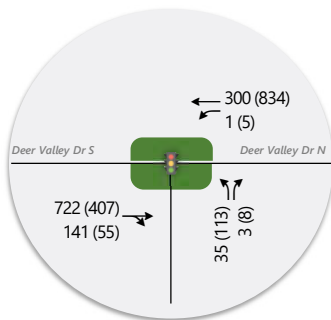


Figure 5
Existing 2020 plus Project Saturday AM & PM
Peak Hour Traffic Conditions



6. Opening Year 2022 Background Conditions

6.1 Purpose

The purpose of the opening year 2022 background conditions analysis is to evaluate the study intersections during the peak travel periods of the day under projected 2022 traffic volumes, when the development is projected to open. This analysis provides a baseline condition for the year 2022, which can be used to determine future project impacts.

6.2 Traffic Volumes

Traffic volumes for 2022 were estimated using traffic counts and forecasted volumes from the Summit/Wasatch Travel Demand Model (September 2020 version) for 2024. The Summit/Wasatch Travel Demand Model shows a lower 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 growth rates used on the following roadways to project 2022 background weekday volumes as shown in **Figure 6**.

- 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 South
- 0.4% on Deer Valley Drive (SR-224) south of Deer Valley Drive South
- 1.7% on Bonanza Drive
- 0.3% on Marsac Avenue

6.3 Level of Service Analysis

Using Synchro software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2022 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 8** (see Appendix for the detailed LOS report).

Table 8: Opening Year 2022 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South	AM	WB Stop	WB Left	28	D	-	-
		PM		WB Right	39	E	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	12	B
		PM		-	-	-	11	B
3	Bonanza Drive / Deer Valley Drive (SR-224)	AM	Signal	-	-	-	12	B
		PM		-	-	-	13	B

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

Source: Fehr & Peers.

As shown in **Table 8**, all study intersections operated within acceptable LOS (LOS C or better), with the exception of the westbound approach at the Deer Valley Drive North / Deer Valley Drive South intersection in the AM peak hour and PM peak hour, which operates at LOS D and LOS E, respectively. This was caused by the high volumes of vehicles exiting the Snow Park area making a westbound right turn onto Deer Valley Drive South. The westbound right movement is stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive South.

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 Park Avenue / Deer Valley Drive in the PM peak hour.

6.4 Mitigation Measures

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



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

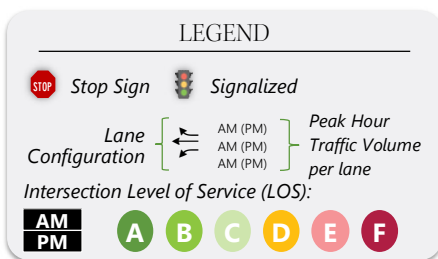
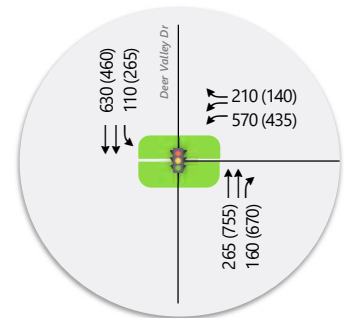
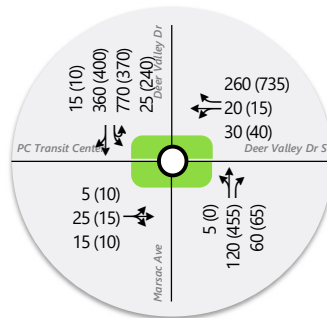
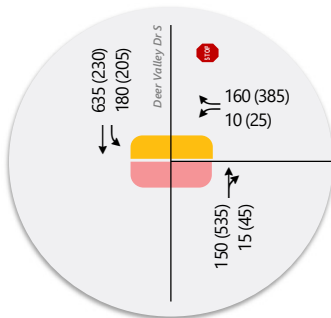


Figure 6
Opening Year 2022 Background Saturday AM & PM
Peak Hour Traffic Conditions



7. Opening Year 2022 plus Project Conditions

7.1 Purpose

The purpose of the opening year 2022 plus project conditions analysis is to evaluate the impact of the proposed development traffic on the surrounding roadway network in the year 2022, the proposed opening year of the development. In order to analyze this impact, the projected 2022 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 proposed project in opening year 2022.

7.2 Traffic Volumes

Project-generated traffic (**Figure 4**) was added to the opening year 2022 background volumes (**Figure 6**) to yield “opening year 2022 plus project” Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 7**.

The site plan for the concept master plan for Snow Park Village shows re-alignment of the Deer Valley Drive North / Deer Valley Drive South intersection. The intersection is currently a T-intersection with free-flow movement north/south along Deer Valley Drive South and stop-control on the westbound approach on Deer Valley Drive North. The proposed re-alignment allows free-flow movement east/west along Deer Valley Drive North and stop-control on the northbound approach on Deer Valley Drive South. Deer Valley Drive South on the west end will serve as a primary transit route to access the proposed transit hub on Doe Pass Road, and also serve private vehicles accessing Royal Street. Deer Valley Drive North (connecting to Deer Valley Drive east) will serve as the primary vehicular route to access the Snow Park Lodge drop-off/pick-up area and parking structure accesses. To account for this shift in primary routes internally, it was assumed that 80% of the total traffic would use Deer Valley Drive North (connecting to Deer Valley Drive East) and 20% of the total traffic would use Deer Valley Drive South). Background traffic was shifted and modified to account for the proposed internal circulation.

7.3 Level of Service Analysis

Using Synchro software (for signalized and unsignalized intersections) and SIDRA software (for the roundabout) and the HCM 6 delay thresholds provided in the Introduction, opening year 2022 plus project Saturday AM and PM peak hour LOS were computed for each study intersection. The results of the analysis are reported in **Table 9** (see Appendix for the detailed LOS report).

Table 9: Opening Year 2022 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South	AM	NB Stop	NB Left	27	D	-	-
		PM		NB Left	88	F	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	13	B
		PM		-	-	-	12	B
3	Bonanza Drive / Deer Valley Drive (SR-224)	AM	Signal	-	-	-	12	B
		PM		-	-	-	13	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

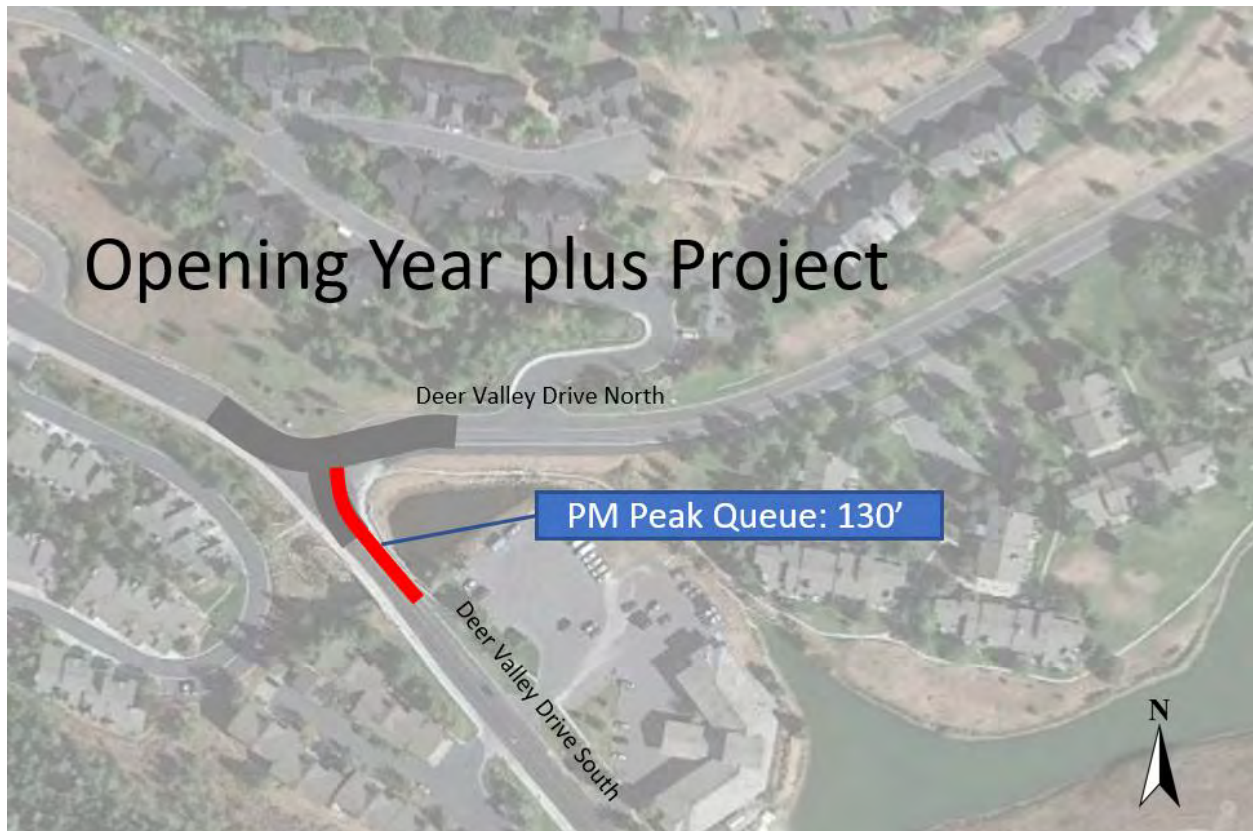
2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 9**, the Deer Valley Drive / Marsac Avenue roundabout and Bonanza Drive / Deer Valley Drive signal both operate at acceptable LOS (LOS C or better) for opening year plus project conditions. However, the Deer Valley Drive North / Deer Valley Drive South operates at LOS D and LOS F in the Saturday AM peak hour and PM peak hour, respectively. This is due to the stop-controlled northbound vehicles experiencing delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. The expected 95th percentile queue length for the northbound left movement reported in Synchro is about 130 feet for the PM peak hour. The figure below shows the 95th percentile queue.

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 9** are likely overstated.



7.4 Mitigation Measures

As stated previously, the stop-controlled northbound vehicles experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. It should be noted that as vehicles experience delay on the northbound movement, drivers have the option to avoid this delay by approaching this intersection via the free-flow westbound approach by looping around and using Deer Valley Drive East. It should also be noted that the delay at this intersection could be of concern, especially since the transit vehicles will likely experience the delay. A potential mitigation for this intersection is to provide a traffic signal with capabilities to provide transit priority. This potential mitigation of a traffic signal was analyzed and recommended for this study, when warrants are met. The signal analysis results are shown in **Table 10** (see Appendix for the detailed LOS report).

As shown in **Table 10**, the Deer Valley Drive North / Deer Valley Drive South intersection operates at LOS A for both Saturday AM and PM peak hours as a signalized intersection.



Table 10: Opening Year 2022 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South ²	AM	Signal	-	-	-	6	A
		PM		-	-	-	7	A
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	13	B
		PM		-	-	-	12	B
3	Bonanza Drive / Deer Valley Drive (SR-224) ²	AM	Signal	-	-	-	12	B
		PM		-	-	-	13	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

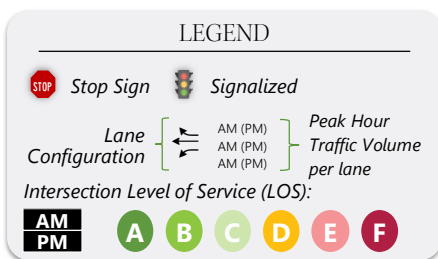
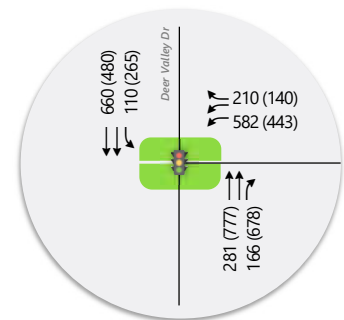
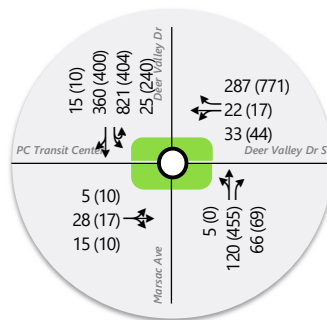
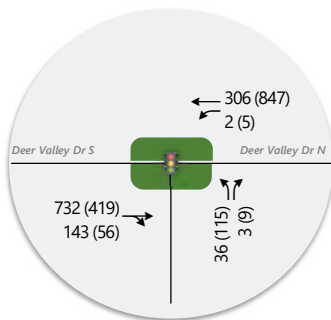


Figure 7
Opening Year 2022 + Project Saturday AM & PM
Peak Hour Traffic Conditions



8. Future 2040 Background Conditions

8.1 Purpose

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

8.2 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 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 growth rates used on the following roadways to project 2040 background weekday volumes as shown in **Figure 8**.

- 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 South
- 0.8% on Deer Valley Drive (SR-224) south of Deer Valley Drive South
- 1.2% on Bonanza Drive
- 0.4% on Marsac Avenue

8.3 Level of Service Analysis

Using Synchro 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 11** (see Appendix for the detailed LOS report).



Table 11: Future 2040 Background Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South	AM	WB Stop	WB Left	39	E	-	-
		PM		WB Right	117	F	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	16	C
		PM		-	-	-	14	B
3	Bonanza Drive / Deer Valley Drive (SR-224)	AM	Signal	-	-	-	12	B
		PM		-	-	-	18	B

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
- Source: Fehr & Peers.

As shown in **Table 11**, all study intersections operated within acceptable levels of service, with the exception of the westbound approach at the Deer Valley Drive North / Deer Valley Drive South intersection in both AM and PM peak hours, which operates at LOS E and LOS F, respectively. This was caused by the high volumes of inbound traffic on Deer Valley Drive South making it difficult for vehicles to turn left from Deer Valley Drive North in the AM peak hour, and the high volumes of vehicles exiting the Snow Park area making a westbound right turn onto Deer Valley Drive South in the PM peak hour. The westbound movements are stop-controlled, making it difficult for vehicles to find a gap and turn onto Deer Valley Drive South.

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 Park Avenue / Deer Valley Drive in the PM peak hour.

8.4 Mitigation Measures

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



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

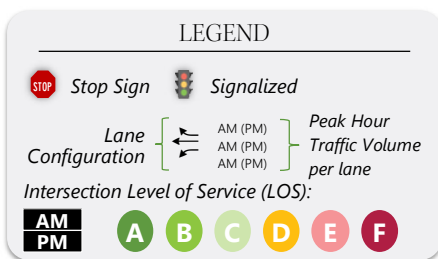
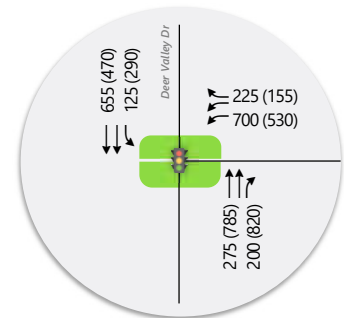
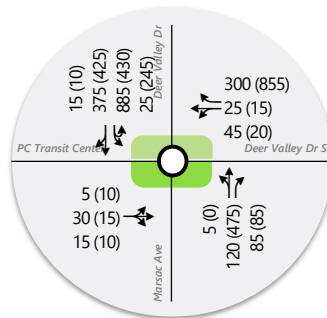
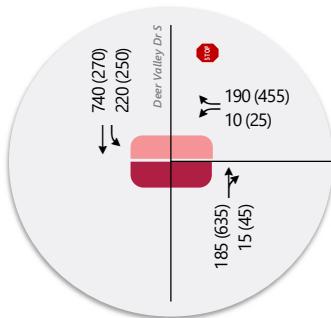


Figure 8
Future 2040 Background Saturday AM & PM
Peak Hour Traffic Conditions



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. In order 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 4**) was added to the future 2040 background volumes (**Figure 8**) to yield “future 2040 plus project” Saturday AM and PM peak hour traffic volumes at the study intersections as shown in **Figure 9**.

The site plan for the concept master plan for Snow Park Village shows re-alignment of the Deer Valley Drive North / Deer Valley Drive South intersection. The intersection is currently a T-intersection with free-flow movement north/south along Deer Valley Drive South and stop-control on the westbound approach on Deer Valley Drive North. The proposed re-alignment allows free-flow movement east/west along Deer Valley Drive North and stop-control on the northbound approach on Deer Valley Drive South. Deer Valley Drive South on the west end will serve as a primary transit route to access the proposed transit hub on Doe Pass Road, and also serve private vehicles accessing Royal Street. Deer Valley Drive North (connecting to Deer Valley Drive east) will serve as the primary vehicular route to access the Snow Park Lodge drop-off/pick-up area and parking structure accesses. To account for this shift in primary routes internally, it was assumed that 80% of the total traffic would use Deer Valley Drive North (connecting to Deer Valley Drive East) and 20% of the total traffic would use Deer Valley Drive South). Background traffic was shifted and modified to account for the proposed internal circulation.

9.3 Level of Service Analysis

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

Table 12: Future 2040 plus Project Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South	AM	NB Stop	NB Left	38	E	-	-
		PM		NB Left	283	F	-	-
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	19	C
		PM		-	-	-	15	C
3	Bonanza Drive / Deer Valley Drive (SR-224)	AM	Signal	-	-	-	13	B
		PM		-	-	-	18	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.

As shown in **Table 12**, the Deer Valley Drive / Marsac Avenue roundabout and Bonanza Drive / Deer Valley Drive signal both operate at acceptable LOS for opening year plus project conditions. However, the Deer Valley Drive North / Deer Valley Drive South operates at LOS E in the Saturday AM peak hour and LOS F in the Saturday PM peak hour. This is due to the stop-controlled northbound vehicles experiencing delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. The expected 95th percentile queue length for the northbound left movement reported in Synchro is about 250 feet for the PM peak hour. The figure below shows the 95th percentile queue.



9.4 Mitigation Measures

As stated previously, the stop-controlled northbound vehicles experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. It should be noted that the delay at this intersection could be of concern, especially since the transit vehicles will likely experience the delay. A potential mitigation for this intersection is to provide a traffic signal with capabilities to provide transit priority. This potential mitigation of a traffic signal was analyzed and recommended for this study, when warrants are met. The signal analysis results are shown in **Table 13** (see Appendix for the detailed LOS report).

As shown in **Table 13**, the Deer Valley Drive North / Deer Valley Drive South intersection operates at LOS A for both Saturday AM and PM peak hours as a signalized intersection.



Table 13: Future 2040 plus Project Mitigated Conditions Saturday AM & PM Peak Hour Level of Service

Intersection				Worst Movement ¹			Overall Intersection ²	
ID	Location	Period	Control	Movement ³	Delay Sec/Veh	LOS	Avg. Delay Sec/Veh	LOS
1	Deer Valley Drive North / Deer Valley Drive South ²	AM	Signal	-	-	-	6	A
		PM		-	-	-	8	A
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	Roundabout	-	-	-	19	C
		PM		-	-	-	15	C
3	Bonanza Drive / Deer Valley Drive (SR-224) ²	AM	Signal	-	-	-	13	B
		PM		-	-	-	18	B

1. This represents the worst approach LOS and delay (seconds/vehicle) and is only reported for unsignalized intersections.

2. This represents the overall intersection LOS and delay (seconds/vehicle).

3. NB=Northbound, SB=Southbound, EB=Eastbound, WB=Westbound

Source: Fehr & Peers.



1. Deer Valley Dr S/
Deer Valley Dr N

2. Deer Valley Dr/Marsac Ave/
PC Transit Center/Deer Valley Dr S

3. Deer Valley Dr/Bonanza Dr

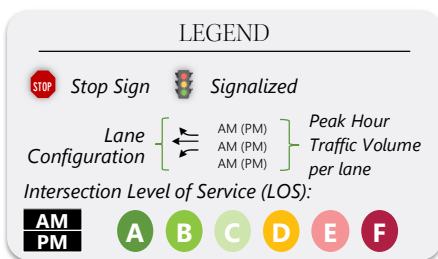
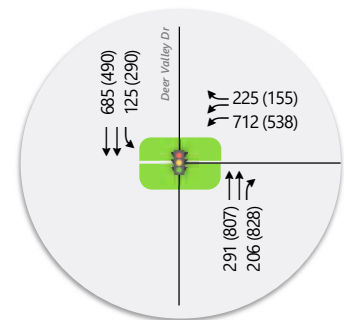
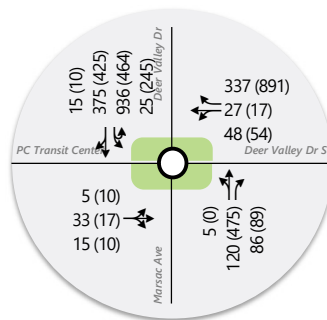
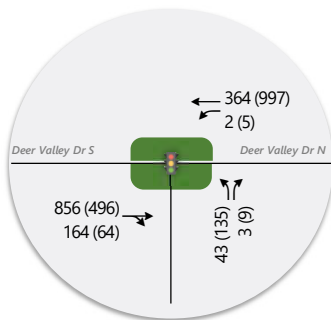


Figure 9
Future 2040 + Project Saturday AM & PM
Peak Hour Traffic Conditions



10. TDM Analysis

10.1 Purpose

The purpose of the TDM analysis is to evaluate the impact of additional reductions to the generated trips due to various TDM strategies. An additional 11% reduction to generated trips were estimated due to the implementation and enforcement of TDM strategies. Intersection LOS analyses were then performed for the opening day plus project and 2040 plus project conditions. TDM strategies (which were proposed by the Deer Valley Ski Resort) in this analysis included:

- Develop and promote commute trip reduction program
- Incentivize employees to use transit (take opportunity of the proposed transit hub on site)
- Provide a staff-operated shuttle service for employees for Summit County residents, and a contracted bus service from residents outside of Summit County
- Provide a ride-share program
- Provide an on-site childcare services

10.2 Trip Generation

The external vehicle trips expected to be generated by the proposed Snow Park Village redevelopment and the percent reductions due to TDM strategies, on top of reductions to internal capture, shift to transit, and shift to walk/bike, are shown in **Table 14** below.

Table 14: Snow Park Village Saturday Trip Generation – with TDM Reduction

Time Period	Project Gross Trips	Net External Vehicle Trips ¹	TDM Reduction		New Net External Vehicle Trips
			Percent	Vehicles	
Daily	4,176	1,380	11%	459	921
AM Peak Hour	214	92	11%	24	68
PM Peak Hour	328	81	11%	36	45

1. Reductions due to internal capture, shift to transit, and shift to walk/bike applied, as described in Section 4 of this report.
Source: Fehr & Peers.

10.3 Level of Service Analysis

Using Synchro software (for signalized and unsignalized intersections) and SIDRA software (for roundabouts) and the HCM 6 delay thresholds provided in the Introduction, Saturday AM and PM peak hour LOS were computed for each study intersection for existing 2020 plus project, opening day 2022 plus project, and future 2040 plus project conditions. **Table 15** below shows a comparison of the LOS and delay at the study intersections with and without the TDM reductions, for mitigated conditions. As shown in **Table 15**, the delay is reduced slightly at several intersections due to lower volumes from TDM reductions.

Table 15: Snow Park Village TDM Reduction Saturday Peak Hour Level of Service Summary

Intersection			Existing + Project	Existing + Project (TDM Reduction)	2022 + Project	2022 + Project (TDM Reduction)	2040 + Project	2040 + Project (TDM Reduction)
ID	Location	Period	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹	LOS & Sec/Veh ¹
1	Deer Valley Dr S / Deer Valley Dr N	AM	A / 6	A / 6	A / 6	A / 6	A / 6	A / 6
		PM	A / 7	A / 6	A / 7	A / 7	A / 8	A / 7
2	Deer Valley Drive (SR-224) / Marsac Avenue / Bus Terminal	AM	B / 12	B / 11	B / 13	B / 12	C / 19	C / 18
		PM	B / 12	B / 11	B / 12	B / 12	C / 15	C / 15
3	Deer Valley Dr / Bonanza	AM	B / 11	B / 11	B / 12	B / 12	B / 13	B / 13
		PM	B / 13	B / 13	B / 13	B / 13	B / 18	B / 18

1. Intersection average LOS and delay for signalized intersections and roundabouts, worst movement LOS and delay for unsignalized intersections.

Source: Fehr & Peers.



11. Roadway Analysis

11.1 Purpose

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

11.2 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.

As stated previously, the concept master plan for Snow Park Village shows Deer Valley Drive North (connecting to Deer Valley Drive East) as the primary vehicular route to access the Snow Park Lodge and parking structure access, and Deer Valley Drive South on the west end as the primary transit route to access the proposed transit hub. The same assumption used for previous analyses (80% of total traffic using Deer Valley Drive North and 20% of total traffic using Deer Valley Drive South) 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 with the current 2-lane configuration for all scenarios. The 2-lane roadway shows sufficient capacity for the expected traffic at Snow Park Village.



Table 17: Snow Park Village Roadway LOS Analysis Summary

Scenario	Saturday Peak Hour	Deer Valley Dr S (South of Y-Intersection)		Deer Valley Dr N (East of Y- Intersection)		Deer Valley Dr E	
		Two-Way Volume ¹	LOS	Two-Way Volume ¹	LOS	Two-Way Volume ¹	LOS
Existing	AM	650	A/B	400	A/B	400	A/B
	PM	800	A/B	620	A/B	470	A/B
Existing plus Project	AM	240	A/B	910	C	910	C
	PM	310	A/B	1,200	C	1,050	C
Opening Year 2022 plus Project	AM	240	A/B	920	C	920	C
	PM	310	A/B	1,220	C	1,060	C
Future 2040 plus Project	AM	280	A/B	1,060	C	1,060	C
	PM	360	A/B	1,410	C	1,240	C

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



12. Parking Analysis

12.1 Purpose

The purpose of the parking analysis is to evaluate the proposed parking supply and demand.

12.2 Analysis Results

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 February 18, 2021):

- 40,000 square feet of ballroom/event center space
- 125 multifamily housing units
- 192 hotel rooms with 4,500 square feet of hotel support uses.
- 26,500 square feet of commercial/retail space

The development is also proposed to include the Deer Valley Ski resort and other land uses in support of the resort. It should be noted that the land uses supporting the ski resort will not be parking generators; rather, the ski resort will be the parking generator, and the support land uses serve as accessories to the resort.

Fehr & Peers used the methodology outlined in Urban Land Institute's (ULI) *Shared Parking* to determine the recommended number of parking spaces at the resort. The methods outlined in *Shared Parking* are considered national state-of-the-practice for determining shared parking reductions. It provides instruction for reducing parking requirements for mixed use developments.

The ULI manual includes baseline parking rates that are informed by parking counts performed across the United States. While these are generally acceptable in many land use contexts, the baseline ULI parking rates are based on nationwide suburban area parking counts and do not consider the unique travel patterns in the study area. Therefore, this analysis was performed using parking rates based on the parking requirements outlined in Park City zoning code.

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

- Proposed land use characteristics, as described in the introduction,



- Parking rates from Park City zoning code.
- Monthly adjustment factors from *Shared Parking*.
- Time-of day adjustment factors from *Shared Parking*.
- Noncaptive ratios (internal capture) rates calculated using ULI's *Shared Parking* spreadsheet tool.
- Mode adjustment (walking, biking, transit) rates calculated using ULI's *Shared Parking* spreadsheet tool.
- Parking counts at the resort collected during ski season from 2016 to 2020.
 - o These counts showed an average February Saturday parking rate of 1,421 stalls at the resort. This was rounded up to assume 1,500 stalls for day skiers and employees.

From the planned land uses that generate parking and the recommended rates from the Park City zoning code, the base required parking was calculated to be 2,262 stalls. This however does not account for paid parking (which is proposed in future plans for the parking structure) and shared parking. As stated in section 4.3 of this study, a reduction of up to 17% daily was calculated from Fehr & Peers' Parking Cost+ tool due to paid parking. Also, from the shared parking analysis, a reduction of up to 9% reduction was calculated due to the factors listed above. This results in a potential reduction of up to 26% in recommended parking due to paid parking and shared parking. For this study, a 20% reduction was assumed to be applicable due to factors such as existing and proposed land uses and expected growth, and was applied to the base required parking. **Table 18** outlines the number of recommended stalls with the reduction due to paid parking and shared parking. Shared parking calculations are attached in the Appendix.

Table 18: Snow Park Village Parking Analysis Summary

Base Recommended Stalls	% Reduction (Paid Parking and Shared Parking)	Stalls Reduced (Paid Parking and Shared Parking)	Net Recommended Stalls
2,262	20%	452	1,810

Source: Fehr & Peers

As shown in **Table 18**, with the expected reductions due to paid parking and shared parking, it is recommended that a minimum of 1,810 stalls be provided for the proposed Snow Park Village development. It should be noted that phasing and ongoing refinement of the land use program may adjust the base parking rates and recommendations.



12.3 Parking Management

The traffic circulation within the parking structure and the access roadways depends on the efficiency of the operation of the tolled parking structure. It is recommended that the parking management, such as tolling technology and structure accesses, be planned to provide efficient operations and traffic circulation.



13. Conclusion/Recommendations

All study intersections, except for the intersection at Deer Valley Drive North / Deer Valley Drive South, operate within acceptable LOS (LOS C or better) during all analysis scenarios: Existing 2020, Opening Year 2022, and Future 2040 Background and Plus Project conditions. The Deer Valley Drive North / Deer Valley Drive South intersection operates at an unacceptable LOS in both Saturday AM and PM peak hours during all analysis scenarios. No mitigations are recommended for the unacceptable delays in the Existing 2020 Condition or 2022 and 2040 Background conditions due to the re-alignment of the intersection in the project site plan. In plus project conditions, the re-alignment of the intersection shifts the delay to the northbound approach, which becomes the new side-street stop control. Due to the stop-controlled northbound movement, vehicles experience delay trying to find a gap in the inbound/outbound resort traffic to turn left to exit the resort. A potential mitigation of a traffic signal with capabilities to provide transit priority was analyzed for this study. The Deer Valley Drive North / Deer Valley Drive South intersection operates at LOS A for all scenarios as a signalized intersection. This signal alternative is recommended at this intersection when warrants are met. Planned TDM strategies also additionally reduce delay at several study intersections.



Appendix

Intersection						
Int Delay, s/veh	2.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	156	147	15	176	627
Future Vol, veh/h	7	156	147	15	176	627
Conflicting Peds, #/hr	7	7	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	166	156	16	187	667
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1213	172	0	0	173	0
Stage 1	165	-	-	-	-	-
Stage 2	1048	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	201	872	-	-	1404	-
Stage 1	864	-	-	-	-	-
Stage 2	338	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	173	865	-	-	1403	-
Mov Cap-2 Maneuver	173	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.8	0	1.7			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 173 865	1403	-		
HCM Lane V/C Ratio	-	- 0.043 0.192	0.133	-		
HCM Control Delay (s)	-	- 26.7 10.1	8	-		
HCM Lane LOS	-	- D B	A	-		
HCM 95th %tile Q(veh)	-	- 0.1 0.7	0.5	-		

MOVEMENT SUMMARY

 **Site: 101 [Existing AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.157	13.4	LOS B	0.6	14.5	0.63	0.63	0.63	33.7
8	T1	127	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	34.3
18b	R3	62	3.0	0.157	7.8	LOS A	0.6	14.5	0.63	0.63	0.63	32.5
Approach		189	3.5	0.157	7.9	LOS A	0.6	14.5	0.63	0.63	0.63	33.7
SouthEast: RoadName												
3bx	L3	32	3.0	0.142	4.3	LOS A	0.5	14.7	0.29	0.17	0.29	35.9
3ax	L1	19	100.0	0.142	7.1	LOS A	0.5	14.7	0.29	0.17	0.29	34.5
18ax	R1	269	3.0	0.142	4.3	LOS A	0.6	15.2	0.29	0.17	0.29	35.6
Approach		320	8.8	0.142	4.4	LOS A	0.6	15.2	0.29	0.17	0.29	35.5
North: Deer Valley Drive												
7u	U	23	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	30.4
7a	L1	804	3.0	0.748	14.3	LOS B	8.6	221.4	0.52	0.26	0.52	29.5
4	T1	378	3.0	0.748	8.1	LOS A	8.6	221.4	0.32	0.15	0.32	33.5
14	R2	12	100.0	0.204	7.2	LOS A	0.9	23.5	0.20	0.09	0.20	34.5
Approach		1217	3.9	0.748	12.3	LOS B	8.6	221.4	0.45	0.23	0.45	30.7
West: Transit Center												
5	L2	2	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.6
12a	R1	23	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.2
12	R2	13	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	28.6
Approach		38	100.0	0.159	18.6	LOS C	0.3	11.7	0.68	0.68	0.68	29.0
All Vehicles		1765	6.9	0.748	10.5	LOS B	8.6	221.4	0.45	0.27	0.45	31.7

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Traffic Volume (veh/h)	553	198	263	151	105	631
Future Volume (veh/h)	553	198	263	151	105	631
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	576	206	274	157	109	657
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	722	331	1107	868	539	1761
Arrive On Green	0.25	0.25	0.32	0.32	0.08	0.52
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	576	206	274	157	109	657
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.5	6.3	2.7	2.3	1.7	5.3
Cycle Q Clear(g_c), s	8.5	6.3	2.7	2.3	1.7	5.3
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	722	331	1107	868	539	1761
V/C Ratio(X)	0.80	0.62	0.25	0.18	0.20	0.37
Avail Cap(c_a), veh/h	1581	725	2517	1497	1136	4362
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.5	11.5	4.8	7.8	6.7
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.6	0.1	0.8	1.0	0.5	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	16.2	11.5	4.8	7.9	6.8
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	782		431			766
Approach Delay, s/veh	16.9		9.1			6.9
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	20.9		16.5		29.8
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	26	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.7	4.7		10.5		7.3
Green Ext Time (p_c), s	0.1	0.9		0.9		2.2

Intersection Summary

HCM 6th Ctrl Delay	11.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	11.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	23	379	526	41	199	223
Future Vol, veh/h	23	379	526	41	199	223
Conflicting Peds, #/hr	2	2	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	408	566	44	214	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1261	593	0	0	613	0
Stage 1	591	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	188	506	-	-	966	-
Stage 1	553	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	146	504	-	-	963	-
Mov Cap-2 Maneuver	146	-	-	-	-	-
Stage 1	551	-	-	-	-	-
Stage 2	395	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	35.7	0	4.6			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 146 504	963	-		
HCM Lane V/C Ratio	-	- 0.169 0.809	0.222	-		
HCM Control Delay (s)	-	- 34.6 35.8	9.8	-		
HCM Lane LOS	-	- D E	A	-		
HCM 95th %tile Q(veh)	-	- 0.6 7.7	0.8	-		

MOVEMENT SUMMARY

 **Site: 101 [Existing PM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.344	13.5	LOS B	1.5	38.8	0.64	0.65	0.68	32.9
8	T1	454	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.8
18b	R3	62	3.0	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	32.1
Approach		516	3.2	0.344	9.0	LOS A	1.5	38.8	0.64	0.65	0.68	33.6
SouthEast: RoadName												
3bx	L3	36	3.0	0.559	14.3	LOS B	3.7	97.6	0.74	0.91	1.23	31.7
3ax	L1	13	100.0	0.559	19.1	LOS C	3.7	97.6	0.74	0.91	1.23	30.4
18ax	R1	732	3.0	0.559	14.2	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
Approach		782	4.6	0.559	14.3	LOS B	3.8	98.4	0.75	0.91	1.23	31.0
North: Deer Valley Drive												
7u	U	242	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.9
7a	L1	368	3.0	0.617	10.2	LOS B	5.3	134.5	0.36	0.17	0.36	31.0
4	T1	398	3.0	0.617	7.1	LOS A	5.3	134.5	0.27	0.12	0.27	33.7
14	R2	6	100.0	0.169	6.8	LOS A	0.7	18.8	0.18	0.08	0.18	34.6
Approach		1014	3.6	0.617	9.0	LOS A	5.3	134.5	0.32	0.15	0.32	32.2
West: Transit Center												
5	L2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	31.0
12a	R1	12	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
12	R2	5	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	29.9
Approach		22	100.0	0.078	14.1	LOS B	0.1	5.8	0.61	0.61	0.61	30.5
All Vehicles		2334	4.8	0.617	10.8	LOS B	5.3	134.5	0.54	0.52	0.71	32.1

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Traffic Volume (veh/h)	419	129	754	651	251	460
Future Volume (veh/h)	419	129	754	651	251	460
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	436	134	785	678	261	479
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	550	252	1405	912	412	2115
Arrive On Green	0.19	0.19	0.41	0.41	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	436	134	785	678	261	479
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.1	5.1	10.0	18.4	4.5	3.5
Cycle Q Clear(g_c), s	8.1	5.1	10.0	18.4	4.5	3.5
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	550	252	1405	912	412	2115
V/C Ratio(X)	0.79	0.53	0.56	0.74	0.63	0.23
Avail Cap(c_a), veh/h	1281	588	2040	1195	805	3535
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.1	20.9	12.8	8.3	9.9	4.8
Incr Delay (d2), s/veh	1.0	0.6	0.1	1.2	1.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.7	3.9	3.2	7.9	1.3	0.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.1	21.6	13.0	9.4	11.0	4.8
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	570		1463			740
Approach Delay, s/veh	22.7		11.3			7.0
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	1.9	29.4		15.8		41.3
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	10.5	20.4		10.1		5.5
Green Ext Time (p_c), s	0.4	3.1		0.6		1.6

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	722	141	1	300	35	3
Future Vol, veh/h	722	141	1	300	35	3
Conflicting Peds, #/hr	0	0	7	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	768	150	1	319	37	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	925	0	1171	851
Stage 1	-	-	-	-	850	-
Stage 2	-	-	-	-	321	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	739	-	213	360
Stage 1	-	-	-	-	419	-
Stage 2	-	-	-	-	735	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	734	-	211	357
Mov Cap-2 Maneuver	-	-	-	-	211	-
Stage 1	-	-	-	-	416	-
Stage 2	-	-	-	-	734	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		24.9	
HCM LOS	C					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	211	357	-	-	734	-
HCM Lane V/C Ratio	0.176	0.009	-	-	0.001	-
HCM Control Delay (s)	25.7	15.2	-	-	9.9	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	0.6	0	-	-	0	-

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.172	14.4	LOS B	0.6	15.7	0.64	0.64	0.64	33.4
8	T1	127	3.0	0.172	8.5	LOS A	0.6	15.8	0.64	0.64	0.64	34.0
18b	R3	68	3.0	0.172	8.4	LOS A	0.6	15.8	0.64	0.64	0.64	32.2
Approach		196	3.5	0.172	8.5	LOS A	0.6	15.8	0.64	0.64	0.64	33.4
SouthEast: RoadName												
3bx	L3	35	3.0	0.157	4.4	LOS A	0.6	16.4	0.29	0.17	0.29	35.9
3ax	L1	21	100.0	0.157	7.3	LOS A	0.6	16.4	0.29	0.17	0.29	34.4
18ax	R1	298	3.0	0.157	4.4	LOS A	0.7	17.0	0.30	0.17	0.30	35.5
Approach		354	8.8	0.157	4.6	LOS A	0.7	17.0	0.30	0.17	0.30	35.5
North: Deer Valley Drive												
7u	U	23	3.0	0.786	16.1	LOS C	10.0	256.6	0.61	0.32	0.61	29.7
7a	L1	859	3.0	0.786	16.1	LOS C	10.0	256.6	0.61	0.32	0.61	28.8
4	T1	378	3.0	0.786	8.5	LOS A	10.0	256.6	0.34	0.17	0.34	33.4
14	R2	12	100.0	0.215	7.3	LOS A	0.9	24.9	0.22	0.10	0.22	34.4
Approach		1271	3.9	0.786	13.8	LOS B	10.0	256.6	0.52	0.27	0.52	30.1
West: Transit Center												
5	L2	2	100.0	0.182	20.1	LOS C	0.3	13.3	0.70	0.70	0.70	29.0
12a	R1	27	100.0	0.182	20.1	LOS C	0.3	13.3	0.70	0.70	0.70	28.6
12	R2	13	100.0	0.182	20.1	LOS C	0.3	13.3	0.70	0.70	0.70	28.0
Approach		41	100.0	0.182	20.1	LOS C	0.3	13.3	0.70	0.70	0.70	28.5
All Vehicles		1863	6.9	0.786	11.6	LOS B	10.0	256.6	0.50	0.30	0.50	31.3

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing Plus Project AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	565	198	279	157	105	661
Future Volume (veh/h)	565	198	279	157	105	661
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	589	206	291	164	109	689
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	734	337	1101	872	527	1752
Arrive On Green	0.25	0.25	0.32	0.32	0.08	0.51
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	589	206	291	164	109	689
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.8	6.3	2.9	2.4	1.8	5.7
Cycle Q Clear(g_c), s	8.8	6.3	2.9	2.4	1.8	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	734	337	1101	872	527	1752
V/C Ratio(X)	0.80	0.61	0.26	0.19	0.21	0.39
Avail Cap(c_a), veh/h	1572	721	2502	1497	1120	4337
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.4	11.7	4.8	7.9	6.9
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.7	0.1	0.9	1.0	0.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.1	16.1	11.7	4.8	8.0	7.0
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	795		455			798
Approach Delay, s/veh	16.9		9.2			7.1
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	20.9		16.7		29.8
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	26	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.8	4.9		10.8		7.7
Green Ext Time (p_c), s	0.1	1.0		0.9		2.4

Intersection Summary

HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	6.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	407	55	5	834	113	8
Future Vol, veh/h	407	55	5	834	113	8
Conflicting Peds, #/hr	0	0	2	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	438	59	5	897	122	9
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	499	0	1377	473
Stage 1	-	-	-	-	470	-
Stage 2	-	-	-	-	907	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1065	-	160	591
Stage 1	-	-	-	-	629	-
Stage 2	-	-	-	-	394	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1063	-	159	588
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	392	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		73.1	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	159	588	-	-	1063	-
HCM Lane V/C Ratio	0.764	0.015	-	-	0.005	-
HCM Control Delay (s)	77.5	11.2	-	-	8.4	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	4.8	0	-	-	0	-

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project PM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.359	14.2	LOS B	1.6	42.0	0.65	0.68	0.75	32.7
8	T1	454	3.0	0.359	9.5	LOS A	1.6	42.1	0.65	0.68	0.75	33.5
18b	R3	66	3.0	0.359	9.5	LOS A	1.6	42.1	0.65	0.68	0.75	31.9
Approach		520	3.2	0.359	9.5	LOS A	1.6	42.1	0.65	0.68	0.75	33.3
SouthEast: RoadName												
3bx	L3	40	3.0	0.590	15.3	LOS C	4.2	109.8	0.76	0.94	1.31	31.3
3ax	L1	15	100.0	0.590	20.1	LOS C	4.2	109.8	0.76	0.94	1.31	29.9
18ax	R1	769	3.0	0.590	15.2	LOS C	4.3	110.8	0.76	0.95	1.31	30.6
Approach		824	4.8	0.590	15.3	LOS C	4.3	110.8	0.76	0.95	1.31	30.6
North: Deer Valley Drive												
7u	U	242	3.0	0.642	10.9	LOS B	5.7	146.4	0.40	0.20	0.40	31.6
7a	L1	402	3.0	0.642	10.9	LOS B	5.7	146.4	0.40	0.20	0.40	30.7
4	T1	398	3.0	0.642	7.3	LOS A	5.7	146.4	0.29	0.14	0.29	33.6
14	R2	6	100.0	0.176	6.9	LOS A	0.8	19.7	0.20	0.09	0.20	34.5
Approach		1048	3.6	0.642	9.5	LOS A	5.7	146.4	0.36	0.18	0.36	32.0
West: Transit Center												
5	L2	5	100.0	0.088	14.8	LOS B	0.1	6.5	0.62	0.62	0.62	30.8
12a	R1	14	100.0	0.088	14.8	LOS B	0.1	6.5	0.62	0.62	0.62	30.3
12	R2	5	100.0	0.088	14.8	LOS B	0.1	6.5	0.62	0.62	0.62	29.7
Approach		24	100.0	0.088	14.8	LOS B	0.1	6.5	0.62	0.62	0.62	30.3
All Vehicles		2417	4.9	0.642	11.5	LOS B	5.7	146.4	0.56	0.55	0.77	31.7

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing Plus Project PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	427	129	776	659	251	480
Future Volume (veh/h)	427	129	776	659	251	480
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	445	134	808	686	261	500
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	558	256	1413	920	405	2117
Arrive On Green	0.19	0.19	0.41	0.41	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	445	134	808	686	261	500
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.4	5.2	10.5	18.8	4.5	3.8
Cycle Q Clear(g_c), s	8.4	5.2	10.5	18.8	4.5	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	558	256	1413	920	405	2117
V/C Ratio(X)	0.80	0.52	0.57	0.75	0.64	0.24
Avail Cap(c_a), veh/h	1262	579	2009	1185	790	3481
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.4	21.1	13.0	8.3	10.2	4.9
Incr Delay (d2), s/veh	1.0	0.6	0.1	1.3	1.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.8	0.0	3.4	8.2	1.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	23.4	21.7	13.2	9.5	11.4	4.9
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	579		1494			761
Approach Delay, s/veh	23.0		11.5			7.1
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	1.9	29.9		16.1		41.8
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	10.5	20.8		10.4		5.8
Green Ext Time (p_c), s	0.4	3.2		0.6		1.6

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Existing Plus Project AM - Signal

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	722	141	1	300	35	3
Future Volume (veh/h)	722	141	1	300	35	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	768	150	1	319	37	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	967	189	348	1189	232	206
Arrive On Green	0.64	0.64	0.64	0.64	0.13	0.13
Sat Flow, veh/h	1520	297	609	1870	1781	1585
Grp Volume(v), veh/h	0	918	1	319	37	3
Grp Sat Flow(s),veh/h/ln	0	1817	609	1870	1781	1585
Q Serve(g_s), s	0.0	14.3	0.0	2.9	0.7	0.1
Cycle Q Clear(g_c), s	0.0	14.3	14.3	2.9	0.7	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1155	348	1189	232	206
V/C Ratio(X)	0.00	0.79	0.00	0.27	0.16	0.01
Avail Cap(c_a), veh/h	0	1791	561	1844	839	746
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.2	10.4	3.1	14.9	14.6
Incr Delay (d2), s/veh	0.0	1.4	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0	0.5	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.6	10.4	3.2	15.2	14.6
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	918			320	40	
Approach Delay, s/veh	6.6			3.2	15.1	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	28.9		28.9		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	37.9		37.9		18.1	
Max Q Clear Time (g_c+I1), s	16.3		16.3		2.7	
Green Ext Time (p_c), s	8.2		2.0		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			6.0			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Existing Plus Project PM - Signal

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↖
Traffic Volume (veh/h)	407	55	5	834	113	8
Future Volume (veh/h)	407	55	5	834	113	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	438	59	5	897	122	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	986	133	620	1143	247	220
Arrive On Green	0.61	0.61	0.61	0.61	0.14	0.14
Sat Flow, veh/h	1614	217	901	1870	1781	1585
Grp Volume(v), veh/h	0	497	5	897	122	9
Grp Sat Flow(s),veh/h/ln	0	1831	901	1870	1781	1585
Q Serve(g_s), s	0.0	5.2	0.1	12.9	2.3	0.2
Cycle Q Clear(g_c), s	0.0	5.2	5.3	12.9	2.3	0.2
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1119	620	1143	247	220
V/C Ratio(X)	0.00	0.44	0.01	0.78	0.49	0.04
Avail Cap(c_a), veh/h	0	1678	895	1714	890	792
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.7	5.2	5.2	14.3	13.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.4	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	2.5	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.0	5.2	6.7	15.9	13.5
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	497			902	131	
Approach Delay, s/veh	4.0			6.6	15.7	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	26.5		26.5		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	33.0		33.0		18.0	
Max Q Clear Time (g_c+I1), s	7.2		14.9		4.3	
Green Ext Time (p_c), s	3.6		7.1		0.3	
Intersection Summary						
HCM 6th Ctrl Delay			6.6			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	2.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	160	150	15	180	635
Future Vol, veh/h	10	160	150	15	180	635
Conflicting Peds, #/hr	7	7	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	170	160	16	191	676
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1234	176	0	0	177	0
Stage 1	169	-	-	-	-	-
Stage 2	1065	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	195	867	-	-	1399	-
Stage 1	861	-	-	-	-	-
Stage 2	331	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	167	860	-	-	1398	-
Mov Cap-2 Maneuver	167	-	-	-	-	-
Stage 1	860	-	-	-	-	-
Stage 2	284	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.2	0	1.8			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 167 860	1398	-		
HCM Lane V/C Ratio	-	- 0.064 0.198	0.137	-		
HCM Control Delay (s)	-	- 28 10.2	8	-		
HCM Lane LOS	-	- D B	A	-		
HCM 95th %tile Q(veh)	-	- 0.2 0.7	0.5	-		

MOVEMENT SUMMARY

 **Site: 101 [2022 BG AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.171	14.1	LOS B	0.6	15.6	0.63	0.63	0.63	33.7
8	T1	128	3.0	0.171	8.3	LOS A	0.6	15.8	0.64	0.64	0.64	33.9
18b	R3	64	3.0	0.171	8.2	LOS A	0.6	15.8	0.64	0.64	0.64	32.3
Approach		197	5.6	0.171	8.4	LOS A	0.6	15.8	0.64	0.64	0.64	33.4
SouthEast: RoadName												
3bx	L3	32	3.0	0.149	4.4	LOS A	0.5	15.4	0.31	0.19	0.31	35.8
3ax	L1	21	100.0	0.149	7.3	LOS A	0.5	15.4	0.31	0.19	0.31	34.4
18ax	R1	277	3.0	0.149	4.4	LOS A	0.6	16.0	0.31	0.19	0.31	35.5
Approach		330	9.3	0.149	4.6	LOS A	0.6	16.0	0.31	0.19	0.31	35.4
North: Deer Valley Drive												
7u	U	27	3.0	0.776	15.7	LOS C	9.5	242.6	0.60	0.32	0.60	29.9
7a	L1	819	3.0	0.776	15.7	LOS C	9.5	242.6	0.60	0.32	0.60	29.0
4	T1	383	3.0	0.776	8.8	LOS A	9.5	242.6	0.36	0.19	0.36	33.1
14	R2	16	100.0	0.212	7.3	LOS A	0.9	24.3	0.22	0.11	0.22	34.4
Approach		1245	4.2	0.776	13.5	LOS B	9.5	242.6	0.52	0.28	0.52	30.2
West: Transit Center												
5	L2	5	100.0	0.203	20.2	LOS C	0.3	15.0	0.69	0.69	0.69	28.9
12a	R1	27	100.0	0.203	20.2	LOS C	0.3	15.0	0.69	0.69	0.69	28.5
12	R2	16	100.0	0.203	20.2	LOS C	0.3	15.0	0.69	0.69	0.69	27.9
Approach		48	100.0	0.203	20.2	LOS C	0.3	15.0	0.69	0.69	0.69	28.3
All Vehicles		1819	7.8	0.776	11.5	LOS B	9.5	242.6	0.50	0.31	0.50	31.3

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Background AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	570	210	265	160	110	630
Future Volume (veh/h)	570	210	265	160	110	630
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	594	219	276	167	115	656
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	739	339	1095	872	533	1750
Arrive On Green	0.25	0.25	0.32	0.32	0.08	0.51
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	594	219	276	167	115	656
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.9	6.8	2.8	2.5	1.9	5.4
Cycle Q Clear(g_c), s	8.9	6.8	2.8	2.5	1.9	5.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	739	339	1095	872	533	1750
V/C Ratio(X)	0.80	0.65	0.25	0.19	0.22	0.37
Avail Cap(c_a), veh/h	1563	717	2489	1494	1120	4315
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.6	11.7	4.8	8.0	6.9
Incr Delay (d2), s/veh	0.8	0.8	0.0	0.0	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.7	0.1	0.9	1.1	0.5	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.2	16.4	11.8	4.8	8.1	6.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	813		443			771
Approach Delay, s/veh	17.0		9.2			7.1
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	20.9		16.9		29.9
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	26	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.9	4.8		10.9		7.4
Green Ext Time (p_c), s	0.2	1.0		0.9		2.2

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	12.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	385	535	45	205	230
Future Vol, veh/h	25	385	535	45	205	230
Conflicting Peds, #/hr	2	2	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	414	575	48	220	247
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1291	604	0	0	626	0
Stage 1	602	-	-	-	-	-
Stage 2	689	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	180	498	-	-	956	-
Stage 1	547	-	-	-	-	-
Stage 2	498	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	496	-	-	953	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	545	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	39.1	0	4.7			
HCM LOS	E					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 138 496	953	-		
HCM Lane V/C Ratio	-	- 0.195 0.835	0.231	-		
HCM Control Delay (s)	-	- 37.3 39.2	9.9	-		
HCM Lane LOS	-	- E E	A	-		
HCM 95th %tile Q(veh)	-	- 0.7 8.3	0.9	-		

MOVEMENT SUMMARY

 **Site: 101 [2022 BG PM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.358	14.0	LOS B	1.6	41.8	0.65	0.68	0.73	32.7
8	T1	460	3.0	0.358	9.4	LOS A	1.6	41.8	0.65	0.68	0.73	33.6
18b	R3	66	3.0	0.358	9.4	LOS A	1.6	41.8	0.65	0.68	0.73	32.0
Approach		526	3.2	0.358	9.4	LOS A	1.6	41.8	0.65	0.68	0.73	33.4
SouthEast: RoadName												
3bx	L3	40	3.0	0.580	15.2	LOS C	4.0	104.5	0.75	0.93	1.29	31.3
3ax	L1	15	100.0	0.580	20.0	LOS C	4.0	104.5	0.75	0.93	1.29	30.0
18ax	R1	742	3.0	0.580	15.0	LOS C	4.1	105.5	0.76	0.94	1.29	30.6
Approach		798	4.8	0.580	15.1	LOS C	4.1	105.5	0.76	0.94	1.29	30.7
North: Deer Valley Drive												
7u	U	242	3.0	0.633	10.7	LOS B	5.5	141.6	0.39	0.20	0.39	31.8
7a	L1	374	3.0	0.633	10.7	LOS B	5.5	141.6	0.39	0.20	0.39	30.8
4	T1	404	3.0	0.633	7.4	LOS A	5.5	141.6	0.29	0.14	0.29	33.4
14	R2	10	100.0	0.173	6.9	LOS A	0.7	19.2	0.20	0.09	0.20	34.6
Approach		1030	4.0	0.633	9.4	LOS A	5.5	141.6	0.35	0.17	0.35	32.1
West: Transit Center												
5	L2	10	100.0	0.126	15.3	LOS C	0.2	9.4	0.62	0.62	0.62	30.3
12a	R1	15	100.0	0.126	15.3	LOS C	0.2	9.4	0.62	0.62	0.62	29.9
12	R2	10	100.0	0.126	15.3	LOS C	0.2	9.4	0.62	0.62	0.62	29.3
Approach		35	100.0	0.126	15.3	LOS C	0.2	9.4	0.62	0.62	0.62	29.9
All Vehicles		2390	5.5	0.633	11.4	LOS B	5.5	141.6	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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Organisation: FEHR AND PEERS | Processed: Wednesday, March 3, 2021 3:00:07 PM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Background PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	435	140	755	670	265	460
Future Volume (veh/h)	435	140	755	670	265	460
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	453	146	786	698	276	479
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	563	258	1421	926	412	2129
Arrive On Green	0.19	0.19	0.42	0.42	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	453	146	786	698	276	479
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.8	5.9	10.4	19.8	4.9	3.7
Cycle Q Clear(g_c), s	8.8	5.9	10.4	19.8	4.9	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	563	258	1421	926	412	2129
V/C Ratio(X)	0.80	0.57	0.55	0.75	0.67	0.22
Avail Cap(c_a), veh/h	1225	562	1950	1162	774	3380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.1	21.9	13.2	8.5	10.4	4.9
Incr Delay (d2), s/veh	1.0	0.7	0.1	1.6	1.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.0	4.4	3.4	8.9	1.4	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.1	22.6	13.3	10.0	11.7	4.9
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	599		1484			755
Approach Delay, s/veh	23.7		11.8			7.4
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	2.4	30.7		16.5		43.1
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	10.9	21.8		10.8		5.7
Green Ext Time (p_c), s	0.4	3.0		0.6		1.6

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	732	143	2	306	36	3
Future Vol, veh/h	732	143	2	306	36	3
Conflicting Peds, #/hr	0	0	7	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	779	152	2	326	38	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	938	0	1192	863
Stage 1	-	-	-	-	862	-
Stage 2	-	-	-	-	330	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	730	-	207	354
Stage 1	-	-	-	-	414	-
Stage 2	-	-	-	-	728	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	725	-	205	351
Mov Cap-2 Maneuver	-	-	-	-	205	-
Stage 1	-	-	-	-	411	-
Stage 2	-	-	-	-	726	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		25.7	
HCM LOS	D					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	205	351	-	-	725	-
HCM Lane V/C Ratio	0.187	0.009	-	-	0.003	-
HCM Control Delay (s)	26.6	15.4	-	-	10	-
HCM Lane LOS	D	C	-	-	A	-
HCM 95th %tile Q(veh)	0.7	0	-	-	0	-

MOVEMENT SUMMARY

 **Site: 101 [2022 Plus Project AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.187	15.1	LOS C	0.6	17.0	0.65	0.65	0.65	33.3
8	T1	128	3.0	0.187	8.9	LOS A	0.7	17.2	0.65	0.65	0.65	33.6
18b	R3	70	3.0	0.187	8.9	LOS A	0.7	17.2	0.65	0.65	0.65	32.0
Approach		203	5.5	0.187	9.1	LOS A	0.7	17.2	0.65	0.65	0.65	33.0
SouthEast: RoadName												
3bx	L3	35	3.0	0.165	4.6	LOS A	0.6	17.3	0.31	0.19	0.31	35.8
3ax	L1	23	100.0	0.165	7.5	LOS A	0.6	17.3	0.31	0.19	0.31	34.3
18ax	R1	305	3.0	0.165	4.5	LOS A	0.7	17.9	0.32	0.19	0.32	35.4
Approach		364	9.2	0.165	4.7	LOS A	0.7	17.9	0.32	0.19	0.32	35.4
North: Deer Valley Drive												
7u	U	27	3.0	0.815	18.0	LOS C	11.0	282.5	0.70	0.39	0.70	29.0
7a	L1	873	3.0	0.815	18.0	LOS C	11.0	282.5	0.70	0.39	0.70	28.2
4	T1	383	3.0	0.815	9.3	LOS A	11.0	282.5	0.40	0.21	0.40	32.9
14	R2	16	100.0	0.223	7.5	LOS A	1.0	25.8	0.24	0.12	0.24	34.3
Approach		1299	4.2	0.815	15.3	LOS C	11.0	282.5	0.60	0.34	0.60	29.5
West: Transit Center												
5	L2	5	100.0	0.228	21.9	LOS C	0.4	16.8	0.71	0.71	0.71	28.3
12a	R1	30	100.0	0.228	21.9	LOS C	0.4	16.8	0.71	0.71	0.71	27.9
12	R2	16	100.0	0.228	21.9	LOS C	0.4	16.8	0.71	0.71	0.71	27.3
Approach		51	100.0	0.228	21.9	LOS C	0.4	16.8	0.71	0.71	0.71	27.7
All Vehicles		1917	7.8	0.815	12.8	LOS B	11.0	282.5	0.56	0.35	0.56	30.8

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Plus Project AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Traffic Volume (veh/h)	582	210	281	166	110	660
Future Volume (veh/h)	582	210	281	166	110	660
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	606	219	293	173	115	688
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	750	344	1089	875	522	1742
Arrive On Green	0.26	0.26	0.32	0.32	0.08	0.51
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	606	219	293	173	115	688
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	9.1	6.8	3.0	2.6	1.9	5.8
Cycle Q Clear(g_c), s	9.1	6.8	3.0	2.6	1.9	5.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	750	344	1089	875	522	1742
V/C Ratio(X)	0.81	0.64	0.27	0.20	0.22	0.40
Avail Cap(c_a), veh/h	1555	713	2476	1494	1105	4291
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.6	11.9	4.8	8.1	7.1
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.0	0.1	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	2.8	0.1	0.9	1.1	0.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.2	16.3	12.0	4.8	8.2	7.1
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	825		466			803
Approach Delay, s/veh	17.0		9.3			7.3
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	20.9		17.1		29.9
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	26	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.9	5.0		11.1		7.8
Green Ext Time (p_c), s	0.2	1.0		0.9		2.4

Intersection Summary

HCM 6th Ctrl Delay	11.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	419	56	5	847	115	9
Future Vol, veh/h	419	56	5	847	115	9
Conflicting Peds, #/hr	0	0	2	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	451	60	5	911	124	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	513	0	1404	486
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	921	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1052	-	154	581
Stage 1	-	-	-	-	620	-
Stage 2	-	-	-	-	388	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1050	-	153	578
Mov Cap-2 Maneuver	-	-	-	-	153	-
Stage 1	-	-	-	-	619	-
Stage 2	-	-	-	-	386	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		82	
HCM LOS	F					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	153	578	-	-	1050	-
HCM Lane V/C Ratio	0.808	0.017	-	-	0.005	-
HCM Control Delay (s)	87.5	11.3	-	-	8.4	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	5.2	0.1	-	-	0	-

MOVEMENT SUMMARY

 **Site: 101 [2022 Plus Project PM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.374	14.7	LOS B	1.8	45.0	0.66	0.71	0.79	32.5
8	T1	460	3.0	0.374	9.9	LOS A	1.8	45.1	0.66	0.71	0.79	33.3
18b	R3	70	3.0	0.374	9.9	LOS A	1.8	45.1	0.66	0.71	0.79	31.7
Approach		530	3.2	0.374	9.9	LOS A	1.8	45.1	0.66	0.71	0.79	33.1
SouthEast: RoadName												
3bx	L3	44	3.0	0.612	16.3	LOS C	4.5	117.7	0.77	0.97	1.38	30.8
3ax	L1	17	100.0	0.612	21.1	LOS C	4.5	117.7	0.77	0.97	1.38	29.6
18ax	R1	779	3.0	0.612	16.1	LOS C	4.6	118.8	0.78	0.98	1.38	30.2
Approach		840	5.0	0.612	16.2	LOS C	4.6	118.8	0.78	0.98	1.38	30.2
North: Deer Valley Drive												
7u	U	242	3.0	0.659	11.4	LOS B	6.0	154.2	0.44	0.23	0.44	31.4
7a	L1	408	3.0	0.659	11.4	LOS B	6.0	154.2	0.44	0.23	0.44	30.5
4	T1	404	3.0	0.659	7.7	LOS A	6.0	154.2	0.32	0.16	0.32	33.3
14	R2	10	100.0	0.180	7.0	LOS A	0.8	20.1	0.21	0.10	0.21	34.6
Approach		1065	3.9	0.659	9.9	LOS A	6.0	154.2	0.39	0.20	0.39	31.8
West: Transit Center												
5	L2	10	100.0	0.138	16.1	LOS C	0.2	10.3	0.63	0.63	0.63	30.1
12a	R1	17	100.0	0.138	16.1	LOS C	0.2	10.3	0.63	0.63	0.63	29.7
12	R2	10	100.0	0.138	16.1	LOS C	0.2	10.3	0.63	0.63	0.63	29.0
Approach		37	100.0	0.138	16.1	LOS C	0.2	10.3	0.63	0.63	0.63	29.6
All Vehicles		2473	5.6	0.659	12.2	LOS B	6.0	154.2	0.58	0.58	0.82	31.5

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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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Plus Project PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	443	140	777	678	265	480
Future Volume (veh/h)	443	140	777	678	265	480
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	461	146	809	706	276	500
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	569	261	1430	933	405	2131
Arrive On Green	0.19	0.19	0.42	0.42	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	461	146	809	706	276	500
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	9.1	5.9	10.9	20.3	5.0	3.9
Cycle Q Clear(g_c), s	9.1	5.9	10.9	20.3	5.0	3.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	569	261	1430	933	405	2131
V/C Ratio(X)	0.81	0.56	0.57	0.76	0.68	0.23
Avail Cap(c_a), veh/h	1207	554	1921	1152	760	3330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	22.1	13.4	8.5	10.7	5.0
Incr Delay (d2), s/veh	1.1	0.7	0.1	1.7	1.4	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.1	4.5	3.6	9.2	1.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	24.4	22.8	13.5	10.2	12.1	5.0
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	607		1515			776
Approach Delay, s/veh	24.0		12.0			7.5
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	2.4	31.3		16.8		43.7
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	22.3			11.1		5.9
Green Ext Time (p_c), s	0.4	3.1		0.6		1.6

Intersection Summary

HCM 6th Ctrl Delay	13.3
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Opening Year Plus Project AM - Signal

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	732	143	2	306	36	3
Future Volume (veh/h)	732	143	2	306	36	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	779	152	2	326	38	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	974	190	343	1198	229	203
Arrive On Green	0.64	0.64	0.64	0.64	0.13	0.13
Sat Flow, veh/h	1520	297	601	1870	1781	1585
Grp Volume(v), veh/h	0	931	2	326	38	3
Grp Sat Flow(s),veh/h/ln	0	1817	601	1870	1781	1585
Q Serve(g_s), s	0.0	14.7	0.1	3.0	0.7	0.1
Cycle Q Clear(g_c), s	0.0	14.7	14.8	3.0	0.7	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1164	343	1198	229	203
V/C Ratio(X)	0.00	0.80	0.01	0.27	0.17	0.01
Avail Cap(c_a), veh/h	0	1767	543	1819	827	736
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.2	10.6	3.0	15.1	14.8
Incr Delay (d2), s/veh	0.0	1.6	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	0.5	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.7	10.6	3.2	15.5	14.9
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	931			328	41	
Approach Delay, s/veh	6.7			3.2	15.4	
Approach LOS	A			A	B	
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	29.5				29.5	9.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	37.9				37.9	18.1
Max Q Clear Time (g_c+I1), s	16.7				16.8	2.7
Green Ext Time (p_c), s	8.3				2.0	0.1
Intersection Summary						
HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Opening Year Plus Project PM - Signal

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	419	56	5	847	115	9
Future Volume (veh/h)	419	56	5	847	115	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	451	60	5	911	124	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	996	133	613	1153	244	217
Arrive On Green	0.62	0.62	0.62	0.62	0.14	0.14
Sat Flow, veh/h	1617	215	889	1870	1781	1585
Grp Volume(v), veh/h	0	511	5	911	124	10
Grp Sat Flow(s),veh/h/ln	0	1832	889	1870	1781	1585
Q Serve(g_s), s	0.0	5.4	0.1	13.3	2.4	0.2
Cycle Q Clear(g_c), s	0.0	5.4	5.5	13.3	2.4	0.2
Prop In Lane		0.12	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1129	613	1153	244	217
V/C Ratio(X)	0.00	0.45	0.01	0.79	0.51	0.05
Avail Cap(c_a), veh/h	0	1657	870	1692	879	782
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.7	5.2	5.2	14.6	13.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.6	1.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	2.7	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.0	5.2	6.8	16.2	13.8
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	511			916	134	
Approach Delay, s/veh	4.0			6.8	16.0	
Approach LOS	A			A	B	
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	27.0				27.0	9.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	33.0				33.0	18.0
Max Q Clear Time (g_c+l1), s	7.4				15.3	4.4
Green Ext Time (p_c), s	3.7				7.2	0.3
Intersection Summary						
HCM 6th Ctrl Delay			6.7			
HCM 6th LOS			A			

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	10	190	185	15	220	740
Future Vol, veh/h	10	190	185	15	220	740
Conflicting Peds, #/hr	7	7	0	1	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	202	197	16	234	787
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1468	213	0	0	214	0
Stage 1	206	-	-	-	-	-
Stage 2	1262	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	141	827	-	-	1356	-
Stage 1	829	-	-	-	-	-
Stage 2	266	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	821	-	-	1355	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	218	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.2	0	1.9			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1WBLn2	SBL	SBT		
Capacity (veh/h)	-	- 116 821	1355	-		
HCM Lane V/C Ratio	-	- 0.092 0.246	0.173	-		
HCM Control Delay (s)	-	- 39.1 10.8	8.2	-		
HCM Lane LOS	-	- E B	A	-		
HCM 95th %tile Q(veh)	-	- 0.3 1	0.6	-		

MOVEMENT SUMMARY

 **Site: 101 [2040 BG AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.214	16.5	LOS C	0.7	19.4	0.67	0.67	0.67	32.8
8	T1	128	3.0	0.214	9.9	LOS A	0.8	19.6	0.67	0.67	0.67	33.1
18b	R3	85	3.0	0.214	9.9	LOS A	0.8	19.6	0.68	0.68	0.68	31.5
Approach		218	5.4	0.214	10.1	LOS B	0.8	19.6	0.67	0.67	0.67	32.5
SouthEast: RoadName												
3bx	L3	48	3.0	0.179	4.7	LOS A	0.7	18.9	0.32	0.20	0.32	35.4
3ax	L1	27	100.0	0.179	7.6	LOS A	0.7	18.9	0.32	0.20	0.32	34.0
18ax	R1	319	3.0	0.179	4.7	LOS A	0.8	19.7	0.32	0.20	0.32	35.3
Approach		394	9.6	0.179	4.9	LOS A	0.8	19.7	0.32	0.20	0.32	35.2
North: Deer Valley Drive												
7u	U	27	3.0	0.882	23.9	LOS C	24.0	613.3	0.94	0.68	1.15	27.0
7a	L1	941	3.0	0.882	23.9	LOS C	24.0	613.3	0.94	0.68	1.15	26.3
4	T1	399	3.0	0.882	11.2	LOS B	24.0	613.3	0.49	0.32	0.55	32.1
14	R2	16	100.0	0.241	7.8	LOS A	1.1	28.3	0.27	0.14	0.27	34.2
Approach		1383	4.1	0.882	20.0	LOS C	24.0	613.3	0.80	0.57	0.97	27.8
West: Transit Center												
5	L2	5	100.0	0.259	24.8	LOS C	0.4	19.8	0.74	0.79	0.88	27.3
12a	R1	32	100.0	0.259	24.8	LOS C	0.4	19.8	0.74	0.79	0.88	26.9
12	R2	16	100.0	0.259	24.8	LOS C	0.4	19.8	0.74	0.79	0.88	26.4
Approach		53	100.0	0.259	24.8	LOS C	0.4	19.8	0.74	0.79	0.88	26.8
All Vehicles		2048	7.8	0.882	16.2	LOS C	24.0	613.3	0.69	0.52	0.81	29.4

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: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Background AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	700	225	275	200	125	655
Future Volume (veh/h)	700	225	275	200	125	655
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	729	234	286	208	130	682
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	864	396	1024	905	492	1657
Arrive On Green	0.29	0.29	0.30	0.30	0.08	0.49
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	729	234	286	208	130	682
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	11.7	7.4	3.2	3.2	2.4	6.4
Cycle Q Clear(g_c), s	11.7	7.4	3.2	3.2	2.4	6.4
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	864	396	1024	905	492	1657
V/C Ratio(X)	0.84	0.59	0.28	0.23	0.26	0.41
Avail Cap(c_a), veh/h	1462	671	2328	1486	1030	4035
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.1	13.4	4.8	9.3	8.3
Incr Delay (d2), s/veh	0.9	0.5	0.1	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.6	5.6	1.0	1.6	0.7	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.4	15.6	13.4	4.8	9.5	8.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	963		494			812
Approach Delay, s/veh	17.0		9.8			8.5
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	20.9		19.8		30.2
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	14.4	5.2		13.7		8.4
Green Ext Time (p_c), s	0.2	1.0		1.1		2.3

Intersection Summary

HCM 6th Ctrl Delay	12.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	34.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	455	635	45	250	270
Future Vol, veh/h	25	455	635	45	250	270
Conflicting Peds, #/hr	2	2	0	3	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	50	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	27	489	683	48	269	290
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1540	712	0	0	734	0
Stage 1	710	-	-	-	-	-
Stage 2	830	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	127	~ 432	-	-	871	-
Stage 1	487	-	-	-	-	-
Stage 2	428	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	87	~ 430	-	-	869	-
Mov Cap-2 Maneuver	87	-	-	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	295	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	114	0		5.3		
HCM LOS	F					
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	87	430	869	-
HCM Lane V/C Ratio	-	-	0.309	1.138	0.309	-
HCM Control Delay (s)	-	-	63.9	116.8	11	-
HCM Lane LOS	-	-	F	F	B	-
HCM 95th %tile Q(veh)	-	-	1.2	17.7	1.3	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

MOVEMENT SUMMARY

 Site: 101 [2040 BG PM]

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.410	15.7	LOS C	2.1	52.8	0.68	0.75	0.89	32.1
8	T1	480	3.0	0.410	10.8	LOS B	2.1	52.9	0.68	0.75	0.89	32.9
18b	R3	86	3.0	0.410	10.8	LOS B	2.1	52.9	0.68	0.75	0.89	31.3
Approach		567	3.2	0.410	10.8	LOS B	2.1	52.9	0.68	0.75	0.89	32.7
SouthEast: RoadName												
3bx	L3	51	3.0	0.690	19.9	LOS C	5.9	154.8	0.82	1.09	1.66	29.4
3ax	L1	15	100.0	0.690	24.9	LOS C	5.9	154.8	0.82	1.09	1.66	28.2
18ax	R1	864	3.0	0.690	19.8	LOS C	6.1	155.9	0.82	1.09	1.65	28.8
Approach		929	4.6	0.690	19.8	LOS C	6.1	155.9	0.82	1.09	1.65	28.8
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	10	100.0	0.138	16.9	LOS C	0.2	10.2	0.65	0.65	0.65	29.7
12a	R1	15	100.0	0.138	16.9	LOS C	0.2	10.2	0.65	0.65	0.65	29.3
12	R2	10	100.0	0.138	16.9	LOS C	0.2	10.2	0.65	0.65	0.65	28.7
Approach		35	100.0	0.138	16.9	LOS C	0.2	10.2	0.65	0.65	0.65	29.2
All Vehicles		2653	5.3	0.695	14.1	LOS B	6.9	176.1	0.62	0.65	0.96	30.7

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: Wednesday, March 3, 2021 3:02:18 PM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Background PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←	→	↑↑	→	←	↑↑
Traffic Volume (veh/h)	530	155	785	820	290	470
Future Volume (veh/h)	530	155	785	820	290	470
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	552	161	818	854	302	490
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	637	292	1539	1017	378	2175
Arrive On Green	0.22	0.22	0.45	0.45	0.12	0.64
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	552	161	818	854	302	490
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	13.7	8.0	13.1	32.1	6.5	4.6
Cycle Q Clear(g_c), s	13.7	8.0	13.1	32.1	6.5	4.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	637	292	1539	1017	378	2175
V/C Ratio(X)	0.87	0.55	0.53	0.84	0.80	0.23
Avail Cap(c_a), veh/h	967	443	1539	1017	624	2667
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.5	26.3	15.0	9.5	13.3	5.8
Incr Delay (d2), s/veh	3.6	0.6	0.2	6.0	2.7	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	5.0	0.0	4.6	17.0	2.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	32.2	26.9	15.2	15.5	16.0	5.8
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	713		1672			792
Approach Delay, s/veh	31.0		15.4			9.7
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	4.1	40.0		21.5		54.1
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.7	34.1		15.7		6.6
Green Ext Time (p_c), s	0.5	0.0		0.7		1.6

Intersection Summary

HCM 6th Ctrl Delay	17.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	856	164	2	364	43	3
Future Vol, veh/h	856	164	2	364	43	3
Conflicting Peds, #/hr	0	0	7	0	0	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	911	174	2	387	46	3
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1092	0	1396	1006
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	391	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	639	-	156	293
Stage 1	-	-	-	-	354	-
Stage 2	-	-	-	-	683	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	635	-	154	291
Mov Cap-2 Maneuver	-	-	-	-	154	-
Stage 1	-	-	-	-	352	-
Stage 2	-	-	-	-	681	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		36.7	
HCM LOS	E					
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	154	291	-	-	635	-
HCM Lane V/C Ratio	0.297	0.011	-	-	0.003	-
HCM Control Delay (s)	38	17.5	-	-	10.7	-
HCM Lane LOS	E	C	-	-	B	-
HCM 95th %tile Q(veh)	1.2	0	-	-	0	-

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project AM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.233	17.7	LOS C	0.8	21.0	0.70	0.70	0.70	32.4
8	T1	128	3.0	0.233	10.8	LOS B	0.8	21.2	0.70	0.70	0.70	32.7
18b	R3	91	3.0	0.233	10.7	LOS B	0.8	21.2	0.70	0.70	0.70	31.2
Approach		224	5.3	0.233	10.9	LOS B	0.8	21.2	0.70	0.70	0.70	32.1
SouthEast: RoadName												
3bx	L3	51	3.0	0.194	4.9	LOS A	0.7	20.8	0.32	0.20	0.32	35.4
3ax	L1	29	100.0	0.194	7.8	LOS A	0.7	20.8	0.32	0.20	0.32	34.0
18ax	R1	348	3.0	0.194	4.8	LOS A	0.8	21.7	0.33	0.20	0.33	35.2
Approach		428	9.5	0.194	5.0	LOS A	0.8	21.7	0.33	0.20	0.33	35.1
North: Deer Valley Drive												
7u	U	27	3.0	0.923	29.1	LOS D	41.8	1069.0	1.00	0.95	1.61	25.5
7a	L1	996	3.0	0.923	29.1	LOS D	41.8	1069.0	1.00	0.95	1.61	24.8
4	T1	399	3.0	0.923	12.3	LOS B	41.8	1069.0	0.49	0.39	0.67	31.7
14	R2	16	100.0	0.252	8.0	LOS A	1.1	29.9	0.28	0.15	0.28	34.1
Approach		1437	4.1	0.923	24.2	LOS C	41.8	1069.0	0.85	0.78	1.34	26.5
West: Transit Center												
5	L2	5	100.0	0.288	27.1	LOS D	0.5	22.8	0.75	0.84	1.02	26.6
12a	R1	35	100.0	0.288	27.1	LOS D	0.5	22.8	0.75	0.84	1.02	26.2
12	R2	16	100.0	0.288	27.1	LOS D	0.5	22.8	0.75	0.84	1.02	25.7
Approach		56	100.0	0.288	27.1	LOS D	0.5	22.8	0.75	0.84	1.02	26.1
All Vehicles		2146	7.8	0.923	19.0	LOS C	41.8	1069.0	0.73	0.66	1.06	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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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Plus Project AM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰	↱	↕	↱	↰	↕
Traffic Volume (veh/h)	712	225	291	206	125	685
Future Volume (veh/h)	712	225	291	206	125	685
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	742	234	303	215	130	714
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	876	402	1018	908	481	1648
Arrive On Green	0.30	0.30	0.30	0.30	0.08	0.48
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	742	234	303	215	130	714
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	11.9	7.4	3.4	3.3	2.4	6.9
Cycle Q Clear(g_c), s	11.9	7.4	3.4	3.3	2.4	6.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	876	402	1018	908	481	1648
V/C Ratio(X)	0.85	0.58	0.30	0.24	0.27	0.43
Avail Cap(c_a), veh/h	1453	667	2314	1486	1015	4011
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.0	13.6	4.8	9.5	8.5
Incr Delay (d2), s/veh	1.1	0.5	0.1	0.0	0.2	0.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%), veh/ln	3.7	5.6	1.1	1.7	0.7	1.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d), s/veh	17.7	15.5	13.7	4.8	9.7	8.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	976		518			844
Approach Delay, s/veh	17.2		10.0			8.7
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	20.9		20.1		30.2
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	26	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	14.4	5.4		13.9		8.9
Green Ext Time (p_c), s	0.2	1.1		1.1		2.5

Intersection Summary

HCM 6th Ctrl Delay	12.5
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection						
Int Delay, s/veh	22.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	496	64	5	997	135	9
Future Vol, veh/h	496	64	5	997	135	9
Conflicting Peds, #/hr	0	0	2	0	0	3
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	150
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	533	69	5	1072	145	10
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	604	0	1652	573
Stage 1	-	-	-	-	570	-
Stage 2	-	-	-	-	1082	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	974	-	~ 108	519
Stage 1	-	-	-	-	566	-
Stage 2	-	-	-	-	325	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	972	-	~ 107	517
Mov Cap-2 Maneuver	-	-	-	-	~ 107	-
Stage 1	-	-	-	-	565	-
Stage 2	-	-	-	-	323	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0		266.2	
HCM LOS					F	
Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	107	517	-	-	972	-
HCM Lane V/C Ratio	1.357	0.019	-	-	0.006	-
HCM Control Delay (s)	283.1	12.1	-	-	8.7	-
HCM Lane LOS	F	B	-	-	A	-
HCM 95th %tile Q(veh)	10.1	0.1	-	-	0	-
Notes						
~: Volume exceeds capacity		\$: Delay exceeds 300s		+: Computation Not Defined		*: All major volume in platoon

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project PM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.427	16.6	LOS C	2.2	56.3	0.70	0.78	0.95	31.8
8	T1	480	3.0	0.427	11.5	LOS B	2.2	56.4	0.70	0.78	0.95	32.6
18b	R3	90	3.0	0.427	11.5	LOS B	2.2	56.4	0.70	0.78	0.95	31.0
Approach		571	3.2	0.427	11.5	LOS B	2.2	56.4	0.70	0.78	0.95	32.3
SouthEast: RoadName												
3bx	L3	55	3.0	0.723	21.8	LOS C	6.7	175.3	0.83	1.15	1.79	28.7
3ax	L1	17	100.0	0.723	26.7	LOS D	6.7	175.3	0.83	1.15	1.79	27.6
18ax	R1	900	3.0	0.723	21.5	LOS C	6.9	176.5	0.84	1.15	1.78	28.2
Approach		972	4.7	0.723	21.6	LOS C	6.9	176.5	0.84	1.15	1.78	28.2
North: Deer Valley Drive												
7u	U	247	3.0	0.722	13.4	LOS B	7.5	192.4	0.53	0.29	0.53	30.6
7a	L1	469	3.0	0.722	13.4	LOS B	7.5	192.4	0.53	0.29	0.53	29.7
4	T1	429	3.0	0.722	8.7	LOS A	7.5	192.4	0.37	0.20	0.37	32.9
14	R2	10	100.0	0.197	7.2	LOS A	0.8	22.4	0.23	0.11	0.23	34.4
Approach		1156	3.8	0.722	11.6	LOS B	7.5	192.4	0.47	0.26	0.47	31.1
West: Transit Center												
5	L2	10	100.0	0.151	17.8	LOS C	0.2	11.1	0.67	0.67	0.67	29.4
12a	R1	17	100.0	0.151	17.8	LOS C	0.2	11.1	0.67	0.67	0.67	29.0
12	R2	10	100.0	0.151	17.8	LOS C	0.2	11.1	0.67	0.67	0.67	28.4
Approach		37	100.0	0.151	17.8	LOS C	0.2	11.1	0.67	0.67	0.67	29.0
All Vehicles		2735	5.3	0.723	15.2	LOS C	7.5	192.4	0.65	0.69	1.04	30.2

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Plus Project PM



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	538	155	807	828	290	490
Future Volume (veh/h)	538	155	807	828	290	490
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No		No	
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	560	161	841	862	302	510
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	645	296	1532	1018	373	2169
Arrive On Green	0.22	0.22	0.45	0.45	0.12	0.64
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	560	161	841	862	302	510
Grp Sat Flow(s), veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	14.0	8.0	13.7	32.8	6.6	4.9
Cycle Q Clear(g_c), s	14.0	8.0	13.7	32.8	6.6	4.9
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	645	296	1532	1018	373	2169
V/C Ratio(X)	0.87	0.54	0.55	0.85	0.81	0.24
Avail Cap(c_a), veh/h	962	441	1532	1018	617	2656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	26.3	15.3	9.6	13.6	5.9
Incr Delay (d2), s/veh	4.0	0.6	0.2	6.4	2.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	0.0	4.8	17.3	2.4	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.5	26.8	15.5	16.0	16.6	6.0
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	721		1703			812
Approach Delay, s/veh	31.3		15.8			9.9
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	4.2	40.0		21.8		54.2
Change Period (Y+Rc), s	5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	20	34.1		24.9		59.1
Max Q Clear Time (g_c+I), s	13.6	34.8		16.0		6.9
Green Ext Time (p_c), s	0.5	0.0		0.7		1.7

Intersection Summary

HCM 6th Ctrl Delay 17.8
HCM 6th LOS B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
2040 Plus Project AM - Signal

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	856	164	2	364	43	3
Future Volume (veh/h)	856	164	2	364	43	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	911	174	2	387	46	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1093	209	300	1340	181	161
Arrive On Green	0.72	0.72	0.72	0.72	0.10	0.10
Sat Flow, veh/h	1526	292	520	1870	1781	1585
Grp Volume(v), veh/h	0	1085	2	387	46	3
Grp Sat Flow(s),veh/h/ln	0	1818	520	1870	1781	1585
Q Serve(g_s), s	0.0	20.7	0.1	3.7	1.2	0.1
Cycle Q Clear(g_c), s	0.0	20.7	20.9	3.7	1.2	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1302	300	1340	181	161
V/C Ratio(X)	0.00	0.83	0.01	0.29	0.25	0.02
Avail Cap(c_a), veh/h	0	1949	485	2006	654	582
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	12.3	2.5	20.4	20.0
Incr Delay (d2), s/veh	0.0	2.1	0.0	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	4.0	0.0	0.6	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	7.0	12.3	2.6	21.2	20.0
LnGrp LOS	A	A	B	A	C	C
Approach Vol, veh/h	1085			389	49	
Approach Delay, s/veh	7.0			2.7	21.1	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	39.8		39.8		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	52.9		52.9		18.1	
Max Q Clear Time (g_c+l1), s	22.7		22.9		3.2	
Green Ext Time (p_c), s	12.6		2.7		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			6.3			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
2040 Plus Project PM - Signal

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↖
Traffic Volume (veh/h)	496	64	5	997	135	9
Future Volume (veh/h)	496	64	5	997	135	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	533	69	5	1072	145	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1119	145	588	1290	223	198
Arrive On Green	0.69	0.69	0.69	0.69	0.13	0.13
Sat Flow, veh/h	1623	210	817	1870	1781	1585
Grp Volume(v), veh/h	0	602	5	1072	145	10
Grp Sat Flow(s),veh/h/ln	0	1833	817	1870	1781	1585
Q Serve(g_s), s	0.0	7.4	0.1	20.2	3.8	0.3
Cycle Q Clear(g_c), s	0.0	7.4	7.5	20.2	3.8	0.3
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1264	588	1290	223	198
V/C Ratio(X)	0.00	0.48	0.01	0.83	0.65	0.05
Avail Cap(c_a), veh/h	0	1810	831	1847	660	587
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.5	5.2	5.5	20.2	18.7
Incr Delay (d2), s/veh	0.0	0.3	0.0	2.3	3.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.5	0.0	4.6	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.8	5.2	7.8	23.4	18.8
LnGrp LOS	A	A	A	A	C	B
Approach Vol, veh/h	602			1077	155	
Approach Delay, s/veh	3.8			7.7	23.1	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	38.0		38.0		10.6	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	48.0		48.0		18.0	
Max Q Clear Time (g_c+l1), s	9.4		22.2		5.8	
Green Ext Time (p_c), s	5.0		11.3		0.3	
Intersection Summary						
HCM 6th Ctrl Delay			7.7			
HCM 6th LOS			A			

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Existing Plus Project AM - Signal - TDM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	711	136	1	293	34	3
Future Volume (veh/h)	711	136	1	293	34	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	756	145	1	312	36	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	960	184	354	1177	236	210
Arrive On Green	0.63	0.63	0.63	0.63	0.13	0.13
Sat Flow, veh/h	1525	293	618	1870	1781	1585
Grp Volume(v), veh/h	0	901	1	312	36	3
Grp Sat Flow(s),veh/h/ln	0	1818	618	1870	1781	1585
Q Serve(g_s), s	0.0	13.8	0.0	2.8	0.7	0.1
Cycle Q Clear(g_c), s	0.0	13.8	13.8	2.8	0.7	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1144	354	1177	236	210
V/C Ratio(X)	0.00	0.79	0.00	0.27	0.15	0.01
Avail Cap(c_a), veh/h	0	1824	586	1877	854	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.1	10.2	3.1	14.5	14.2
Incr Delay (d2), s/veh	0.0	1.2	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	0.5	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.4	10.2	3.2	14.8	14.3
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	901			313	39	
Approach Delay, s/veh	6.4			3.3	14.8	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	28.3		28.3		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	37.9		37.9		18.1	
Max Q Clear Time (g_c+l1), s	15.8		15.8		2.7	
Green Ext Time (p_c), s	8.0		1.9		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project AM_TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.167	14.1	LOS B	0.6	15.3	0.64	0.64	0.64	33.5
8	T1	127	3.0	0.167	8.3	LOS A	0.6	15.4	0.64	0.64	0.64	34.1
18b	R3	66	3.0	0.167	8.3	LOS A	0.6	15.4	0.64	0.64	0.64	32.3
Approach		194	3.5	0.167	8.3	LOS A	0.6	15.4	0.64	0.64	0.64	33.5
SouthEast: RoadName												
3bx	L3	34	3.0	0.153	4.4	LOS A	0.6	16.0	0.29	0.17	0.29	35.9
3ax	L1	20	100.0	0.153	7.2	LOS A	0.6	16.0	0.29	0.17	0.29	34.4
18ax	R1	291	3.0	0.153	4.4	LOS A	0.6	16.5	0.30	0.17	0.30	35.5
Approach		346	8.7	0.153	4.5	LOS A	0.6	16.5	0.30	0.17	0.30	35.5
North: Deer Valley Drive												
7u	U	23	3.0	0.775	15.6	LOS C	9.6	246.7	0.58	0.30	0.58	29.9
7a	L1	845	3.0	0.775	15.6	LOS C	9.6	246.7	0.58	0.30	0.58	29.0
4	T1	378	3.0	0.775	8.3	LOS A	9.6	246.7	0.33	0.16	0.33	33.4
14	R2	12	100.0	0.212	7.3	LOS A	0.9	24.5	0.21	0.10	0.21	34.4
Approach		1257	3.9	0.775	13.3	LOS B	9.6	246.7	0.50	0.26	0.50	30.3
West: Transit Center												
5	L2	2	100.0	0.175	19.7	LOS C	0.3	12.8	0.69	0.69	0.69	29.2
12a	R1	26	100.0	0.175	19.7	LOS C	0.3	12.8	0.69	0.69	0.69	28.8
12	R2	13	100.0	0.175	19.7	LOS C	0.3	12.8	0.69	0.69	0.69	28.2
Approach		40	100.0	0.175	19.7	LOS C	0.3	12.8	0.69	0.69	0.69	28.6
All Vehicles		1837	6.9	0.775	11.3	LOS B	9.6	246.7	0.48	0.29	0.48	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: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing Plus Project AM - Signal - TDM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↰	↕↕	↰	↰	↕↕
Traffic Volume (veh/h)	562	198	275	156	105	653
Future Volume (veh/h)	562	198	275	156	105	653
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	585	206	286	162	109	680
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	731	335	1103	871	530	1755
Arrive On Green	0.25	0.25	0.32	0.32	0.08	0.51
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	585	206	286	162	109	680
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.7	6.3	2.9	2.4	1.7	5.6
Cycle Q Clear(g_c), s	8.7	6.3	2.9	2.4	1.7	5.6
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	731	335	1103	871	530	1755
V/C Ratio(X)	0.80	0.61	0.26	0.19	0.21	0.39
Avail Cap(c_a), veh/h	1574	722	2507	1497	1125	4344
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.5	11.6	4.8	7.9	6.8
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.1	0.9	1.0	0.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.1	16.1	11.7	4.8	8.0	6.9
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	791		448			789
Approach Delay, s/veh	16.9		9.2			7.0
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	8.9	20.9		16.7		29.8
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	3.7	4.9		10.7		7.6
Green Ext Time (p_c), s	0.1	1.0		0.9		2.3
Intersection Summary						
HCM 6th Ctrl Delay			11.4			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Existing Plus Project PM - Signal - TDM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	393	50	5	818	110	8
Future Volume (veh/h)	393	50	5	818	110	8
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	423	54	5	880	118	9
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	983	126	631	1132	251	224
Arrive On Green	0.60	0.60	0.60	0.60	0.14	0.14
Sat Flow, veh/h	1625	208	917	1870	1781	1585
Grp Volume(v), veh/h	0	477	5	880	118	9
Grp Sat Flow(s),veh/h/ln	0	1833	917	1870	1781	1585
Q Serve(g_s), s	0.0	4.9	0.1	12.4	2.2	0.2
Cycle Q Clear(g_c), s	0.0	4.9	5.0	12.4	2.2	0.2
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1109	631	1132	251	224
V/C Ratio(X)	0.00	0.43	0.01	0.78	0.47	0.04
Avail Cap(c_a), veh/h	0	1707	930	1742	905	805
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.7	5.1	5.2	14.0	13.1
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.2	1.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	2.4	0.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.0	5.1	6.5	15.4	13.2
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	477			885	127	
Approach Delay, s/veh	4.0			6.4	15.2	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	25.9		25.9		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	33.0		33.0		18.0	
Max Q Clear Time (g_c+I1), s	6.9		14.4		4.2	
Green Ext Time (p_c), s	3.4		7.0		0.3	
Intersection Summary						
HCM 6th Ctrl Delay			6.4			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [Existing Plus Project PM_TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.352	13.9	LOS B	1.6	40.5	0.65	0.67	0.72	32.8
8	T1	454	3.0	0.352	9.3	LOS A	1.6	40.5	0.65	0.67	0.72	33.7
18b	R3	64	3.0	0.352	9.3	LOS A	1.6	40.5	0.65	0.67	0.72	32.0
Approach		518	3.2	0.352	9.3	LOS A	1.6	40.5	0.65	0.67	0.72	33.5
SouthEast: RoadName												
3bx	L3	38	3.0	0.576	14.8	LOS B	4.0	104.1	0.75	0.93	1.27	31.5
3ax	L1	14	100.0	0.576	19.6	LOS C	4.0	104.1	0.75	0.93	1.27	30.1
18ax	R1	753	3.0	0.576	14.7	LOS B	4.1	105.0	0.76	0.93	1.27	30.8
Approach		805	4.7	0.576	14.8	LOS B	4.1	105.0	0.76	0.93	1.27	30.8
North: Deer Valley Drive												
7u	U	242	3.0	0.630	10.5	LOS B	5.5	140.6	0.38	0.19	0.38	31.8
7a	L1	386	3.0	0.630	10.5	LOS B	5.5	140.6	0.38	0.19	0.38	30.8
4	T1	398	3.0	0.630	7.2	LOS A	5.5	140.6	0.28	0.13	0.28	33.6
14	R2	6	100.0	0.172	6.9	LOS A	0.7	19.2	0.19	0.08	0.19	34.5
Approach		1032	3.6	0.630	9.2	LOS A	5.5	140.6	0.34	0.16	0.34	32.1
West: Transit Center												
5	L2	5	100.0	0.083	14.5	LOS B	0.1	6.2	0.62	0.62	0.62	30.9
12a	R1	13	100.0	0.083	14.5	LOS B	0.1	6.2	0.62	0.62	0.62	30.4
12	R2	5	100.0	0.083	14.5	LOS B	0.1	6.2	0.62	0.62	0.62	29.8
Approach		23	100.0	0.083	14.5	LOS B	0.1	6.2	0.62	0.62	0.62	30.4
All Vehicles		2379	4.8	0.630	11.2	LOS B	5.5	140.6	0.55	0.54	0.74	31.9

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Existing Plus Project PM - Signal - TDM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	423	129	766	656	251	471
Future Volume (veh/h)	423	129	766	656	251	471
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	441	134	798	683	261	491
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	554	254	1410	917	408	2116
Arrive On Green	0.19	0.19	0.41	0.41	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	441	134	798	683	261	491
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	8.3	5.2	10.3	18.6	4.5	3.7
Cycle Q Clear(g_c), s	8.3	5.2	10.3	18.6	4.5	3.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	554	254	1410	917	408	2116
V/C Ratio(X)	0.80	0.53	0.57	0.75	0.64	0.23
Avail Cap(c_a), veh/h	1269	582	2021	1189	796	3503
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.3	21.0	12.9	8.3	10.1	4.9
Incr Delay (d2), s/veh	1.0	0.6	0.1	1.2	1.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.9	3.3	8.1	1.3	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	21.7	13.1	9.5	11.2	4.9
LnGrp LOS	C	C	B	A	B	A
Approach Vol, veh/h	575		1481			752
Approach Delay, s/veh	22.9		11.4			7.1
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	11.9	29.7		16.0		41.6
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	6.5	20.6		10.3		5.7
Green Ext Time (p_c), s	0.4	3.1		0.6		1.6
Intersection Summary						
HCM 6th Ctrl Delay			12.6			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Opening Year Plus Project AM - Signal - TDM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↖
Traffic Volume (veh/h)	721	138	2	299	35	3
Future Volume (veh/h)	721	138	2	299	35	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	767	147	2	318	37	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	967	185	350	1186	233	207
Arrive On Green	0.63	0.63	0.63	0.63	0.13	0.13
Sat Flow, veh/h	1525	292	611	1870	1781	1585
Grp Volume(v), veh/h	0	914	2	318	37	3
Grp Sat Flow(s),veh/h/ln	0	1818	611	1870	1781	1585
Q Serve(g_s), s	0.0	14.2	0.1	2.9	0.7	0.1
Cycle Q Clear(g_c), s	0.0	14.2	14.3	2.9	0.7	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1153	350	1186	233	207
V/C Ratio(X)	0.00	0.79	0.01	0.27	0.16	0.01
Avail Cap(c_a), veh/h	0	1800	567	1852	842	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	5.1	10.4	3.1	14.8	14.5
Incr Delay (d2), s/veh	0.0	1.3	0.0	0.1	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.7	0.0	0.5	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.5	10.4	3.2	15.1	14.5
LnGrp LOS	A	A	B	A	B	B
Approach Vol, veh/h	914			320	40	
Approach Delay, s/veh	6.5			3.2	15.0	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	28.8		28.8		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	37.9		37.9		18.1	
Max Q Clear Time (g_c+I1), s	16.2		16.3		2.7	
Green Ext Time (p_c), s	8.1		2.0		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			5.9			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [2022 Plus Project _TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.182	14.8	LOS B	0.6	16.6	0.65	0.65	0.65	33.4
8	T1	128	3.0	0.182	8.8	LOS A	0.7	16.8	0.65	0.65	0.65	33.7
18b	R3	68	3.0	0.182	8.7	LOS A	0.7	16.8	0.65	0.65	0.65	32.1
Approach		201	5.6	0.182	8.9	LOS A	0.7	16.8	0.65	0.65	0.65	33.1
SouthEast: RoadName												
3bx	L3	34	3.0	0.161	4.5	LOS A	0.6	16.8	0.31	0.19	0.31	35.8
3ax	L1	22	100.0	0.161	7.4	LOS A	0.6	16.8	0.31	0.19	0.31	34.3
18ax	R1	299	3.0	0.161	4.5	LOS A	0.7	17.4	0.32	0.19	0.32	35.4
Approach		355	9.1	0.161	4.7	LOS A	0.7	17.4	0.32	0.19	0.32	35.4
North: Deer Valley Drive												
7u	U	27	3.0	0.804	17.2	LOS C	10.6	271.2	0.67	0.37	0.67	29.3
7a	L1	860	3.0	0.804	17.2	LOS C	10.6	271.2	0.67	0.37	0.67	28.4
4	T1	383	3.0	0.804	9.2	LOS A	10.6	271.2	0.38	0.20	0.38	33.0
14	R2	16	100.0	0.220	7.4	LOS A	0.9	25.4	0.23	0.11	0.23	34.4
Approach		1285	4.2	0.804	14.7	LOS B	10.6	271.2	0.58	0.32	0.58	29.7
West: Transit Center												
5	L2	5	100.0	0.220	21.4	LOS C	0.4	16.3	0.71	0.71	0.71	28.4
12a	R1	29	100.0	0.220	21.4	LOS C	0.4	16.3	0.71	0.71	0.71	28.0
12	R2	16	100.0	0.220	21.4	LOS C	0.4	16.3	0.71	0.71	0.71	27.5
Approach		50	100.0	0.220	21.4	LOS C	0.4	16.3	0.71	0.71	0.71	27.9
All Vehicles		1891	7.8	0.804	12.4	LOS B	10.6	271.2	0.54	0.34	0.54	30.9

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Plus Project AM - Signal - TDM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	579	210	277	165	110	652
Future Volume (veh/h)	579	210	277	165	110	652
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	603	219	289	172	115	679
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	748	343	1091	874	524	1744
Arrive On Green	0.25	0.25	0.32	0.32	0.08	0.51
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	603	219	289	172	115	679
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	9.0	6.8	3.0	2.5	1.9	5.7
Cycle Q Clear(g_c), s	9.0	6.8	3.0	2.5	1.9	5.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	748	343	1091	874	524	1744
V/C Ratio(X)	0.81	0.64	0.26	0.20	0.22	0.39
Avail Cap(c_a), veh/h	1557	714	2479	1494	1108	4297
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.4	15.6	11.9	4.8	8.1	7.0
Incr Delay (d2), s/veh	0.8	0.7	0.0	0.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.1	0.9	1.1	0.5	1.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.2	16.3	11.9	4.8	8.2	7.1
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	822		461			794
Approach Delay, s/veh	17.0		9.3			7.2
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.0	20.9		17.1		29.9
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	3.9	5.0		11.0		7.7
Green Ext Time (p_c), s	0.2	1.0		0.9		2.3
Intersection Summary						
HCM 6th Ctrl Delay			11.5			
HCM 6th LOS			B			
Notes						

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Opening Year Plus Project PM - Signal - TDM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	405	51	5	831	112	9
Future Volume (veh/h)	405	51	5	831	112	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	435	55	5	894	120	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	993	126	625	1141	248	221
Arrive On Green	0.61	0.61	0.61	0.61	0.14	0.14
Sat Flow, veh/h	1628	206	906	1870	1781	1585
Grp Volume(v), veh/h	0	490	5	894	120	10
Grp Sat Flow(s),veh/h/ln	0	1833	906	1870	1781	1585
Q Serve(g_s), s	0.0	5.1	0.1	12.8	2.2	0.2
Cycle Q Clear(g_c), s	0.0	5.1	5.2	12.8	2.2	0.2
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1119	625	1141	248	221
V/C Ratio(X)	0.00	0.44	0.01	0.78	0.48	0.05
Avail Cap(c_a), veh/h	0	1685	905	1719	893	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.7	5.1	5.2	14.3	13.4
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.4	1.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.9	0.0	2.5	0.9	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	4.0	5.1	6.6	15.7	13.5
LnGrp LOS	A	A	A	A	B	B
Approach Vol, veh/h	490			899	130	
Approach Delay, s/veh	4.0			6.6	15.6	
Approach LOS	A			A	B	
Timer - Assigned Phs	2				6	8
Phs Duration (G+Y+Rc), s	26.4				26.4	9.5
Change Period (Y+Rc), s	4.5				4.5	4.5
Max Green Setting (Gmax), s	33.0				33.0	18.0
Max Q Clear Time (g_c+I1), s	7.1				14.8	4.2
Green Ext Time (p_c), s	3.6				7.1	0.3
Intersection Summary						
HCM 6th Ctrl Delay			6.5			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [2022 Plus Project PM_TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.366	14.4	LOS B	1.7	43.5	0.66	0.69	0.77	32.6
8	T1	460	3.0	0.366	9.7	LOS A	1.7	43.5	0.66	0.69	0.77	33.5
18b	R3	68	3.0	0.366	9.7	LOS A	1.7	43.5	0.66	0.69	0.77	31.8
Approach		528	3.2	0.366	9.7	LOS A	1.7	43.5	0.66	0.69	0.77	33.3
SouthEast: RoadName												
3bx	L3	42	3.0	0.598	15.7	LOS C	4.2	111.5	0.76	0.96	1.34	31.1
3ax	L1	16	100.0	0.598	20.6	LOS C	4.2	111.5	0.76	0.96	1.34	29.8
18ax	R1	763	3.0	0.598	15.6	LOS C	4.4	112.5	0.77	0.96	1.34	30.4
Approach		821	4.9	0.598	15.7	LOS C	4.4	112.5	0.77	0.96	1.34	30.4
North: Deer Valley Drive												
7u	U	242	3.0	0.647	11.0	LOS B	5.8	148.1	0.42	0.21	0.42	31.6
7a	L1	392	3.0	0.647	11.0	LOS B	5.8	148.1	0.42	0.21	0.42	30.6
4	T1	404	3.0	0.647	7.6	LOS A	5.8	148.1	0.31	0.15	0.31	33.4
14	R2	10	100.0	0.177	7.0	LOS A	0.7	19.7	0.20	0.09	0.20	34.6
Approach		1048	3.9	0.647	9.7	LOS A	5.8	148.1	0.37	0.19	0.37	31.9
West: Transit Center												
5	L2	10	100.0	0.132	15.7	LOS C	0.2	9.9	0.63	0.63	0.63	30.2
12a	R1	16	100.0	0.132	15.7	LOS C	0.2	9.9	0.63	0.63	0.63	29.8
12	R2	10	100.0	0.132	15.7	LOS C	0.2	9.9	0.63	0.63	0.63	29.2
Approach		36	100.0	0.132	15.7	LOS C	0.2	9.9	0.63	0.63	0.63	29.7
All Vehicles		2434	5.5	0.647	11.8	LOS B	5.8	148.1	0.57	0.56	0.79	31.6

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
Opening Year Plus Project PM - Signal - TDM

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↰	↕↕	↰	↰	↕↕
Traffic Volume (veh/h)	439	140	767	675	265	471
Future Volume (veh/h)	439	140	767	675	265	471
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	457	146	799	703	276	491
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	566	260	1427	930	408	2131
Arrive On Green	0.19	0.19	0.42	0.42	0.12	0.62
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	457	146	799	703	276	491
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	9.0	5.9	10.7	20.1	4.9	3.8
Cycle Q Clear(g_c), s	9.0	5.9	10.7	20.1	4.9	3.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	566	260	1427	930	408	2131
V/C Ratio(X)	0.81	0.56	0.56	0.76	0.68	0.23
Avail Cap(c_a), veh/h	1214	557	1933	1156	766	3351
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.2	22.0	13.3	8.5	10.6	5.0
Incr Delay (d2), s/veh	1.1	0.7	0.1	1.6	1.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	4.5	3.5	9.1	1.5	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.3	22.7	13.4	10.1	11.9	5.0
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	603		1502			767
Approach Delay, s/veh	23.9		11.9			7.5
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	12.4	31.1		16.7		43.5
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	6.9	22.1		11.0		5.8
Green Ext Time (p_c), s	0.4	3.1		0.6		1.6
Intersection Summary						
HCM 6th Ctrl Delay			13.2			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
2040 Plus Project AM - Signal - TDM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	845	159	2	357	42	3
Future Volume (veh/h)	845	159	2	357	42	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	899	169	2	380	45	3
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1087	204	306	1328	184	164
Arrive On Green	0.71	0.71	0.71	0.71	0.10	0.10
Sat Flow, veh/h	1531	288	528	1870	1781	1585
Grp Volume(v), veh/h	0	1068	2	380	45	3
Grp Sat Flow(s),veh/h/ln	0	1819	528	1870	1781	1585
Q Serve(g_s), s	0.0	19.9	0.1	3.6	1.1	0.1
Cycle Q Clear(g_c), s	0.0	19.9	20.1	3.6	1.1	0.1
Prop In Lane		0.16	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1291	306	1328	184	164
V/C Ratio(X)	0.00	0.83	0.01	0.29	0.24	0.02
Avail Cap(c_a), veh/h	0	1992	510	2049	668	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	4.9	12.0	2.5	19.9	19.4
Incr Delay (d2), s/veh	0.0	1.8	0.0	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.8	0.0	0.6	0.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	6.7	12.0	2.7	20.6	19.5
LnGrp LOS	A	A	B	A	C	B
Approach Vol, veh/h	1068			382	48	
Approach Delay, s/veh	6.7			2.7	20.5	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	38.8		38.8		9.5	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	52.9		52.9		18.1	
Max Q Clear Time (g_c+l1), s	21.9		22.1		3.1	
Green Ext Time (p_c), s	12.4		2.7		0.1	
Intersection Summary						
HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project AM_TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	5	100.0	0.228	17.4	LOS C	0.8	20.5	0.69	0.69	0.69	32.6
8	T1	128	3.0	0.228	10.6	LOS B	0.8	20.8	0.69	0.69	0.69	32.8
18b	R3	89	3.0	0.228	10.5	LOS B	0.8	20.8	0.69	0.69	0.69	31.3
Approach		222	5.3	0.228	10.7	LOS B	0.8	20.8	0.69	0.69	0.69	32.2
SouthEast: RoadName												
3bx	L3	50	3.0	0.190	4.8	LOS A	0.7	20.3	0.32	0.20	0.32	35.4
3ax	L1	28	100.0	0.190	7.7	LOS A	0.7	20.3	0.32	0.20	0.32	34.0
18ax	R1	341	3.0	0.190	4.8	LOS A	0.8	21.1	0.32	0.20	0.32	35.2
Approach		419	9.4	0.190	5.0	LOS A	0.8	21.1	0.32	0.20	0.32	35.2
North: Deer Valley Drive												
7u	U	27	3.0	0.912	27.4	LOS D	36.4	931.3	1.00	0.87	1.48	25.9
7a	L1	982	3.0	0.912	27.4	LOS D	36.4	931.3	1.00	0.87	1.48	25.3
4	T1	399	3.0	0.912	11.9	LOS B	36.4	931.3	0.49	0.37	0.64	31.8
14	R2	16	100.0	0.249	7.9	LOS A	1.1	29.5	0.27	0.15	0.27	34.2
Approach		1423	4.1	0.912	22.8	LOS C	36.4	931.3	0.85	0.72	1.23	26.9
West: Transit Center												
5	L2	5	100.0	0.279	26.4	LOS D	0.5	21.9	0.75	0.83	0.98	26.8
12a	R1	34	100.0	0.279	26.4	LOS D	0.5	21.9	0.75	0.83	0.98	26.4
12	R2	16	100.0	0.279	26.4	LOS D	0.5	21.9	0.75	0.83	0.98	25.9
Approach		55	100.0	0.279	26.4	LOS D	0.5	21.9	0.75	0.83	0.98	26.3
All Vehicles		2120	7.8	0.912	18.1	LOS C	36.4	931.3	0.73	0.62	0.99	28.7

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

Roundabout LOS Method: Same as Sign Control.

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

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

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

Roundabout Capacity Model: US HCM 6.

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

Gap-Acceptance Capacity: Traditional M1.

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

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Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary

3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Plus Project AM - Signal - TDM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	 		 			 
Traffic Volume (veh/h)	709	225	287	205	125	677
Future Volume (veh/h)	709	225	287	205	125	677
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	739	234	299	214	130	705
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	873	400	1019	907	483	1650
Arrive On Green	0.30	0.30	0.30	0.30	0.08	0.48
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	739	234	299	214	130	705
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	11.9	7.4	3.4	3.3	2.4	6.8
Cycle Q Clear(g_c), s	11.9	7.4	3.4	3.3	2.4	6.8
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	873	400	1019	907	483	1650
V/C Ratio(X)	0.85	0.58	0.29	0.24	0.27	0.43
Avail Cap(c_a), veh/h	1455	668	2317	1486	1018	4016
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.6	15.0	13.5	4.8	9.4	8.4
Incr Delay (d2), s/veh	1.1	0.5	0.1	0.0	0.2	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.6	0.1	1.1	1.7	0.7	1.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.6	15.5	13.6	4.8	9.6	8.5
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	973		513			835
Approach Delay, s/veh	17.1		9.9			8.7
Approach LOS	B		A			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	9.3	20.9		20.0		30.2
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	4.4	5.4		13.9		8.8
Green Ext Time (p_c), s	0.2	1.1		1.1		2.4
Intersection Summary						
HCM 6th Ctrl Delay			12.5			
HCM 6th LOS			B			
Notes						

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

HCM 6th Signalized Intersection Summary

1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
2040 Plus Project PM - Signal - TDM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↗		↖	↗	↖	↗
Traffic Volume (veh/h)	482	59	5	981	132	9
Future Volume (veh/h)	482	59	5	981	132	9
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	518	63	5	1055	142	10
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	1121	136	602	1282	222	197
Arrive On Green	0.69	0.69	0.69	0.69	0.12	0.12
Sat Flow, veh/h	1636	199	833	1870	1781	1585
Grp Volume(v), veh/h	0	581	5	1055	142	10
Grp Sat Flow(s),veh/h/ln	0	1835	833	1870	1781	1585
Q Serve(g_s), s	0.0	6.9	0.1	19.3	3.6	0.3
Cycle Q Clear(g_c), s	0.0	6.9	7.0	19.3	3.6	0.3
Prop In Lane		0.11	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	0	1257	602	1282	222	197
V/C Ratio(X)	0.00	0.46	0.01	0.82	0.64	0.05
Avail Cap(c_a), veh/h	0	1861	876	1897	678	603
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	3.4	5.1	5.4	19.7	18.2
Incr Delay (d2), s/veh	0.0	0.3	0.0	1.9	3.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.3	0.0	4.2	1.6	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.0	3.7	5.1	7.3	22.8	18.4
LnGrp LOS	A	A	A	A	C	B
Approach Vol, veh/h	581			1060	152	
Approach Delay, s/veh	3.7			7.3	22.5	
Approach LOS	A			A	C	
Timer - Assigned Phs	2		6		8	
Phs Duration (G+Y+Rc), s	36.9		36.9		10.4	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	48.0		48.0		18.0	
Max Q Clear Time (g_c+l1), s	8.9		21.3		5.6	
Green Ext Time (p_c), s	4.8		11.2		0.3	
Intersection Summary						
HCM 6th Ctrl Delay			7.4			
HCM 6th LOS			A			

MOVEMENT SUMMARY

 **Site: 101 [2040 Plus Project PM_TDM]**

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

Movement Performance - Vehicles												
Mov ID	Turn	Demand Total veh/h	Flows HV %	Deg. Satn v/c	Average Delay sec	Level of Service	95% Back of Queue Vehicles veh	Distance ft	Prop. Queued	Effective Stop Rate	Aver. No. Cycles	Average Speed mph
South: Marsac Avenue												
3	L2	1	100.0	0.419	16.1	LOS C	2.1	54.6	0.69	0.77	0.92	31.9
8	T1	480	3.0	0.419	11.1	LOS B	2.1	54.7	0.69	0.77	0.92	32.8
18b	R3	88	3.0	0.419	11.1	LOS B	2.1	54.7	0.69	0.77	0.92	31.2
Approach		569	3.2	0.419	11.2	LOS B	2.1	54.7	0.69	0.77	0.92	32.5
SouthEast: RoadName												
3bx	L3	53	3.0	0.708	20.9	LOS C	6.3	165.6	0.83	1.12	1.73	29.0
3ax	L1	16	100.0	0.708	25.8	LOS D	6.3	165.6	0.83	1.12	1.73	27.9
18ax	R1	884	3.0	0.708	20.7	LOS C	6.5	166.7	0.83	1.12	1.72	28.5
Approach		953	4.6	0.708	20.8	LOS C	6.5	166.7	0.83	1.12	1.72	28.5
North: Deer Valley Drive												
7u	U	247	3.0	0.709	12.9	LOS B	7.2	184.5	0.51	0.27	0.51	30.8
7a	L1	453	3.0	0.709	12.9	LOS B	7.2	184.5	0.51	0.27	0.51	29.9
4	T1	429	3.0	0.709	8.5	LOS A	7.2	184.5	0.36	0.19	0.36	33.0
14	R2	10	100.0	0.194	7.2	LOS A	0.8	21.9	0.22	0.11	0.22	34.5
Approach		1139	3.9	0.709	11.2	LOS B	7.2	184.5	0.45	0.24	0.45	31.2
West: Transit Center												
5	L2	10	100.0	0.144	17.4	LOS C	0.2	10.7	0.66	0.66	0.66	29.5
12a	R1	16	100.0	0.144	17.4	LOS C	0.2	10.7	0.66	0.66	0.66	29.1
12	R2	10	100.0	0.144	17.4	LOS C	0.2	10.7	0.66	0.66	0.66	28.6
Approach		36	100.0	0.144	17.4	LOS C	0.2	10.7	0.66	0.66	0.66	29.1
All Vehicles		2697	5.3	0.709	14.7	LOS B	7.2	184.5	0.64	0.67	1.00	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: Friday, March 5, 2021 4:58:38 PM

Project: P:\20-2245 Snow Park Development\Analysis\SIDRA\DeerValleyDrRoundabout.sip8

HCM 6th Signalized Intersection Summary 3: Deer Valley Dr & Bonanza Dr

Snow Park Village
2040 Plus Project PM - Signal - TDM

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↰↰	↱	↕↕	↱	↰	↕↕
Traffic Volume (veh/h)	534	155	797	825	290	481
Future Volume (veh/h)	534	155	797	825	290	481
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1589	1589	1796	1796	1796	1796
Adj Flow Rate, veh/h	556	161	830	859	302	501
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	21	21	7	7	7	7
Cap, veh/h	641	294	1536	1017	375	2172
Arrive On Green	0.22	0.22	0.45	0.45	0.12	0.64
Sat Flow, veh/h	2935	1346	3503	1522	1711	3503
Grp Volume(v), veh/h	556	161	830	859	302	501
Grp Sat Flow(s),veh/h/ln	1468	1346	1706	1522	1711	1706
Q Serve(g_s), s	13.8	8.0	13.4	32.5	6.6	4.7
Cycle Q Clear(g_c), s	13.8	8.0	13.4	32.5	6.6	4.7
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	641	294	1536	1017	375	2172
V/C Ratio(X)	0.87	0.55	0.54	0.84	0.80	0.23
Avail Cap(c_a), veh/h	964	442	1536	1017	621	2662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.6	26.3	15.1	9.6	13.5	5.9
Incr Delay (d2), s/veh	3.8	0.6	0.2	6.3	2.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	6.1	4.7	17.2	2.4	1.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	32.4	26.9	15.4	15.8	16.3	5.9
LnGrp LOS	C	C	B	B	B	A
Approach Vol, veh/h	717		1689			803
Approach Delay, s/veh	31.1		15.6			9.8
Approach LOS	C		B			A
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	14.1	40.0		21.7		54.1
Change Period (Y+Rc), s	* 5.1	5.9		5.1		5.9
Max Green Setting (Gmax), s	* 20	34.1		24.9		59.1
Max Q Clear Time (g_c+I1), s	8.6	34.5		15.8		6.7
Green Ext Time (p_c), s	0.5	0.0		0.7		1.6
Intersection Summary						
HCM 6th Ctrl Delay			17.6			
HCM 6th LOS			B			
Notes						
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.						

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)	26,500	sf GLA	3.22	100%	100%	3.22	ksf GLA	3.20	100%	100%	3.20	ksf GLA	100%	100%	86	100%	100%	85
Employee			0.78	100%	100%	0.78		0.80	100%	100%	0.80		100%	100%	21	100%	100%	22
Food and Beverage																		
Entertainment and Institutions																		
Convention Center	40,000	sf GLA	5.73	100%	100%	5.73	ksf GLA	5.73	100%	100%	5.73	ksf GLA	100%	100%	230	100%	100%	230
Employee			0.52	100%	100%	0.52		0.52	100%	100%	0.52		100%	100%	21	100%	100%	21
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	192	keys	0.87	100%	100%	0.87	key	0.87	100%	100%	0.87	key	100%	100%	167	100%	100%	167
Hotel Employees	192	keys	0.13	100%	100%	0.13	key	0.13	100%	100%	0.13	key	100%	100%	25	100%	100%	25
Restaurant/Lounge	4,500	sf GLA	4.24	100%	100%	4.24	ksf GLA	4.26	100%	100%	4.26	ksf GLA	100%	100%	20	100%	100%	20
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	4,500	sf GLA	0.76	100%	100%	0.76	ksf GLA	0.74	100%	100%	0.74	ksf GLA	100%	100%	4	100%	100%	4
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		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
2 Bedrooms	23	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
3+ Bedrooms	102	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%	180	100%	100%	176
Visitor	125	units	0.06	100%	100%	0.06	unit	0.08	100%	100%	0.08	unit	100%	100%	8	100%	100%	11
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		2,011	Customer		2,013
													Employee/Resident		71	Employee/Resident		72
													Reserved		180	Reserved		176
													Total		2,262	Total		2,261

Project: UT20-2245
 Description: Snow Park Transportation Study

Park City Minimum Parking Rates Based <i>Shared</i> Parking Demand Summary																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
			Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit											1 PM	December		12 PM	December	
Retail																		
Retail (<400 ksf)	26,500	sf GLA	3.22	100%	96%	3.09	ksf GLA	3.20	100%	96%	3.08	ksf GLA	100%	100%	83	100%	100%	82
Employee			0.78	100%	100%	0.78		0.80	100%	100%	0.80		100%	100%	21	100%	100%	22
Food and Beverage																		
Entertainment and Institutions																		
Convention Center	40,000	sf GLA	5.73	100%	90%	5.15	ksf GLA	5.73	100%	90%	5.15	ksf GLA	100%	100%	207	100%	100%	207
Employee			0.52	100%	100%	0.52		0.52	100%	100%	0.52		100%	100%	21	100%	100%	21
Hotel and Residential																		
Hotel-Business		keys	0.87	49%	100%	0.42	key	0.87	53%	100%	0.46	key	55%	60%	-	55%	60%	-
Hotel-Leisure	192	keys	0.87	50%	100%	0.43	key	0.87	50%	100%	0.43	key	65%	50%	27	65%	50%	27
Hotel Employees	192	keys	0.13	100%	100%	0.13	key	0.13	100%	100%	0.13	key	100%	50%	13	100%	50%	13
Restaurant/Lounge	4,500	sf GLA	4.24	72%	90%	2.75	ksf GLA	4.26	72%	70%	2.15	ksf GLA	100%	100%	13	100%	100%	10
Meeting/Banquet (0 to 20 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Meeting/Banquet (20 to 50 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Meeting/Banquet (50 to 100 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	0.00	36%	90%	0.00	ksf GLA	65%	100%	-	65%	100%	-
Convention (100 to 200 sq ft/key)		sf GLA	0.00	81%	90%	0.00	ksf GLA	5.50	36%	90%	1.78	ksf GLA	100%	100%	-	100%	100%	-
Convention (> 200 sq ft/key)		sf GLA	4.58	81%	90%	3.34	ksf GLA	4.58	36%	90%	1.49	ksf GLA	100%	100%	-	100%	100%	-
Restaurant/Meeting Employees	4,500	sf GLA	0.76	100%	100%	0.76	ksf GLA	0.74	100%	100%	0.74	ksf GLA	100%	100%	4	100%	100%	4
Residential, Urban																0%		
Studio Efficiency		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
1 Bedroom		units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
2 Bedrooms	23	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
3+ Bedrooms	102	units	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	50%	100%	-	68%	100%	-
Reserved	100%	res spaces	1.44	100%	100%	1.44	unit	1.41	100%	100%	1.41	unit	100%	100%	180	100%	100%	176
Visitor	125	units	0.06	100%	100%	0.06	unit	0.08	100%	100%	0.08	unit	20%	100%	2	20%	100%	2
Office																		
Additional Land Uses																		
Ski Resort (as observed during data collection)	1	count	1,500	100%	100%	1,500	count	1,421	100%	100%	1,421	count	100%	100%	1,500	100%	100%	1,421
Employee			0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
													Customer/Visitor		1,831	Customer		1,749
													Employee/Resident		59	Employee/Resident		60
													Reserved		180	Reserved		176
													Total		2,069	Total		1,984

Planning Commission Staff Report



Subject: Fox Tail Subdivision
Application: PL-21-04826
Author: Browne Sebright
Rebecca Ward
Date: August 25, 2021
Type of Item: Administrative – Plat Amendment

Recommendation

Open a public hearing and continue the item to September 22, 2021.

Description

Applicant:	Douglas Ogilvy, REDUS Park City, LLC
Location:	3805 Fox Tail Trail (Parcel No. PCA-S-98-SEC-11)
Zoning District:	Estate and Recreation Open Space
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	Subdivisions require Planning Commission review and recommendation and City Council review and action.

Summary

The Applicant proposes amending the Limits of Disturbance for Lot 1 of the Fox Tail Subdivision and is working on updating the location of the trails on the site. Additionally, this item and the Rezone Application item will be brought to the Neighborhood Traffic Management Program committee on August 26 to identify possible monitoring and signage recommendations for the reconfigured trail heads. The Applicant will work to incorporate feedback that will be given at the upcoming NTMP committee meeting and continues to work on updating and finalizing the proposal.

Planning Commission Staff Report



Subject: Fox Tail Subdivision
Application: PL-21-04865
Author: Browne Sebright
Rebecca Ward
Date: August 25, 2021
Type of Item: Legislative – Zoning Map Amendment

Recommendation

Open a public hearing and continue the item to September 22, 2021.

Description

Applicant:	Douglas Ogilvy, REDUS Park City, LLC
Location:	3805 Fox Tail Trail (Parcel No. PCA-S-98-SEC-11)
Zoning District:	Estate and Recreation Open Space
Adjacent Land Uses:	Residential, Open Space
Reason for Review:	The Planning Commission reviews rezone applications and forwards a recommendation to the City Council for Final Action ¹

Summary

The Applicant proposes amending the Limits of Disturbance for Lot 1 of the Fox Tail Subdivision and working on updating the location of the trails on the site. Additionally, this item and the Plat Amendment Application item will be brought to the Neighborhood Traffic Management Program committee on August 26 to identify possible monitoring and signage recommendations for the reconfigured trail heads. The Applicant will work to incorporate feedback that will be given at the upcoming NTMP committee meeting and will be continuing to work on updating and finalizing the proposal.

¹ LMC [§ 15-1-7](#).

Planning Commission Staff Report

Subject: Complete Streets
Application: PL-21-04891
Author: Austin Taylor, Transportation Planning
Date: August 25, 2021
Type of Item: Legislative – Municipal Code Amendment



Recommendation

Open a public hearing and continue the item to a date uncertain.

Description

Applicant:	Park City Municipal Transportation Planning Department
Location:	Citywide
Reason for Review:	The Commission has the primary responsibility of reviewing Land Management Code amendments and forwarding a recommendation for City Council's consideration. The City Council holds a public hearing and takes Final Action.



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: 1913-1915 Prospector Avenue Plat Amendment
Project #: PL-21-04864
Author: Alexandra Ananth, Sr. Planner
Date: August 25, 2021
Type of Item: Administrative – Plat Amendment

Recommendation

Staff recommends the Planning Commission 1) review the requested Plat Amendment, 2) conduct a public hearing, and 3) consider forwarding a positive recommendation for City Council's consideration on September 23, 2021.

Description

Applicant: Park City Municipal Corporation, represented by Heinrich Deters, PCMR Trails and Open Space Program Manager
Location: 1915 Prospector Avenue
Zoning: General Commercial (GC)
Adjacent Land Uses: Parking, Commercial and Residential Development, Rail Trail
Reasons for Review: Plat Amendments require Planning Commission review and recommendation and City Council review and action

Disclosure: Park City Municipal is the applicant and is represented by the Sustainability Department. While Park City Municipal does not own the property, the Property Owner has allowed the City to submit the application to identify the Easements.

Summary

To maintain access between the Rail Trail and Prospector Avenue in perpetuity, and to define maintenance agreements, the City is requesting to amend Lot F of the Gigaplat Replat within Prospector Square with a pedestrian, bicycle, and non-motorized vehicle access easement. The area of the City's access easement is owned by the Prospector Square Property Owners Association as Common Area. No other changes to the Plat are proposed.

The property is improved with multiple structures (lots 25A-R, and Lot 25B-R) and a common parking lot known as Parking Lot F, with 110 parking stalls. There is an existing walkway located on the west side of the lot where the access easement is located. Historically, the walkway ended with only a steep dirt path connecting to the Historic Union Pacific Rail Trail. Over the past several months, the City, in conjunction with Prospector Square Property Owners Association (PSPOA), constructed a pathway and stair set at this location to improve the connectivity and safety.



Photo of Existing Walkway and Area of Proposed Access Easement



[Ordinance 14-28](#), approved by the City Council on June 5, 2014, relocated the two development pads and common parking layout for 1913-1915 Prospector Avenue and Parking Lot F within Prospector Square. The proposed easement amends this plat, known as the Gigaplat Replat.

On September 17, 2020, the City Council approved a similar access easement for the adjacent Lot G at 1775 Prospector Avenue, [Ordinance 2020-43](#) ([Staff Report](#); [Minutes](#), p. 22).

The property is located in the [GC Zoning District](#) in the Prospector neighborhood and was originally part of the Prospector Square Subdivision. The purpose of the GC District in part includes maintaining pedestrian Access with links to neighborhoods, and other commercial Developments, and encouraging commercial Development that incorporates design elements related to public outdoor space including pedestrian circulation and trails, transit facilities, plazas, pocket parks, sitting Areas, play Areas, and Public Art.

This plat amendment formalizes an access easement on the existing walkway that connects Prospector Avenue to the Rail Trail located south of the property. The easement will maintain public access in perpetuity and defines the maintenance agreements between the City and property owners. No additional density is created nor is any additional parking required.

[illegible]

Good Cause

The proposed Plat Amendment has been reviewed in accordance with LMC Chapter 15-7. Staff finds Good Cause for this Plat Amendment as the access easement will ensure public access from Prospector Avenue to the Rail Trail, and will define maintenance agreements.

Department Review

The Development Review Committee reviewed this application on July 20, 2021. No issues were raised.

Notice

On August 10, 2021, the property was posted, and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record and on the Utah Public Notice website on August 10, 2021.

Public Input

Staff did not receive any public input prior to the publication of this Staff Report.

Alternatives

- Planning Commission may forward a positive recommendation to City Council for the Plat Amendment, as conditioned or amended, or
- Planning Commission may forward a negative recommendation to City Council for the Plat Amendment, and direct staff to make Findings for this decision, or
- Planning Commission may continue the item to a date certain.

Exhibits

Exhibit A – Draft Ordinance

Exhibit B – Existing Plat

Exhibit C – Proposed Plat

Draft Ordinance No. 2021-XX

AN ORDINANCE APPROVING THE GIGAPLAT REPLAT, FIRST AMENDED AND RESTATED, PARK CITY, UTAH.

WHEREAS, the owners of the property known as Lots 25a, 25b, Parking Lot F, and Common Area of Prospector Square Supplemental Amended Plat, located 1913-1915 Prospector Avenue, petitioned the City Council for approval of the Gigaplat Replat, First Amended and Restated Plat Amendment; and

WHEREAS, on August 10, 2021, the property was properly posted, and legal notice was sent to all affected property owners; and

WHEREAS, on August 10, 2021, proper legal notice was published in the Park Record and on the Utah Public Notice website according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission, on August 25, 2021, held a public hearing and forwarded a positive recommendation to the City Council; and,

WHEREAS, the City Council on September 23, 2021, held a public hearing and took final action on the Plat Amendment; and,

WHEREAS, it is in the best interest of Park City, Utah to approve the Gigaplat Replat, First Amended and Restated Plat Amendment.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. Gigaplat Replat, First Amended and Restated Plat Amendment, as shown in Exhibit A, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 1913-1915 Prospector Avenue in the General Commercial (GC) Zoning District.
2. [Ordinance 14-28](#), approved by the City Council on June 5, 2014, approved the Gigaplat Replat, relocating the two development pads and common parking layout for 1913-15 Prospector Avenue and Parking Lot F.
3. The proposed easement amends this plat.
4. The plat amendment formalizes an access easement on the existing walkway that connects Prospector Avenue to the Rail Trail located south of the property.
5. The easement will maintain public access in perpetuity and defines the maintenance agreements between the City and property owners.
6. No additional density is created nor is any additional parking required.
7. The findings in the analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this Plat Amendment as the access easement will ensure public access from Prospector Avenue to the Rail Trail and will define maintenance agreements.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Subdivisions, including LMC § 15-7.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the Plat.
2. The applicant will record the Plat Amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is submitted in writing and approved by the City Council.
3. A Plat Note shall indicate that any Conditions of Approval of the Gigaplat Replat shall continue to apply.
4. A Plat Note shall indicate that the Plat is subject to Ordinance 2021-XX.

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

PASSED AND ADOPTED this 23rd day of September, 2021.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibits

Exhibit A – Gigaplat Replat, First Amended and Restated Plat Amendment

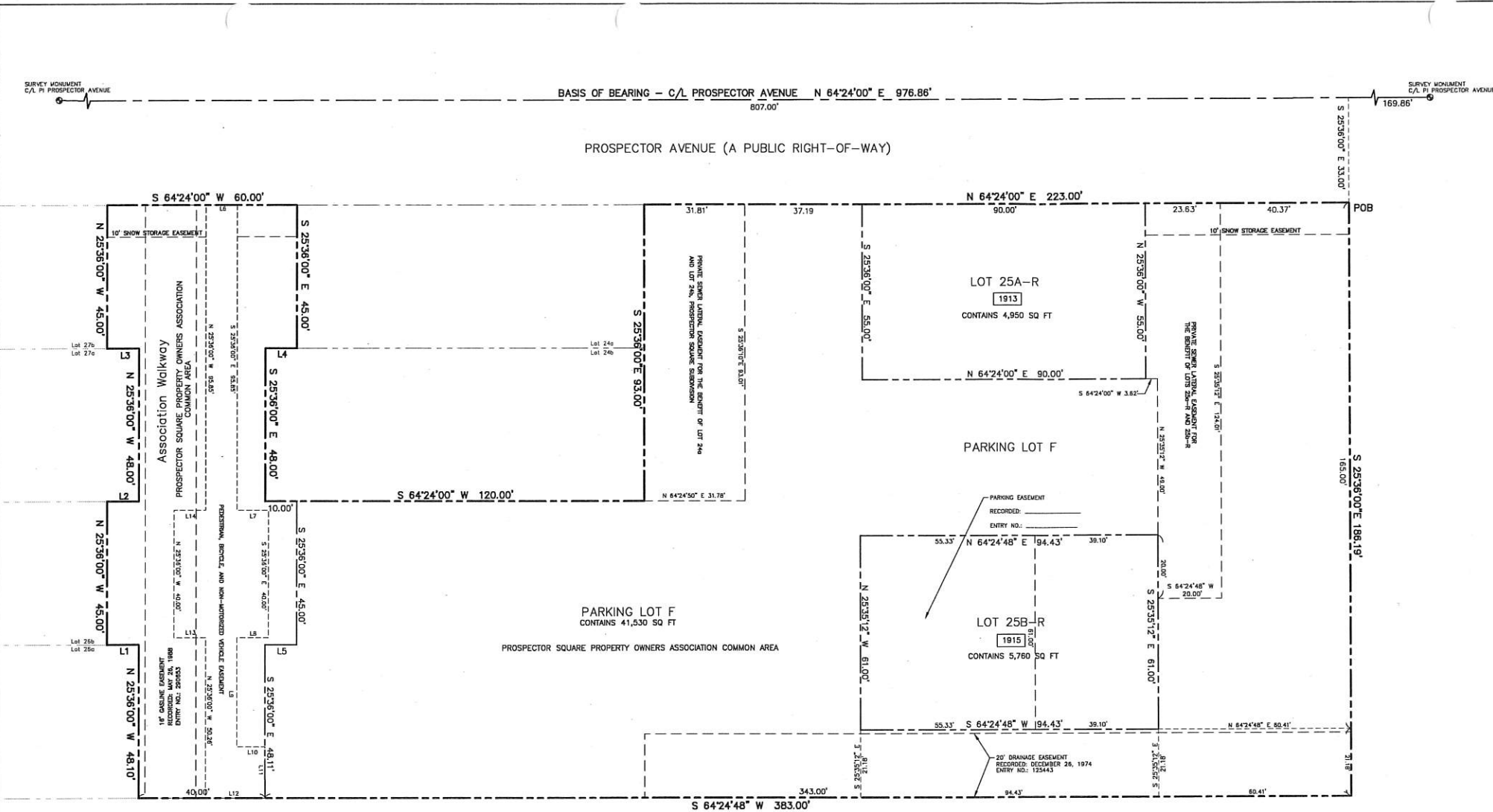
Map showing lots 25a, 25b, and common area. Includes title block with project name 'GIGAPLAT REPLAT-FIRST AMENDED AND RESTATED', location 'TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN', and various approval stamps from the City of Provo and Summit County.

PSA - 25 - A; PSA - 25 - B; & PSA - F

NEW SERIAL #'S

GIGA - LOT #

[illegible]



NOTE

XXXX Street address on Prospector Avenue

1. This plat is subject to the conditions of approval in Ordinance 2020-____.

2. Ownership, operation, and maintenance of the private sewer lateral for the benefit of Lot 25b-R shall be the responsibility of the owner of Lot 25b-R.

3. Modified 13-D sprinklers may be required for new construction to be determined by the Chief Building Official at the time of review of the building permit submittals.

4. All required Army Corps of Engineers permits are required prior to any work in the stream corridor, including stream rehabilitation work.

5. An elevation certificate is required for each building prior to the issuance of building permits, as required by the Flood Plain Manager, for any work in the flood plain.

6. The subdivision is located in FEMA Flood Zone A, which will require a hydraulic & hydrology study upstream and downstream of development prior to permit issuance for construction on Lot 25b-R.

7. Maintenance of landscape within Association Walkway is the responsibility of Prospector Square Property Owner's Association.

8. Maintenance of the sidewalk, including snow removal, within the Pedestrian, Bicycle, and Non-Motorized Vehicle Easement shall be the responsibility of Park City Municipal Corporation.

9. Lot 25a-R address will be changed to 1913 from 1897.

10. Lot 25b-R address will be changed to 1915 from 1893.

LINE	BEARING	DISTANCE
L1	S 64°24'00" W	10.00'
L2	N 64°24'00" E	10.00'
L3	S 64°24'00" W	10.00'
L4	S 64°24'00" W	10.00'
L5	S 64°24'00" W	10.00'
L6	N 84°24'00" E	10.00'
L7	N 84°24'00" E	10.00'
L8	S 84°24'00" W	10.00'
L9	S 25°36'00" E	34.26'
L10	N 84°24'00" E	9.00'
L11	S 25°36'00" E	18.00'
L12	S 84°24'48" W	19.00'
L13	S 84°24'00" W	10.00'
L14	N 84°24'00" E	10.00'

20' 0 20' 40'

(435) 649-9467

Alliance Engineering Inc.

CONSULTING ENGINEERS LAND PLANNERS SURVEYORS

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

A RESUBDIVISION OF LOTS 25a, 25b, Parking Lot F, & Common Area
of Prospector Square Supplemental Amended Plat

GIGAPLAT REPLAT—FIRST AMENDED AND RESTATED

LOCATED IN NE 1/4 SECTION 9
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED THIS _____ DAY OF _____, 2020 BY _____ SUMMIT COUNTY GIS COORDINATOR	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2020 BY _____ S.B.W.R.D.	PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2020 BY _____ CHAIR	ENGINEER'S CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2020 BY _____ PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS _____ DAY OF _____, 2020 BY _____ PARK CITY ATTORNEY	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2020 BY _____ MAYOR	CERTIFICATE OF ATTEST I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2020 BY _____ PARK CITY RECORDER	RECORDED STATE OF UTAH, COUNTY OF SUMMIT, AND FILED AT THE REQUEST OF _____ DATE _____ TIME _____ ENTRY NO. _____ FEE _____ RECORDER _____
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S /ORS CERTIFICATE

I, Michael Demkowicz, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 4857264 as prescribed by the laws of the State of Utah, I further certify that by authority of the owner(s), I have made a survey of the tract of land shown on this plat and described hereon, and have subdivided said tract of land into lots and streets, together with easements, hereafter to be known as GIGAPLAT REPLAT—FIRST AMENDED AND RESTATED and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

PROPERTY DESCRIPTIONS

Parcel 1:
All of Lot 25A PROSPECTOR SQUARE SUPPLEMENTAL AMENDED PLAT, according to the official plat thereof, recorded as Entry No. 397064 of the official records in the office of Summit County Records, records of Summit County, Utah.

Parcel 2:
All of Lot 25B PROSPECTOR SQUARE SUPPLEMENTAL AMENDED PLAT, according to the official plat thereof, recorded as Entry No. 397064 of the official records in the office of Summit County Records, records of Summit County, Utah.

Parcel 3:
All of Lot F, PROSPECTOR SQUARE SUPPLEMENTAL AMENDED PLAT, according to the official plat thereof, recorded as Entry No. 397064 of the official records in the office of Summit County Records, records of Summit County, Utah.

Parcel 4:
A parcel of land located in the northeast quarter of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said parcel being more particularly described as follows:
Beginning at the easternmost corner of Lot 25a of the Amended Plat of Prospector Square, recorded as Entry #125443 according to the official plat thereof on file and of record in the Office of the Recorder, Summit County, Utah, said point being located South 89°44'14" East 693.765 feet and North 64°24'48" East 613.82 feet from the center of Section 9, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the easterly and northerly boundaries of Lot 25a the following two (2) courses: 1) North 25°36'00" West 48.10 feet; thence 2) South 64°24'00" West 10.00 feet to the southeasterly corner of Lot 25b; thence along the easterly boundary of Lot 25b North 25°36'00" West 45.00 feet to the southerly boundary of Lot 27a; thence along the southerly, easterly and northerly boundaries of Lot 27a the following three (3) courses: 1) North 64°24'00" East 10.00 feet; thence 2) North 25°36'00" West 48.00 feet; thence 3) South 64°24'00" West 10.00 feet to the southeasterly corner of Lot 27b; thence along the easterly boundary of Lot 27b North 25°36'00" West 45.00 feet to the southerly right-of-way of Prospector Avenue, Amended Plat of Prospector Square; thence along said southerly right-of-way North 64°24'00" East 60.00 feet to the northwesterly corner of Lot 24a; thence along the westerly boundary of Lot 24a South 25°36'00" East 45.00 feet to the northerly boundary of Lot 24b; thence along the northerly, westerly and southerly boundaries of Lot 24b the following three (3) courses: 1) South 64°24'00" West 10.00 feet; thence 2) South 25°36'00" East 48.00 feet; thence 3) North 64°24'00" East 10.00 feet to the northwesterly corner of Lot 25a; thence along the westerly boundary of Lot 25a South 25°36'00" East 45.00 feet to the northerly boundary of Lot 25b; thence along the northerly and westerly boundaries of Lot 25b the following two (2) courses: 1) South 64°24'00" West 10.00 feet; thence 2) South 25°36'00" East 48.11 feet to the southerly boundary of said Amended Plat of Prospector Square; thence along the southerly boundary of the Amended Plat of Prospector Square South 64°24'48" West 40.00 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, IGM, LLC, A Utah Limited Liability Company, the undersigned owner of Parcel 1, does hereby certify that it has caused this survey to be made and Gigaplat Replat—First Amended and Restated to be prepared, and does hereby consent to the recordation of this plat amendment.

In witness whereof the undersigned has executed this certificate and dedication this _____ day of _____, 2020.

IGM, LLC, a Utah Limited Liability Company

By: _____
Rhonda Sideris
President

ACKNOWLEDGMENT

State of _____
County of _____
On this _____ day of _____, 2020, personally appeared before me Rhonda Sideris, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that she is the President of IGM, LLC, a Utah Limited Liability Company and that said document was signed by her on behalf of said corporation by authority of its bylaws, or (resolution of its board of directors), and said Rhonda Sideris acknowledged to me that said corporation executed the same.

Notary Public: _____
Printed Name: _____
Residing In: _____
My commission expires: _____

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS THAT, FOGHORN LEIGHORN, LTD., the undersigned owner of Parcel 2, does hereby certify that it has caused this survey to be made and Gigaplat Replat—First Amended and Restated to be prepared, and does hereby consent to the recordation of this plat amendment.

In witness whereof the undersigned has executed this certificate and dedication this _____ day of _____, 2020

CENTRAL PARK CITY CONDOMINIUMS, LTD.

By: _____
Henry Louls
President

ACKNOWLEDGMENT

State of _____
County of _____
On this _____ day of _____, 2020, personally appeared before me Henry Louls, whose identity is personally known to me (or proven on the basis of satisfactory evidence) and who by me duly sworn/affirmed, did say that he is the president of CENTRAL PARK CITY CONDOMINIUMS, LTD. and that said document was signed by him on behalf of said corporation by authority of its bylaws, or (resolution of its board of directors), and said Henry Louls acknowledged to me that said corporation executed the same.

Notary Public: _____
Printed Name: _____
Residing In: _____
My commission expires: _____

PSA - 25 - A; PSA - 25 - B; & PSA - F

GIGA - LOT #

185



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: 633 Park Avenue Condominium Plat Amendment
Project #: PL-21-04876
Author: Alexandra Ananth, Sr. Planner
Date: August 25, 2021
Type of Item: Administrative – Condominium Plat Amendment

Recommendation

Staff recommends the Planning Commission 1) review the requested Condominium Plat Amendment, 2) conduct a public hearing, and 3) consider forwarding a positive recommendation for City Council's consideration on September 23, 2021.

Description

Applicant: Michael and Ellen Rosenberg, represented by Alliance Engineering, Inc.
Location: 633 Park Avenue
Zoning: Historic Recreation Commercial (HRC)
Adjacent Land Uses: Commercial and Residential Development, Crescent Tram Trail
Reasons for Review: Condominium Plat Amendments require Planning Commission review and recommendation and City Council review and action

Summary

The Crescent Condominiums is a 3-unit condominium building. The applicant is proposing to expand the second level of Unit B 51 square feet, by enclosing a portion of the limited common ownership deck at the rear of the building and converting the enclosed portion to private ownership. No other changes to the Plat are proposed.

Background

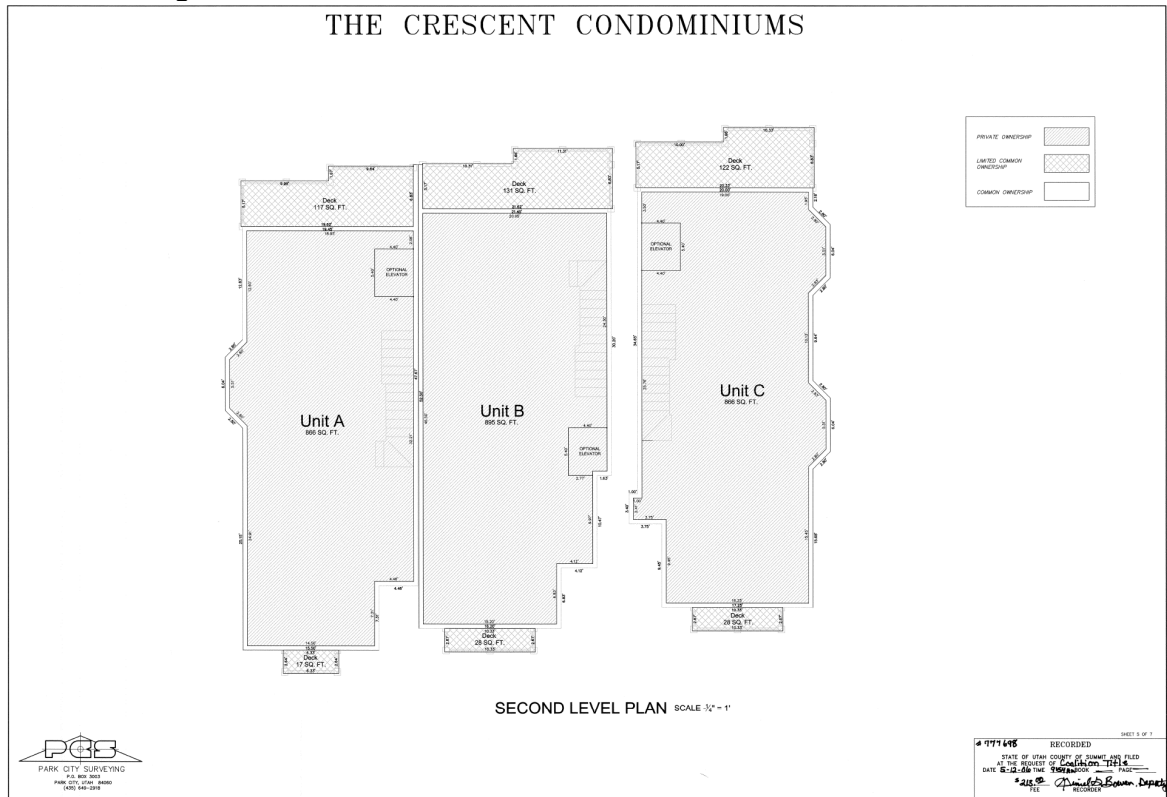
The Crescent Condominiums is a 3-unit condominium building originally recorded in 2006.

The property is in the Historic Recreation Commercial (HRC) Zoning District in the at the intersection of Park Avenue and Crescent Tram.

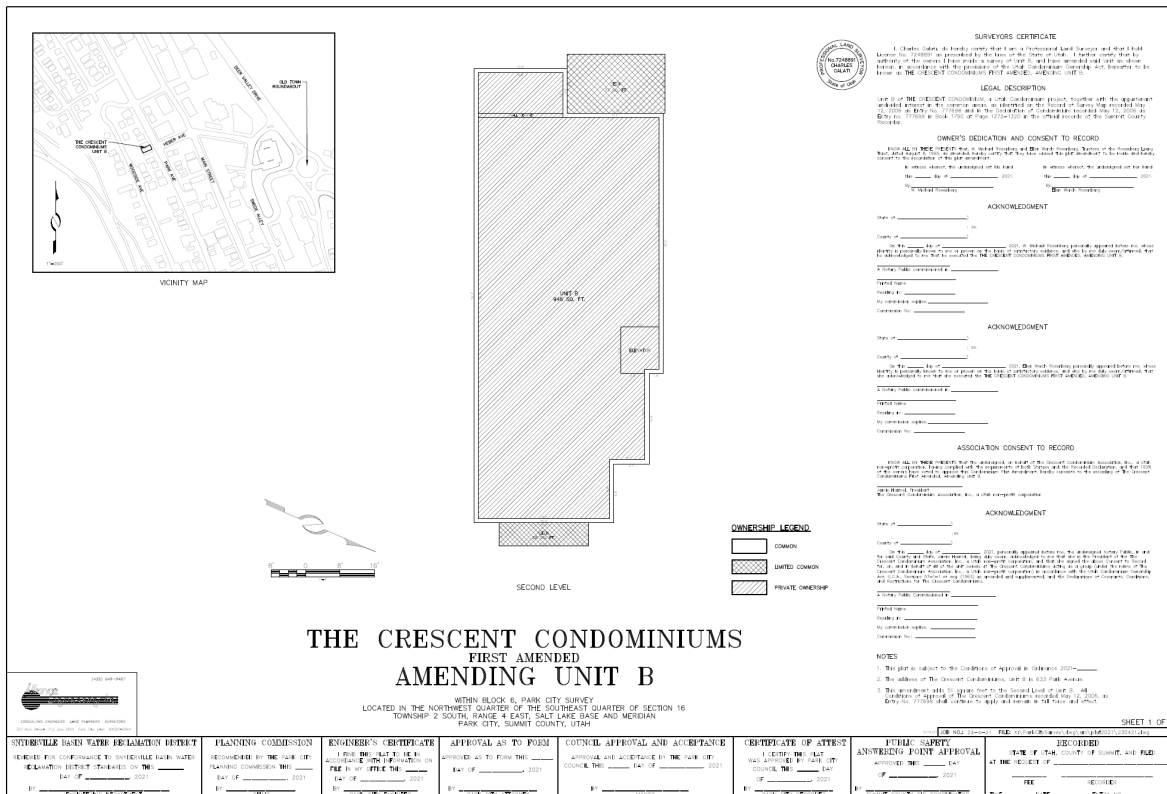
The purpose of the Historic Recreation Commercial (HRC) District is to:

- A. maintain and enhance characteristics of Historic Streetscape elements such as yards, trees, vegetation, and porches;
- B. encourage pedestrian oriented, pedestrian-scale Development;
- C. minimize visual impacts of automobiles and parking;
- D. preserve and enhance landscaping and public spaces adjacent to Streets and thoroughfares;
- E. provide a transition in scale and land Uses between the HR-1 and HCB Districts

Unit B Existing Second Level Plan



Unit B Proposed Second Level Plan



Area of Proposed Expansion



633 Park Avenue - rear - looking northeasterly

Good Cause

The proposed Plat Amendment has been reviewed in accordance with LMC Chapter 15-7. Staff finds Good Cause for this Plat Amendment as it will expand the unit owners private area with no change to the building's front façade and no impacts to the light, air or privacy of adjacent residents.

Notice

On August 10, 2021, the property was posted, and notice was mailed to property owners within 300 feet. Legal notice was published in the Park Record and on the Utah Public Notice website on August 10, 2021.

Public Input

Staff did not receive any public input prior to the publication of this Staff Report.

Alternatives

- Planning Commission may forward a positive recommendation to City Council for the Plat Amendment, as conditioned or amended, or
- Planning Commission may forward a negative recommendation to City Council for the Plat Amendment, and direct staff to make Findings for this decision, or
- Planning Commission may continue the item to a date certain.

Exhibits

Exhibit A – Draft Ordinance

Exhibit B – Existing Plat

Exhibit C – Proposed Plat

Exhibit D – Project Intent and HOA Approval

Draft Ordinance No. 2021-XX

AN ORDINANCE APPROVING THE CRESCENT CONDOMINIUMS FIRST AMENDED AMENDING UNIT B, LOCATED AT 633 PARK AVENUE, PARK CITY, UTAH.

WHEREAS, the owners of the property known as 633 Park Avenue Unit B, petitioned the City Council for approval of the Crescent Condominiums First Amended, Amending Unit B; and

WHEREAS, on August 10, 2021, the property was properly posted, and legal notice was sent to all affected property owners; and

WHEREAS, on August 10, 2021, proper legal notice was published in the Park Record and on the Utah Public Notice website according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission, on August 25, 2021, held a public hearing and forwarded a positive recommendation to the City Council; and,

WHEREAS, the City Council on September 23, 2021, held a public hearing and took final action on the Plat Amendment; and,

WHEREAS, it is in the best interest of Park City, Utah to approve the Crescent Condominiums First Amended, Amending Unit B Plat Amendment.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The Crescent Condominiums First Amended, Amending Unit B, as shown in Exhibit A, is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 633 Park Avenue in the Historic Recreation Commercial (HRC) Zoning District.
2. The Crescent Condominiums is a 3-unit condominium building originally recorded in 2006.
3. The proposed amendment is to expand the second level of Unit B 51 square feet, by enclosing a portion of the limited common ownership deck at the rear of the building and converting the enclosed portion to private ownership.
4. The 631/633/635 Homeowners Association approved the proposed additions in a letter dated June 10, 2021.
5. The additions do not change the number of residential Lots, Density, or require additional parking.
6. The enclosed deck meets all setback requirements.

7. Staff finds Good Cause for this Plat Amendment as the Amendment expands the unit owner's private area with no change to the building's front façade and no impacts to the light, air, or privacy of adjacent residents.
8. No Public Streets, Right-of-Way or easement has been vacated or amended.
9. The findings in the analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this Plat Amendment as the Amendment expands the private area of Unit B with no change to the building's front façade and no impacts to the light, air, or privacy of adjacent residents.
2. The Plat Amendment is consistent with the Park City Land Management Code and applicable State law regarding Subdivisions, including LMC § 15-7.
3. Neither the public nor any person will be materially injured by the proposed Plat Amendment.
4. Approval of the Plat Amendment, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.
5. No Public Streets, Right-of-Way or easements have been vacated or amended.

Conditions of Approval:

1. The City Attorney and City Engineer will review and approve the final form and content of the Plat Amendment for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the Plat.
2. The applicant will record the Plat Amendment at the County within one year from the date of City Council approval. If recordation has not occurred within one year's time, this approval for the plat will be void, unless a request for an extension is submitted in writing and approved by the City Council.
3. The applicant shall receive Historic District Design Review approval prior to the issuance of a building permit for the enclosed deck.
4. A Plat Note shall indicate that any Conditions of Approval of the Crescent Condominiums Plat, shall continue to apply.
5. A Plat Note shall indicate that the Plat is subject to Ordinance 2021-XX.

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

PASSED AND ADOPTED this 2nd day of September, 2021.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibits

Exhibit A – The Crescent Condominiums First Amended, Amending Unit B

THE CRESCENT CONDOMINIUMS

A UTAH CONDOMINIUM PROJECT
LYING WITHIN THE SOUTHWEST QUARTER OF
SECTION 9, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

LEGAL DESCRIPTION:

ALL OF LOTS 9, 10 AND 11, BLOCK 6 OF THE PARK CITY SURVEY, MORE PARTICULARLY DESCRIBED AS, BEGINNING AT THE SOUTHEAST CORNER OF THE BADASS SUBDIVISION, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER AS ENTRY NUMBER 456985; THENCE SOUTH 28°46'30" EAST A DISTANCE OF 75.37 FEET; THENCE SOUTH 66°54'00" WEST A DISTANCE OF 75.00 FEET; THENCE NORTH 28°46'30" WEST A DISTANCE OF 75.37 FEET; THENCE NORTH 66°54'00" EAST A DISTANCE OF 75.00 FEET TO THE POINT OF BEGINNING.

CONTAINS 0.12 ACRES, MORE OR LESS

UTILITY AND NON-MOTORIZED TRAIL EASEMENT:

BEGINNING AT THE NORTHWEST CORNER OF LOT 8, PARK CITY SURVEY; THENCE NORTH 28°46'30" WEST A DISTANCE OF 8.61 FEET; THENCE NORTH 87°44'17" EAST A DISTANCE OF 11.31 FEET; THENCE NORTH 88°06'33" EAST A DISTANCE OF 13.75 FEET; THENCE SOUTH 66°54'00" WEST A DISTANCE OF 22.76 FEET TO THE POINT OF BEGINNING.

CONTAINS 95.33 SQUARE FEET, MORE OR LESS

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS that by the virtue of a corporate resolution, Park Place Associates, L.L.C., a Utah limited liability company, owner of the herein described tract of land, to be known hereafter as the 631-639 PARK AVENUE AT CRESCENT TRAM CONDOMINIUMS RECORD MAP OF SURVEY, do hereby certify that I have caused this plat to be prepared, and does hereby consent to the recordation of this plat. I certify that buildings shown on this plat, but not under construction at the time the plat is recorded, will, when completed, be substantially as shown on the plat.

ALSO, the owner, or his/her representatives, hereby irrevocably offers for dedication to the City of Park City all the streets, land for local government uses, easements, parks, and required utilities and easements shown on the plat and construction drawings in accordance with an irrevocable offer of dedication.

In witness whereof, I have hereunto set my hand this 13th day of February 2006.

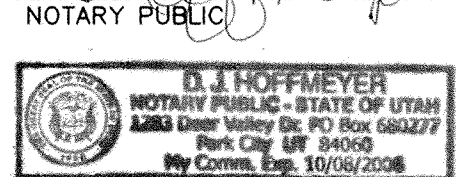
Jack Mahoney
Jack Mahoney, Manager

CORPORATE ACKNOWLEDGMENT

STATE OF UTAH
County of Summit
Personally appeared before me this 13th day of February, 2006 the following:
Jack Mahoney, who after being duly sworn, acknowledged to me that he is Manager of Park Place Associates, L.L.C., a Utah limited liability company, and that he signed the owners dedication freely and voluntarily for and on behalf of said company under the authority granted by its operating agreement and that said company executed the same.

MY COMMISSION EXPIRES Oct. 6, 2006

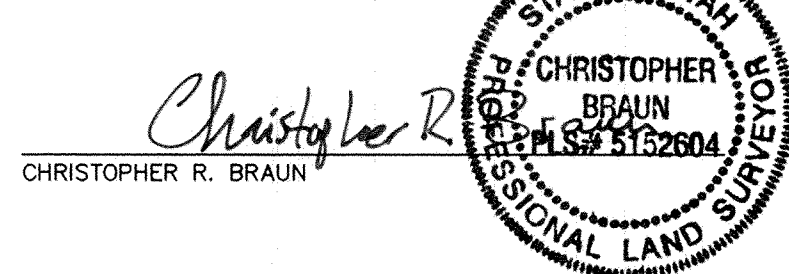
RESIDING IN Park City, Utah



UNIT SQUARE FOOTAGE TABLE		
UNIT NO.	TOTAL PRIVATE OWNERSHIP SQ. FT.	TOTAL LIMITED COMMON AREA OWNERSHIP SQ. FT.
A	3,943	757
B	4,440	841
C	3,944	811

SURVEYOR'S CERTIFICATE

I, CHRISTOPHER BRAUN, OF OAKLEY UTAH, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING LICENSE NO. 5152604. I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREIN DESCRIBED PROPERTY AND THAT THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.



2/13/2006
DATE:

LEGEND

- [639] STREET ADDRESS
- FOUND REBAR & CAP (UNLESS OTHERWISE NOTED)
- SET REBAR & CAP L.S.# 5152604 (UNLESS OTHERWISE NOTED)

NOTES

- NFPA 13-5 FIRE SPRINKLERS ARE REQUIRED TO BE INSTALLED AND OPERATIONAL IN THESE THREE UNITS.
- THE UNITS IN BUILDING ONE ARE TO BE SERVED BY A COMMON PRIVATE LATERAL WASTEWATER LINE. THE CRESCENT CONDOMINIUM HOMEOWNER'S ASSOCIATION SHALL BE RESPONSIBLE FOR OWNERSHIP, OPERATION AND MAINTENANCE OF ALL PRIVATE LATERAL WASTEWATER LINES.
- PRIVATE WASTEWATER EJECTOR PUMPS MAY BE REQUIRED IN ORDER TO PROVIDE WASTEWATER SERVICE FOR THE LOWER LEVELS.

PARK CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE
PARK CITY PLANNING COMMISSION ON THIS
27 DAY OF April A.D. 2006.

Chris R. Braun
CHAIRMAN

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY
MAP WAS APPROVED BY PARK CITY
COUNCIL THIS 10th DAY
OF November 2006 A.D.

Paul M. Smith
PARK CITY RECORDER

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER
RECLAMATION DISTRICT STANDARDS ON THIS 14th
DAY OF February 2006 A.D.

BY B. D. G.
S.B.W.R.D.

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN
ACCORDANCE WITH INFORMATION ON
FILE IN MY OFFICE THIS 14th
DAY OF April 2006 A.D.

BY Chris R. Braun
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 5th
DAY OF May 2006 A.D.

BY Paul M. Smith
PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY
COUNCIL THIS 10th DAY OF November
2006 A.D.

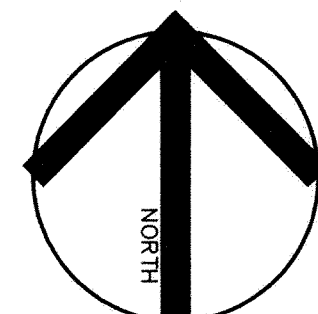
BY Dana Williams
MAYOR

777698

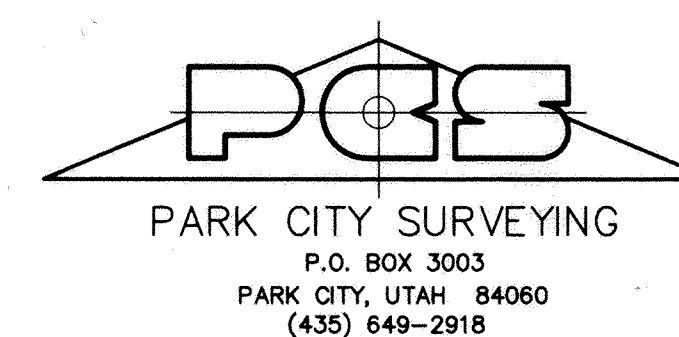
RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title
DATE 5-12-06 TIME 9:54 AM BOOK PAGE

\$ 213.00 FEE
Denise Bower Deputy
RECORDER

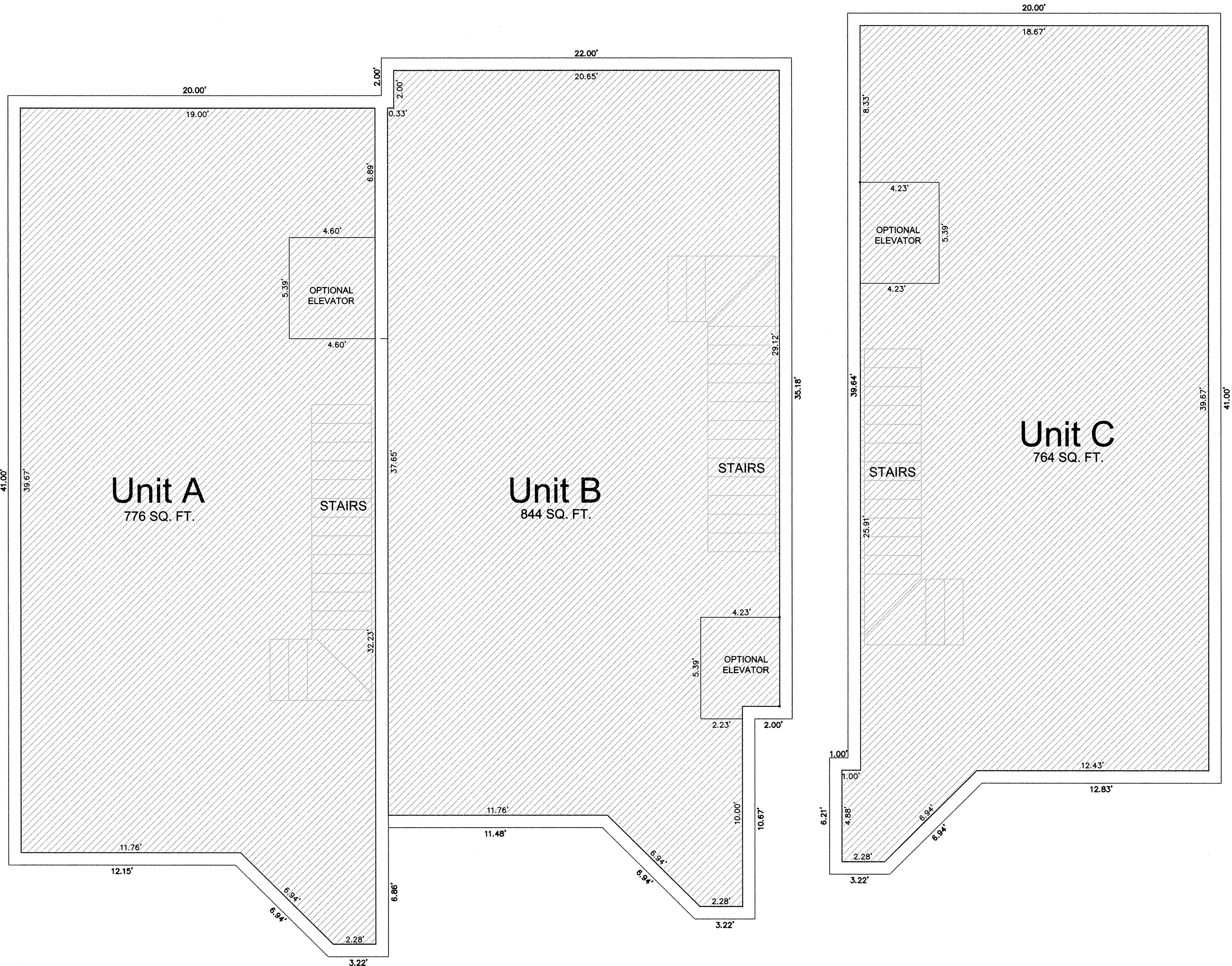


SCALE 1" = 10'



PAGE 1 of 7

THE CRESCENT CONDOMINIUMS



LOWER LEVEL PLAN

SCALE 1/4" = 1'

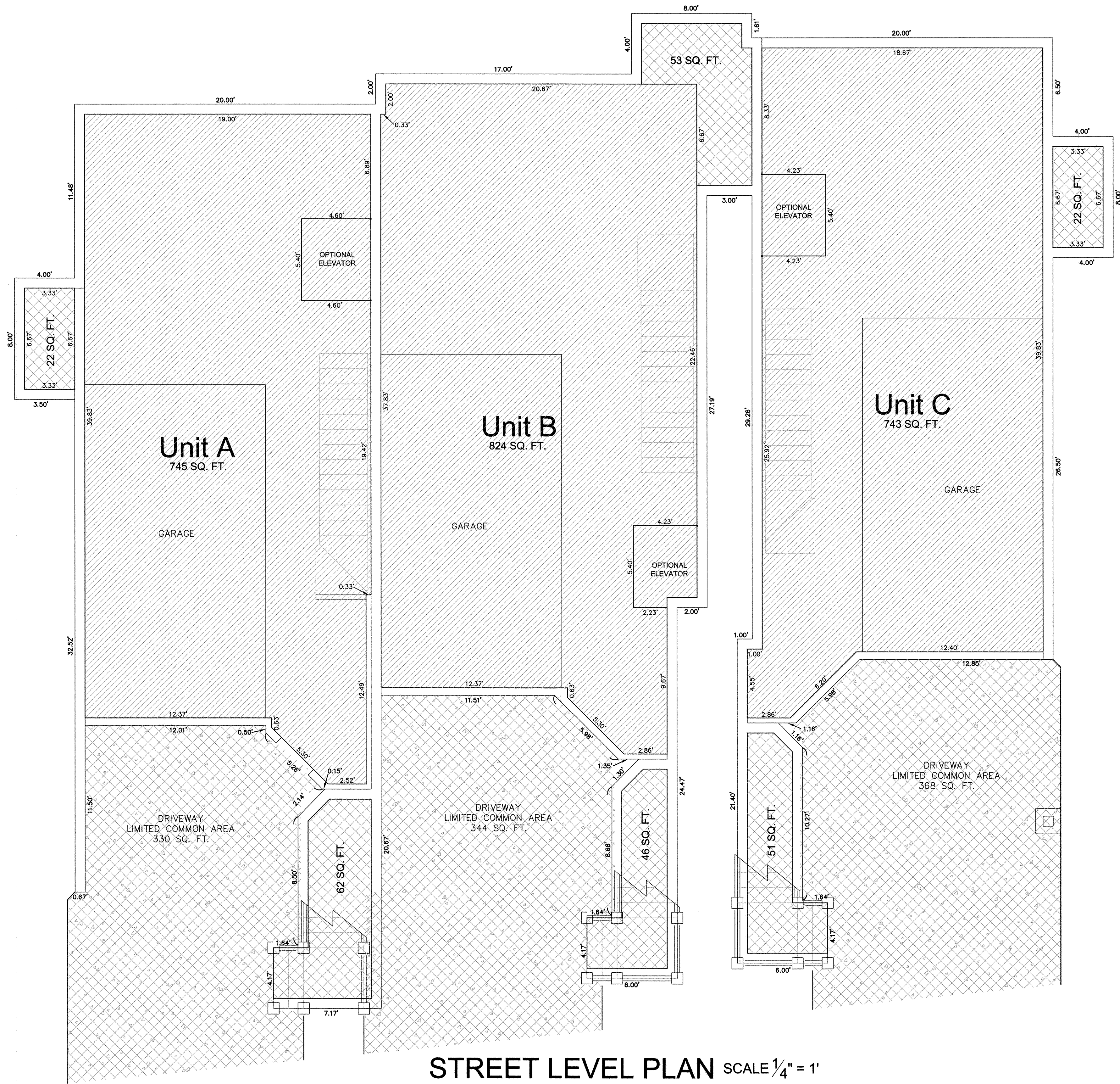
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LIMITED COMMON OWNERSHIP	
COMMON OWNERSHIP	



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AT THE REQUEST OF Coalition Title
DATE 5-12-06 TIME 9:54 AM BOOK --- PAGE ---
FEE 213.00 RECORDER Daniel A. Bower, Deputy

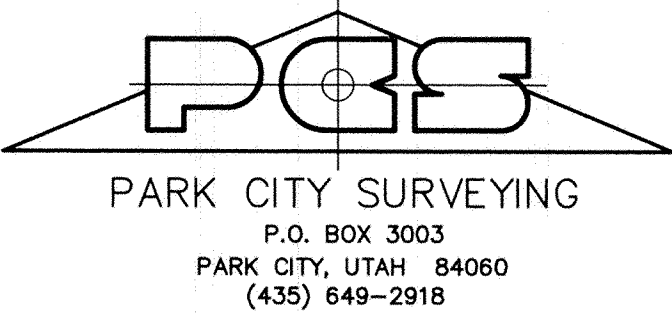
SHEET 2 OF 7

THE CRESCENT CONDOMINIUMS



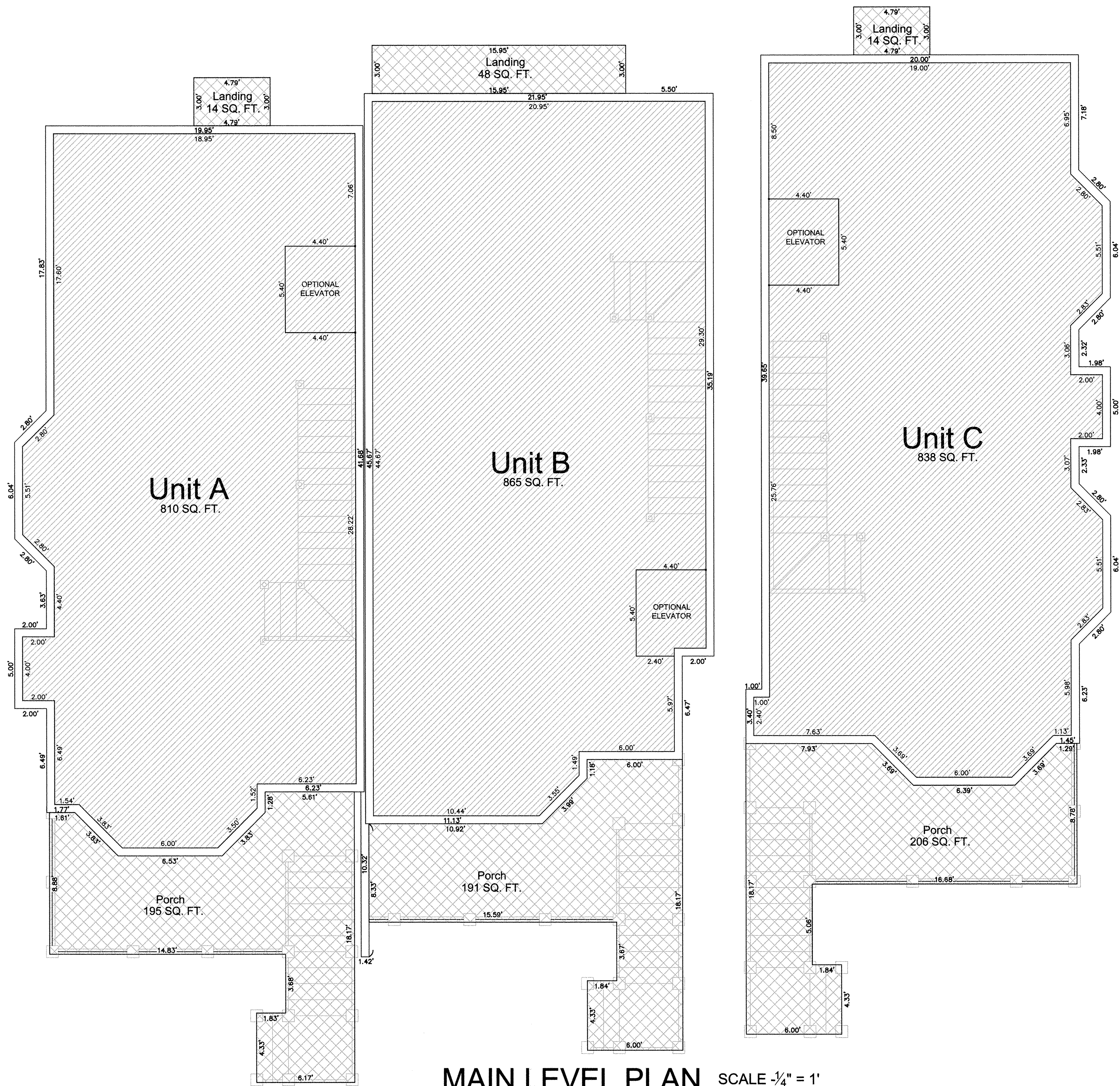
STREET LEVEL PLAN SCALE 1/4" = 1'

PRIVATE OWNERSHIP	
LIMITED COMMON OWNERSHIP	
COMMON OWNERSHIP	



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 AT THE REQUEST OF *Coalition Title*
 DATE *5-12-06* TIME *9:54* BOOK *11* PAGE *1*
\$213.00 FEE *Paula St. Bower, Deputy* RECORDER

THE CRESCENT CONDOMINIUMS



MAIN LEVEL PLAN SCALE $\frac{1}{4}" = 1'$

PRIVATE OWNERSHIP

LIMITED COMMON OWNERSHIP

COMMON OWNERSHIP



777698

RECORDED

STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title
DATE 5-12-06 TIME 9:54 AM BOOK PAGE

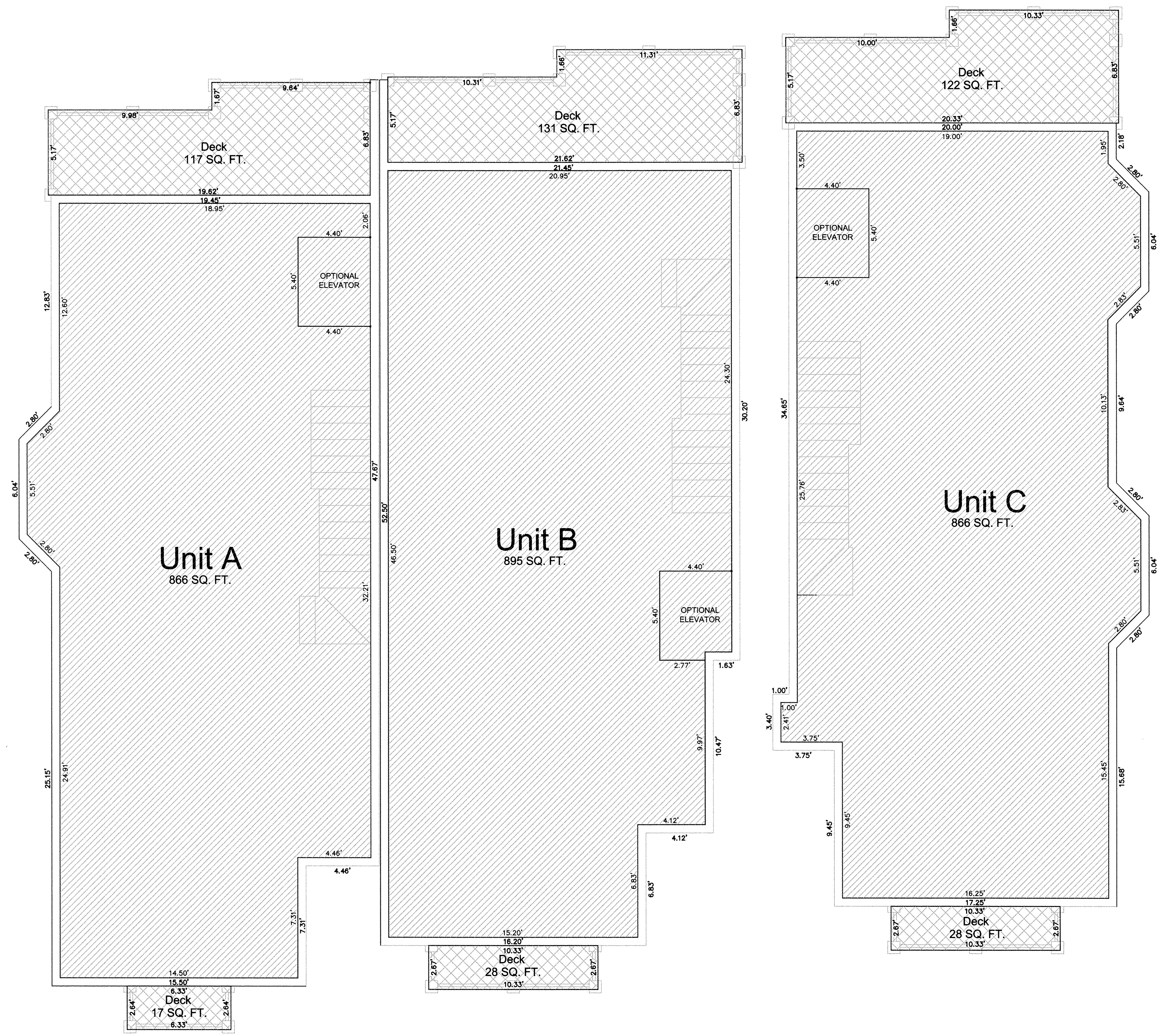
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RECORDER

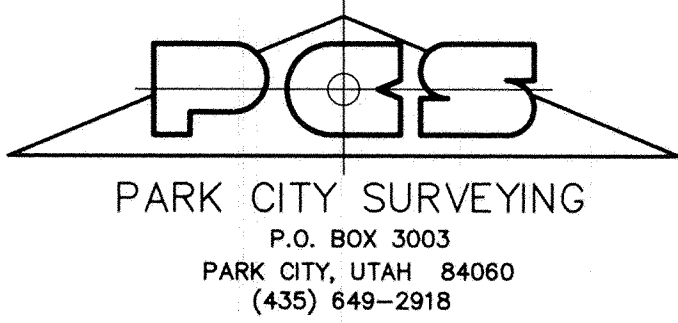
Penelope A. Bower, Deputy

SHEET 4 OF 7

THE CRESCENT CONDOMINIUMS

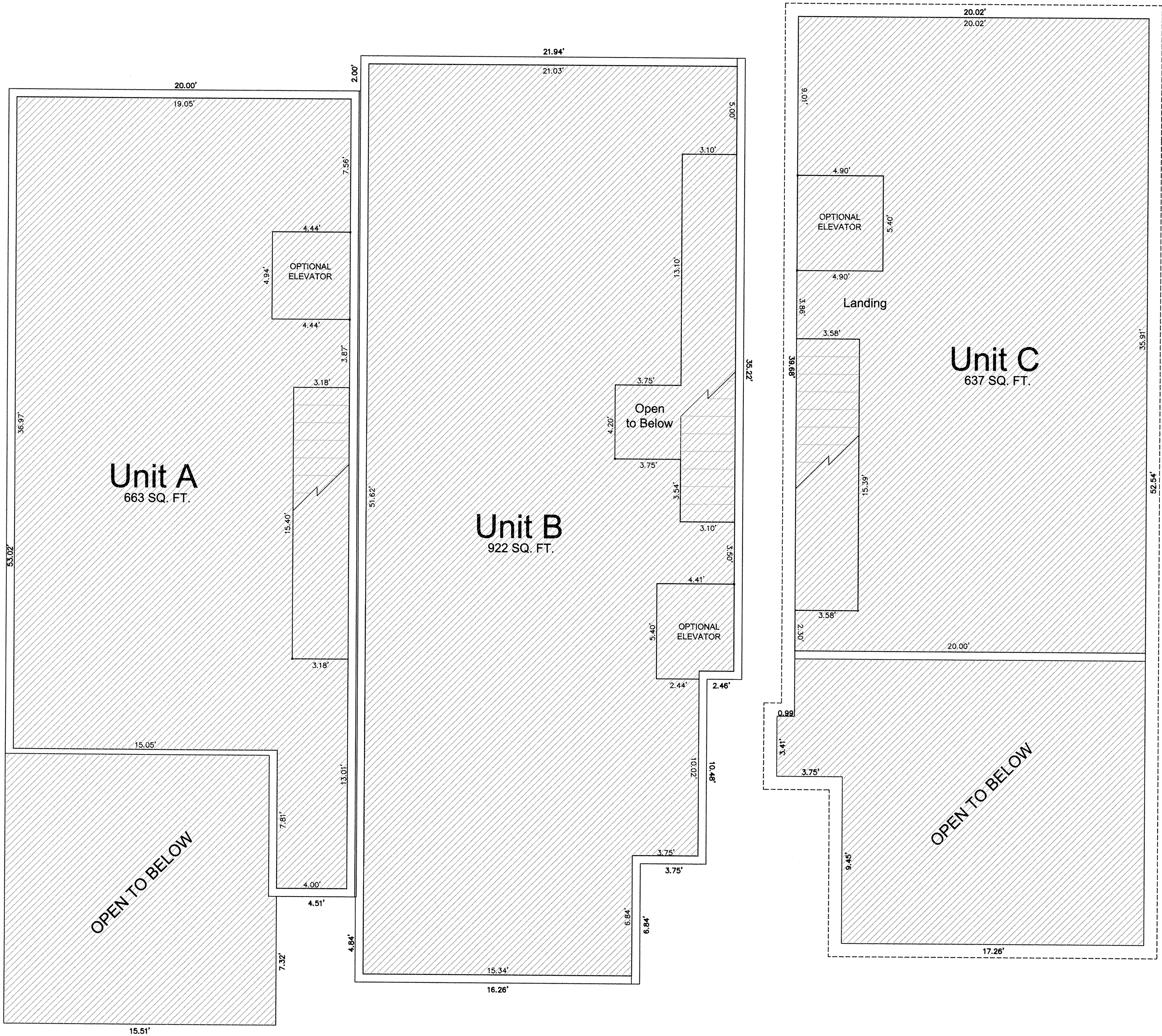


SECOND LEVEL PLAN SCALE 1/4" = 1'

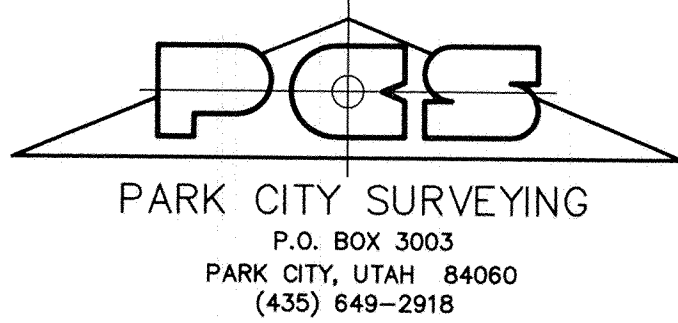


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DATE 5-12-06 TIME 9:54 AM BOOK PAGE
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THE CRESCENT CONDOMINIUMS

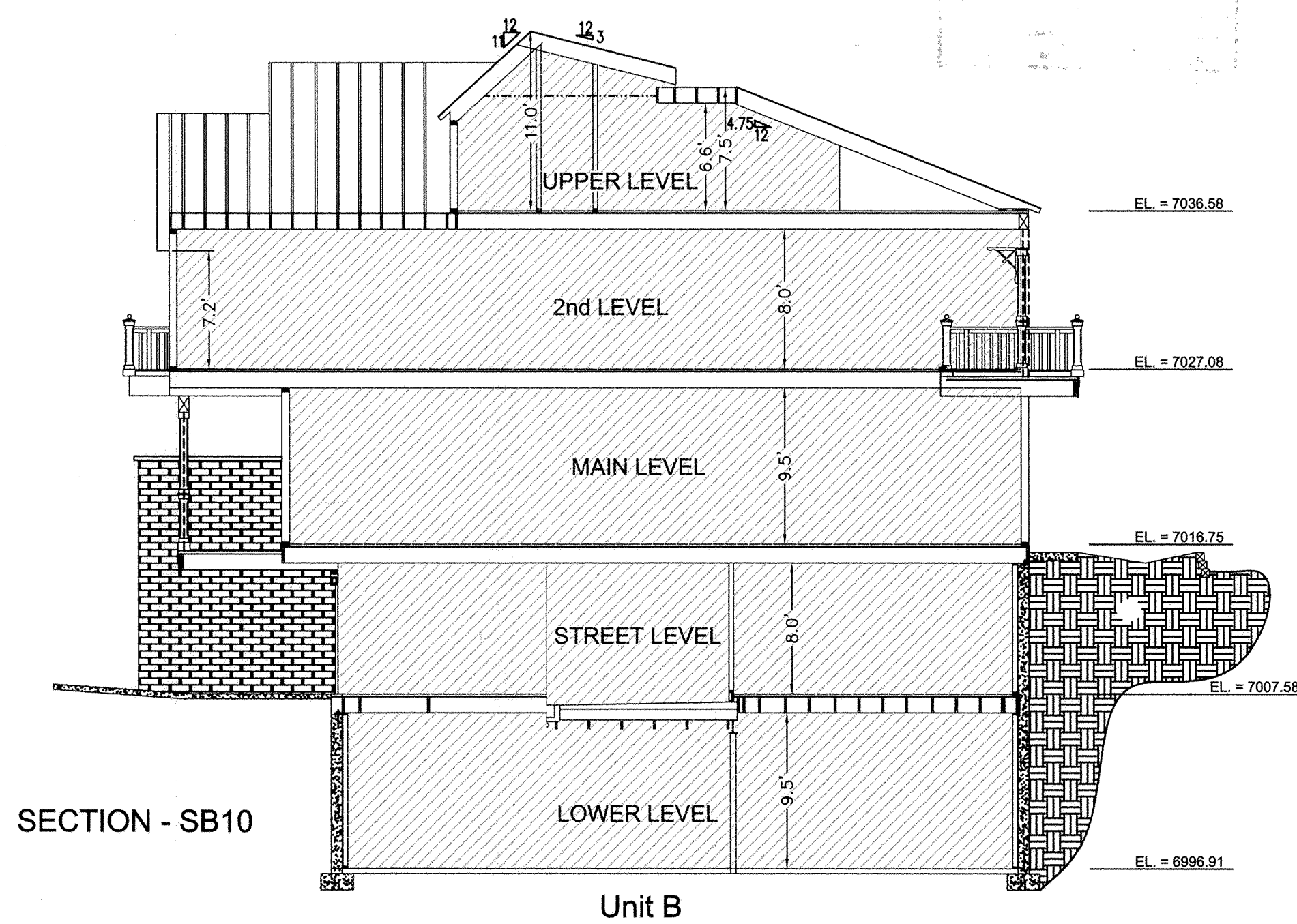
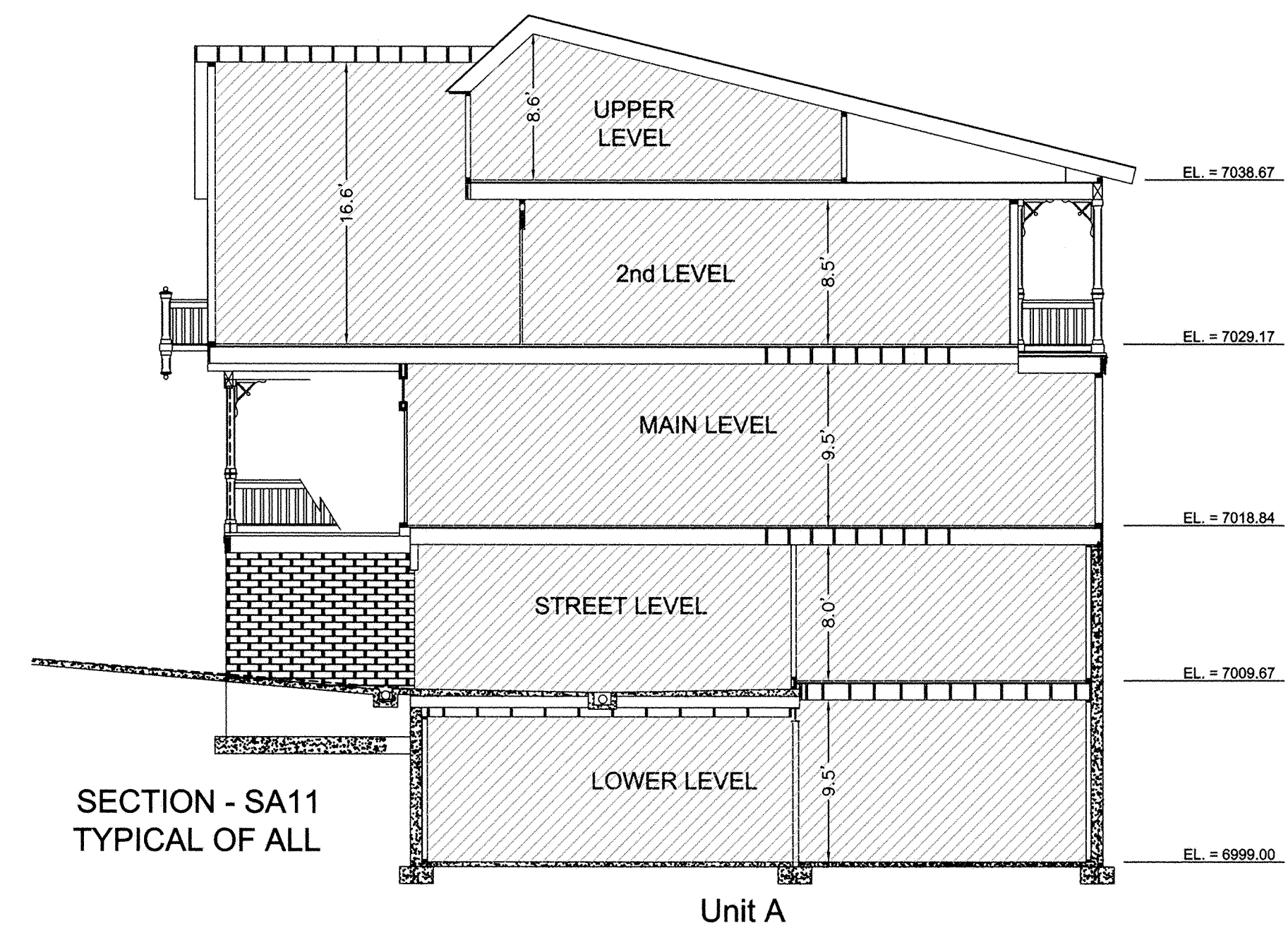
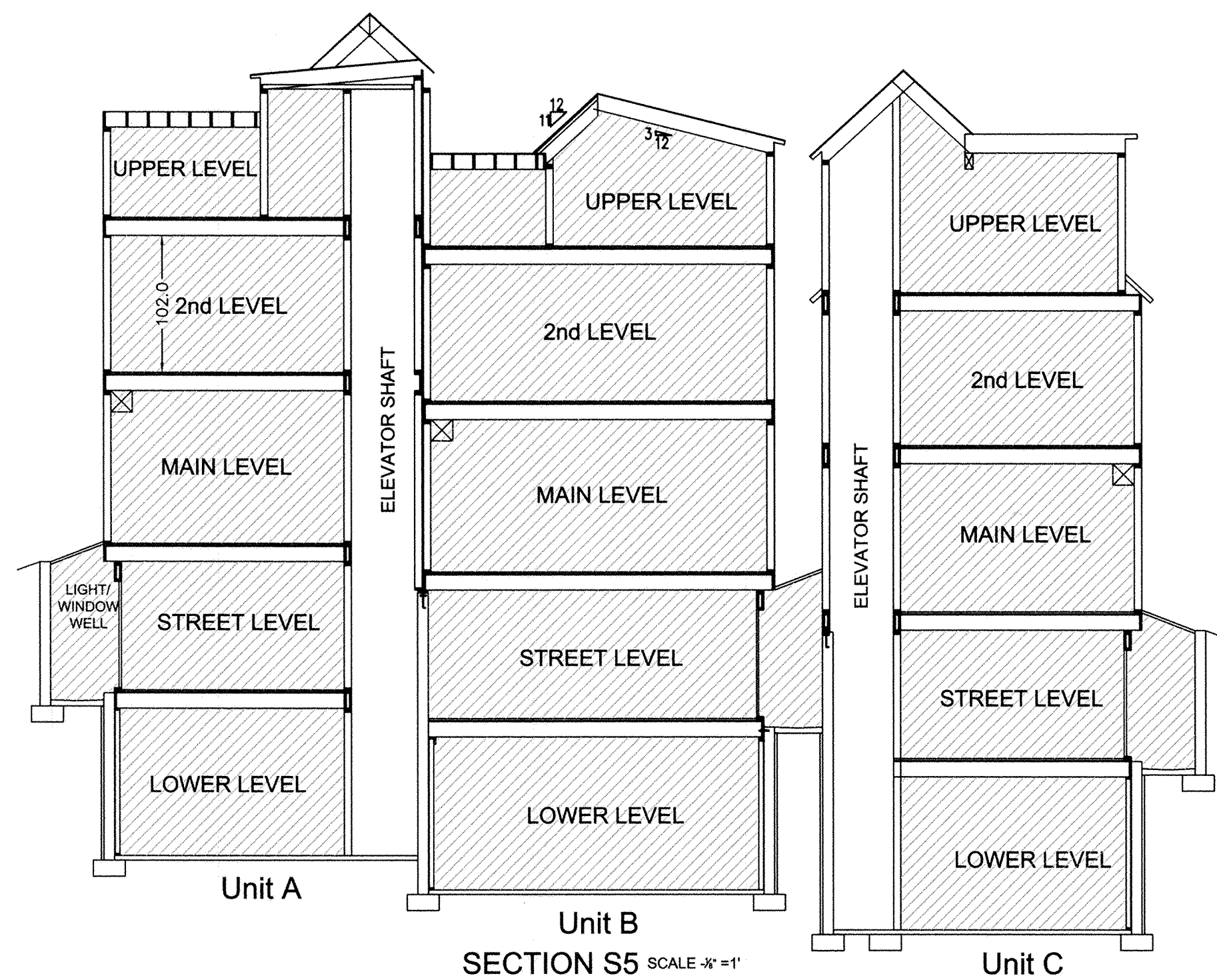


UPPER LEVEL PLAN SCALE $\frac{1}{4}" = 1'$

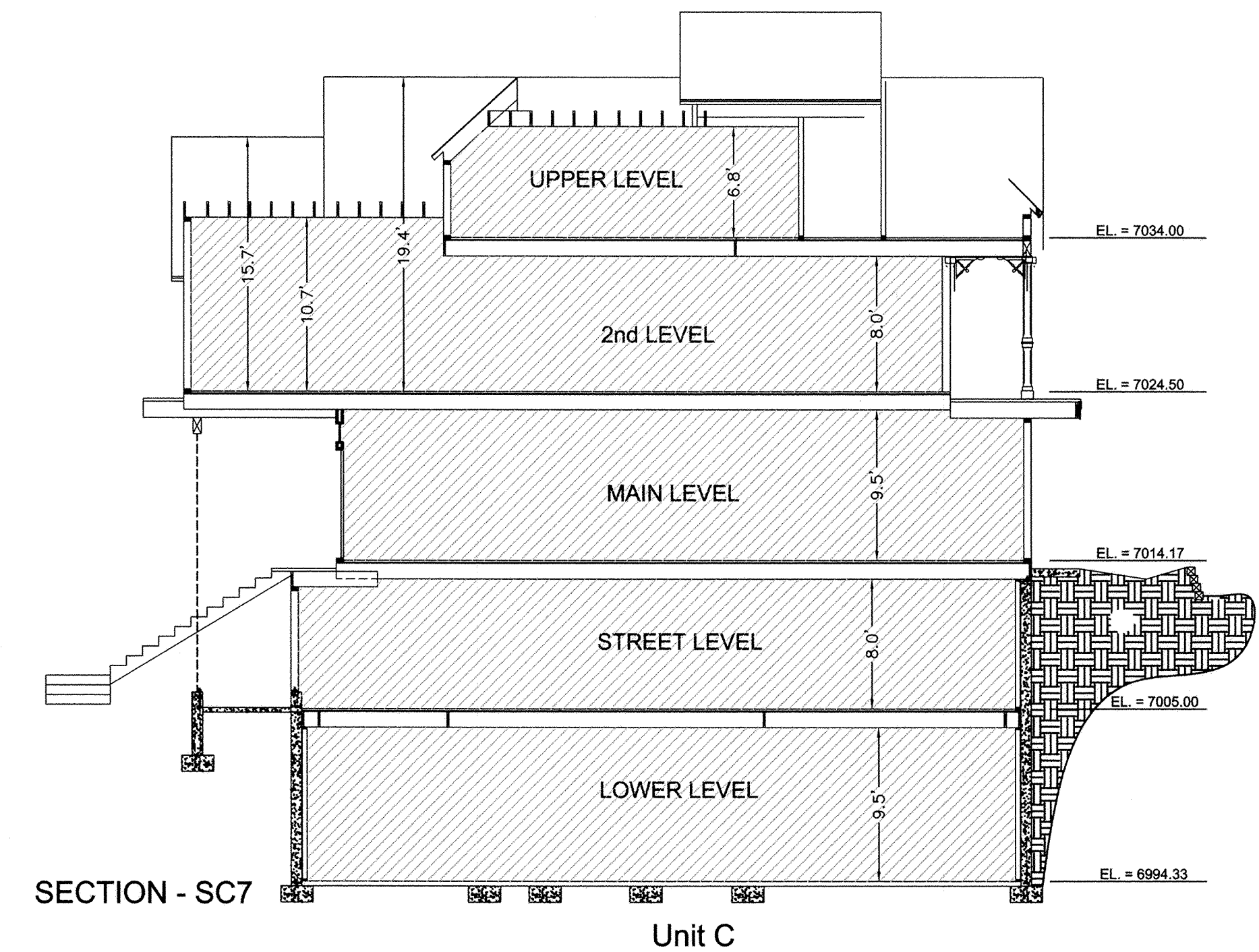
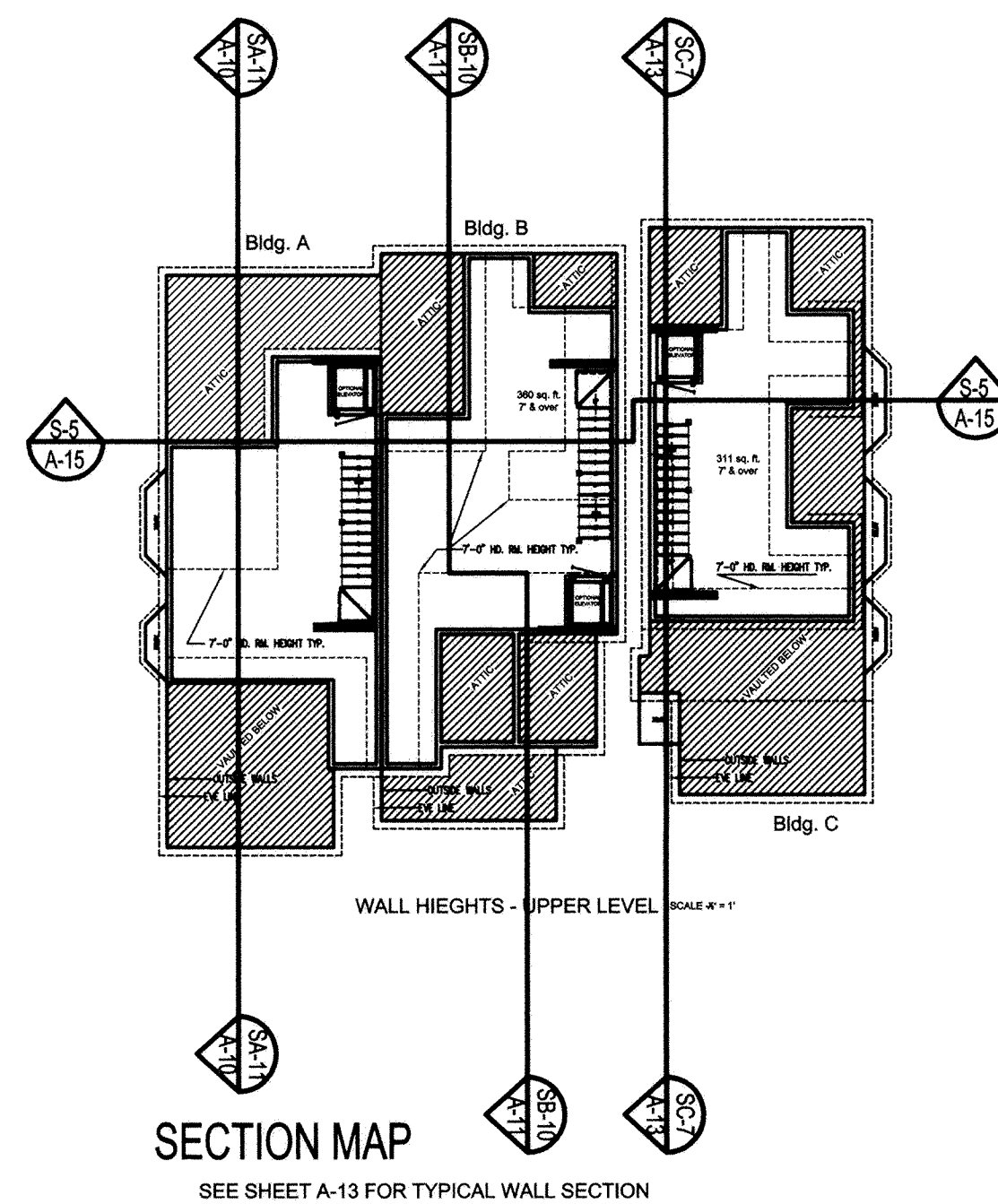


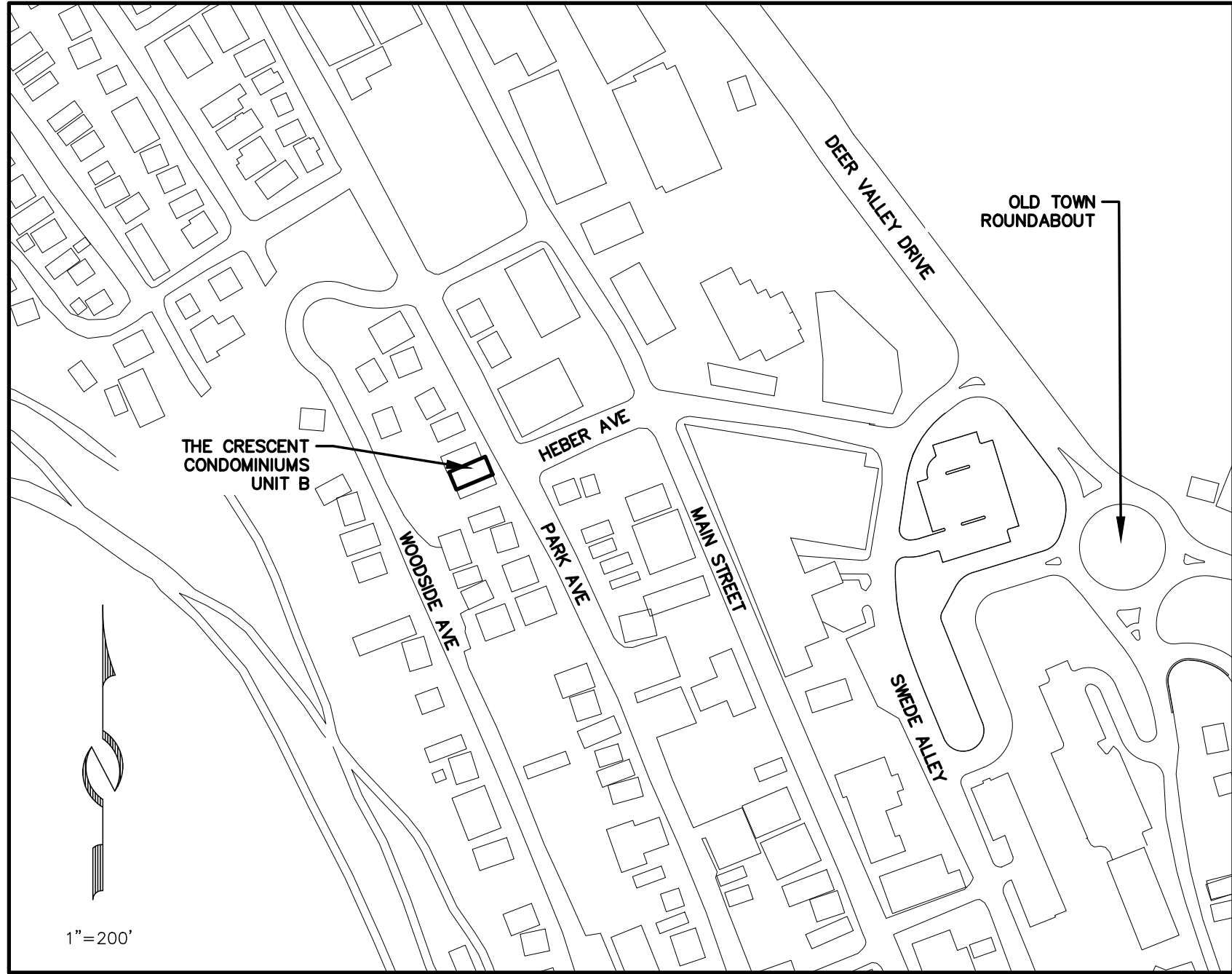
#777698 RECORDED
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF Coalition Title
DATE 5-12-06 TIME 9:51 AM BOOK --- PAGE ---
FEE \$213.00 Devin A. Brown, Deputy
RECORDER

THE CRESCENT CONDOMINIUMS

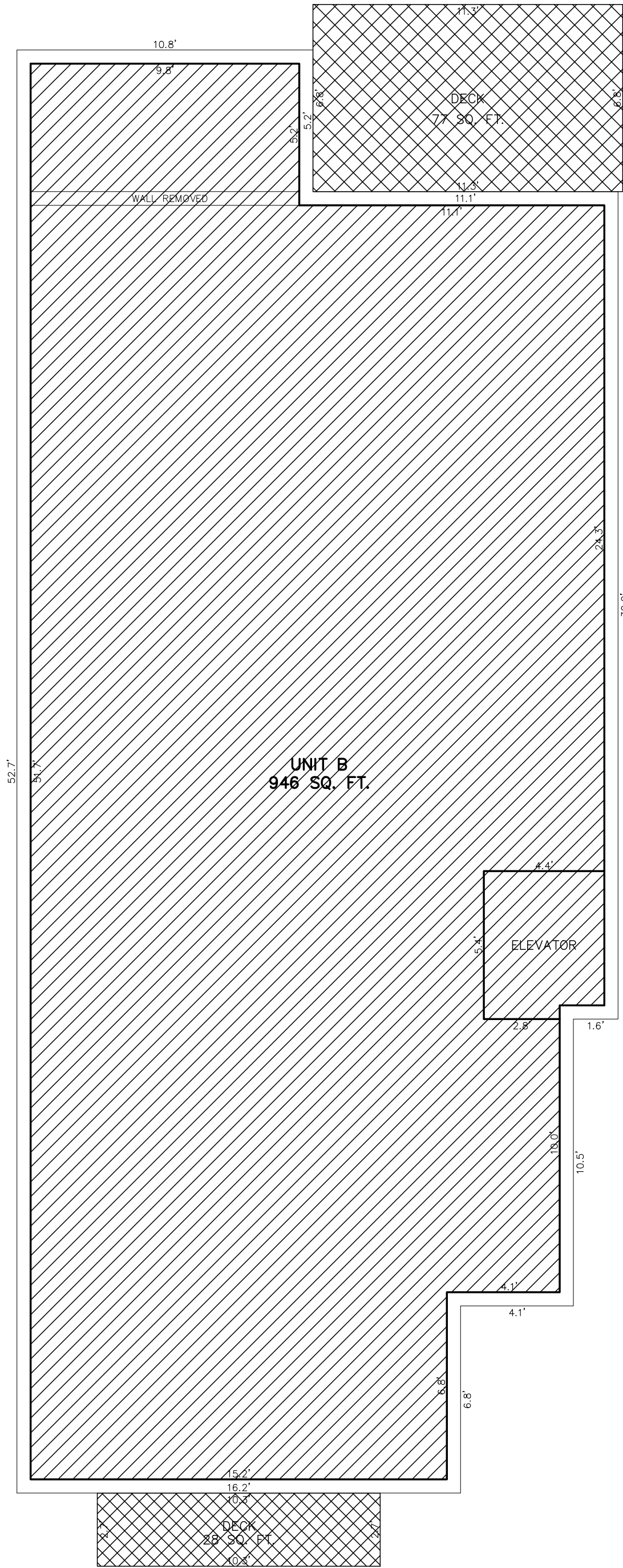
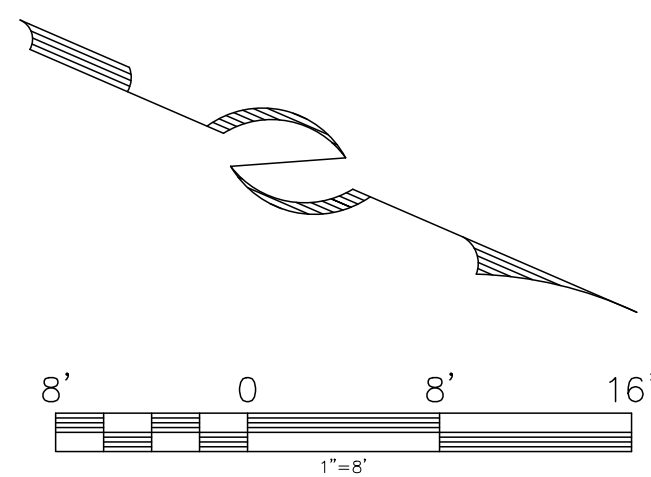


SECTION PLAN

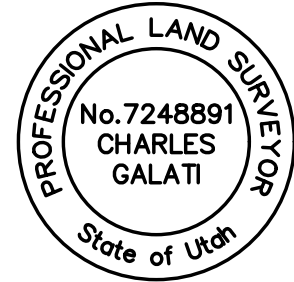




VICINITY MAP



SECOND LEVEL



SURVEYORS CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 7248891 as prescribed by the laws of the State of Utah. I further certify that by authority of the owners I have made a survey of Unit B, and have amended said Unit as shown hereon, in accordance with the provisions of the Utah Condominium Ownership Act, hereafter to be known as THE CRESCENT CONDOMINIUMS FIRST AMENDED, AMENDING UNIT B.

LEGAL DESCRIPTION

Unit B of THE CRESCENT CONDOMINIUM, a Utah Condominium project, together with the appurtenant undivided interest in the common areas, as identified on the Record of Survey Map recorded May 12, 2006 as Entry No. 777698 and in the Declaration of Condominium recorded May 12, 2006 as Entry no. 777699 in Book 1790 at Page 1272-1320 in the official records of the Summit County Recorder.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that, W. Michael Rosenberg and Ellen Worch Rosenberg, Trustees of the Rosenberg Living Trust, dated August 8, 1995, as amended, hereby certify that they have caused this plat amendment to be made and hereby consent to the recordation of this plat amendment.

In witness whereof, the undersigned set his hand
this _____ day of _____, 2021.
By: _____
W. Michael Rosenberg

In witness whereof, the undersigned set her hand
this _____ day of _____, 2021.
By: _____
Ellen Worch Rosenberg

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 2021, W. Michael Rosenberg personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, that he acknowledged to me that he executed the THE CRESCENT CONDOMINIUMS FIRST AMENDED, AMENDING UNIT B.

A Notary Public commissioned in _____
Printed Name _____
Residing in: _____
My commission expires: _____
Commission No: _____

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 2021, Ellen Worch Rosenberg personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, that she acknowledged to me that she executed the THE CRESCENT CONDOMINIUMS FIRST AMENDED, AMENDING UNIT B.

A Notary Public commissioned in _____
Printed Name _____
Residing in: _____
My commission expires: _____
Commission No: _____

ASSOCIATION CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned, on behalf of The Crescent Condominium Association, Inc., a Utah non-profit corporation, having complied with the requirements of both Statutes and the Recorded Declaration, and that 100% of the owners have voted to approve this Condominium Plat Amendment, hereby consents to the recording of The Crescent Condominiums First Amended, Amending Unit B.

Jamie Hormel, President
The Crescent Condominium Association, Inc., a Utah non-profit corporation

ACKNOWLEDGMENT

State of _____)
: ss.
County of _____)

On this _____ day of _____, 2021, personally appeared before me, the undersigned Notary Public, in and for said County and State, Jamie Hormel, being duly sworn, acknowledged to me that she is the President of the The Crescent Condominium Association, Inc., a Utah non-profit corporation, and that she signed the above Consent to Record for, on, and in behalf of all of the unit owners of The Crescent Condominiums acting as a group (under the name of The Crescent Condominium Association, Inc., a Utah non-profit 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 The Crescent Condominiums.

A Notary Public Commissioned in _____
Printed Name _____
Residing in: _____
My commission expires: _____
Commission No.: _____

NOTES

- This plat is subject to the Conditions of Approval in Ordinance 2021-_____.
- The address of The Crescent Condominiums, Unit B is 633 Park Avenue.
- This amendment adds 51 square feet to the Second Level of Unit B. All Conditions of Approval of The Crescent Condominiums recorded May 12, 2006, as Entry No. 777698 shall continue to apply and remain in full force and effect.

OWNERSHIP LEGEND

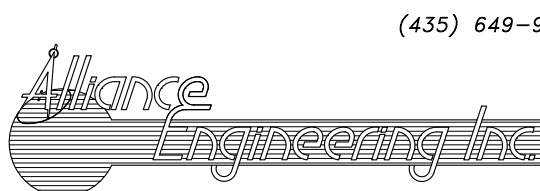
- COMMON
- LIMITED COMMON
- PRIVATE OWNERSHIP

THE CRESCENT CONDOMINIUMS

FIRST AMENDED

AMENDING UNIT B

WITHIN BLOCK 6, PARK CITY SURVEY
LOCATED IN THE NORTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 16
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS _____ DAY OF _____, 2021
BY _____ ENGINEERING DEPARTMENT

PLANNING COMMISSION
RECOMMENDED BY THE PARK CITY PLANNING COMMISSION THIS _____ DAY OF _____, 2021
BY _____ CHAIR

ENGINEER'S CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2021
BY _____ PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 2021
BY _____ PARK CITY ATTORNEY

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS _____ DAY OF _____, 2021
BY _____ MAYOR

CERTIFICATE OF ATTEST
I CERTIFY THIS PLAT WAS APPROVED BY PARK CITY COUNCIL THIS _____ DAY OF _____, 2021
BY _____ PARK CITY RECORDER

PUBLIC SAFETY
ANSWERING POINT APPROVAL
APPROVED THIS _____ DAY OF _____, 2021
BY _____ SUMMIT COUNTY GIS COORDINATOR

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

THE CRESCENT CONDOMINIUMS, UNIT B
(633 Park Avenue)

June 10, 2021

PROJECT INTENT

The Crescent Condominiums is a 3-unit condominium and was originally recorded May 12, 2006, as Entry No. 777698 and is located in Park City Survey.

This application proposes to expand the Second Level Plan 51 square feet by enclosing a portion of the limited common ownership deck at the rear of the building (west side) and converting the enclosed portion to private ownership.

The plans for the construction have been submitted to the Park City Building Department and have been approved.

June 10, 2021

Park City Planning Department
Via Email

Re: 633 Park Avenue, Park City

Dear City Planners,

The Home Owners Association for 631/633/635 Park Avenue aka Crescent Condominiums has unanimously approved the project for 633 Park Avenue to extend one bedroom wall over the existing footprint of the outdoor 2nd floor deck on the rear side of the building. Thank you for your consideration.

Sincerely,



Jamie Hormel
HOA President

Cc: Rachel Peterson
Hormel Family Office
rpeterson@hfoamllc.com

Planning Commission Staff Report



Subject: 1013 Northstar Drive
Application: PL-21-04808
Author: Browne Sebright
Date: August 25, 2021
Type of Item: Administrative – Steep Slope Conditional Use Permit

Recommendation

(I) Review the proposal for the construction of a new Single-Family Dwelling on a Steep Slope on a vacant lot, (II) conduct a public hearing, and (III) consider approving the Steep Slope Conditional Use Permit subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Greg Schott, represented by Jonathan DeGray
Location: 1013 Northstar Drive
Zoning District: Historic Residential – 1
Adjacent Land Uses: Residential, Open Space
Reason for Review: The Planning Commission takes final action on Steep Slope Conditional Use Permits for Lots greater than 3,750 square feet¹

Acronyms

CUP Conditional Use Permit
HR – 1 Historic Residential – 1
LMC Land Management Code
SSCUP Steep Slope Conditional Use Permit

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

Background

1013 Northstar is a vacant lot in the Historic Residential – 1 (HR-1) Zoning District. In addition to the Steep Slope Conditional Use Permit application, the Applicant submitted a Conditional Use Permit Application for an Accessory Dwelling Unit, and a Historic District Design Review application to building a new Single-Family Dwelling on the property (Exhibit B, Applicant's Project Description). The proposed home is on a slope greater than 30% and requires a Steep Slope Conditional Use Permit (Exhibit F).

On July 29, 2021, the Planning Department conducted a public hearing for the Historic District Design Review and found the project complies with the Design Guidelines for Historic Residential Sites, outlined in Land Management Code (LMC) [§ 15-13-8](#) pending Planning Commission approval of the Steep Slope Conditional Use Permit.

¹ LMC [§ 15-1-8\(G\)](#).

Below is an existing photo of 1013 Northstar Drive, from the Applicant's submittal:



EXISTING

The proposed home, built into a steep slope, is illustrated below:



PROPOSED

Analysis

(I) The proposed Single-Family Dwelling complies with the Historic Residential – 1 Zoning District requirements.

The purposes of the Historic Residential – 1 (HR – 1) Zoning District are in part to encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and to maintain existing residential neighborhoods and to establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.²

The HR – 1 Zoning District requires the following Lot and Site requirements for the

² LMC [§ 15-2.2-1](#).

proposed Structure:³

Zoning Requirement	Analysis of Proposal
Minimum Lot size for a Single-Family Dwelling is 1,875 square feet	Complies The Lot is 41,967 square feet
Minimum Lot width is 25 feet	Complies The Lot width is 182-feet wide
Maximum Building Footprint for a 41,967-square-foot Lot is 3,500 square feet ⁴	Complies The Building Footprint is 3,497 square feet
Front and Rear Setbacks for Lots over 100 feet in length are 15 feet each for a total of 30 feet	Complies The Front Setback exceeds 15 feet; the Rear Setback exceeds 15 feet
Side Setbacks for Lots over 100 feet wide are 10 feet each for a total of 30 feet	Complies The northern Side Setback is 20 feet; the southern Side Setback is 10 feet.

1013 Northstar is Lot 9 of the Northstar Subdivision. The table below outlines the Lots within the Northstar and compares the Lot Size, Building Footprint, and total living area of each property:

Lot and Size	Footprint	% Based on Lot Size	Total Living Area	% Based on Lot Size
2 - 14,483 SF	3,992 SF	27.6%	4,802 SF*	33.2%
3 - 10,867 SF	3,720 SF	34.2%	N/A	NA
4 - 9,015 SF	2,197 SF	24.4%	4,190 SF	46.5%
5 - 11,185 SF	2,986 SF	26.7%	4,223 SF	37.8%
6 - 27,432 SF	3,535 SF	12.9%	6,508 SF	23.7%
7 - 29,416 SF	N/A	NA	4,761 SF*	16.2%
8 - 44,658 SF	N/A	NA	2,666 SF*	6%
9 - 41,967 SF	3,497 SF	8.3%	8,031 SF	19.1%

*Data source are estimates from the Summit County Assessor which may not be consistent with Park City Gross Floor Area calculation methods.

(II) The proposal complies with Development On Steep Slope requirements.

LMC [§ 15-2.2-6](#) outlines development requirements on Steep Slopes.

Development on Steep Slopes must be environmentally sensitive to hillside Areas, carefully planned to mitigate adverse effects on neighboring land and Improvements, and consistent with the Design Guidelines for Historic Districts and Historic Sites Chapter 15-13 and Architectural

³ LMC [§ 15-2.2-3](#).

⁴ MAXIMUM FP = (A/2) x 0.9^{A/1875} where FP = maximum Building Footprint and A = Lot Area.

Review Chapter 15-5.⁵

Planning Commission approval is required for Steep Slope Conditional Use Permits on Lots greater than 3,750 square feet.⁶ 1013 Northstar Drive is a 41,967-square-foot Lot. The criteria the Planning Commission evaluates for Steep Slope Conditional Use Permits is outlined below with staff analysis and recommended Conditions of Approval:

Criteria	Analysis of Proposal
LOCATION OF DEVELOPMENT – development is located and designed to reduce visual and environmental impacts of the Structure.	Complies The home will be sited on the lot so that the building acts as the primary retaining structure. This means that retaining walls will be minimized around the home. Most of the proposed walls occur along the driveway to allow for access to the site and garage. The number and visibility of retaining walls has been reduced from earlier designs that were not compliant.
VISUAL ANALYSIS – the Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points to determine potential impacts of the proposed access and building mass and design and to identify the potential for screening, slope stabilization, erosion mitigation, vegetation protection, and other design opportunities.	Complies The development will not be viewable from Vantage Points, which are defined in LMC § 15-15-1. Please see Exhibit D to view the Applicant's submitted cross canyon visual analysis.
ACCESS – Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Side Access to garages is strongly encouraged, where feasible.	Complies The drive has been located as far up (west) along Northstar Drive as possible to take full advantage of the elevation gain the street provides. This higher starting point of the drive allows the driveway to be placed parallel to the site contours with reduced slopes. It also allows the necessary retaining walls along the driveway to be reduced in height, which will be screened by landscaping. The driveway will be constructed with minimized Grading of the natural topography.
TERRACING – the project may include terraced retaining Structures if necessary to regain Natural Grade.	Complies The initial submission for this application was not compliant with the terracing requirement, and the Applicant revised their original plans to reduce the number of retaining walls by

⁵ LMC [§ 15-2.2-6](#)

⁶ LMC [§ 15-2.2-6\(B\)\(1\)](#).

	20%. The Applicant proposes construction of approximately 473 linear feet of four-foot retaining walls to stabilize the slope around the proposed dwelling and driveway.
BUILDING LOCATION – Building, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the front yard.	Complies The proposed building and access are placed parallel to the topography to minimize cuts and retaining wall heights. The building is located as close to the street as possible leaving the bulk of this 0.98-acre site as open space.
BUILDING FORM AND SCALE – Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage.	Complies The building mass steps up the hillside following the topography of the lot. Building form is broken into several components to create scale in keeping with the neighborhood. The garage is stepped back from the main façade and is subordinate to the main building forms.
SETBACKS – The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a wall effect along the Street front and/or the rear lot line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures.	Complies The building form has a variety of setbacks creating relief from any perceived wall effect. The drive and retaining walls add to this stepped effect providing further relief from the street to the building. This relief provides opportunities for landscaping pockets to occur between the street and building. The proposed home meets the Setback requirements of the HR-1 Zoning District.
DWELLING VOLUME – The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures.	Complies The proposed structure meets the requirements of code in roof shape, setbacks, and stepping of the form. The building is also in keeping with the size of other homes in the subdivision.

BUILDING HEIGHT STEEP SLOPE – The HR – 1 Zoning District Height is 27 feet. The Planning Commission may require a reduction in Building Height for all or portions of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.	Complies The building does not exceed the allowable building height and is compatible with other homes in the neighborhood and Zoning District.
---	---

Department Review

On August 3, 2021, the Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.

The Public Utilities Department indicated that there is a known issue with water pressure in the subdivision. There may be difficulty in getting water to the top story of the proposed structure.

Notice

Staff published notice on the City's website and the Utah Public Notice website on August 11, 2021. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 11, 2021. The *Park Record* published notice on August 11, 2021.⁷

Public Input

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

Alternatives

- The Planning Commission may approve the Steep Slope Conditional Use Permit;
- The Planning Commission may deny the Steep Slope Conditional Use Permit and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Applicant's Project Description
Exhibit C: Proposed Plans
Exhibit D: Visual Analysis
Exhibit E: Site Photos
Exhibit F: Site Topography
Exhibit G: Northstar Subdivision

⁷ LMC [§ 15-1-21](#).



August 25, 2021

Jonathan DeGray
P.O. Box 1674, 614 Main Street, Suite 302
Park City, UT 84060
degrayarch@qwestoffice.net
435-649-7263

CC: Greg Schott

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 1013 Northstar Drive

Zoning District: Historic Residential – 1 (HR-1)

Application: Steep Slope Conditional Use Permit

Project Number: PL-21-04808

Action: Approved with Conditions

Date of Final Action: August 25, 2021

Project Summary: The proposal is for the construction of a new Single-Family Dwelling into a Steep Slope on a vacant lot

Action Taken

On August 25, 2021, the Planning Commission conducted a public hearing and approved the construction of a new Single-Family Dwelling into a Steep Slope on a vacant lot according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The property is located at 1013 Northstar Drive.

2. On December 21, 2020, the Planning Department received the current Historic District Design Review (HDDR) application for the construction of a new single-family dwelling at 1013 Northstar Drive.
3. The HDDR application was approved on April 25, 2021.
4. On April 6, 2021, the Planning Department received a complete application for an Administrative Steep Slope Conditional Use Permit (SS-CUP) for "Construction on a Steep Slope" at 1013 Northstar Drive. The property is located in the Historic Residential (HR-1) District. The lot contains 41,967 square feet and it is a uphill lot.
5. The property is located in the Historic Residential (HR-1) District.
6. The lot contains 41,967 square feet. It is a up lot, and the average slope of this lot is 49%. The average slope within the footprint is 49%. The average slope beneath the proposed driveway is approximately 13%.
7. Access to the property is from Northstar Drive, a private street.
8. The neighborhood is characterized by a mix of historic and non-historic residential structures, single-family homes, and duplexes. The streetscape is dominated by homes setback from the street. The homes are a mix of one- to two-story residential developments, with a few three- to four-story houses.
9. The proposal complies with LMC 15-2.2-2(A) as a Single-Family Dwelling is an Allowed Use in the HR-1 zone.
10. The proposal complies with LMC 15-2.2-3(A) as the minimum Lot Size for a Single-Family Dwelling is 1,875 square feet, the proposal is 41,967 square feet.
11. The proposal complies with LMC 15-2.2-3(E) as the maximum building footprint allowed is 3,500 square feet and the Applicant has proposed 3,497 square feet.
12. The proposal complies with LMC 15-2.2-5 Building Height. The zone height is twenty-seven feet (27') from Existing Grade, and the tallest portion of the proposed building is below 27 feet from Existing Grade.
 - a. A structure is required to have a maximum height of 35 feet measured from the lowest finish floor plane to the point of the highest wall top plate supporting the ceiling joists or roof rafters; the applicant is proposing an interior height below 35 feet.
 - b. The LMC also requires a 10 foot horizontal step on the downhill façade that takes place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing Grade; the applicant has incorporated a horizontal step on the façade of the building.
13. The proposal complies with LMC 15-3-6(A) as a Single-Family Dwelling requires two (2) parking spaces per Dwelling Unit. The applicant has proposed a total of four (4) covered parking spaces.

14. The proposal complies with LMC 15-2.2-6(C)(1), as the proposed single-family dwelling is located on the lot in a manner that reduces the visual and environmental impacts.
15. The proposal complies with LMC 15-2.2-6(C)(2), as the applicant submitted a photographic visual analysis, including street and ariel views, to show the proposed streetscape (See Exhibit D). As demonstrated by the visual analysis, the proposed new single-family dwelling fits within the context of the slope, neighboring structures, and existing vegetation. The neighborhood consists of historic houses with one- to two-story additions, one- to two-story new houses, and a few three- to four-story new residential developments. The visual analysis and streetscape view demonstrate that the proposed design is visually compatible with the neighborhood, similar in scale and mass to surrounding structures, and visual impacts are mitigated.
16. The proposal complies with LMC 15-2.2-6(C)(3), as the proposed driveway leads to the driveway and the garage.
17. The proposal complies with LMC 15-2.2-6(C)(5), as the new structure's building pad location, access, and infrastructure are located in such a manner as to minimize cut and fill that would alter the perceived natural topography.
18. The proposal complies with LMC 15-2.2-6(C)(6), as the applicant broke up the mass of the new structure by incorporating multiple roof lines and articulation of the wall planes. By breaking up the structure into a series of individual smaller components, the entire structure is more compatible with the overall mass and scale of the Historic District.
19. The proposal complies with LMC 15-2.2-6(C)(7), as the new structure complies with all applicable setbacks. The applicant has worked to break up the mass and scale of the structure through incorporating smaller components, multiple roof lines, and articulation of the wall planes.
20. The proposal complies with LMC 15-2.2-6(C)(8), as the proposed design is articulated and broken into compatible massing components. The design includes setback variations and lower building heights for portions of the structure. The proposed massing and architectural design components are compatible with both the volume and massing of single-family dwellings in the area. The design minimizes the visual mass and mitigates the differences in scale between the proposed single-family dwelling and surrounding structures.
21. The proposal complies with LMC 15-2.2-6(C)(9), as the proposed new construction complies with the twenty-seven feet (27') maximum building height requirement measured from existing grade. The height of the tallest portions of the new structure is below 27 feet above existing grade. As designed the house is compatible in mass and scale with houses in the surrounding neighborhood.

22. The property was posted and notice was mailed to property owners within 300 feet on August 10, 2021.
23. The findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

1. The CUP, as conditioned, is consistent with the Park City Land Management Code, specifically section 15-2.2-6(C).
2. The Use is consistent with the Park City General Plan.
3. The effects of any differences in use of scale have been mitigated through careful planning.

Condition of Approval

1. All Standard Project Conditions shall apply.
2. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
3. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
4. This approval will expire on August 25, 2022 if a Building Permit has not been issued by the building department before the expiration date, unless an extension of this approval has been requested in writing prior to the expiration date and is granted by the Planning Director.
5. Plans submitted for a Building Permit must substantially comply with the plans reviewed and approved by the Planning Director or Designee on August 5, 2021, and the Final HDDR Design.
6. Fire sprinklers are required, to the satisfaction of the Chief Building Official, for all new construction on this lot.
7. All exterior lighting shall be down directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Final lighting details will be reviewed by the Planning Staff prior to installation.
8. Construction waste should be diverted from the landfill and recycled when possible.
9. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. When approved by the Planning Department in writing to be removed, the Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5063 or email browne.sebright@parkcity.org.

Sincerely,

John Kenworthy
Planning Commission, Chair

CC: Browne Sebright, Planner II

DRAFT

March 30, 2021

Park City Municipal Corporation
443 Marsac Avenue
Park City, Utah 84060

Attn: Planning Department
Re: Steep Slope CUP Application for:
1013 Northstar Drive
Lot 9, Northstar Subdivision

Dear Staff,

The owners of 1013 Northstar Drive would like to build a new single-family home on this vacant lot. The Northstar Subdivision was platted in 1977 and is made up of 10 lots ranging in size from a quarter acre to over one acre. Slopes on this lot are steep and uniform from the street to the rear property line. The site is .98 acres in size.

Criteria for review 15-2.2-6 Development on Steep Slopes

1. **Location of Development** – The home will be sited on the lot so that the building acts as the primary retaining structure. This means that retaining walls will be minimized around the home. Most proposed walls occur along the driveway to allow for access to the site and garage.
2. **Visual Analysis** – Renderings of the home have been included from across the canyon.
3. **Access** – The drive has been located as far up (west) along Northstar Drive as possible to take full advantage of the elevation gain the street provides. This higher starting point of the drive allows the driveway to be placed parallel to the contours and have reduced slopes. It also allows the necessary retaining walls along the driveway to be reduced in height. Walls along the drive will be 6' maximum height.
4. **Terracing** – See response to criteria #1 and #3.
5. **Building Location** – Building and access are placed parallel to the topography to minimize cuts and retaining wall heights. The building is located as close to the street as possible leaving the bulk of this .98 acre stie as open space.
6. **Building Form and Scale** – The building mass steps up the hill side following the topography of the lot. Building form is broken in to several components to create scale in keeping with he neighborhood. The garage is stepped back from the main façade and is subordinate to the main building forms.

7. **Setbacks** – Building form has a verity of setbacks creating relief from any perceived wall effect. The drive and retaining walls add to this stepped effect providing further relief from the street to the building. This relief provides opportunities for landscaping pockets to occur between the street and building.
8. **Dwelling Volume** – Meets the requirements of code in roof shape, setbacks and stepping of the form. The building is also in keeping with the size of other homes in the subdivision.
9. **Building Height** – The building does not exceed the allowable building height and is compatible with other homes in the neighborhood and district.

Please let me know if you have any questions regarding this application.

Sincerely,

Jonathan
DeGray

Digitally signed by Jonathan DeGray
DN: cn=Jonathan DeGray, o, ou,
email=degrayarch@qwestoffice.net,
c=US
Date: 2021.04.05 17:42:32 -06'00'

Jonathan DeGray - Architect

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

CONSULTANTS	
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LEGEND

	BRICK & STONE	EARTH	CONCRETE	CONCRETE MASONRY UNIT	STEEL (LARGE SCALE)	RIGID INSULATION	ROUGH WOOD	BLOCKING	ALUMINUM (LARGE SCALE)	GRAVEL	FINISHED WOOD	BATT OR BLOWN INSULATION	PLASTER, SAND, GROUT, MORTAR	STEEL (SMALL SCALE)	BITUMINOUS PAVING	PLYWOOD	GYPSUM BOARD

	OFFICE 103	ROOM NAME ROOM NUMBER
		FLOOR, POINT ELEV.
		CENTER LINE
		ROUND, DIA.
		CHANNEL
		ANGLE
		DETAIL
		SECTION CUT, DETAIL
		BUILDING SECTION
		KEYED NOTES
		WINDOW TYPE
		DOOR NUMBER
		REVISION
		INTERIOR WALL ELEV.
		WALL TYPE

CODE ANALYSIS

APPLICABLE CODES
2015 IRC 2018 IBC
2018 IPC 2018 IMC
2017 NEC 2018 IFGC
2018 IECC 2018 IFC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
BUILDING TO BE FIRE SPRINKLED: CONTRACTOR
TO PROVIDE APPROVALS PRIOR TO
INSTALLATION.

AREA CALCULATIONS
LOWER LEVEL LIVING AREA: 2400 S/F
MAIN LEVEL LIVING AREA: 3356 S/F
UPPER LEVEL LIVING AREA: 2275 S/F
TOTAL LIVING AREA: 8031 S/F
GARAGE AREA: 918 S/F
ALLOWABLE FOOTPRINT: 3500 S/F
PROPOSED FOOTPRINT: 3497 S/F
LOT AREA: 41,967 S/F
DISTURBED AREA: 9755 S/F

INDEX TO DRAWINGS

[illegible]

ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	P.D.	PAIR
ACoust.	ACOUSTICAL	FND	FOUNDATION	P.R.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQD.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVIEWED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTHWAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GULF-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHEET	SHEET
C.M.U.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
CLG.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
COL.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COMP.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRRG.	IRRIGATION	SY.S.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANFR	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DIM.	DIMENSION	MECH.	MECHANICAL		STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
EA.	EACH	N.I.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W.	WITH
ELEC.	ELECTRIC/ELECTICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	O.F.D.	OVERFLOW DRAIN	WR.	WATER RESISTANT
EQ.	EQUAL	OPNG	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.
2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.
3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.
4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.
5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.
6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.
7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.
8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2015 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.
9. ALL 2 1/2 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.
10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11
11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.
12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.
13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

Jonathan DeGray
A r c h i t e c t

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

COVER SHEET

REVISIONS:

1	JUNE 29, 2021
HDDR Review	
2	JULY 20, 2021
HDDR Review	

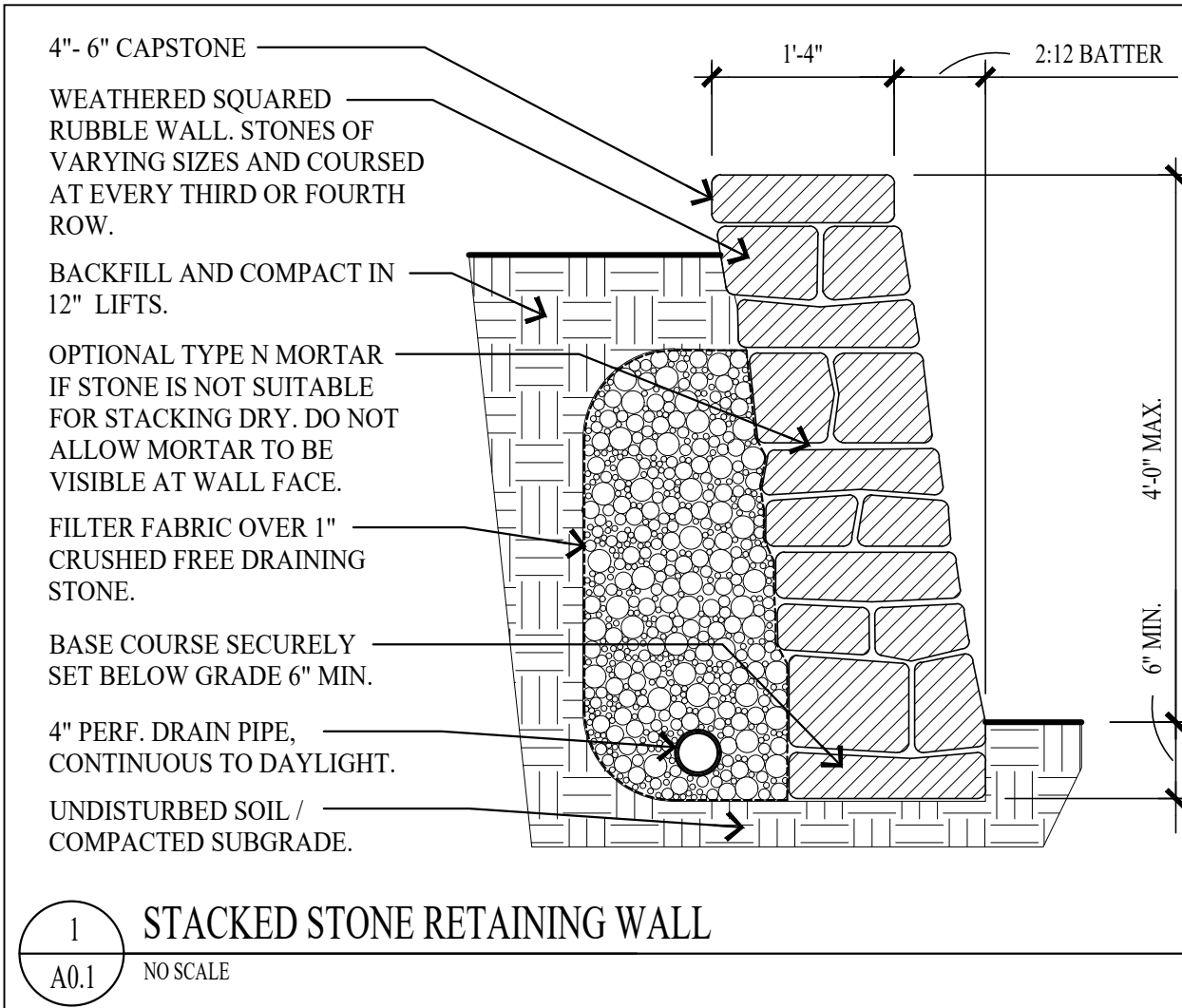
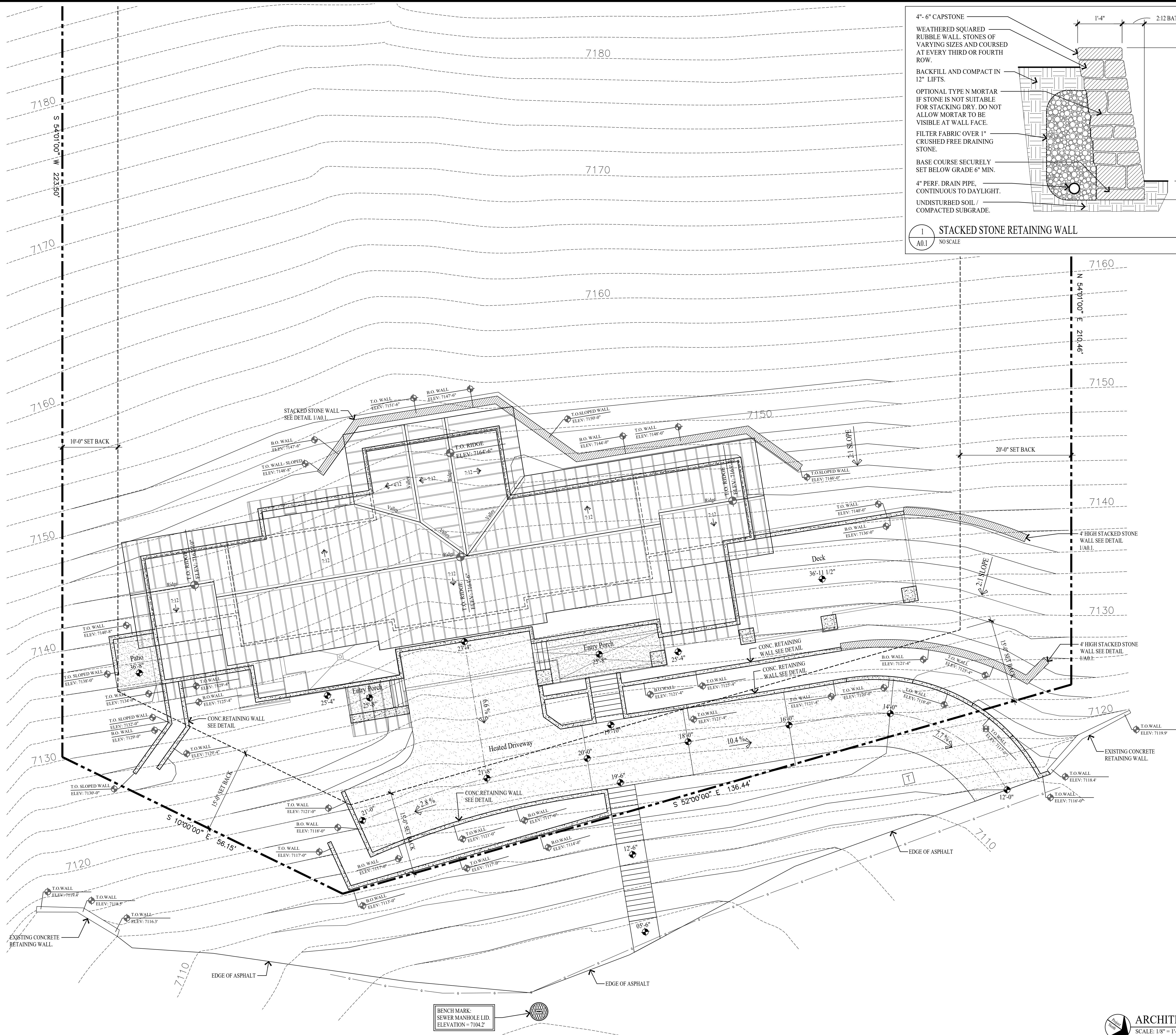
DATE: MAY 25, 2021

2101-01

SHEET NUMBER:

Aa

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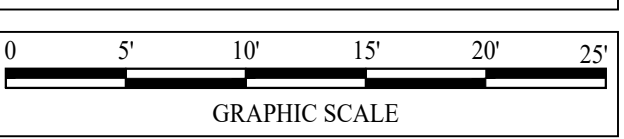


GENERAL NOTES

- SITE PLAN NOTES:**
1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET.
 2. ALL EXCAVATION CUTS TO BE LAID BACK A MINIMUM OF 2:1 SLOPE.
- STABILIZATION CONSTRUCTION ENTRANCE**
- FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.
- GRADING NOTES**
1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
 2. MAXIMUM ALTERED SLOPES AT 2:1
 3. MINIMUM SLOPE FOR DRAINAGE = 2%
 4. DRAIN AWAY FROM BUILDING
 5. CONTAIN DRAINAGE ON PROPERTY
 6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT
 7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT
- UTILITY NOTES**
1. ALL NEW UTILITIES TO BE CONNECTED THROUGH THE EXISTING HOUSE TO THE EXISTING UTILITIES.
- SNOW REMOVAL**
- SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- SEWER MANHOLE LID
- ELECTRIC METER BOX
- GAS METER
- WATER METER
- STORM DRAIN MANHOLE
- POWER POLE
- FOUND REBAR & CAP
- DATUM ELEVATION
- FIRE HYDRANT
- TELECOM BOX
- ELECTRICAL BOX
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- WL - WATER LINE
- SL - SEWER LINE
- GL - GAS LINE
- EL - ELECTRICAL LINE



NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DEPOSITION. FIELD VERIFY.

Jonathan DeGray
A r c h i t e c t

P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-648-7263, E-mail: degrayarch@westoffice.net

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

SHEET DESCRIPTION: A0.1

REVISIONS:
JUNE 29, 2021
HDR Review
JULY 20, 2021
HDR Review

DATE:
MAY 25, 2021

PROJECT NUMBER:
2101-01

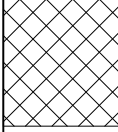
SHEET NUMBER:
A0.1

ARCHITECTURAL SITE PLAN
SCALE: 1/8" = 1'-0"

239

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PLANT SCHEDULE							
SYMBOL	KEY	QUANTITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
	DECIDUOUS TREES						
	A	5	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	
	SHRUBS						
	B	20	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing as noted on plan
	C	14	Mountain Sage	Artemesia Tridentata Vaseyana	5 Gal.		Spacing as noted on plan
	GROUND COVER AND HYDROSEEDING						
	D	30	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	E	35	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	F	685 S/F	Wood Chips		Small		3" Thick Layer
	G	9000 S/F	Native Grass Seed Mix		1 lb/1500	Hydroseed	See seed mix below

NATIVE GRASS SEED MIX
The seed mix shall be utilized in areas specified for native grasses. This mixture shall be applied at a sufficient rate so that germination and subsequent coverage reaches 80% in a representative 10'x10' area. If coverage does not reach 80% reseedling must occur. Apply at a rate of 80 lbs./ acre on the following percentages:
20% Crested Wheatgrass, 10% Streambank Wheatgrass, 20% Pubescent Wheatgrass, 15% Perennial Ryegrass, 15% Mountain Bromegrass, 10% Indian Ryegrass, 10% Alpine Bluegrass.
* In addition, add 10 lbs./ acre each of Linum lewisii and Penstemon Eatonii with native grass seed mixture.

- PLANTING NOTES**
1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.
 2. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.
 3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS, AND SPECIFICATIONS.
 4. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.
 5. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.
 6. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.
 7. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.
 8. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.
 9. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.
 10. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.
 11. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.
 12. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.
 13. NO BARE ROOT STOCK SHALL BE USED.

BENCH MARK:
SEWER MANHOLE LID.
ELEVATION = 7104.2'

LANDSCAPE PLAN
SCALE: 1/8" = 1'-0"

Jonathan DeGray
A r c h i t e c t
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@westoffice.net

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

LANDSCAPE PLAN

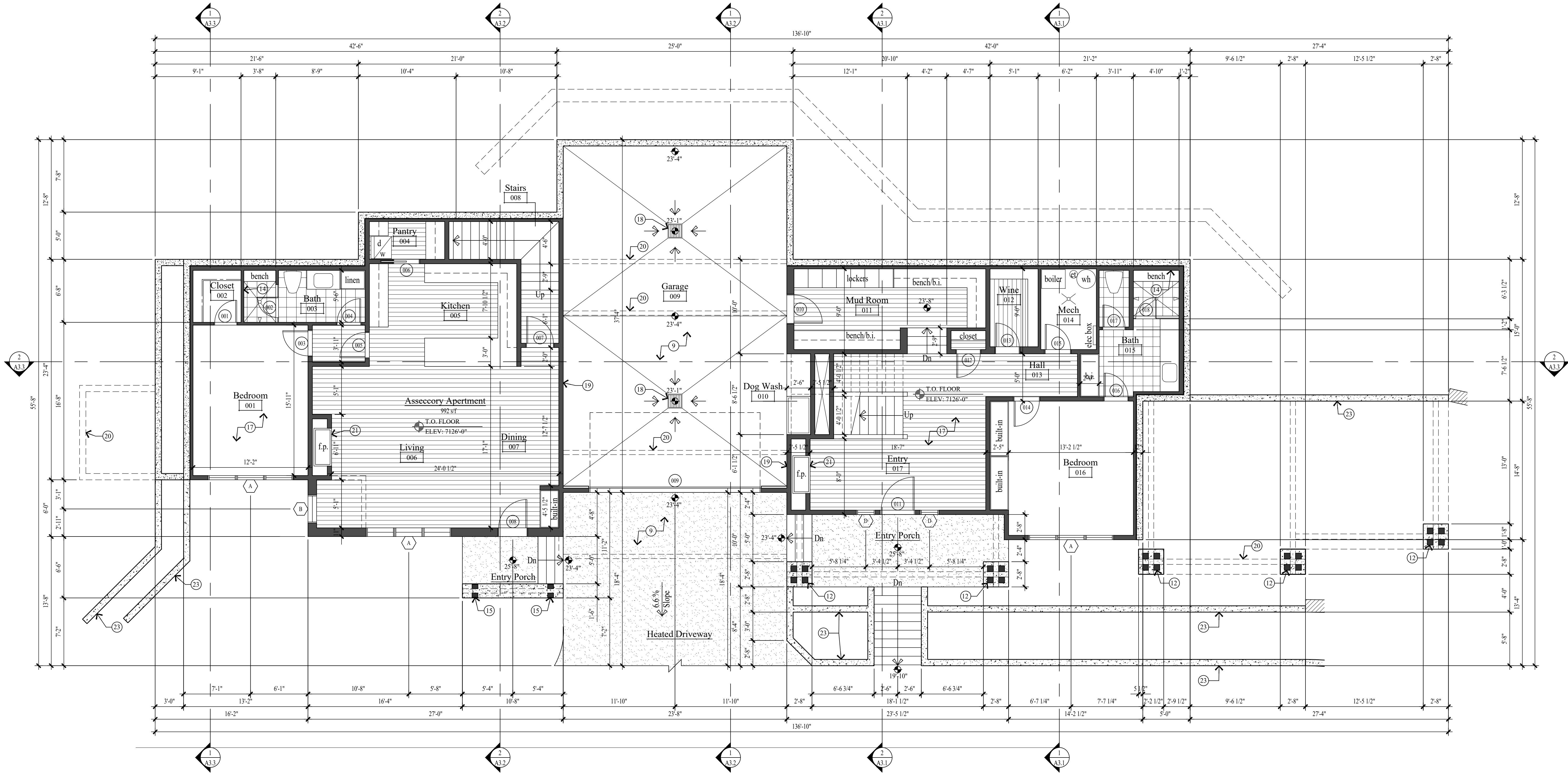
REVISIONS:
△ JUNE 29, 2021
HDDR Review
△ JULY 20, 2021
HDDR Review

DATE:
MAY 25, 2021

PROJECT NUMBER:
2101-01

SHEET NUMBER:
A0.2

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- 2 METAL CHIMNEY CAP.
- 3 METAL RIDGE VENT.
- 4 2x6 ON 2x10 BUILT-UP FASCIA, WRAPPED IN METAL.
- 5 1 1/2" x 3 1/2" CONTINUOUS METAL DRIP EDGE.
- 6 1x CEDAR SOFFIT - STAINED. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
- 7 FLAT ROOF: REINFORCED WATERPROOF MEMBRANE ON RIGID INSUL. SLOPED 3% ON 3/4" PLYWOOD ON ROOF JOIST.
- 8 WATERPROOF DECK: 2x6 TREX DECKING ON 2x P.T. TAPERED SLEEPERS ON REINF. EPDM ON 3/4" EXTERIOR PLYWOOD ON 2x P.T. TAPERED DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
- 9 4" REINFORCED HEATED CONCRETE PORCH, PATIO AND DRIVEWAY ON 4" GRAVEL BASE.
- 10 FOR TYPICAL STAIRWAY, HANDRAILING & GUARDRAILING NOTES & DETAILS - SEE SHEET A5.1.
- 11 3/8" HIGH WOOD TOP RAIL/HAND GRIP TO BE STD. MILL SHAPE CONT. W/ 1/2" DIA. STEEL BALLAST, VERTICAL SPACED LESS THAN 4".
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- 17 4" REINFORCED CONCRETE SLAB W/ HYDRAUNIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED GRADED.
- 18 HEAVY DUTY 18"x18" FLOOR DRAIN W/ INTEGRAL TRAP FOR SEDIMENT BUCKET. W/ FLOOR LEVEL CLEANOUT. TIE INTO GRAVEL SUMP.
- 19 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
- 20 LINE OF WALL/BEAM ABOVE.
- 21 HEATILATOR "CRAVE 4488" DIRECT VENT FIREPLACE. FRAME ON 18" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS. ANSI Z21.88-2014.
- 22 HEAT & GLO "PRIMO84" DIRECT VENT FIREPLACE. FRAME ON 18" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS. ANSI Z21.90B-2014.
- 23 CONCRETE RETAINING WALL W/ STONE VENEER.

NEW CONCRETE WALL

NEW 2x FRAMED WALL

GENERAL NOTES

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.
2. INTERIOR FLOOR SLABS TO BE HEATED ON 2" RIGID INSULATION R-14 - TYP. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. ALL ROOF JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. FURRED DOWN CEILING @ COMPOSITE DECKS TO BE 2x6 JOIST W/ 7" CLOSED CELL FOAM INSULATION R-49 - TYP.
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5. TWO INSPECTIONS ARE REQUIRED (FOAM AND BALANCE OF INSULATION), UNVENTED CONDITIONED ATTIC ASSEMBLIES.
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LOWER LEVEL FLOOR PLAN
SCALE: 3/16" = 1'-0"

PRODUCT DESCRIPTION:

LOWER LEVEL FLOOR PLAN

SHEET DESCRIPTION:

REVISIONS:
△ JUNE 29, 2021
HDDR Review
△ JULY 20, 2021
HDDR Review

DATE:
MAY 25, 2021

PROJECT NUMBER:
2101-01

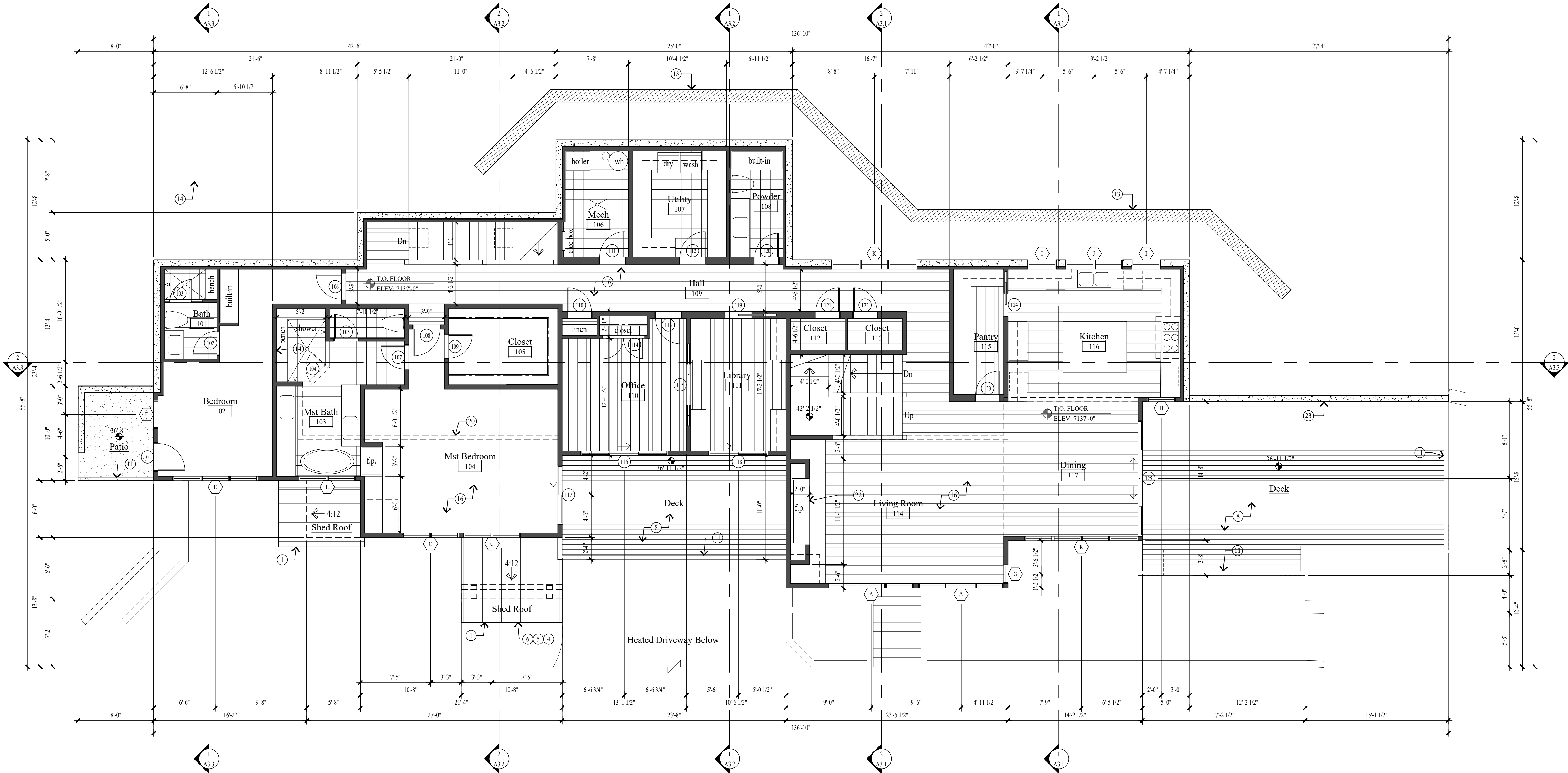
SHEET NUMBER:

A1.1

Jonathan DeGray
A r c h i t e c t
P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@westoffice.net

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

THE GRAPHIC MATERIAL AND DESIGN ON THIS SHEET ARE INSTRUMENTS OF SERVICE AND REMAIN AT ALL TIMES THE PROPERTY OF JONATHAN DEGRAY - ARCHITECT P.C. REPRODUCTION OR REUSE OF THE MATERIAL AND DESIGN CONTAINED HEREIN IS PROHIBITED WITHOUT THE WRITTEN CONSENT OF JONATHAN DEGRAY - ARCHITECT P.C. VIOLATORS WILL BE PROSECUTED TO THE FULLEST EXTENT OF THE LAW.
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SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

MAIN LEVEL FLOOR PLAN
DECK AND PATIO PLAN
LOW ROOF PLAN

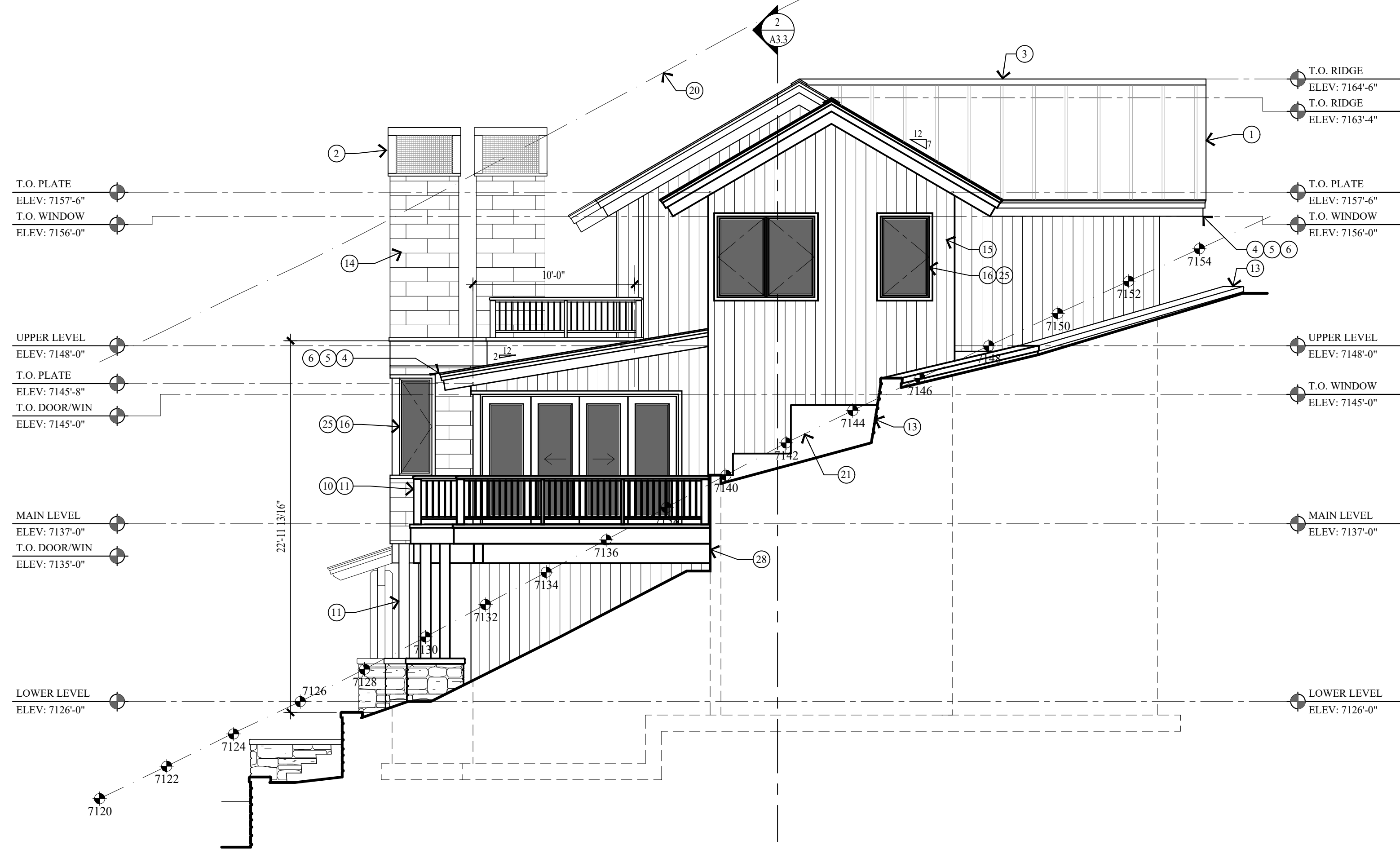
REVISIONS:
△ JUNE 29, 2021
HDDR Review
△ JULY 20, 2021
HDDR Review

DATE:
MAY 25, 2021

PROJECT NUMBER:
2101-01

SHEET NUMBER:
A1.2

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1 WEST ELEVATION
A2.1 SCALE: 3/16" = 1'-0"



2 NORTH ELEVATION
A2.1 SCALE: 3/16" = 1'-0"

KEY NOTES

- NON-REFLECTIVE STANDING SEAM METAL ROOF. METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCTURAL FOR SIZE AND SPACING. ROOF MATERIAL SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4.
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- 1x CEDAR SOFFIT - STAINED. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
- FLAT ROOF: REINFORCED WATERPROOF MEMBRANE ON RIGID INSUL. SLOPED 3% ON 3/4" PLYWOOD ON ROOF JOIST.
- WATERPROOF DECK: LIQUID APPLIED POLYURETHANE WATERPROOF SYSTEM ON 3/4" EXT. PLYWOOD ON 2x6 SLEEPERS SLOPED @ 2.5% ON 3/4" EXT. PLYWOOD ON DECK JOIST @ 16" O.C. INSTALL EPOXY FINISH PER MANUFACTURE SPECIFICATIONS.
- 4" REINFORCED HEATED CONCRETE PORCH, PATIO AND DRIVEWAY ON 4" GRAVEL BASE.
- FOR TYPICAL STAIRWAY, HANDRAILING & GUARDRAILING NOTES & DETAILS - SEE SHEET A5.1.
- 36" HIGH WOOD TOP RAIL/HAND GRIP TO BE STD. MILL SHAPE CONT. W/ 1/2" DIA. STEEL BALLAST, VERTICAL, SPACED LESS THAN 4".
- 4x 8x8 TIMBER COLUMN - STAINED.
- STACKED STONE RETAINING WALL.
- NON-REFLECTIVE METAL PANEL SIDING ON TYVEK HOMEWRAP ON 1/2" EXT. SHEATHING ON 2x6 STUD WALL @ 16" O.C.
- 1x8 CEDAR T&G VERTICAL SIDING - STAINED ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
- WINDOWS AND DOORS W/ INSULATED GLASS - SEE SHEET A6.1 FOR SCHEDULES.
- CUT STONE SILL/CAP CONTINUOUS.
- 4" STONE VENEER - SEE SHEET S1.1 GENERAL STRUCTURAL NOTE FOR INSTALLATION.
- STONE SUPPORT: 6"x6"x 5/16" CONTINUOUS ANGLE W/ 3/4" DIA EPOXY BOLTS x 5" EMBED @ 24" O.C. WITH MASTIC AROUND ANGLE & BOLTS. 3/16" DIA. WEEP HOLE @ 32" O.C. STEEL TO BE SHOP COATED W/ RUST-INHIBITIVE PAINT.
- LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
- EXISTING GRADE LINE.
- 2x 6x8 TIMBER COLUMN - STAINED.
- COPPER FLASHING AND COUNTER FLASHING.
- ROOF TO WALL SURFACE: EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
- 2x3 HEAD, JAMB AND SILL - STAINED.
- FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
- FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
- CONCRETE RETAINING WALL W/ STONE VENEER.

PRODUCT DESCRIPTION:

WEST & NORTH ELEVATIONS

REVISIONS:
△ JUNE 29, 2021
HDR Review
△ JULY 20, 2021
HDR Review

DATE:

MAY 25, 2021

PROJECT NUMBER:

2101-01

SHEET NUMBER:

A2.1

Jonathan DeGray
Architect

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SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

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Jonathan DeGray
A r c h i t e c t
P.O. Box 4674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-646-7263, E-mail: degray@jonathandegray.com

PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
3D IMAGES

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.1

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Jonathan DeGray
A r c h i t e c t
P.O. Box 4674, 614 Main Street, Suite 202, Park City, Utah 84060
Tel: 435-646-7263, E-mail: degrayarch@jonas.net

PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
3D IMAGES

REVISIONS:

DATE:

PROJECT NUMBER:

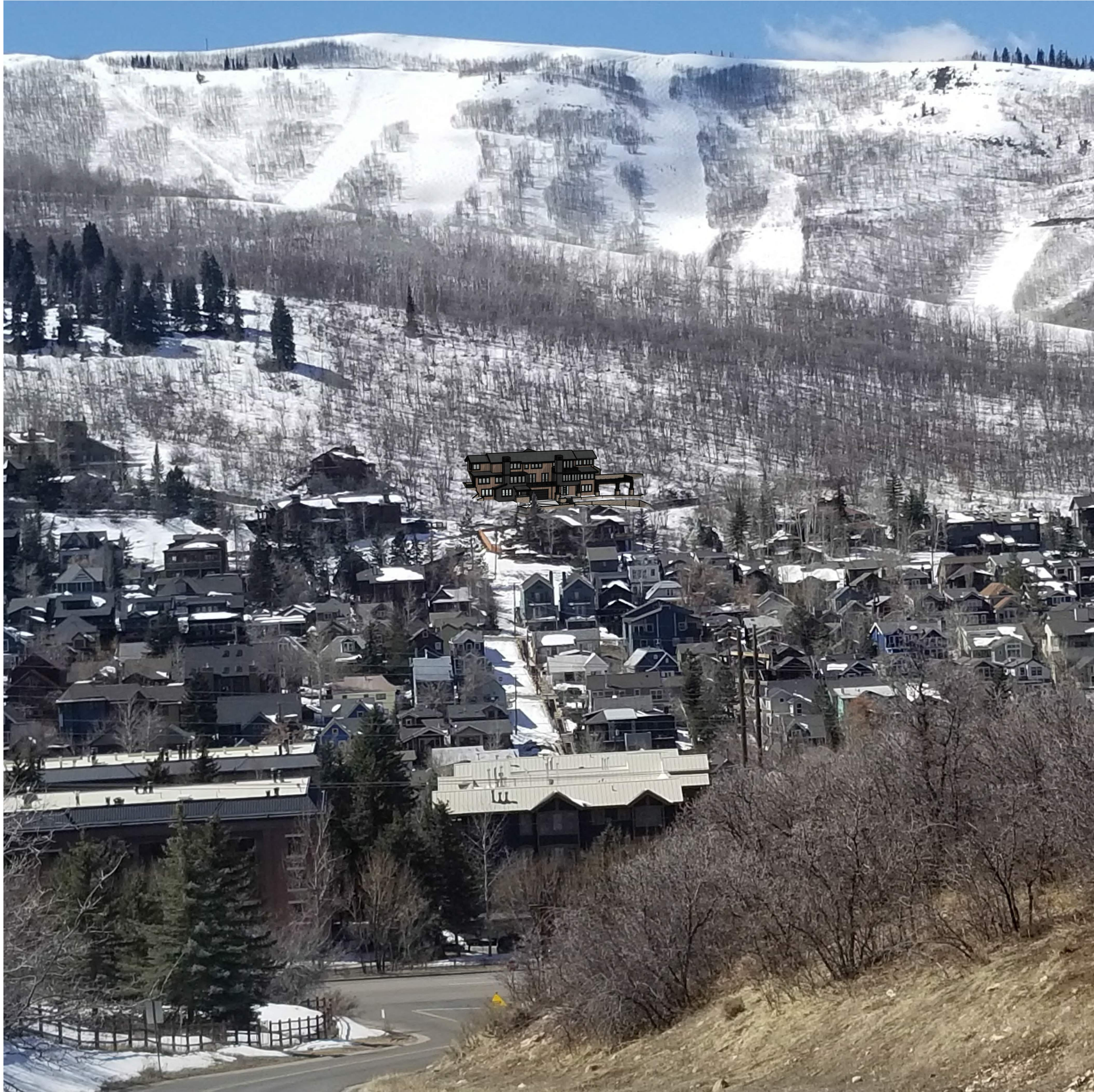
SHEET NUMBER:

AI.2

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EXISTING



PROPOSED

Jonathan DeGray
A r c h i t e c t
P.O. Box 4674, 634 Main Street, Suite 302, Park City, Utah 84060
Tel: 435-646-7263, E-mail: degraj@jonathandegray.com

PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
CONTEXT IMAGES

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.3



EXISTING



PROPOSED

Jonathan DeGray
A r c h i t e c t
P.O. Box 4674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-646-7263, E-mail: degrayarch@jonasnet.net

PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
STREETSCAPE

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.4



















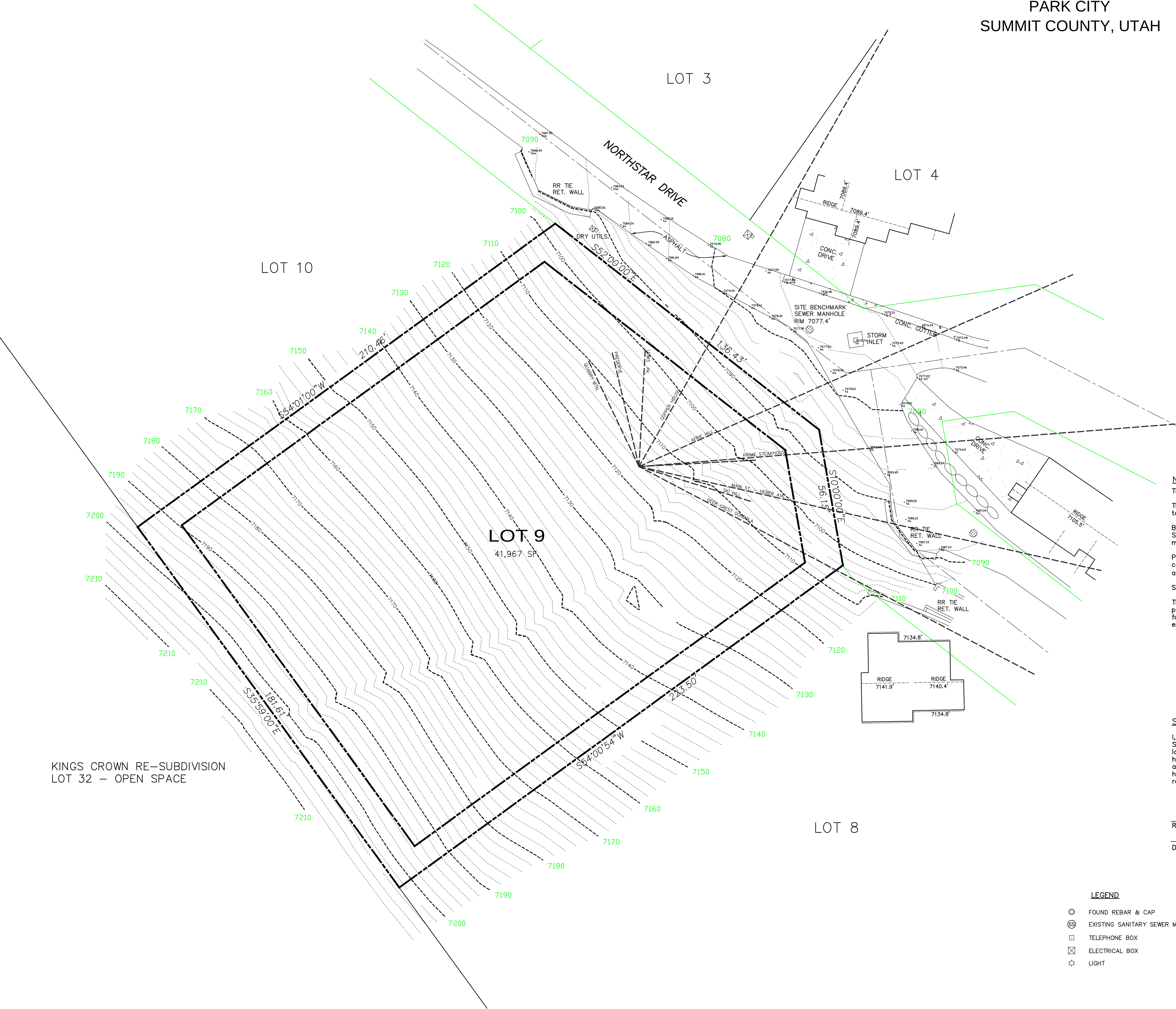
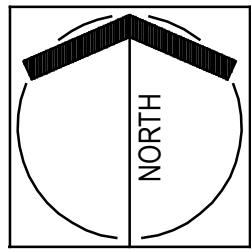






TOPOGRAPHIC SURVEY

LOT 9, NORTHSTAR SUBDIVISION
PARK CITY
SUMMIT COUNTY, UTAH



NARRATIVE:

The survey was prepared for Upwall Desing.

The purpose of this survey is to locate the boundary and provide topographic data for the design of a proposed residence.

Building setbacks and height restrictions are not specified on the Subdivision Plat. Setbacks and the maximum height above natural grade must be verified with Wasatch County Planning and the HOA review.

Public utilities were located by direct surface observation. Owner should contact local utility company or governing municipality for verification and/or location of any underground public utilities.

Site Bench Mark is the sewer manhole as shown.

The Owner of the property should be aware of any items affecting the property that may appear in a Title Insurance Report; The Surveyor has found no obvious evidence of easements, encroachments, or encumbrances on the property surveyed except as shown hereon.

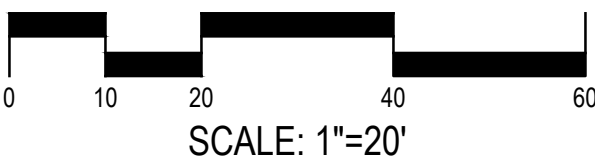
SURVEYOR'S CERTIFICATE:

I, Russell E. Campbell, do hereby certify that I am a Professional Land Surveyor and that I hold Certificate No. 316833 as prescribed under the laws of the State of Utah. I further certify that a topographic survey has been made of the land shown on this plat and described hereon and that this plat is a correct representation of the land surveyed and has been prepared in conformity with the minimum standards and requirements of the law as of the date of survey, January 10, 2020.

Russell E. Campbell
Date

LEGEND

- FOUND REBAR & CAP
- ⊗ EXISTING SANITARY SEWER MANHOLE
- TELEPHONE BOX
- ⊗ ELECTRICAL BOX
- ☆ LIGHT



LOCATED IN
THE NORTHWEST QUARTER OF SECTION 16,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
WASATCH COUNTY, UTAH

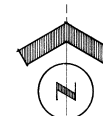
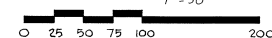
BASELINE SURVEYING, Inc

REVISIONS	DATE	BY	COMMENTS

1583	JOB No.
RC	SURVEY BY:
RC	DRAWN BY:

TOPOGRAPHIC SURVEY
LOT 9, NORTHSTAR SUBDIVISION
PARK CITY
SUMMIT COUNTY, UTAH

SHEET
1 of 1

$l'' = 50$ 

KNOW ALL MEN BY THESE PRESENTS THAT I THE UNDERSIGNED
OWNER OF THE HEREIN DESCRIBED TRACT OF LAND HAVING CAUSED
SAME TO BE SUBDIVIDED INTO LOTS TO BE HEREAFTER KNOWN
AS NORTHSTAR SUBDIVISION DO HEREBY
DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS
OF LAND SHOWN ON THIS PLAT AS INTENDED FOR
PUBLIC USE. IN WITNESS WHEREOF I HAVE HEREUNTO SET
MY HANDS THIS 16TH DAY OF February A.D. 1977

Joseph E. DeLuca III
JOSEPH E. DELUCA, III

STATE OF UTAH
COUNTY OF SUMMIT
ON THIS 16th DAY OF January A.D. 1977 PERSONALLY
APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR SAID
STATE AND COUNTY, JOSEPH E. BERNOLFO III WHO AFTER
BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS THE
OWNER OF THE HEREON DESCRIBED TRACT OF LAND
AND THAT HE SIGNED THE OWNERS DEDICATION FREELY
AND VOLUNTARILY.

MY COMMISSION EXPIRES 12-10-80
RESIDING IN SUMMIT COUNTY, UTAH

LAND SURVEYOR DO HERBERT CITE THAT AT A RECENTLY
MADE SURVEY AND THAT IT HOLD CERTIFICATE NO 44876 AS PRE-
SCRIBED UNDER THE LAWS OF THE STATE OF UTAH. FURTHER, CERTIFY
BY AUTHORITY OF THE DIVISION OF LANDS THAT THE TRACT OF
TRACT OF LAND SHOWING ON PLAT AND DISCLOSED HEREIN BEING
UNENCUMBERED SAID TRACT OF LAND INTO LOTS, HERETOFORE TO BE
KNOWN AS "NORTHEAST" SUBDIVISION AND THAT SAID MAPS HAVE
BEEN CORRECTLY SURVEYED AND STRADD ON THE GROUND AS
SHOWN ON THIS PLAT.

BLOCKS 5, 6, 7, 8, 9, 40 AND 41, OF SECTION 4, ADDITION TO PARK CITY,
UTAH, TOGETHER WITH THE FOLLOWING DESCRIBED TRACTED VARIOUS
AND ADJACENT: CRESBENT STREET FROM LEVELL AVENUE, SOUTH WEST-
ERLY TO THE CENTER LINE OF QUINCEY AVE. AVENUE, HALLWAY STREET
FROM LEVELL AVENUE, SOUTH WESTERLY TO THE CENTER LINE OF QUINCEY
AVENUE, WESTERLY TO WESTERLY STREET, WESTERLY TO THE CENTER
TO THE CENTER SECTION LINE OF SECTION 10, THE EASTERLY COR-
NER OF QUINCEY AVE. ADJACENT FROM THE CENTER SECTION LINE, NORTHWESTLY
TO THE CENTER SECTION LINE OF SECTION 10, THE EASTERLY CORNER OF
LINE, NORTHWESTLY TO THE NORTHWESTLY LINE OF CRESBENT STREET ALL THE ABOVE
BEING MORE PARTICULAR DESCRIBED AS FOLLOWING: BEGINNING AT A POINT SOUTH 89°59'00" WEST ALONG
THE CENTER SECTION LINE, 625'90" FEET FROM THE SAID CENTER CORNER OF SECTION 10, THE EASTERLY CORNER OF QUINCEY
AVENUE, EAST SAID LINE, 80'00" FEET, SAID POINT ALSO BEING ON THE WESTERLY POINT OF WAY, LINE OF
SECTION 10, 625'90" FEET, THENCE SOUTH 89°59'00" WEST ALONG SAID LINE, 770'00" FEET, THENCE SOUTH
89°59'00" WEST 770'00" FEET, THENCE NORTH 0°00'00" EAST 780'00" FEET TO A POINT ON THE WESTERLY
POINT OF VARY LINE OF LEVELL AVENUE, THENCE SOUTH 89°59'00" EAST ALONG SAID CORNER OF
WAY, LINE, 780'00" FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN EMBANKMENT FOR ACCESS BEGINNING AT A POINT WHICH IS SOUTH 01°55'00" WEST ALONG THE CENTER OF SECTION LINE 26.87, 56 FEET FROM THE EAST QUARTER CORNER OF SECTION 36, TOWNSHIP 2 SOUTH, RANGE 10 EAST, LANE 8 AND LANE 9 AND MEDIAN AND NORTH 88°01'00" WEST ALONG THE WESTERLY RIGHT-OF-WAY LINE OF COUNTY AVENUE 1746.50 FEET; AND RUNNING THENCE SOUTH 54°01'00" WEST 80.00 FEET; THENCE NORTH 88°01'00" WEST 45.00 FEET; THENCE NORTH 50°01'00" EAST 15.00 FEET; THENCE SOUTH 89°59'00" EAST 44.86 FEET TO THE POINT OF BEGINNING.

JACK J. JOHNSON

FEBRUARY 16, 1977
DATE

RECORDED CONCURRENTLY
THAT CERTAIN AGREEMENT TITLED "RELEASE, WAIVER AND AGREEMENT OF
PROPOSED NORTHSTAR SUBDIVISION" MADE ON THE 29th DAY OF APRIL, 1977 BY AND
BETWEEN PARK CITY MUNICIPAL CORPORATION AND JOSEPH E. BERNOLFO III,
RECORDED AND FILED

DATE 6-10-71 TIME 2:34 BOOK M-5 PAGE 270
AT THE REQUEST OF Summit Co. Treas.
FEE 2.00 26
SUMMIT COUNTY RECORDER

COUNCIL APPROVAL & ACCEPTANCE

No. 13536 RECORDED

PREPARED BY:
J.J. JOHNSON & ASSOCIATES
CIVIL ENGINEERING, LAND PLANNING SURVEYING
1515 PARK AVE., P.O. BOX 1661
MURK CITY, UTAH 84040

CITY PLANNING COMMISSION
APPROVED & ACCEPTED BY THE PARK CITY
PLANNING COMMISSION THIS 16 DAY OF
Feb A.D. 1977
Bernie Shatto
CHAIRMAN

ENGINEERS CERTIFICATE

APPROVED & ACCEPTED BY THE PARK CITY
ENGINEERING DEPARTMENT THIS 2ND
DAY OF May AD 1977

John Chobace
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 18
DAY OF May A.D. 1977
Nick J. Colaninno
BANK CITY ATTORNEY

CERTIFICATE OF ATTEST
ATTEST THIS 19th DAY OF
May A.D. 1977
Bruce C. Decker
CLERK CITY OF CHICAGO

COUNCIL APPROVAL & ACCEPTANCE

APPROVED & ACCEPTED BY THE PARK CITY
COUNCIL THIS 18 DAY OF May
A.D. 1977

Leon Thirata
MAYOR

NO. 13836 **RECORDED**
STATE OF UTAH, COUNTY OF SUMMIT RECORDED & FILED
AT THE REQUEST OF :
Summit County 1974
DATE February TIME 3:12
150 Summit County Recorder
FEE \$ _____

Box 32-33-31
40-41

Platte

NORTH STAR 22

Planning Commission Agenda Item Report

Meeting Date: August 25, 2021

Submitted by: Browne Sebright

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

1013 Northstar Ave - Accessory Dwelling Unit - The Applicant Requests an Accessory Apartment Conditional Use Permit for a New Single-Family Dwelling on a Vacant Lot in the Historic Residential - 1 Zoning District. PL-21-04809. (A) Public Hearing; (B) Action

Suggested Action:

Attachments:

[Staff Report](#)

[Exhibit A: Draft Final Action Letter](#)

[Exhibit B: Applicant's Project Description](#)

[Exhibit C: Proposed Plans](#)

[Exhibit D: Visual Analysis](#)

[Exhibit E: Northstar Subdivision](#)

Planning Commission Staff Report



Subject: 1013 Northstar Drive
Application: PL-21-04809
Author: Browne Sebright
Date: August 25, 2021
Type of Item: Accessory Apartment Conditional Use Permit

Recommendation

(I) Review the proposal for the construction of a new Single-Family Dwelling with an Accessory Apartment on a vacant lot, (II) conduct a public hearing, and (III) consider approving the Accessory Apartment Conditional Use Permit subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant: Greg Schott, represented by Jonathan DeGray
Location: 1013 Northstar Drive
Zoning District: Historic Residential – 1
Adjacent Land Uses: Residential, Open Space
Reason for Review: The Planning Commission takes final action on Conditional Use Permits¹

Acronyms

CUP Conditional Use Permit
HR – 1 Historic Residential – 1
LMC Land Management Code

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

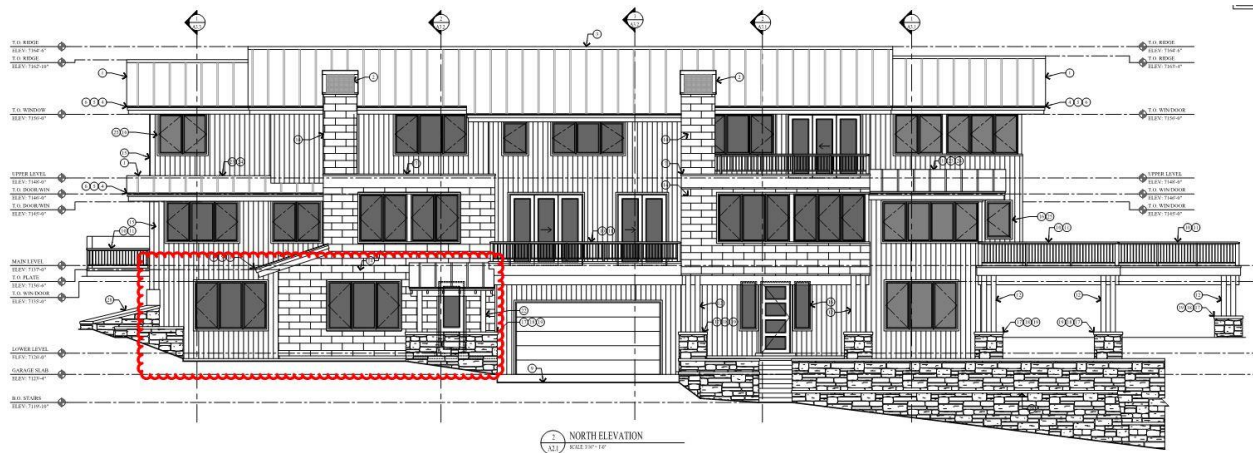
Background

1013 Northstar is a vacant lot in the Historic Residential – 1 (HR-1) Zoning District. In addition to the Conditional Use Permit Application for an Accessory Apartment, the Applicant submitted a Steep Slope Conditional Use Permit application and a Historic District Design Review application to build a new Single-Family Dwelling on the property (Exhibit B, Applicant's Project Description).

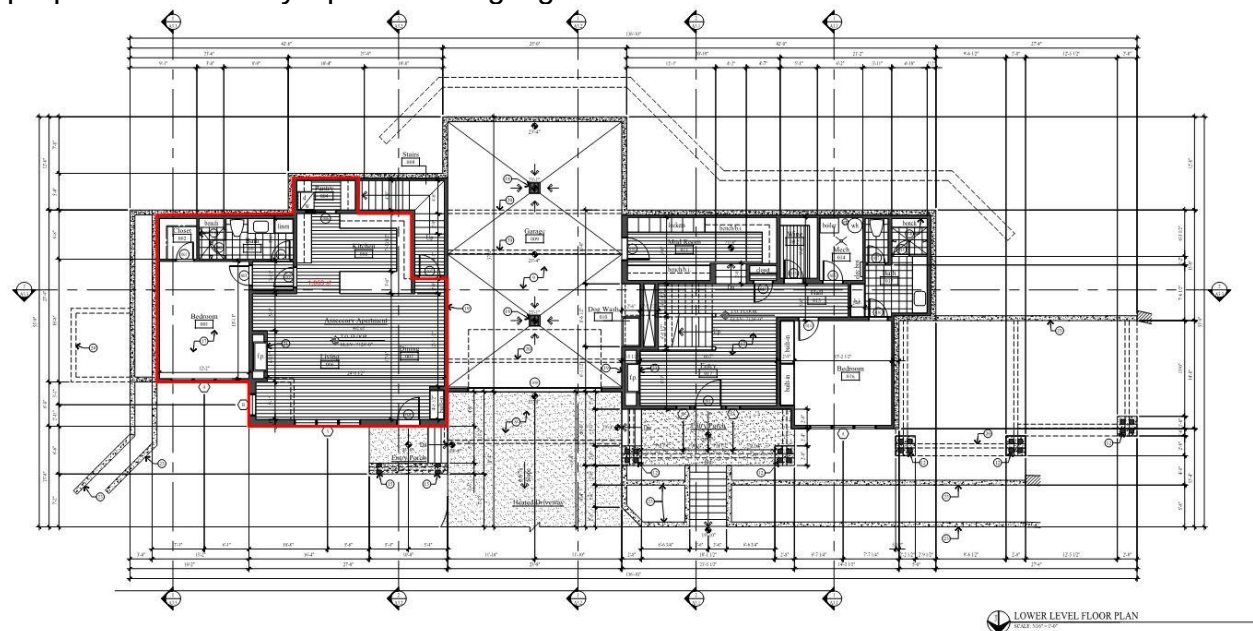
On July 29, 2021, the Planning Department conducted a public hearing for the Historic District Design Review and found the project complies with the Design Guidelines for Historic Residential Sites, outlined in Land Management Code (LMC) [§ 15-13-2](#), pending Planning Commission approval of the Accessory Apartment Conditional Use Permit.

¹ LMC [§ 15-1-8\(G\)](#).

Below is an elevation drawing of 1013 Northstar Drive, from the Applicant's submittal, with the approximate location of the proposed Accessory Apartment highlighted:



Below is a plan drawing of the lower level floor plan of 1013 Northstar Drive, with the proposed Accessory Apartment highlighted:



Analysis

(I) The proposed Accessory Apartment complies with the Historic Residential – 1 Zoning District requirements.

The purposes of the Historic Residential – 1 (HR – 1) Zoning District are in part to encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and to maintain existing residential

neighborhoods.²

The HR – 1 Zoning District requires the following Lot and Site requirements:³

Zoning Requirement	Analysis of Proposal
Minimum Lot size for a Single-Family Dwelling is 1,875 square feet	Complies The Lot is 41,967 square feet
Minimum Lot width is 25 feet	Complies The Lot width is 182-feet wide
Maximum Building Footprint for a 41,967-square-foot Lot is 3,500 square feet ⁴	Complies The Building Footprint is 3,497 square feet
Front and Rear Setbacks for Lots over 100 feet in length are 15 feet each for a total of 30 feet	Complies The Front Setback exceeds 15 feet; the Rear Setback exceeds 15 feet
Side Setbacks for Lots over 100 feet wide are 10 feet each for a total of 30 feet	Complies The northern Side Setback is 20 feet; the southern Side Setback is 10 feet.

(II) The proposal complies with Accessory Apartments requirements.

In the HR – 1 Zoning District, Accessory Apartments are a Conditional Use and require a Conditional Use Permit. LMC [§ 15-4-7](#) outlines development requirements for Accessory Apartments.

In zones where Accessory Apartments are subject to a Conditional Use permit, the Planning Commission shall review the requested Use. After submission of a complete Application and payment of the Application fee as established by the fee schedule, the Planning Commission shall approve a permit if the requested Accessory Apartment complies with the criteria established in Section 15-4-7(A) herein. In addition, prior to issuance of a Conditional Use permit, the Planning Commission shall determine that parking and other impacts as outlined in LMC Chapter 15-1-10 have been mitigated.⁵

The criteria the Planning Commission evaluates for Accessory Apartment Conditional Use Permits are outlined below with staff analysis and recommended Conditions of

² LMC [§ 15-2.2-1](#).

³ LMC [§ 15-2.2-3](#).

⁴ MAXIMUM FP = (A/2) x 0.9^{A/1875} where FP = maximum Building Footprint and A = Lot Area.

⁵ LMC [§ 15-4-7\(C\)](#)

Approval:

Criteria	Analysis of Proposal
SIZE – Accessory Apartments may be no more than one-third (1/3) of the dwelling size, shall be limited to a maximum floor Area of 1,000 square feet, and shall be no less than 400 square feet with no more than two (2) Bedrooms. An Accessory Apartment may not increase the floor Area of a Structure over the maximum floor Area as specified in the Land Management Code or Subdivision approval.	Complies The proposed Accessory Apartment is approximately 991 square feet in size, comprising approximately 12.33% of the square footage of the entire building. The maximum building footprint for the Lot is 3,500 square feet, and the proposed Building Footprint is 3,497 square feet.
PARKING – One (1) Parking Space per Bedroom must be provided in addition to the existing requirement for the primary residence. Parking Spaces for Accessory Apartments need not be covered and may be provided in tandem subject to one of the following criteria: One (1) Parking Space for an Accessory Apartment may be provided in tandem if the existing driveway length equals or exceeds twenty-five feet (25') as measured from the Property Line. Parking is permitted only within approved garages and on paved driveways.	Complies The proposed Accessory Apartment contains one bedroom, requiring one (1) parking space in addition to the two (2) parking spaces required for the primary residence. The proposed design has an approximately 864-square-foot garage (24 feet by 36 feet), which will provide four (4) parking spaces.
APARTMENTS PER LOT – No more than one (1) Accessory Apartment may be located on a Lot.	Complies The proposed design contains one (1) Accessory Apartment on the Lot.
REQUIREMENTS FOR REVIEW – The Applicant for an Accessory Apartment must submit a floor plan, architectural elevations, and Site plan showing any proposed changes to the Structure or Site.	Complies In addition to the Conditional Use Permit Application for an Accessory Apartment, the Applicant submitted a Historic District Design Review application to building a new Single-Family Dwelling on the property, which was approved on August 5, 2021, pending Planning Commission approval of a Steep Slope Conditional Use Permit and Accessory Apartment Conditional Use Permit.
DENSITY LIMITS – A permit for an Accessory Apartment may not be granted if more than three (3) of the homes within three hundred feet (300') of the Applicant's Property boundary contain other established Accessory Apartments. There may be no more than four (4) Accessory Apartments	Complies Of the 40 properties within three hundred feet (300') radius of the Applicant's Property boundary, there are no approved Accessory Apartments.

within a three-hundred-foot (300') radius.	
OWNERSHIP – One (1) unit, either the main Dwelling Unit or the Accessory Apartment shall be occupied by the Owner of the Structure and the Accessory Apartment shall not be sold separately.	Condition of Approval 4 The main Dwelling Unit will be the primary residence for the Owner of the Structure. Condition of Approval 4 requires the Applicant to record a Deed Restriction with the County Recorder to have current and future Owners of the property adhere to all the conditions of approval and the prohibition of the rentals of either Dwelling Unit for short term rentals of less than thirty (30) days.
DEED RESTRICTION – A deed restriction “Notice to Purchaser” must be filed with the County Recorder, which states: "A permit for an Accessory Apartment was issued to _____, the current Owner of this Property on _____. This permit runs with the land and is automatically transferred to the new owner by the sale or Transfer of this Property, provided, however, if the Use by the new Owner does not continue to comply with the conditions of approval, the permit may be invalidated by the Planning Department pursuant to Section 15-4-7(B)(1). Prospective purchasers should be advised that only one (1) unit on the Property may be rented; the other must be occupied by the Owner.	Condition of Approval 4 This Condition of Approval requires the Applicant to record a Deed Restriction with the County Recorder, as summarized to the left. The Deed Restriction should be recorded prior to issuance of a Certificate of Occupancy. The Owner shall strictly adhere to all the conditions of approval and the prohibition of the rental of either Dwelling Unit for short-term rentals of less than thirty (30) days.
NIGHTLY RENTALS – If an Accessory Apartment permit is granted, neither the main Dwelling Unit nor the Accessory Apartment may be rented for periods of time less than thirty (30) days.	Condition of Approval 3 As summarized to the left, neither the main Dwelling Unit nor the Accessory Apartment may be rented for periods of time less than thirty (30) days.
HOMEOWNERS ASSOCIATION REGISTRATION AND NOTIFICATION – All Accessory Apartments shall be subject to the Homeowners Association and notification requirements established in LMC Section 15-1-12 (E).	Condition of Approval 5 Prior to, or at the time of Application for a permit for any Development, the Applicant must file with the City evidence of notification to the appropriate registered Owners association(s). Acceptable evidence of notification shall be the following: 1) the properly executed notice form, as approved by the City; or 2) a signed return receipt from a certified letter posted to the registered

	association representative, with a copy of the notice form approved by the City.
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Department Review

On August 3, 2021, the Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application.

Park City Utilities indicated that there is a known issue with water pressure in the subdivision. There may be difficulty in getting water to the top story of the primary Dwelling Unit.

Notice

Staff published notice on the City's website and the Utah Public Notice website on August 11, 2021. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on August 11, 2021. The *Park Record* published notice on August 11, 2021.⁶

Public Input

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

Alternatives

- The Planning Commission may approve the Accessory Apartment Conditional Use Permit;
- The Planning Commission may deny the Accessory Apartment Conditional Use Permit and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter

Exhibit B: Applicant's Project Description

Exhibit C: Proposed Plans

Exhibit D: Visual Analysis

Exhibit E: Northstar Subdivision

⁶ LMC [§ 15-1-21](#).



August 25, 2021

Jonathan DeGray
P.O. Box 1674, 614 Main Street, Suite 302
Park City, UT 84060
degrayarch@qwestoffice.net
435-649-7263

CC: Greg Schott

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 1013 Northstar Drive

Zoning District: Historic Residential – 1 (HR-1)

Application: Accessory Apartment Conditional Use Permit

Project Number: PL-21-04809

Action: Approved with Conditions

Date of Final Action: August 25, 2021

Project Summary: The proposal is for the construction of a new Single-Family Dwelling with an Accessory Apartment on a vacant lot

Action Taken

On August 25, 2021, the Planning Commission conducted a public hearing and approved the construction of a new Single-Family Dwelling with an Accessory Apartment on a vacant lot according to the following findings of fact, conclusions of law, and conditions of approval.

Findings of Fact

1. The property is located at 1013 Northstar Drive.

2. On December 21, 2020, the Planning Department received the current Historic District Design Review (HDDR) application for the construction of a new single-family dwelling at 1013 Northstar Drive.
3. The HDDR application was approved on April 25, 2021.
4. On April 6, 2021, the Planning Department received a complete application for an Conditional Use Permit (SS-CUP) for an Accessory Apartment at 1013 Northstar Drive. The property is located in the Historic Residential (HR-1) District. The lot contains 41,967 square feet and it is a uphill lot.
5. The property is located in the Historic Residential (HR-1) District.
6. The lot contains 41,967 square feet, with Steep Slopes throughout the lot.
7. Access to the property is from Northstar Drive, a private street.
8. The neighborhood is characterized by a mix of historic and non-historic residential structures, single-family homes, and duplexes. The streetscape is dominated by homes setback from the street. The homes are a mix of one- to two-story residential developments, with a few three- to four-story houses.
9. The proposal complies with LMC 15-2.2-2(A) as a Single-Family Dwelling is an Allowed Use in the HR-1 zone.
10. The proposal complies with LMC 15-2.2-3(A) as the minimum Lot Size for a Single-Family Dwelling is 1,875 square feet, the proposal is 41,967 square feet.
11. The proposal complies with LMC 15-2.2-3(E) as the maximum building footprint allowed is 3,500 square feet and the Applicant has proposed 3,497 square feet.
12. The proposal complies with LMC 15-2.2-5 Building Height. The zone height is twenty-seven feet (27') from Existing Grade, and the tallest portion of the proposed building is below 27 feet from Existing Grade.
 - a. A structure is required to have a maximum height of 35 feet measured from the lowest finish floor plane to the point of the highest wall top plate supporting the ceiling joists or roof rafters; the applicant is proposing an interior height below 35 feet.
 - b. The LMC also requires a 10-foot horizontal step on the downhill façade that takes place at a maximum height of 23 feet from where the Building Footprint meets the lowest point of existing Grade; the applicant has incorporated a horizontal step on the façade of the building.
13. The proposal complies with LMC 15-3-6(A) as a Single-Family Dwelling requires two (2) parking spaces per Dwelling Unit. The applicant has proposed a total of four (4) covered parking spaces.
14. The proposal complies with LMC 15-4-7(A)(1), as the proposed Accessory Apartment is approximately 1,063 square feet in size, comprising approximately 13.23% of the square footage of the entire building.
15. The proposal complies with LMC 15-4-7(A)(2), as the proposed Accessory Apartment contains one bedroom, requiring one (1) parking space in addition to

the two (2) parking spaces required for the primary residence. The proposed design has an approximately 864 square foot garage area (24 feet by 36 feet), which will provide four (4) parking spaces.

16. The proposal complies with LMC 15-4-7(A)(3), as the proposed design contains one (1) Accessory Apartment on the Lot.
17. The proposal complies with LMC 15-4-7(A)(4), as the Applicant submitted a Historic District Design Review application to building a new Single-Family Dwelling on the property, which was approved on August 5, 2021.
18. The proposal complies with LMC 15-4-7(A)(5), as there are no properties within a 300' radius of the Applicant's Property boundary with recorded Accessory Apartments with Deed Restrictions.
19. The proposal will comply with LMC 15-4-7(A)(6), as stipulated in Condition of Approval 4 .
20. The proposal will comply with LMC 15-4-7(A)(7), as stipulated in Condition of Approval 4.
21. The proposal will comply with LMC 15-4-7(A)(8), as stipulated in Condition of Approval 3.
22. The proposal will comply with LMC 15-4-7(A)(9), as stipulated in Condition of Approval 4.
23. The property was posted and notice was mailed to property owners within 300 feet on August 11, 2021.
24. The findings in the Analysis section of this report are incorporated herein.

Conclusions of Law

1. The CUP, as conditioned, is consistent with the Park City Land Management Code, specifically section 15-4-7.
2. The Use is consistent with the Park City General Plan.
3. The effects of any differences in use of scale have been mitigated through careful planning.

Condition of Approval

1. All Standard Project Conditions shall apply.
2. The proposed project shall comply with all conditions of approval per the Historic District Design Review PL-21-04730.
3. If an Accessory Apartment permit is granted, neither the main Dwelling Unit nor the Accessory Apartment shall be rented for periods of time less than thirty (30) days.
4. A deed restriction "Notice to Purchaser" must be filed with the County Recorder, which states:
 - a. "A permit for an Accessory Apartment was issued to _____, the current Owner of this Property on

_____. This permit runs with the land and is automatically transferred to the new owner by the sale or Transfer of this Property, provided however, if the Use by the new Owner does not continue to comply with the conditions of approval, the permit may be invalidated by the Planning Department pursuant to Section 15-4-7(B)(1). Prospective purchasers should be advised that only one (1) unit on the Property may be rented; the other must be occupied by the Owner.

The Owner shall strictly adhere to all the conditions of approval and the prohibition of the rental of either Dwelling Unit for short term rentals of less than thirty (30) days.

5. Prior to, or at the time of Application for a permit for any Development, the Applicant shall file with the City evidence of notification to the appropriate registered Owners association(s).
6. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits. The CMP shall include language regarding the method of protecting adjacent structures.
7. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
8. This approval will expire on August 25, 2022 if a Building Permit has not been issued by the building department before the expiration date, unless an extension of this approval has been requested in writing prior to the expiration date and is granted by the Planning Director.
9. Plans submitted for a Building Permit must substantially comply with the plans reviewed and approved by the Planning Director or Designee on August 5, 2021, and the Final HDDR Design.
10. Fire sprinklers are required, to the satisfaction of the Chief Building Official, for all new construction on this lot.
11. All exterior lighting shall be down directed and shielded to prevent glare onto adjacent property and public rights-of-way and shall be subdued in nature. Light trespass into the night sky is prohibited. Final lighting details will be reviewed by the Planning Staff prior to installation.
12. Construction waste should be diverted from the landfill and recycled when possible.
13. To the extent possible, existing Significant Vegetation shall be maintained on Site and protected during construction. When approved by the Planning Department in writing to be removed, the Significant Vegetation shall be replaced with equivalent landscaping in type and size. Multiple trees equivalent in caliper to the size of the removed Significant Vegetation may be considered instead of replacement in kind and size.

If you have questions or concerns regarding this Final Action Letter, please call 435-615-5063 or email browne.sebright@parkcity.org.

Sincerely,

John Phillips
Planning Commission, Chair

CC: Browne Sebright, Planner II

DRAFT

March 31, 2021

Park City Municipal Corporation
445 Marsac Avenue
Park City, Utah 84060

Attn: Planning Department

Re: Conditional Use Permit for a Duplex Use
1013 Northstar Drive, Lot 9 Northstar Subdivision
Park City, Utah

Dear Staff,

The owners of 1013 Northstar are proposing to build a home on this vacant lot. They would like to have two living quarters. One primary for their use and a secondary living unit for family and guests to use.

HR-1 zoning stipulates that duplex uses most apply for a conditional use permit, so we are forwarding the accompanying application for review.

As requested in the application, the following points regarding the duplex proposal are responded to:

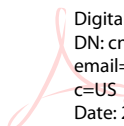
1. How will the proposed use fit in with surrounding uses?
The property is within a platted subdivision which allows duplex uses. It is residential in nature which fits in with the surrounding uses. To ensure compliance with city requirements, the project has gone through both a Historic District Design review and a Steep Slope Conditional Use application
2. What type of service will it provide to Park City?
A second living quarters expands the city bed base within an already platted lot.
3. Is the proposed use consistent with the current zoning district and with the general plan?
HR-1 zoning allows for the use as conditioned. Zoning requires a minimum lot size of 3,750 sq. ft. for a duplex. This site is 41,967 sq. ft.
4. Is the proposed use similar or compatible with other uses in the same area?
All uses within the HR-1 zone are residential in nature.
5. Is the proposed use suitable for the proposed site?
There is more than adequate lot area and on-site parking provided for both proposed units.

6. Will the proposed use emit noise, glare, dust, pollutants, and odors?
This use is residential which is the predominant use in the area. The home will not produce any of the above-mentioned items any more so than existing residential uses.
7. What will be the hours of operation and how many people will be employed?
Not applicable
8. Are there other special issues that need to be mitigated.
No

Please do not hesitate to contact me with any questions regarding this application.

Sincerely,

Jonathan
DeGray

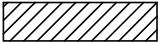
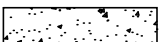
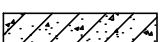
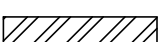
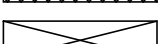
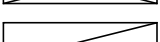
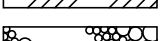
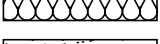
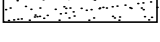
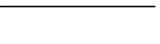
 Digitally signed by Jonathan DeGray
DN: cn=Jonathan DeGray, o, ou,
email=degrayarch@qwestoffice.net,
c=US
Date: 2021.04.05 17:42:32 -06'00'

Jonathan DeGray - Architect

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

CONSULTANTS	
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LEGEND

	BRICK & STONE		OFFICE 103		ROOM NAME ROOM NUMBER
	EARTH				FLOOR, POINT ELEV.
	CONCRETE				CENTER LINE
	CONCRETE MASONRY UNIT				ROUND, DIA.
	STEEL (LARGE SCALE)				CHANNEL
	RIGID INSULATION				ANGLE
	ROUGH WOOD				DETAIL
	BLOCKING				SECTION CUT, DETAIL
	ALUMINUM (LARGE SCALE)				BUILDING SECTION
	GRAVEL				KEYED NOTES
	FINISHED WOOD				WINDOW TYPE
	BATT OR BLOWN INSULATION				DOOR NUMBER
	PLASTER, SAND, GROUT, MORTAR				REVISION
	STEEL (SMALL SCALE)				INTERIOR WALL ELEV.
	BITUMINOUS PAVING				WALL TYPE
	PLYWOOD				
	GYPSUM BOARD				

CODE ANALYSIS

APPLICABLE CODES
 2015 IRC 2018 IBC
 2018 IPC 2018 IMC
 2017 NEC 2018 IFGC
 2018 IECC 2018 IFC

OCCUPANCY: R2

CONSTRUCTION TYPE: VB
 BUILDING TO BE FIRE SPRINKLED: CONTRACTOR
 TO PROVIDE APPROVALS PRIOR TO
 INSTALLATION.

AREA CALCULATIONS
 LOWER LEVEL LIVING AREA: 2400 S/F
 MAIN LEVEL LIVING AREA: 3356 S/F
 UPPER LEVEL LIVING AREA: 2275 S/F
 TOTAL LIVING AREA: 8031 S/F
 GARAGE AREA: 918 S/F
 ALLOWABLE FOOTPRINT: 3500 S/F
 PROPOSED FOOTPRINT: 3497 S/F
 LOT AREA: 41,967 S/F
 DISTURBED AREA: 9755 S/F

INDEX TO DRAWINGS

[illegible]

ABBREVIATIONS

A/C	AIR CONDITIONING	F.D.	FLOOR DRAIN	P.R.	PAIR
ACoust.	ACOUSTICAL	F.FD.	FOUNDATION	R.D.	ROOF DRAIN
ADD.	ADDENDUM	FIN.	FINISH	REG.	REGULAR
ADJ.	ADJUSTABLE	FLR.	FLOOR	R.S.	ROUGH-SAWN
ALLOW.	ALLOWANCE	F.R.	FIRE RATED	RAD.	RADIUS
ALUM.	ALUMINUM	FTG.	FOOTING	REINF.	REINFORCING
APPROX.	APPROXIMATE	G	GAS	REQ'D.	REQUIRED
B.D.	BOARD	G.I.	GALVANIZED IRON	REV.	REVISED
B.U.	BUILT-UP	GA.	GAUGE	RM.	ROOM
B.W.	BOTH WAYS	GALV.	GALVANIZED	R.O.	ROUGH OPENING
BLDG.	BUILDING	GRD.	GRADE	S & R	SHELF AND ROD
BLK.	BLOCK	G.W.B.	GYPSUM WALL BOARD	S.C.	SOLID CORE
BRK.	BRICK	G.L.B.	GLU-LAM BEAM	SCHED.	SCHEDULE
C.I.	CAST IRON	H.B.	HOSE BIBB	SHT.	SHEET
C.J.	CONTROL JOINT	HD.	HEAD	SIM.	SIMILAR
C.M.U.	CONCRETE MASONRY UNIT	H.M.	HOLLOW METAL	SPEC.	SPECIFICATION
CLG.	CEILING	HOR.	HORIZONTAL	STD.	STANDARD
COL.	COLUMN	I.D.	INSIDE DIAMETER	STL.	STEEL
COMP.	COMPACTED/COMPOSITE	INT.	INTERIOR	STRUCT.	STRUCTURAL
CONC.	CONCRETE	IRIG.	IRRIGATION	SYS.	SYSTEM
CONST.	CONSTRUCTION	INSUL.	INSULATION	T & B	TOP AND BOTTOM
CONTR.	CONTRACTOR	JB.	JAMB	T & G	TONGUE AND GROOVE
CONT.	CONTINUOUS	JNT.	JOINT	T.O.F.	TOP OF
D.F.	DRINKING FOUNTAIN/DOUGLAS FIR	M.R.	MOISTURE RESISTANT	T.O.F.	TOP OF FOOTING
DIA.	DIAMETER	MANFR	MANUFACTURER	T.O.W.	TOP OF WALL
DIM.	DIMENSION	MAX.	MAXIMUM	TYP.	TYPICAL
DN.	DOWN	MECH.	MECHANICAL	T.S.	STEEL TUBE COLUMN
DWG.	DRAWING	MIN.	MINIMUM	U.N.O.	UNLESS NOTED OTHERWISE
DTL.	DETAIL	(N)	NEW	VERT.	VERTICAL
E.A.	EXHAUST	N.L.C.	NOT IN CONTRACT	V.T.R.	VENT THRU ROOF
E.F.	EXHAUST FAN	N.T.S.	NOT TO SCALE	W.	WATER
E.I.F.S.	EXT. INSUL. FINISH SYSTEM	NO.	NUMBER	WD.	WOOD
E.J.	EXPANSION JOINT	O.C.	ON CENTER	W/	WITH
ELEC.	ELECTRIC/ELECTICAL	O.D.	OUTSIDE DIAMETER	WP.	WATERPROOF
ELEV.	ELEVATION	O.F.D.	OVERFLOW DRAIN	W.R.	WATER RESISTANT
EQ.	EQUAL	OPNG	OPENING	W.H.	WATER HEATER
E.T.	EXPANSION TANK	PLYWD.	PLYWOOD	W.S.	WATER SOFTNER
EXIST. (E)	EXISTING	PNT.	PAINT	W.W.F.	WELDED WIRE FABRIC
EXT.	EXTERIOR	PNTD.	PAINTED	W.W.M.	WOVEN WIRE MESH

GENERAL NOTES

1. THIS DESIGN IS AN ORIGINAL UNPUBLISHED WORK AND MAY NOT BE DUPLICATED, PUBLISHED AND/OR USED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT/ENGINEER.
2. THESE SHEETS - LISTED BY DRAWING INDEX , ALL ACCOMPANYING SPECIFICATIONS FOR MATERIALS, WORKMANSHIP QUALITY, AND NOTES HAVE BEEN PREPARED SOLELY FOR THE CONSTRUCTION AND FINISH OF PROJECT IMPROVEMENTS, COMPLETE AND READY FOR OCCUPANCY AND USE.
3. ALL WORK IS TO BE PERFORMED IN ACCORDANCE WITH PERTINENT JURISDICTIONAL CODES, RESTRICTIONS, COVENANTS, AND/OR ORDINANCES. ANY CONFLICT BETWEEN DESIGN AND REQUIREMENT SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.
4. ANY AND ALL PROPOSED CHANGE, MODIFICATIONS AND/OR SUBSTITUTION SHALL BE REPORTED TO THE ARCHITECT/ENGINEER BEFORE PROCEEDING.
5. IN THE EVENT OF CONFLICT BETWEEN THE DESIGN DOCUMENTS AND/OR JURISDICTIONAL REQUIREMENTS, THE MORE RESTRICTIVE FROM THE STANDPOINT OF SAFETY AND PHYSICAL SECURITY SHALL APPLY.
6. ANY INSTALLATION, FINISH, OR COMPONENT INTENDED TO PROVIDE ENCLOSURE, WEATHER ABILITY OR APPEARANCE QUALITY SHALL BE PRODUCED AS A REPRESENTATIVE SAMPLE PRIOR TO PROCEEDING WITH COMPLETION. WORK PERFORMED WITHOUT WRITTEN APPROVAL OF SUCH SAMPLE BY THE ARCHITECT/ENGINEER SHALL BE DONE AT THE RISK OF THE CONTRACTOR. A MINIMUM OF TWO (2) WORKING DAYS NOTICE SHALL BE GIVEN.
7. ALL WORK SHALL BE INSPECTED BY GOVERNING AGENCIES IN ACCORDANCE WITH THEIR REQUIREMENTS. JURISDICTIONAL APPROVAL SHALL BE SECURED BEFORE PROCEEDING WITH WORK.
8. BUILDING DESIGN IS GENERALLY PREDICATED UPON PROVISIONS OF THE 2015 IRC AND AMENDMENTS AS MAY HAVE BEEN LOCALLY ENACTED. ALL REQUIREMENTS OF THE JURISDICTIONAL FIRE SAFETY/PREVENTION DISTRICT SHALL BE ACCOMMODATED BY THIS DESIGN AND ANY CONSEQUENT CONSTRUCTION.
9. ALL 2 1/2 lb. GAS PIPE SYSTEM METER SETS REQUIRES PRIOR APPROVAL FROM QUESTAR GAS COMPANY. PROVIDE A LETTER FROM QUESTAR APPROVING SYSTEM.
10. ALL FIELD WELDING OR TORCH WORK, WILL REQUIRE A SEPARATE "HOT WORK" PERMIT PRIOR TO BEGINNING WORK. IFC 105.6.11
11. TOWER CRANES REQUIRE A SEPARATE PERMIT. CONTACT BUILDING DEPARTMENT FOR REQUIREMENTS.
12. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.
13. BUILDING SHALL COMPLY WITH THE PROVISIONS IN THE (WUI) WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21.

P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
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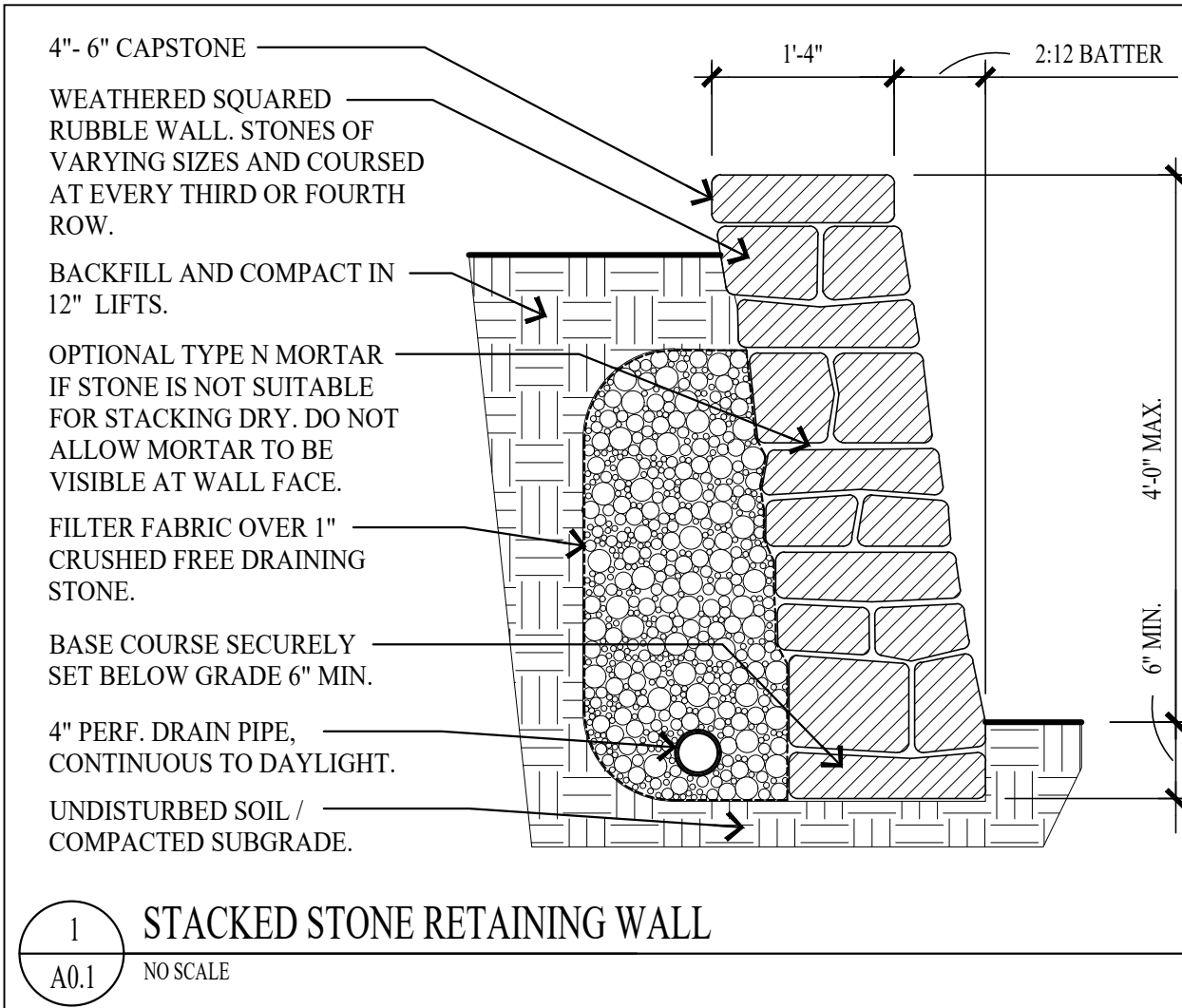
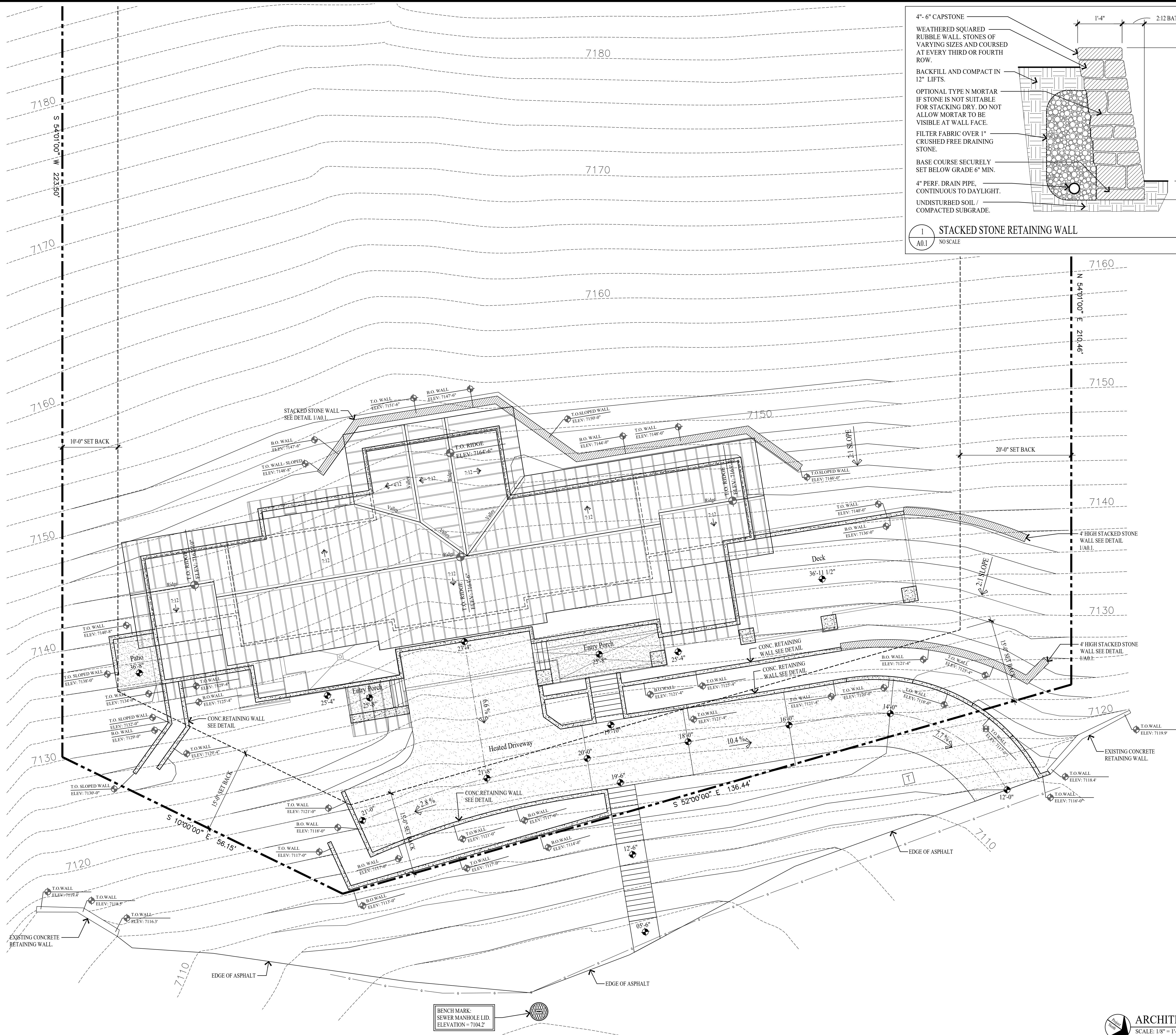
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SHEET DESCRIPTION:

SHEET NUMBER

256

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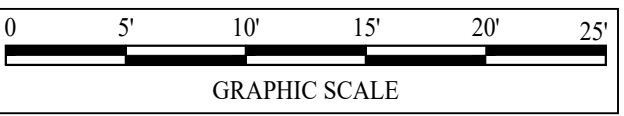


GENERAL NOTES

- SITE PLAN NOTES:**
1. ALL SURFACE WATER SHALL DRAIN AWAY FROM THE HOUSE AT ALL POINTS. DIRECT THE DRAINAGE WATER TO THE STREET OR AN APPROVED DRAINAGE COURSE BUT NOT ONTO THE NEIGHBORING PROPERTIES. THE GRADE SHALL FALL A MINIMUM OF 6" WITHIN THE FIRST 10 FEET.
 2. ALL EXCAVATION CUTS TO BE LAID BACK A MINIMUM OF 2:1 SLOPE.
- STABILIZATION CONSTRUCTION ENTRANCE**
- FOR A MINIMUM OF 50' FROM ROADWAY, A FILTER FABRIC SHALL BE INSTALLED OVER A COMPACTED SUBGRADE. A 6" LAYER OF 1"-2" AGGREGATE SHALL BE PLACED OVER THIS MEMBRANE. DAILY INSPECTION FOR SEDIMENT BUILD UP AND/OR LOSS OF GRAVEL WILL BE ENFORCED, AND REMEDIED AT ONCE.
- GRADING NOTES**
1. DRAINAGE TO COMPLY WITH IRC CHAPTER 4
 2. MAXIMUM ALTERED SLOPES AT 2:1
 3. MINIMUM SLOPE FOR DRAINAGE = 2%
 4. DRAIN AWAY FROM BUILDING.
 5. CONTAIN DRAINAGE ON PROPERTY.
 6. BOULDER RETAINING WALLS NOT TO EXCEED 4'-0" EXPOSED HEIGHT.
 7. EXCAVATION NOT TO EXCEED 2:1 SLOPE WITH OUT A SOILS REPORT.
- UTILITY NOTES**
1. ALL NEW UTILITIES TO BE CONNECTED THROUGH THE EXISTING HOUSE TO THE EXISTING UTILITIES.
- SNOW REMOVAL**
- SNOW PLOWED FROM DRIVE SHALL NOT BE PUSHED ONTO THE STREET.

LEGEND

- SEWER MANHOLE LID
- ELECTRIC METER BOX
- GAS METER
- WATER METER
- STORM DRAIN MANHOLE
- POWER POLE
- FOUND REBAR & CAP
- DATUM ELEVATION
- FIRE HYDRANT
- TELECOM BOX
- ELECTRICAL BOX
- LOD FENCE
- SURFACE DRAINAGE FLOW
- EXISTING CONTOUR LINE
- NEW CONTOUR LINE
- PROPERTY LINE
- WL - WATER LINE
- SL - SEWER LINE
- GL - GAS LINE
- EL - ELECTRICAL LINE



NOTE:
1. SWPPP SIGN AND SWPPP DOCUMENT MUST BE ON SITE DURING CONSTRUCTION.
2. DOWNSTREAM SEDIMENT TRAPS NEED TO EXTEND UP BOTH SIDES FAR ENOUGH TO PREVENT OFFSITE DEPOSITION. FIELD VERIFY.

Jonathan DeGray
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SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

SHEET DESCRIPTION: A0.1

REVISIONS:
JUNE 29, 2021
HDR Review
JULY 20, 2021
HDR Review

DATE:
MAY 25, 2021

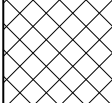
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257

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PLANT SCHEDULE							
SYMBOL	KEY	QUANTITY	COMMON NAME	SCIENTIFIC NAME	SIZE	SPACING	COMMENTS
	DECIDUOUS TREES						
	A	5	Rocky Mtn. Maple	Acer Glabrum	3" Dia.	3'-8'	
	SHRUBS						
	B	20	Red twig dogwood	Cornus sericea "baileyi"	5 Gal.		Spacing as noted on plan
	C	14	Mountain Sage	Artemesia Tridentata Vaseyana	5 Gal.		Spacing as noted on plan
	GROUND COVER and HYDROSEEDING						
	D	30	Mountain Lover	Pachistima Myrsinites	4" Pots	12"-18"	Distribute Equally
	E	35	Creeping Mahonia	Mahonia Repens	1 Gal.	12"-18"	Distribute Equally
	F	685 S/F	Wood Chips		Small		3" Thick Layer
	G	9000 S/F	Native Grass Seed Mix		1 lb/1500	Hydroseed	See seed mix below

NATIVE GRASS SEED MIX
The seed mix shall be utilized in areas specified for native grasses. This mixture shall be applied at a sufficient rate so that germination and subsequent coverage reaches 80% in a representative 10'x10' area. If coverage does not reach 80% reseedling must occur. Apply at a rate of 80 lbs./ acre on the following percentages:
20% Crested Wheatgrass, 10% Streambank Wheatgrass, 20% Pubescent Wheatgrass, 15% Perennial Ryegrass, 15% Mountain Bromegrass, 10% Indian Ryegrass, 10% Alpine Bluegrass.
* In addition, add 10 lbs./ acre each of Linum lewisii and Penstemon Eatonii with native grass seed mixture.

- PLANTING NOTES**
1. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF EXCAVATION OR PLANTING OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY.
 2. ALL PLANT MATERIAL SHALL CONFORM TO CURRENT AMERICAN ASSOCIATION OF NURSERYMAN'S STANDARD SPECIFICATIONS.
 3. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DRAWINGS, DETAILS, AND SPECIFICATIONS.
 4. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN CASE OF A DISCREPANCY, THE ILLUSTRATED LOCATIONS SHALL DICTATE COUNT.
 5. CONTRACTOR SHALL COORDINATE ALL PLANTING WITH IRRIGATION CONTRACTOR, AS NEEDED.
 6. IN THE EVENT OF A DISCREPANCY NOTIFY THE ARCHITECT OR OWNER IMMEDIATELY.
 7. NO SUBSTITUTIONS SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION OF THE ARCHITECT OR OWNER.
 8. SHRUB BEDS SHALL RECEIVE 6" OF TOPSOIL.
 9. ALL SHRUB BEDS SHALL HAVE 3" OF DECOMPOSED BARK MULCH INSTALLED.
 10. SHRUB BED EDGING SHALL BE PRESSURE TREATED WOOD OR "TREX" EDGING. IT SHALL SEPARATE ALL SHRUB BEDS/ NATIVE GRASS LOCATIONS.
 11. ALL PLANTS AND ALL PLANT STAKES SHALL BE SET PLUMB.
 12. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS OR PLASTICS SHALL BE REMOVED AT TIME OF OF PLANTING AND PROPERLY DISCARDED.
 13. NO BARE ROOT STOCK SHALL BE USED.

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LANDSCAPE PLAN

REVISIONS:
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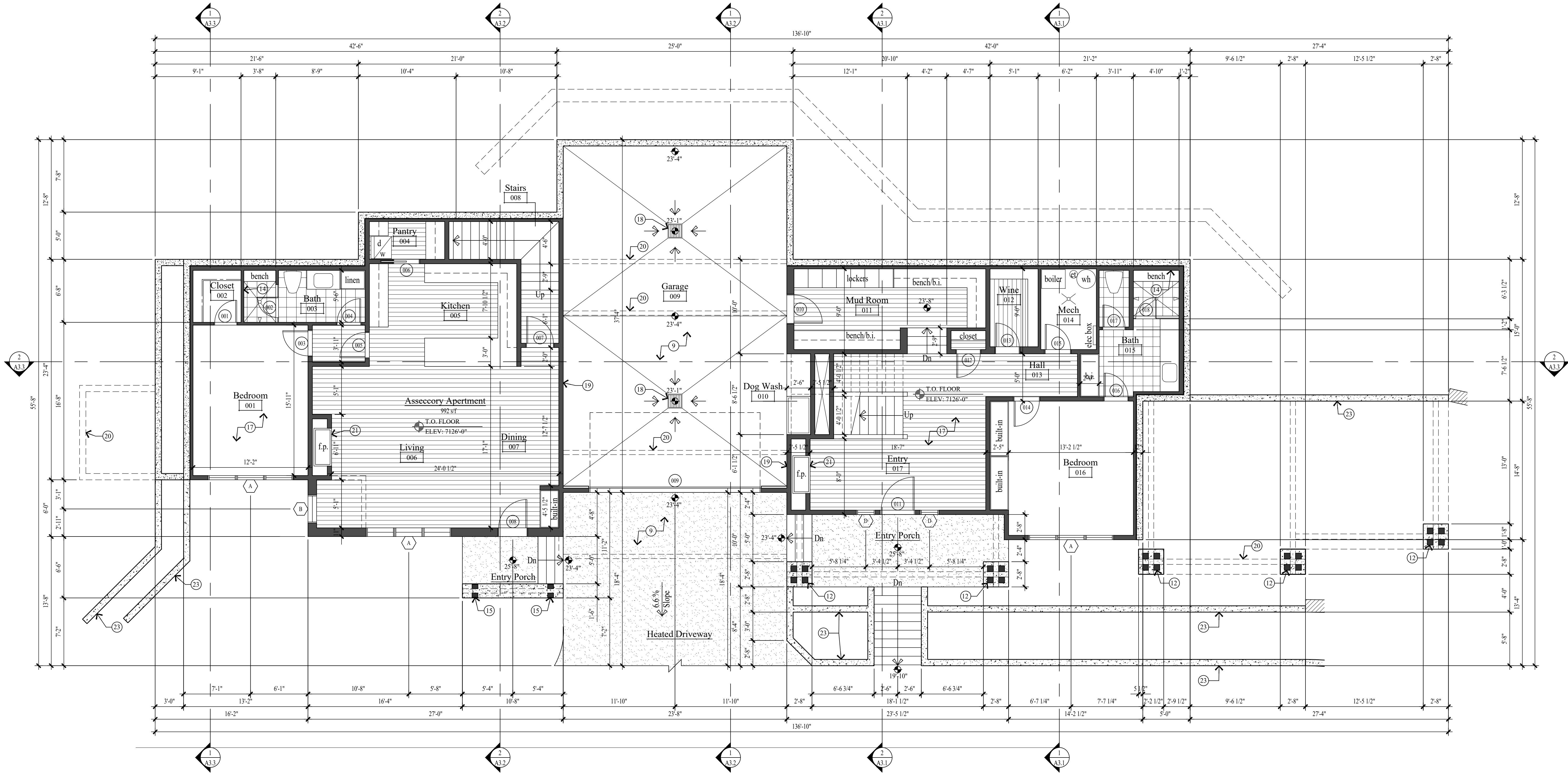
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A0.2

LANDSCAPE PLAN
SCALE: 1/8" = 1'-0"

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LOWER LEVEL FLOOR PLAN
SCALE: 3/16" = 1'-0"

- 1 NON-REFLECTIVE STANDING SEAM METAL ROOF. METAL ROOF TO BE ICC-ES APPROVED ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCTURAL FOR SIZE AND SPACING. ROOF MATERIAL SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4.
- 2 METAL CHIMNEY CAP.
- 3 METAL RIDGE VENT.
- 4 2x6 ON 2x10 BUILT-UP FASCIA, WRAPPED IN METAL.
- 5 1 1/2" x 3 1/2" CONTINUOUS METAL DRIP EDGE.
- 6 1x CEDAR SOFFIT - STAINED. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
- 7 FLAT ROOF: REINFORCED WATERPROOF MEMBRANE ON RIGID INSUL. SLOPED 3% ON 3/4" PLYWOOD ON ROOF JOIST.
- 8 WATERPROOF DECK: 2x6 TREX DECKING ON 2x P.T. TAPERED SLEEPERS ON REINF. EPDM ON 3/4" EXTERIOR PLYWOOD ON 2x P.T. TAPERED DECK JOIST - SEE STRUCTURAL FOR SIZE AND SPACING.
- 9 4" REINFORCED HEATED CONCRETE PORCH, PATIO AND DRIVEWAY ON 4" GRAVEL BASE.
- 10 FOR TYPICAL STAIRWAY, HANDRAILING & GUARDRAILING NOTES & DETAILS - SEE SHEET A5.1.
- 11 3/8" HIGH WOOD TOP RAIL/HAND GRIP TO BE STD. MILL SHAPE CONT. W/ 1/2" DIA. STEEL BALLAST, VERTICAL SPACED LESS THAN 4".
- 12 (4) 8x8 TIMBER COLUMN - STAINED.
- 13 4" HIGH STACKED STONE RETAINING WALL.
- 14 TUBS AND SHOWERS WITH TILED WALLS REQUIRE A PORTLAND CEMENT APPLICATION, FIBER-CEMENT OR GLASS MAT GYPSUM BACKER.
- 15 (2) 6x8 TIMBER COLUMN - STAINED.
- 16 1 1/2" GYPCRETE W/ HYDRAUNIC HEATING ON 3/4" PLYWOOD ON FLOOR JOIST - SEE STRUCT. FOR SIZE AND SPACING.
- 17 4" REINFORCED CONCRETE SLAB W/ HYDRAUNIC HEATING ON 2" RIGID INSULATION (CONTINUOUS) ON 6 MIL POLYETHYLENE VAPOR RETARDER (JOINTS TO LAP 6" MIN.) ON 4" GRAVEL BASE CLEANED GRADED.
- 18 HEAVY DUTY 18"x18" FLOOR DRAIN W/ INTEGRAL TRAP FOR SEDIMENT BUCKET. W/ FLOOR LEVEL CLEANOUT. TIE INTO GRAVEL SUMP.
- 19 5/8" TYPE "X" ON GARAGE CEILING AND WALL SEPARATING THE GARAGE AND LIVING SPACE.
- 20 LINE OF WALL/BEAM ABOVE.
- 21 HEATILATOR "CRAVE 4488" DIRECT VENT FIREPLACE. FRAME ON 18" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS. ANSI Z21.88-2014.
- 22 HEAT & GLO "PRIMO84" DIRECT VENT FIREPLACE. FRAME ON 18" PLATFORM. SEALED GAS APPLIANCE APPROVED FOR SLEEPING AREAS. ANSI Z21.90B-2014.
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NEW CONCRETE WALL
NEW 2x FRAMED WALL

GENERAL NOTES

1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.
2. INTERIOR FLOOR SLABS TO BE HEATED ON 2" RIGID INSULATION R-14 - TYP. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. ALL ROOF JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. FURRED DOWN CEILING @ COMPOSITE DECKS TO BE 2x6 JOIST W/ 7" CLOSED CELL FOAM INSULATION R-49 - TYP.
3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.
4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.
5. TWO INSPECTIONS ARE REQUIRED (FOAM AND BALANCE OF INSULATION), UNVENTED CONDITIONED ATTIC ASSEMBLIES.
6. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

SCHOTT RESIDENCE
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LOWER LEVEL FLOOR PLAN

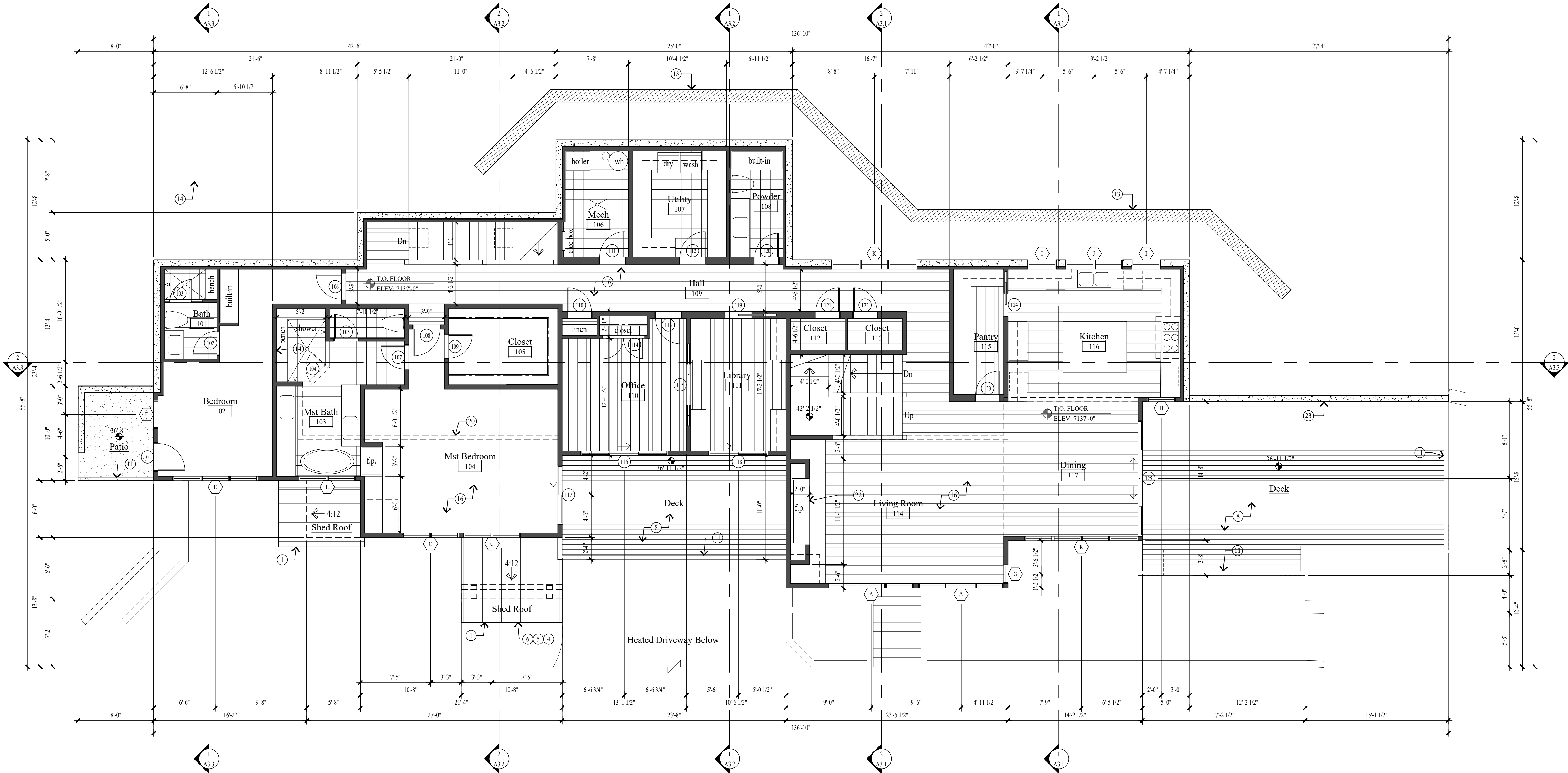
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1. ALL DIMENSIONS ARE APPROXIMATE AND ARE TO BE FIELD VERIFIED PRIOR TO ANY CONSTRUCTION.

2. INTERIOR FLOOR SLABS TO BE HEATED ON 2" RIGID INSULATION R-14 - TYP. EXTERIOR WALLS TO BE 2x6 FRAMING W/ BIB INSULATION R-23 - TYP. ALL INTERIOR WALLS TO BE 2x4 FRAMING, U.O. W/ BIB INSULATION R-15 - TYP. ALL INTERIOR PLUMBING AND BEARING WALLS TO BE 2x6 FRAMING, U.O. W/ BIB INSULATION R-23 - TYP. ALL FLOOR JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. ALL ROOF JOIST TO BE 12" TJI FRAMING U.O. W/ BIB INSULATION R-49 - TYP. FURRED DOWN CEILING @ COMPOSITE DECKS TO BE 2x6 JOIST W/ 7" CLOSED CELL FOAM INSULATION R-49 - TYP.

3. FIRE SPRINKLERS TO BE ON THE WARM SIDE OF THE BUILDING ENVELOPE. ANTIFREEZE WILL NO LONGER BE ALLOWED IN FIRE SPRINKLER SYSTEMS.

4. AIR LEAKAGE: THE BUILDING THERMAL ENVELOPE SHALL BE CONSTRUCTED TO LIMIT AIR LEAKAGE IN ACCORDANCE WITH SECTIONS N1102.4.1 - N1102.4.4.

5. TWO INSPECTIONS ARE REQUIRED (FOAM AND BALANCE OF INSULATION), UNVENTED CONDITIONED ATTIC ASSEMBLIES.

6. HOME HARDENING SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4

MAIN LEVEL FLOOR PLAN, LOW ROOF PLAN, DECK & PATIO PLAN
SCALE: 3/16" = 1'-0"

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

MAIN LEVEL FLOOR PLAN
DECK AND PATIO PLAN
LOW ROOF PLAN

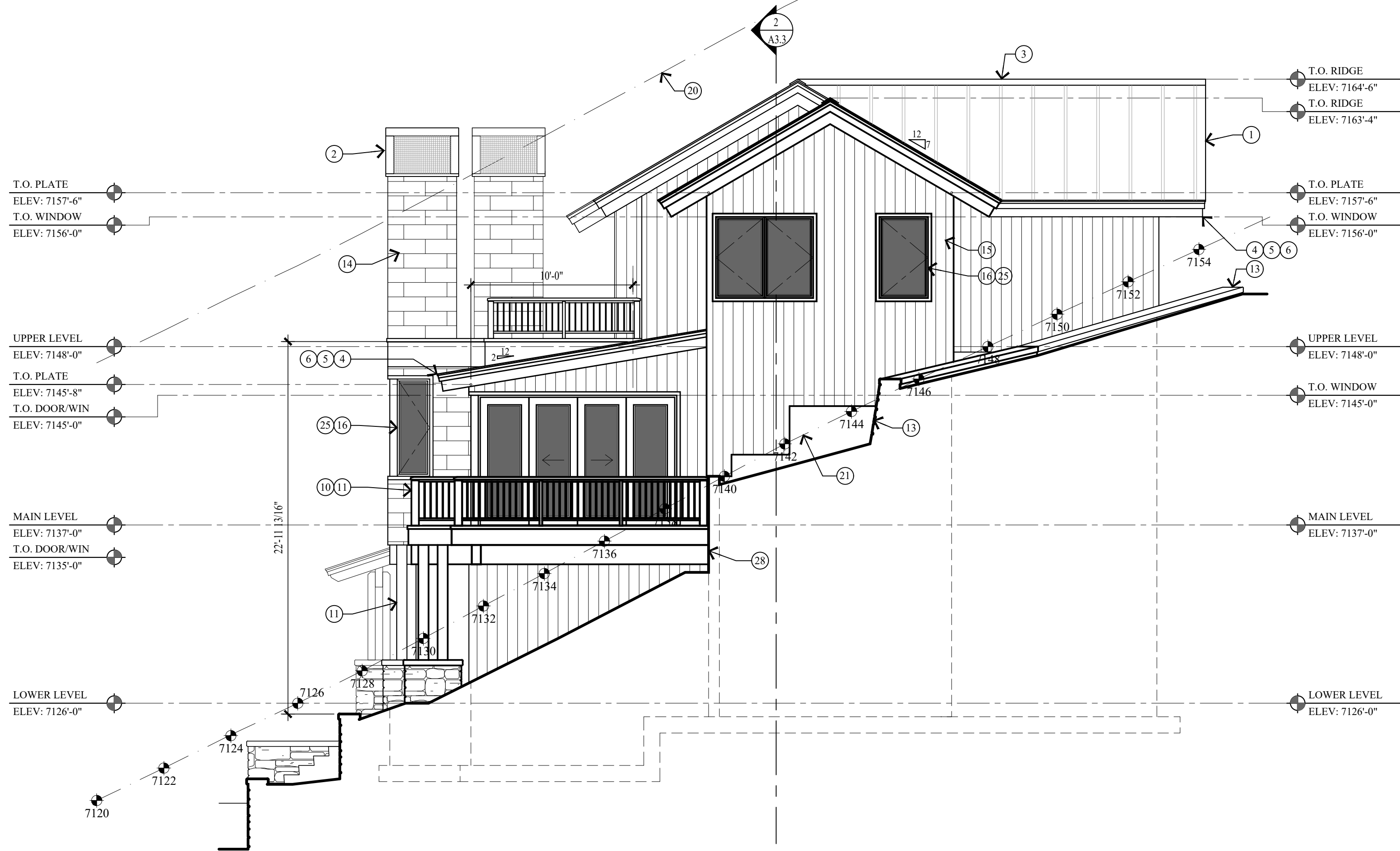
REVISIONS:
△ JUNE 29, 2021
HDDR Review
△ JULY 20, 2021
HDDR Review

DATE:
MAY 25, 2021

PROJECT NUMBER:
2101-01

SHEET NUMBER:
A1.2

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1 WEST ELEVATION
A2.1 SCALE: 3/16" = 1'-0"



2 NORTH ELEVATION
A2.1 SCALE: 3/16" = 1'-0"

KEY NOTES

- NON-REFLECTIVE STANDING SEAM METAL ROOF. METAL ROOF TO BE ICC-ES APPROVED. ON ICE AND WATER MEMBRANE ON 5/8" EXTERIOR SHEATHING ON ROOF JOIST - SEE STRUCTURAL FOR SIZE AND SPACING. ROOF MATERIAL SHALL COMPLY WITH THE WILDLAND - URBAN INTERFACE CODE AS ADOPTED BY THE STATE OF UTAH AND AMENDED BY PARK CITY PER LMC 11-21, H 603.4.
- METAL CHIMNEY CAP.
- METAL RIDGE VENT.
- 2x6 ON 2x10 BUILT-UP FASCIA, WRAPPED IN METAL.
- 1 1/2" x 3 1/2" CONTINUOUS METAL DRIP EDGE.
- 1x CEDAR SOFFIT - STAINED. SOFFIT TO BE VENTED @ ALL ROOF EAVES.
- FLAT ROOF: REINFORCED WATERPROOF MEMBRANE ON RIGID INSUL. SLOPED 3% ON 3/4" PLYWOOD ON ROOF JOIST.
- WATERPROOF DECK: LIQUID APPLIED POLYURETHANE WATERPROOF SYSTEM ON 3/4" EXT. PLYWOOD ON 2x6 SLEEPERS SLOPED @ 2.5% ON 3/4" EXT. PLYWOOD ON DECK JOIST @ 16" O.C. INSTALL EPOXY FINISH PER MANUFACTURE SPECIFICATIONS.
- 4" REINFORCED HEATED CONCRETE PORCH, PATIO AND DRIVEWAY ON 4" GRAVEL BASE.
- FOR TYPICAL STAIRWAY, HANDRAILING & GUARDRAILING NOTES & DETAILS - SEE SHEET A5.1.
- 36" HIGH WOOD TOP RAIL/HAND GRIP TO BE STD. MILL SHAPE CONT. W/ 1/2" DIA. STEEL BALLAST, VERTICAL, SPACED LESS THAN 4".
- 4x8x8 TIMBER COLUMN - STAINED.
- STACKED STONE RETAINING WALL.
- NON-REFLECTIVE METAL PANEL SIDING ON TYVEK HOMEWRAP ON 1/2" EXT. SHEATHING ON 2x6 STUD WALL @ 16" O.C.
- 1x8 CEDAR T&G VERTICAL SIDING - STAINED ON TYVEK HOMEWRAP ON 1/2" EXTERIOR SHEATHING ON 2x6 STUD WALL @ 16" O.C.
- WINDOWS AND DOORS W/ INSULATED GLASS - SEE SHEET A6.1 FOR SCHEDULES.
- CUT STONE SILL/CAP CONTINUOUS.
- 4" STONE VENEER - SEE SHEET S1.1 GENERAL STRUCTURAL NOTE FOR INSTALLATION.
- STONE SUPPORT: 6"x6"x 5/16" CONTINUOUS ANGLE W/ 3/4" DIA EPOXY BOLTS x 5" EMBED @ 24" O.C. WITH MASTIC AROUND ANGLE & BOLTS. 3/16" DIA. WEEP HOLE @ 32" O.C. STEEL TO BE SHOP COATED W/ RUST-INHIBITIVE PAINT.
- LINE 27'-0" HEIGHT ABOVE EXISTING GRADE.
- EXISTING GRADE LINE.
- 2x6x8 TIMBER COLUMN - STAINED.
- COPPER FLASHING AND COUNTER FLASHING.
- ROOF TO WALL SURFACE: EXTEND BITUTHANE MEMBRANE OVER ROOF DECK & UP WALL SURFACE 24".
- 2x3 HEAD, JAMB AND SILL - STAINED.
- FOUNDATION - SEE STRUCTURAL FOR SIZE AND REINFORCING.
- FOOTING - SEE STRUCTURAL FOR SIZE AND REINFORCING.
- CONCRETE RETAINING WALL W/ STONE VENEER.

PRODUCT DESCRIPTION:

WEST & NORTH ELEVATIONS

REVISIONS:
△ JUNE 29, 2021
HDR Review
△ JULY 20, 2021
HDR Review

DATE:

MAY 25, 2021

PROJECT NUMBER:

2101-01

SHEET NUMBER:

A2.1

Jonathan DeGray
Architect

P.O. Box 1674, 614 Main Street, Suite 302, Park City, Utah 84060
Tel. 435-649-7263, E-mail: degrayarch@westoffice.net

SCHOTT RESIDENCE
HISTORIC DISTRICT DESIGN REVIEW
NORTHSTAR SUBDIVISION, LOT 9
1013 NORTHSTAR, PARK CITY, UTAH 84060

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Tel. 435-646-7263, E-mail: degray@jonathandegray.com

PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
3D IMAGES

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.1

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SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

3D IMAGES

AI.2

PROJECT DESCRIPTION:

SHEET DESCRIPTION:

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

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EXISTING



PROPOSED

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PROJECT DESCRIPTION:
SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

SHEET DESCRIPTION:
CONTEXT IMAGES

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.3

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EXISTING



PROPOSED

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SCHOTT RESIDENCE
NORTHSTAR SUBDIVISION LOT 9
PARK CITY, UTAH 84060

STREETSCAPE

SHEET DESCRIPTION:

REVISIONS:

DATE:

PROJECT NUMBER:

SHEET NUMBER:

AI.4

OWNERS DEDICATION

KNOW ALL MEN BY THESE PRESENTS THAT I THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND HAVING CAUSED SAME TO BE SUBDIVIDED INTO LOTS TO BE HEREINAFTER KNOWN AS NORTHSTAR SUBDIVISION DO HEREBY DEDICATE FOR PERPETUAL USE OF THE PUBLIC ALL PARCELS OF LAND SHOWN ON THIS PLAT AS INTENDED FOR PUBLIC USE. IN WITNESS WHEREOF I HAVE HEREUNTO SET MY HANDS THIS 16TH DAY OF FEBRUARY A.D. 1977

Joseph E. Bernolfo III
JOSEPH E. BERNOFFO III

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF SUMMIT
ON THIS 16TH DAY OF FEBRUARY A.D. 1977 PERSONALLY APPEARED BEFORE ME THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE STATE AND COUNTY OF UTAH, JOSEPH E. BERNOFFO III, KNOWN AFTER BEING DULY SWORN, ACKNOWLEDGED TO ME THAT HE IS THE OWNER OF THE HEREIN DESCRIBED TRACT OF LAND AND THAT HE SIGNED THE OWNERS DEDICATION FREELY AND VOLUNTARILY.

My Commission Expires 12-10-80
RESIDING IN SUMMIT COUNTY, UTAH

SURVEYOR'S CERTIFICATE

I, JAMES L. JOHNSON, DO HEREBY CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 4492 AS PRESCRIBED UNDER THE LAWS OF THE STATE OF UTAH. I FURTHER CERTIFY THAT BY AUTHORITY OF THE OWNER, I HAVE MADE A SURVEY OF THE TRACT OF LAND SHOWN ON THIS PLAT AND DISCLOSED BELOW AND HAVE SUBDIVIDED SAID TRACT OF LAND INTO LOTS, HEREINAFTER TO BE KNOWN AS NORTHSTAR SUBDIVISION, AND THAT SAID TRACT HAS BEEN CORRECTLY SURVEYED AND STAKED ON THE GROUND AS SHOWN ON THIS PLAT.

BLOCKS 10, 11, 12, 13, 14 AND 15 OF SECTION 10, TOWNSHIP 2 NORTH, RANGE 4 EAST, SALT LAKE MERIDIAN, SAID POINT ALSO BEING ON THE WESTERN RIGHT OF WAY OF LOWELL AVENUE, RANING THERE, SOUTH 20°19'00" WEST ALONG SAID CENTER SECTION LINE 400.70 FEET, THENCE NORTH 89°59'00" WEST 275.19 FEET, THENCE NORTH 84°10'00" EAST 105.00 FEET TO A POINT ON THE WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE, THENCE SOUTH 89°59'00" EAST ALONG SAID RIGHT OF WAY LINE 190.00 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AN EASEMENT FOR ACCESS, BEGINNING AT A POINT WHICH IS SOUTH 89°59'00" WEST ALONG THE CENTER OF SECTION LINE 20.00 FEET FROM THE EAST QUARTER CORNER OF SECTION 10, TOWNSHIP 2 NORTH, RANGE 4 EAST, SALT LAKE MERIDIAN AND NORTH 89°59'00" WEST ALONG THE WESTERN RIGHT OF WAY LINE OF LOWELL AVENUE, 140.00 FEET AND BEGINNING THERE, SOUTH 84°10'00" WEST 80.00 FEET, THENCE NORTH 82°10'00" WEST 140.00 FEET, THENCE NORTH 89°59'00" EAST 15.00 FEET, THENCE SOUTH 89°59'00" EAST 84.00 FEET TO THE POINT OF BEGINNING.

James L. Johnson
JAMES L. JOHNSON

FEBRUARY 16, 1977
DATE

RECORDED CONCURRENTLY
THAT CERTAIN AGREEMENT TITLED "RELEASE, WAIVER AND AGREEMENT OF PROPOSED NORTHSTAR SUBDIVISION" MADE ON THE 29TH DAY OF APRIL, 1977 BY AND BETWEEN PARK CITY MUNICIPAL CORPORATION AND JOSEPH E. BERNOFFO III, RECORDED AND FILED

DATE 10-10-80
AT THE REQUEST OF *Summit County*
FEE \$ 24
SUMMIT COUNTY RECORDER

PREPARED BY:

J.J. JOHNSON & ASSOCIATES
CIVIL ENGINEERS, LAND PLANNING SURVEYING
1015 PARK AVE., P.O. BOX 1661
PARK CITY, UTAH 84060

FEB. 77

CITY PLANNING COMMISSION

APPROVED & ACCEPTED BY THE PARK CITY PLANNING COMMISSION THIS 16TH DAY OF Feb AD 1977

Bernie Skatte
CHAIRMAN

ENGINEERS CERTIFICATE

APPROVED & ACCEPTED BY THE PARK CITY ENGINEERING DEPARTMENT THIS 2ND DAY OF May AD 1977

John Dushane
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 10TH DAY OF May AD 1977

Rich J. Colanin
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

ATTEST THIS 10TH DAY OF May AD 1977

Bruce E. Decker
PARK CITY RECORDER

COUNCIL APPROVAL & ACCEPTANCE

APPROVED & ACCEPTED BY THE PARK CITY COUNCIL THIS 18TH DAY OF May AD 1977

Leon Christie
MAYOR

NO. 28846 RECORDED

STATE OF UTAH, COUNTY OF SUMMIT RECORDED & FILED AT THE REQUEST OF:

Summit County

DATE 10-10-80

FEE \$

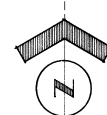
SUMMIT COUNTY RECORDER

NORTHSTAR SUBDIVISION

LOCATED IN N.W. 1/4 SEC. 16 T2S R4E SLB 4 M

1" = 50'
0 25 50 75 100 200

① Double 3" non-exclusive utilities & improvements assumed
② Double 3" non-exclusive utilities, improvements & access easement



BLOCK 28
SHAYDE'S ADDITION

BLOCK 29
SHAYDE'S ADDITION

NOTE: 107' FROM 9TH ST. & F.H.

EAST 1/4 CORNER SECTION 10, T2S, R4E, SLB 4 M

Box 32-33-34
47-41

Printed

NORTHSTAR

Planning Commission Staff Report



Subject: 199 Daly Avenue
Application: PL-21-04837
Author: Rebecca Ward
Date: August 25, 2021
Type of Item: Steep Slope Conditional Use Permit

Recommendation

The Planning Commission considered this Steep Slope Conditional Use Permit for construction of a detached garage in the rear of 199 Daly Avenue on July 28, 2021 and continued the item to August 25, 2021. Since the July 28, 2021 meeting, the Applicant revised the proposed plans and removed the rooftop deck that was going to be above the detached garage and replaced it with a green roof. The Applicant also updated the renderings to illustrate the proposed detached garage, slope restoration, and landscaping.

Staff recommends the Commission (I) review the proposal for the construction of a detached garage into a Steep Slope at the rear of a Significant Historic Site, (II) conduct a public hearing, and (III) consider approving the Steep Slope Conditional Use Permit subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Final Action Letter (Exhibit A).

Description

Applicant:	Cary Kinross-Wright, represented by Steven Swanson
Location:	199 Daly Avenue
Zoning District:	Historic Residential – 1
Adjacent Land Uses:	Residential
Reason for Review:	The Planning Commission takes final action on Conditional Use Permits ¹

Acronyms

CUP	Conditional Use Permit
HR – 1	Historic Residential – 1
LMC	Land Management Code
SSCUP	Steep Slope Conditional Use Permit

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

Background

199 Daly Avenue is a Significant Historic Site on the Park City Historic Sites Inventory (Exhibit B). In addition to the Steep Slope Conditional Use Permit application, the Applicant submitted a Historic District Design Review application to renovate the rear

¹ LMC [§ 15-1-8\(G\)](#).

addition of the Significant Historic Structure and to construct a detached garage into the Steep Slope at the rear of the Site (Exhibit C, Applicant's Project Description). The proposed garage is on a slope greater than 30% and requires a Steep Slope Conditional Use Permit (Exhibit H). Planning Commission approval is required for Steep Slope Conditional Use Permits on Lots greater than 3,750 square feet.² 199 Daly Avenue is a 5,750-square-foot Lot.

On July 15, 2021, the Planning Department conducted a public hearing for the Historic District Design Review and found the project complies with the Design Guidelines for Historic Residential Sites, outlined in Land Management Code (LMC) [§ 15-13-2](#), pending Planning Commission approval of the Steep Slope Conditional Use Permit.

Below is a 2013 photo of 199 Daly Avenue:

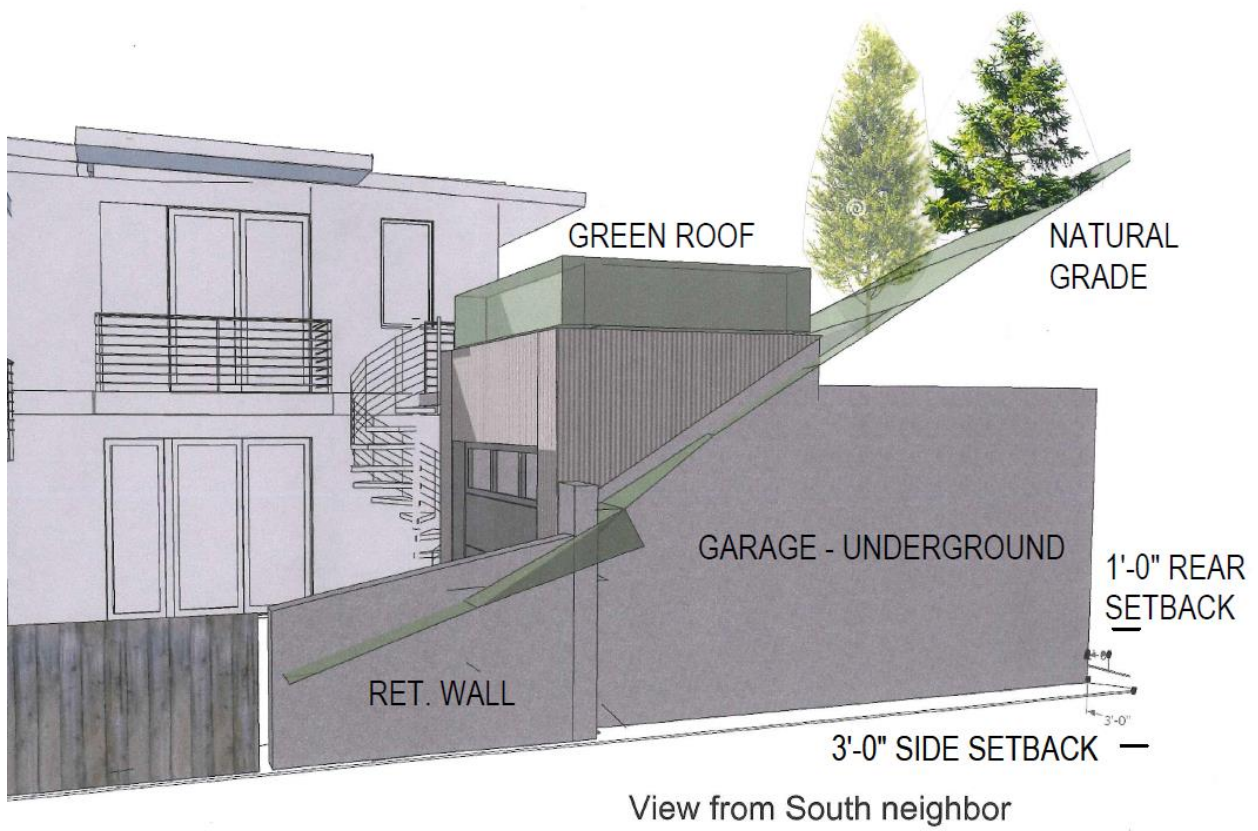


The proposed detached garage is along the southern side of the Significant Historic Structure toward the rear of the property, built into a steep slope, illustrated below:

² LMC [§ 15-2.2-6\(B\)\(1\)](#).



The image below shows what the detached garage will look like from the adjacent property, looking north:



The Applicant prepared additional illustrations showing the existing rear of the property and the proposed detached garage:



Southeast Corner



And viewed from above the adjacent property, looking north:



The Applicant's landscape plan illustrates the proposed green roof:

Condition of Approval 10

The Applicant shall demonstrate that the driveway can properly slope away from the Significant Historic Structure without a retaining wall or grading along the southern property line prior to submission of a building permit, subject to City Engineer approval.

The Building Department requires the following Conditions of Approval:**Condition of Approval 11**

The Applicant shall complete an Access Agreement allowing property access to adjacent properties to complete construction proposed within five feet or less from the Lot line or steep slope prior to submitting a building permit (Exhibit F).

Condition of Approval 12

The Applicant shall comply with required garage depth in compliance with Building and Fire Codes.

The Applicant and adjacent property owners agreed to the following additional Conditions of Approval:**Condition of Approval 13**

The driveway shall be a heated driveway.

Condition of Approval 14

The fence along the common 199 Daly Avenue and 203 Daly Avenue lot line shall be retained or replaced.

Condition of Approval 15

A solid wall shall separate the green roof on the detached garage along the common 199 Daly Avenue and 203 Daly Avenue lot line.

Condition of Approval 16

The driveway shall be constructed in a way that preserves the cottonwood tree located along the southern 199 Daly Avenue lot line.

Planning staff recommends Conditions of Approval:

The detached garage shall not be converted to a Dwelling Unit (Condition of Approval 5).

The area above the detached garage shall remain a green roof (Condition of Approval 17).

Analysis

Please see the [July 28, 2021 staff report analysis section](#), outlining compliance with the Historic Residential – 1 Zoning District requirements; Accessory Building Setback requirements; and steep slope criteria.

Department Review

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this application. The Building Department and Engineering Department submitted required Conditions of Approval that are incorporated in this staff report.

Notice

Staff published notice on the City's website and the Utah Public Notice website on July 12, 2021. Staff posted notice to the property and mailed courtesy notice to property owners within 300 feet on July 13, 2021. The *Park Record* published notice on July 14, 2021.³

Public Input

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

Alternatives

- The Planning Commission may approve the Steep Slope Conditional Use Permit for construction of a detached garage;
- The Planning Commission may deny the Steep Slope Conditional Use Permit for construction of a detached garage and direct staff to make Findings for the denial; or
- The Planning Commission may request additional information and continue the discussion to a date certain.

Exhibits

Exhibit A: Draft Final Action Letter
Exhibit B: Historic Site Form
Exhibit C: Applicant's Project Description
Exhibit D: Proposed Plans
Exhibit E: Garage Visual Analysis
Exhibit F: Access Agreement Guide
Exhibit G: Site Photos
Exhibit H: Site Topography
Exhibit I: Streetscape

³ LMC [§ 15-1-21](#).



August 25, 2021

Steven Swanson
sasarchitect.pc@gmail.com

CC: Cary Kinross-Wright

NOTICE OF PLANNING COMMISSION ACTION

Description

Address: 199 Daly Avenue

Zoning District: Historic Residential – 1

Application: Steep Slope Conditional Use Permit

Project Number: PL-21-04837

Action: Approved with Conditions – Plans Updated August 25, 2021

Date of Final Action: August 25, 2021

Project Summary: The Applicant proposes constructing a detached garage into the steep slope at the rear of a Significant Historic Site.

Action Taken

On August 25, 2021, the Planning Commission conducted a public hearing and approved the Steep Slope Conditional Use Permit for 199 Daly Avenue to construct a detached garage into the steep slope at the rear of the Significant Historic Site according to the following findings of fact, conclusions of law, and conditions of approval:

Findings of Fact

1. 199 Daly Avenue is a Significant Historic Site on the Park City Historic Sites Inventory.
2. 199 Daly Avenue is in the Historic Residential – 1 Zoning District.

3. The Applicant proposes a detached garage to be constructed within a slope greater than 30% and requires a Steep Slope Conditional Use Permit.
4. Planning Commission approval is required for Steep Slope Conditional Use Permits on Lots greater than 3,750 square feet. 199 Daly Avenue is a 5,750-square-foot Lot.
5. The purposes of the Historic Residential – 1 (HR – 1) Zoning District are in part to encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and to maintain existing residential neighborhoods and to establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.
6. The Minimum Lot size for a Single-Family Dwelling in the HR-1 is 1,875 square feet. The Lot is 5,750 square feet.
7. The Minimum Lot width in the HR-1 is 25 feet. The Lot width is 57.5-feet wide.
8. The Maximum Building Footprint for a 5,750-square-foot Lot in the HR-1 is 2,081 square feet. The Building Footprint is 1,460 square feet.
9. Front and Rear Setbacks for Lots up to 100 feet in length in the HR-1 are 12 feet and 13 feet for a total of 25 feet. The Front Setback exceeds 30 feet; the Rear Setback is 12 feet.
10. Side Setbacks for Lots up to 62.5 feet wide in the HR-1 are five feet for a total of 14 feet. The northern Side Setback is five feet; the southern Side Setback is 8.9 feet. Historic Structures that do not comply with Setbacks are valid Non-Complying Structures. New construction shall meet the Setback requirements.
11. The detached garage is an Accessory Building.
12. The HR – 1 Zoning District establishes the following Setback exceptions for Accessory Buildings:
 - a. Rear Setback Exceptions include detached Accessory Buildings not more than 18 feet in height located a minimum of five feet behind the front façade of the Main Building and maintaining a minimum Rear Setback of one foot. Such structure must not cover over 50% of the Rear Setback. The detached garage is proposed to be 14 feet in height and is located more than five feet behind the front façade of the Significant Historic Structure with a Rear Setback of one foot, covering less than 50% of the Rear Setback.
 - b. Side Setback Exceptions include one private driveway leading to a garage.
 - c. Detached Accessory Buildings, not more than 18 feet in height located a minimum of five feet behind the front façade of the Main Building, maintaining a minimum Side Setback of three feet. The detached garage is proposed to be 14 feet in height and is located more than five feet

behind the front façade of the Significant Historic Structure and maintains a Side Setback of three feet.

13. The Planning Commission reviews Steep Slope Conditional Use Permits pursuant to the criteria outlined in LMC Section 15-2.2-6.
14. **LOCATION OF DEVELOPMENT** – development is located and designed to reduce visual and environmental impacts of the Structure. The detached garage is proposed to be located at the rear of the site within the steep slope to mitigate the visual impact.
15. **VISUAL ANALYSIS** – the Applicant must provide the Planning Department with a visual analysis of the project from key Vantage Points to determine potential impacts of the proposed access and building mass and design and to identify the potential for screening, slope stabilization, erosion mitigation, vegetation protection, and other design opportunities. The accessory garage will not be viewable from Vantage Points, which are defined in LMC § 15-15-1. Rather, the garage will be embedded into the Steep Slope. Please see Exhibit E to view the Applicant's submitted garage visual analysis.
16. **ACCESS** – Access points and driveways must be designed to minimize Grading of the natural topography and to reduce overall Building scale. Side Access to garages is strongly encouraged, where feasible. The driveway will be constructed with minimized Grading of the natural topography and will be located on the relatively flat area of the Site.
17. **TERRACING** – the project may include terraced retaining Structures if necessary to regain Natural Grade. The Applicant proposes construction of a four-foot retaining wall above the accessory garage to provide terracing and to stabilize the slope.
18. **BUILDING LOCATION** – Building, Access, and infrastructure must be located to minimize cut and fill that would alter the perceived natural topography of the Site. The Site design and Building Footprint must coordinate with adjacent properties to maximize opportunities for open Areas and preservation of natural vegetation, to minimize driveway and Parking Areas, and to provide variation of the front yard. The Significant Historic Structure Front Setback exceeds 30 feet. New construction on a similar sized Lot in the Zoning District must meet a 12 to 13-foot Front Setback. As a result, the Building Footprint is 620 square feet smaller than what is allowed under the LMC. A gravel pad in the front yard currently provides parking for the Significant Historic Structure. The detached garage will allow the Applicant to replace the parking area in the front yard with landscaping.
19. **BUILDING FORM AND SCALE** – Where Building masses orient against the Lot's existing contours, the Structures must be stepped with the Grade and broken into a series of individual smaller components that are Compatible with the District. Low profile Buildings that orient with existing contours are strongly

encouraged. The garage must be subordinate in design to the main Building. In order to decrease the perceived bulk of the Main Building, the Planning Director and/or Planning Commission may require a garage separate from the main Structure or no garage. The garage is subordinate in design to the Significant Historic Structure and will be located at the rear of the property.

20. **SETBACKS** – The Planning Commission may require an increase in one or more Setbacks to minimize the creation of a wall effect along the Street front and/or the rear lot line. The Setback variation will be a function of the Site constraints, proposed Building scale, and Setbacks on adjacent Structures. The proposed detached garage meets the Accessory Building Setback requirements of the HR-1 Zoning District.
21. **DWELLING VOLUME** – The maximum volume of any Structure is a function of the Lot size, Building Height, Setbacks, and provisions set forth in this Chapter. The Planning Commission may further limit the volume of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and existing Structures. The minimum size requirements for Single-Family Dwellings are 11 feet wide and 20 feet deep.¹ The proposed garage dimensions are 14.6 feet in width by 19.6 feet in depth.
22. **BUILDING HEIGHT | STEEP SLOPE** – The HR – 1 Zoning District Height is 27 feet. The Planning Commission may require a reduction in Building Height for all or portions of a proposed Structure to minimize its visual mass and/or to mitigate differences in scale between a proposed Structure and the Historic character of the neighborhood's existing residential Structures. The Significant Historic Site is below the 27-foot height limit and the detached garage is proposed to be 14 feet in height.

Conclusions of Law

1. The Application complies with the Land Management Code Chapter 15-2.2, *Historic Residential – 1 Zoning District*, and LMC Section 15-2.2-6, *Development on Steep Slopes*.
2. The Use will be Compatible with surrounding Structures in scale and mass.
3. The effects of any differences in Use or scale have been mitigated through careful planning.

Condition of Approval

1. City approval of a construction mitigation plan is a condition precedent to the issuance of any building permits.
2. A final utility plan, including a drainage plan for utility installation, public improvements, and drainage, shall be submitted with the building permit and

¹ LMC [§ 15-3-4\(A\)\(1\)](#).

shall be reviewed and approved by the City Engineer and utility providers prior to issuance of a building permit.

3. City Engineer review and approval of all lot grading, utility installations, public improvements, and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
4. This approval will expire on August 25, 2022 if a building permit has not been issued by the Building Department before the expiration date, unless the Applicant submits an extension request in writing to the Planning Department and the Planning Director approves an extension of this approval.
5. The detached garage shall not be converted to a Dwelling Unit.
6. The Applicant shall submit a plan demonstrating how they will provide the temporary shoring needed during construction prior to submitting a building permit, subject to City Engineer approval.
7. The Applicant shall submit a geotechnical report and design of the temporary shoring and final slope stability prior to submitting a building permit, subject to City Engineer approval.
8. The Applicant shall provide soil stabilization details documenting how the disturbed area will be restored and stabilized prior to submitting a building permit, subject to City Engineer approval.
9. The Applicant shall submit a landscape bond to ensure the stabilization and vegetation rehabilitation is complete prior to submission of a building permit.
10. The Applicant shall demonstrate the driveway can properly slope away from the Significant Historic Structure without a retaining wall or grading along the southern property line prior to submission of a building permit, subject to City Engineer approval.
11. The Applicant shall complete an Access Agreement allowing property access to adjoining properties to complete the construction proposed to be within five feet or less from the Lot line or steep slope prior to submitting a building permit.
12. The Applicant shall work with the Planning and Building staff to comply with the required garage depth in compliance with Building and Fire Codes.
13. The driveway shall be a heated driveway.
14. The fence along the common 199 Daly Avenue and 203 Daly Avenue lot line shall be retained or replaced.
15. A solid wall shall separate the green roof on the detached garage along the common 199 Daly Avenue and 203 Daly Avenue lot line.
16. The driveway shall be constructed in a way that preserves the cottonwood tree located along the southern 199 Daly Avenue lot line.
17. The area above the detached garage shall remain a green roof.
18. The building permit plans shall be in substantial compliance with the August 25, 2021 plans reviewed as part of this Steep Slope Conditional Use Permit. The

Applicant shall notify staff if any changes to the plans are proposed prior to submitting a building permit application.

If you have questions or concerns regarding this Final Action Letter, please call 385-290-0789 or email rebecca.ward@parkcity.org.

Sincerely,

John Phillips, Planning Commission Chair

CC: Rebecca Ward

DRAFT

HISTORIC SITE FORM - HISTORIC SITES INVENTORY

PARK CITY MUNICIPAL CORPORATION (10-08)

1 IDENTIFICATION

Name of Property:

Address: 199 Daly Avenue

AKA: 195 Daly Avenue

City, County: Park City, Summit County, Utah

Tax Number: 199-DALY-ALL

Current Owner Name: Michele Dingham

Parent Parcel(s): PC-624

Current Owner Address: PO BOX 682334, Park City, Utah 84068

Legal Description (include acreage): All of Lot, 199 Daly Avenue Subdivision; cont 0.13 acres.

2 STATUS/USE

Property Category

- ☒ building(s), main
☐ building(s), attached
☐ building(s), detached
☐ building(s), public
☐ building(s), accessory
☐ structure(s)

Evaluation*

- ☐ Landmark Site
☒ Significant Site
☐ Not Historic

Reconstruction

- Date:
Permit #:
☐ Full ☐ Partial

Use

- Original Use: Residential
Current Use: Residential

- *National Register of Historic Places: ☒ ineligible ☐ eligible
☐ listed (date:)

3 DOCUMENTATION

Photos: Dates

- ☐ tax photo:
☒ prints: c. 1950, 1995 & 2006
☐ historic: c.

Drawings and Plans

- ☐ measured floor plans
☐ site sketch map
☐ Historic American Bldg. Survey
☐ original plans:
☐ other:

Research Sources (check all sources consulted, whether useful or not)

- ☐ abstract of title
☐ tax card
☐ original building permit
☐ sewer permit
☒ Sanborn Maps
☐ obituary index
☐ city directories/gazetteers
☐ census records
☐ biographical encyclopedias
☐ newspapers
☒ city/county histories
☐ personal interviews
☐ Utah Hist. Research Center
☐ USHS Preservation Files
☐ USHS Architects File
☐ LDS Family History Library
☐ Park City Hist. Soc/Museum
☐ university library(ies):
☐ other:

Bibliographical References (books, articles, interviews, etc.) Attach copies of all research notes and materials.

Blaes, Dina & Beatrice Lufkin. "Final Report." Park City Historic Building Inventory. Salt Lake City: 2007.

Carter, Thomas and Goss, Peter. *Utah's Historic Architecture, 1847-1940: a Guide*. Salt Lake City, Utah:

University of Utah Graduate School of Architecture and Utah State Historical Society, 1991.

McAlester, Virginia and Lee. *A Field Guide to American Houses*. New York: Alfred A. Knopf, 1998.

Roberts, Allen. "Final Report." Park City Reconnaissance Level Survey. Salt Lake City: 1995.

Roper, Roger & Deborah Randall. "Residences of Mining Boom Era, Park City - Thematic Nomination." National Register of Historic Places Inventory, Nomination Form. 1984.

4 ARCHITECTURAL DESCRIPTION & INTEGRITY

Building Type and/or Style:

No. Stories:

Additions: ☐ none ☐ minor ☒ major (describe below) Alterations: ☐ none ☐ minor ☒ major (describe below)

Number of associated outbuildings and/or structures: ☐ accessory building(s), # ____; ☐ structure(s), # ____.

General Condition of Exterior Materials:

Researcher/Organization: Preservation Solutions/Park City Municipal Corporation Date: 12-2008

☒ Good (Well maintained with no serious problems apparent.)

☐ Fair (Some problems are apparent. Describe the problems.):

☐ Poor (Major problems are apparent and constitute an imminent threat. Describe the problems.):

☐ Uninhabitable/Ruin

Materials (The physical elements that were combined or deposited during a particular period of time in a particular pattern or configuration. Describe the materials.):

Foundation: Not verified.

Walls: drop siding

Roof: gable form sheathed in asphalt, as is the complex roof form of additions.

Windows/Doors: Double-hung sash type.

Essential Historical Form: ☒ Retains ☐ Does Not Retain, due to:

Location: ☒ Original Location ☐ Moved (date _____) Original Location:

Design (The combination of physical elements that create the form, plan, space, structure, and style. Describe additions and/or alterations from the original design, including dates--known or estimated--when alterations were made): The one-story frame hall-parlor house has been significantly altered. The early photograph shows a side gable hall-parlor house with a full-width extended shed roof porch. The porch remains, but now wraps around the north side and joins the rear addition. The rear addition springs from the ridge-line of the original house. The exterior siding appears to be new material rather than repair or rehabilitation of the original materials. The changes are significant and affect the site's historic character.

Setting (The physical environment--natural or manmade--of a historic site. Describe the setting and how it has changed over time.): The setting has been altered with a paved parking area in the front yard and the rear yard being replaced by a large addition.

Workmanship (The physical evidence of the crafts of a particular culture or people during a given period in history. Describe the distinctive elements.): Much of the physical evidence from the period that defines the typical Park City mining era home has been altered and, therefore, lost.

Feeling (Describe the property's historic character.): The physical elements of the site, in combination, do not effectively convey a sense of life in a western mining town of the late nineteenth and early twentieth centuries.

Association (Describe the link between the important historic era or person and the property.): The Hall-Parlor house form is the earliest type to be built in Park City and one of the three most common house types built in Park City during the mining era; however, the extent of the alterations to the main building diminishes its association with the past.

The extent and cumulative effect of alterations to the site render it ineligible for listing in the National Register of Historic Places.

5 SIGNIFICANCE

Architect: ☒ Not Known ☐ Known: (source:)

Date of Construction: c. 1900

Builder: ☒ Not Known ☐ Known: (source:)

The site must represent an important part of the history or architecture of the community. A site need only be significant under one of the three areas listed below:

1. Historic Era:

☐ Settlement & Mining Boom Era (1868-1893)

☒ Mature Mining Era (1894-1930)

□ Mining Decline & Emergence of Recreation Industry (1931-1962)

Park City was the center of one of the top three metal mining districts in the state during Utah's mining boom period of the late nineteenth and early twentieth centuries, and it is one of only two major metal mining communities that have survived to the present. Park City's houses are the largest and best-preserved group of residential buildings in a metal mining town in Utah. As such, they provide the most complete documentation of the residential character of mining towns of that period, including their settlement patterns, building materials, construction techniques, and socio-economic make-up. The residences also represent the state's largest collection of nineteenth and early twentieth century frame houses. They contribute to our understanding of a significant aspect of Park City's economic growth and architectural development as a mining community.¹

2. **Persons** (Describe how the site is associated with the lives of persons who were of historic importance to the community or those who were significant in the history of the state, region, or nation):

3. **Architecture** (Describe how the site exemplifies noteworthy methods of construction, materials or craftsmanship used during the historic period or is the work of a master craftsman or notable architect):

6 PHOTOS

Digital color photographs are on file with the Planning Department, Park City Municipal Corp.

Photo No. 1: West elevation. Camera facing east, 2006.

Photo No. 2: West elevation. Camera facing east, 1995.

Photo No. 3: Southwest oblique. Camera facing northeast, c. 1950.

¹ From "Residences of Mining Boom Era, Park City - Thematic Nomination" written by Roger Roper, 1984.







NO
PARKING
ANY
TIME

RESIDENTIAL
PERMIT
PARKING ZONE
NO PARKING
WITHOUT
PERMIT
ANYTIME

Lewis Wolcott
& Dombush
REAL ESTATE
Maire Rosol
435-640-0038 or 435-401-2267
www.lbwolcott.com



Steven A Swanson Architect
Park City, UT 435.513.1079

Apr. 22, 2021

Cary Kinross-Wright, owner
Historic Residence Addition/ Remodel
199 Daly Ave.
Park City, Utah

Project Description:

The existing residence is comprised of a historic home plus two additions from different dates. The owner's program proposes to remove the roof from the rear addition & construct a second-floor addition with two bedrooms & two baths. A garage is proposed to be constructed as a separate accessory structure, buried into the hillside at the rear of the property. Extensive re-working of the interior of the home is proposed as well. Sitework & landscaping are proposed to be consistent with the LMC 15-2 & the Historic District Guidelines.

Development on Steep Slopes Criteria:

1. **LOCATION OF DEVELOPMENT.** The primary addition uses the area and some of the existing components (foundation/ walls) of the existing 2005 addition. The proposed addition expands the floor area of the second story but does not increase the maximum height (about 21' above grade). The one-story garage is proposed to be set into the existing slope & partially buried with the remaining grade of the hillside. The intent is to reduce the visual impacts by locating the additions to the rear of the lot/ behind the existing historic home/ addition. The intent is also to minimize impacts to the environment by incorporating renewable energy, low-water landscaping & restoration of the steep-slope hillside soil structure & flora.
2. **VISUAL ANALYSIS.** The attached visual analyses depict how the design of the proposed addition & site development attempt to mitigate the visual impact by utilizing simple forms, limited material palette & integration of design elements such as site/ building walls, roof overhangs, suspended decks, guardrails, fencing, hardscape & planters. Visual "layering" from front to back is another part of this approach – to subtly define street edge, planting/ trees, front yard, historic residence, drive, rear terrace, building edge & finally transition to the natural hillside beyond.
3. **ACCESS.** No major re-grading is required for the proposed project, save for the work on the garage during construction. Vehicle access to rear is afforded by removing the non-historic shed & paving the 9-foot-wide strip on the south of the property. The vehicle maneuvering area doubles as a patio, utilizing porous pavers set in sand. Front yard is more defined with the addition of a low (4') fence & by shifting/ angling the walk to the north.
4. **TERRACING.** A 2' high wall is planned for the left rear corner of the addition, to better handle the grade change in this area. A 3-4" wall on top of the garage holds the natural

hillside grade. Retaining walls along two edges of the patio connects to both sides of the garage & holds the adjacent grade after removal of the existing L-shaped retaining wall.

5. **BUILDING LOCATION.** Building additions are located to minimize cut and fill. All access is from the flat areas of the site to help protect the hillside – no site steps or walks on the hillside. The garage roof forms a deck accessible from the patio & upper-level deck. Areas of significant vegetation/ trees are to be preserved.
6. **BUILDING FORM AND SCALE.** Garage is set into the hillside & is subordinate to the Main house/ addition. It is visually, but not physically connected to the main house.
7. **SETBACKS.** Since the historic home was sited back over 30' from the front PL, a generous front yard was created for the home. This yard, with its trees & landscaping, will be retained & enhanced. Development at the rear setback will be completely earth-sheltered & not visible.
8. **DWELLING VOLUME.** Total building footprint is within the allowable for the lot in the HR-1 zone. Building height varies from 5' below maximum height of 27' to 30' below max. height (3' below grade).
9. **BUILDING HEIGHT (STEEP SLOPE).** House and additions are well below the 27' maximum height - see #8 above.

Refer to the Drawings & Exhibits for further detail & information.

Steven A Swanson, Architect

Historic Residence Addition/ Remodel

199 Daly Ave. Park City, Utah

LIST OF DRAWINGS

CONTACT INFORMATION:	
ARCHITECT	
STEVEN A. SWANSON/ SAS ARCHITECT	
2524 LUCKY JOHN DRIVE	
PARK CITY, UT 84060	
TEL. 435-513-1079	
e-mail: sasarchitect@pmail.com	
ARCHITECTURAL	
COVER – GENERAL NOTES	
A-1.0	SITE/ GRADING PLAN & LANDSCAPE PLAN
A-1.0L	LANDSCAPE PLAN
A-1.1H	HISTORIC DRAWINGS
A-1.1	FLOOR PLANS
A-2.1	EXTERIOR ELEVATIONS
A-2.2	EXTERIOR ELEVATIONS
A-3.1	BUILDING SECTIONS/ INTERIOR ELEVATIONS

CONTACT INFORMATION:

ARCHITECT

STEVEN A. SWANSON/ SAS ARCHITECT

2524 LUCKY JOHN DRIVE

PARK CITY, UT 84060

TEL. 435-513-1079

e-mail: sasarchitect@pmail.com

STRUCTURAL ENGINEER

JARRETT ENGINEERING

2524 LUCKY JOHN DRIVE

PARK CITY, UT 84060

TEL. 435-640-5683

e-mail: jjarrett@jmail.com

BUILDING CODE NOTES:

COMPLY WITH REQUIREMENTS OF 2018 IRC & 2018 IFGC FOR ARCHITECTURAL, FIRE & LIFE-SAFETY.

COMPLY WITH REQUIREMENTS OF 2018 IRC FOR STRUCTURAL.

Special inspection is required for field welding and high strength bolting. 2018 IRC, sections 1704.4.3.1 and 1704.4.3.3.

DEFERRED SUBMITTAL TO ARCHITECT ITEMS:

PLUMBING, GAS PIPING SCHEMATIC DESIGN/ DRAWINGS.

FACTORY-BUILT FIREPLACE/ GAS APPLIANCE PRODUCT INFORMATION & UL LISTING OR OTHER PER IRC R107.

ELECTRICAL, PANEL, RISER DIAGRAM, ELECTRICAL FUTURE/ PRODUCT INFO, AS REQUIRED.

EPDM ROOFING SYSTEM INSTALLATION DETAILS.

PRE-ENGINEERED/ MANUFACTURED ROOF TRUSSES & CONNECTING HARDWARE

SUBMITTALS, APPROVALS & CHANGES TO WORK SHALL BE APPROVED BY ARCHITECT PRIOR TO BUILDING DEPT. SUBMITTAL/ APPROVAL.

STRUCTURAL CHANGES SHALL BE APPROVED BY STRUCTURAL ENGINEER PRIOR TO BUILDING DEPT. SUBMITTAL/ APPROVAL.

NO. OF BACKFLOW PREVENTERS: (2)

EXCAVATIONS STEEPER THAN 2:1 SLOPE REQUIRE SUBMISSION & APPROVAL OF A SOILS ENGINEER'S REPORT.

HVAC LOAD CALCUS., HVAC DUCT DESIGN, RADIANT HEAT DESIGN & CALCULATIONS.

MECHANICAL, RADIANT & HVAC PRODUCT SPECIFICATIONS.

GENERAL NOTES

ALL FOOTINGS SHALL BE PLACED ON COMPACTED OR UNDISTURBED SOIL PER STRUCTURAL NOTES.

ALL EXTERIOR WALLS ARE 2x6 STUDS AT 16" O.C. UNLESS NOTED OTHERWISE.

ALL INTERIOR WALLS ARE 2x4 STUDS AT 16" O.C. UNLESS NOTED OTHERWISE.

WHERE EXPOSED INSULATION OCCURS AT CRAWL SPACES, ATTIC SPACES, UNFINISHED SPACES PROVIDE A CLASS III INSULATION.

PROVIDE WEATHERPROOF FLASHING AT ALL EXTERIOR OPENINGS EXPOSED TO WEATHER. ALL METAL FLASHING SHALL BE NO. 26 GA. CORROSION RESISTANT METAL, UNLESS DETAILS SPECIFY OTHERWISE.

PROVIDE APPROVED FABRICATION FOR ALL STRUCTURAL COMPONENTS.

BALCONIES, LANDINGS, EXTERIOR STAIRWAYS AND SIMILAR SURFACES EXPOSED TO WEATHER AND SEALED UNDERNEATH SHALL BE WATERPROOFED WITH A MINIMUM 60 MIL THICKNESS OF MEMBRANE. PROVIDE WATERPROOFING MEMBRANE SPECIFICATIONS TO BUILDING INSPECTOR PRIOR TO INSTALLATIONS. (AS OCCURS)

ALL LATHING, PLASTERING, AND GYPSUM BOARD INSTALLATIONS TO COMPLY WITH IRC 2018

PROVIDE FIRE BLOCKING IN THE FOLLOWING LOCATIONS:

A.) IN CONCEALED SPACES OF STUD WALLS, PARTITIONS, AND FLURRED SPACES. AT CEILING AND FLOOR LEVELS AND AT 10 FT. INTERVALS BOTH HORIZONTAL AND VERTICAL.

B.) AT ALL INTERCONNECTIONS BETWEEN CONCEALED VERTICAL AND HORIZONTAL SPACES SUCH AS OCCUR AT SOFFITS, DROP CEILINGS, AND CORNER JOINTS.

C.) IN CONCEALED SPACES BETWEEN STAIR STRINGERS AT THE TOP AND BOTTOM OF THE RUN AND BETWEEN STUDS ALONG AND IN LINE WITH THE RUN OF STAIRS IF THE WALLS UNDER THE STAIRS ARE UNFINISHED.

D.) IN OPENINGS AROUND VENTS, PIPES, DUCTS, CHIMNEYS, FIREPLACES AND SIMILAR OPENINGS WHICH AFFORD A PASSAGE FOR FIRE AT CEILING AND FLOOR LEVELS.

E.) AT OPENINGS BETWEEN ATTIC SPACES AND CHIMNEY CHASES FOR FACTORY BUILT CHIMNEYS.

ALL LUMBER IN CONTACT WITH CONCRETE OR MASONRY TO BE TREATED WOOD OR FOUNDATION REMOVED AND SHALL BE INSTALLED IN ACCORDANCE WITH IRC 2015.

EXTERIOR WOOD STUD WALLS/ SHEATHING TO BE COVERED ON THE OUTSIDE FACE WITH WEATHER RESISTIVE BARRIER (TYVEK®, HOMERMAP®) ACCORDING TO IRC 2015.

PROVIDE SOLID BLOCKING OVER ALL BEARING POINTS ON FLOOR JOISTS OR RAFTERS, AS PER IRC 2015.

ROOF NOTES:

USE FIRE RETARDANT ROOF COVERINGS, AS PER IRC 2015.

USE A MINIMUM OF 4 MIL POLYETHYLENE TO BE INSTALLED OVER INSULATION AT COLDWALL APPLICATIONS AND UN-VENTED CEILINGS.

GUARDRAIL NOTES:

ALL DECKS AND UNENCLOSED FLOOR OPENINGS WHICH ARE MORE THAN 30" ABOVE FINISHED FLOOR SURFACES SHALL BE GUARDED BY A GUARDRAIL AT LEAST 36" HIGH. THE SPACES BETWEEN RAILS SHALL BE SUCH THAT A SPHERE OF 4" DIAMETER WILL NOT PASS THROUGH, A 6" SPHERE SHALL NOT PASS THROUGH THE SPACE TRIANGULAR SPACE BETWEEN STAIR STRINGER & GUARD.

A 4" SPHERE SHALL NOT BE ABLE TO PASS THROUGH THE SPACE BETWEEN RAILS ON OPEN-RISER TYPE STAIRS.

STAIR NOTES:

MAXIMUM STAIR RISE = 7-3/4"

MINIMUM STAIR TREAD = 10"

USE MINIMUM 2x12 STRINGERS FOR STAIRWAY. USE MINIMUM (3) -2x12 STRINGERS IF TREAD IS MADE OF PARTICLE BOARD.

THE TOPS OF HANDRAILS SHALL BE PLACED 34"-38" ABOVE THE TOPS OF TREADS. HANDRAIL ENDS SHALL RETURN TO WALL OR NEWELL POST PER PLAN. 1 1/2" DIA. HANDGRIPS, MANTAIN A MIN. SPACE OF 1 1/2" BETWEEN THE WALL AND HANDRAIL. WHERE OPEN RAILINGS OCCUR THERE SHALL BE LESS THAN A 4" SPACE BETWEEN RAILS.

THE MINIMUM HEAD CLEARANCE OVER STAIRS SHALL BE 6'-8" MEASURED ABOVE THE TREAD NOSINGS, TYP.

WINDOW/ DOOR NOTES:

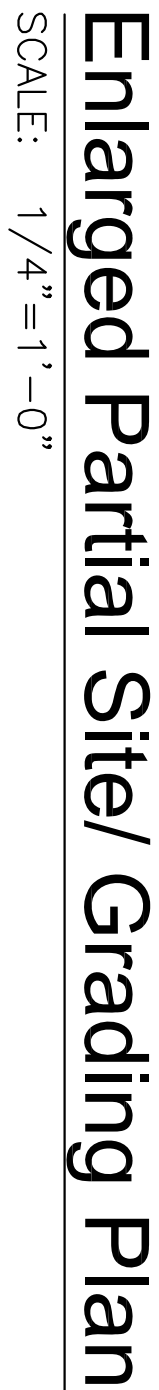
EXPRESS REQUIREMENTS FOR WINDOWS/ DOORS SERVING UNFINISHED ATTIC SPACES SHALL BE AS FOLLOWS: MIN. TILL HEIGHT OF 44" MIN. CLEAR NET OPENABLE AREA OF 5.7 SF. (5.0 SF. @ GRADE LEVEL OPENINGS). MIN. NET CLEAR OPENABLE WIDTH OF 20". & A MIN. NET CLEAR OPENABLE HEIGHT OF 24" - PER IRC R310.

The following statewide codes have been adopted by the Uniform Building Code Commission and are currently in effect for the State of Utah:

2018 Edition of the International Building Code
2018 Edition of the International Residential Code
2018 Edition of the International Mechanical Code
2018 Edition of the National Electrical Code
2018 Edition of the International Energy Conservation Code
2018 Edition of the International Fire Code

Site & Grading Plan

PROJECT NUMBER	2011
DATE	8-7-21
SHEET NUMBER	A-1.0



- ## PROJECT AREA RECAP

SITE:

PROJECT DATA

199 DALY AVE.

PARCEL # 199-DALY-ALL LOT AREA 5,750 SF./0.13 A

ZONING - HR-1

SIDE YARD SETBACK - MIN. 5/14 FEET TOTAL

FRONT YARD SETBACK - MIN. 12' TOTAL 25 FEET

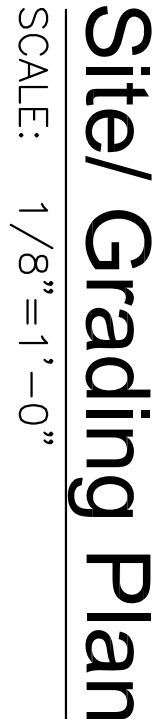
REAR YARD SETBACK - MIN.

MAXIMUM HEIGHT - 27 FEET

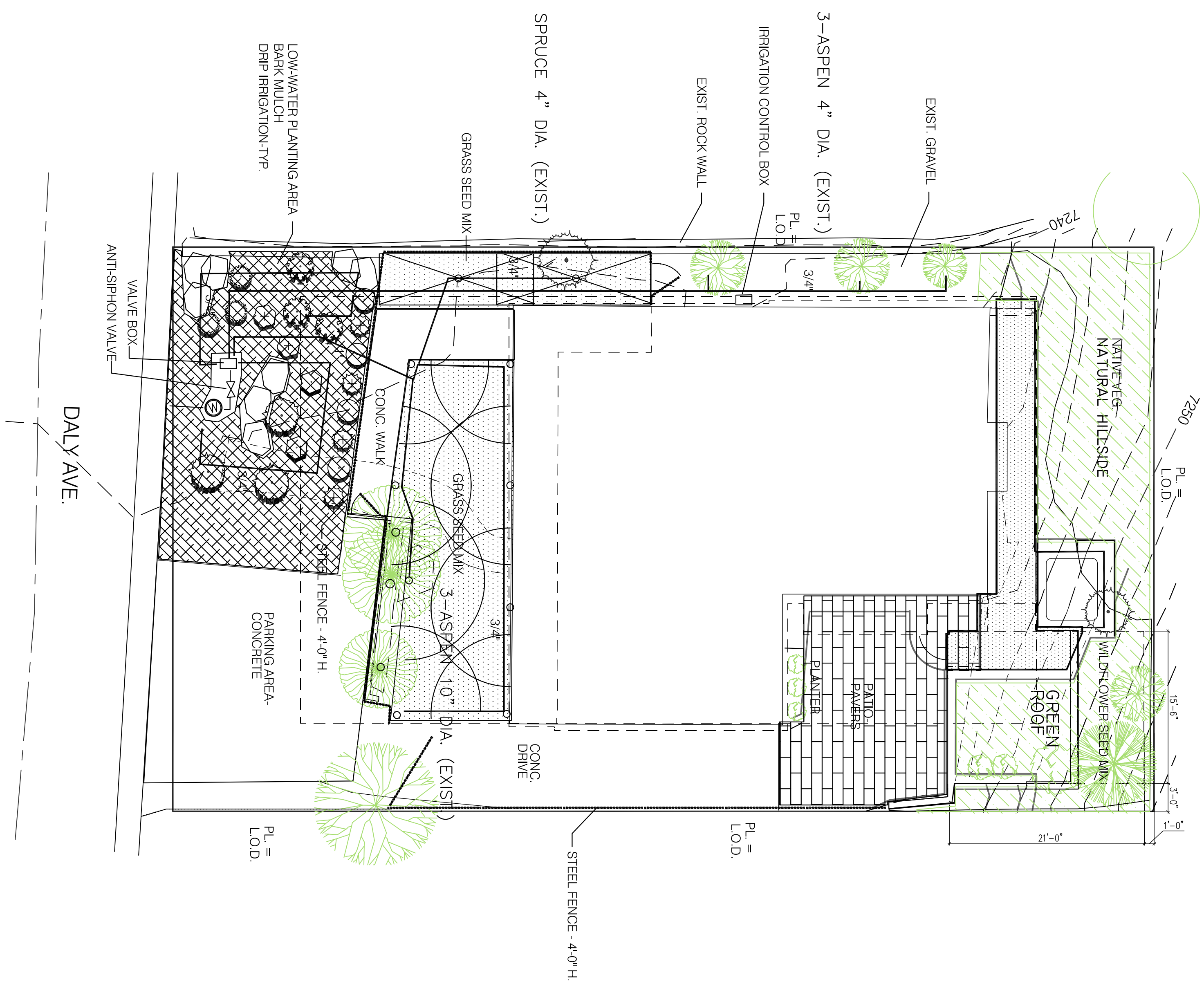
PARKING - 2 SPACES REQ

BUILDING PAD - 3262 SF.

BUILDING F.P. - 1810 SF. < 2096 SF. ALLOWABLE

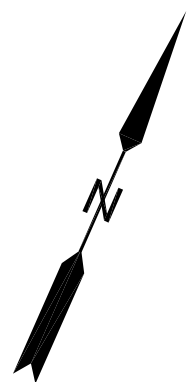


SCALE: 1/8"=1'-0"



Landscaping/ Irrigation Plan

SCALE: 1/8"=1'-0"

[illegible][illegible]

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect
2524 Lucky John Drive
Park City, UT 84060
435-513-1079

Landscaping Plan

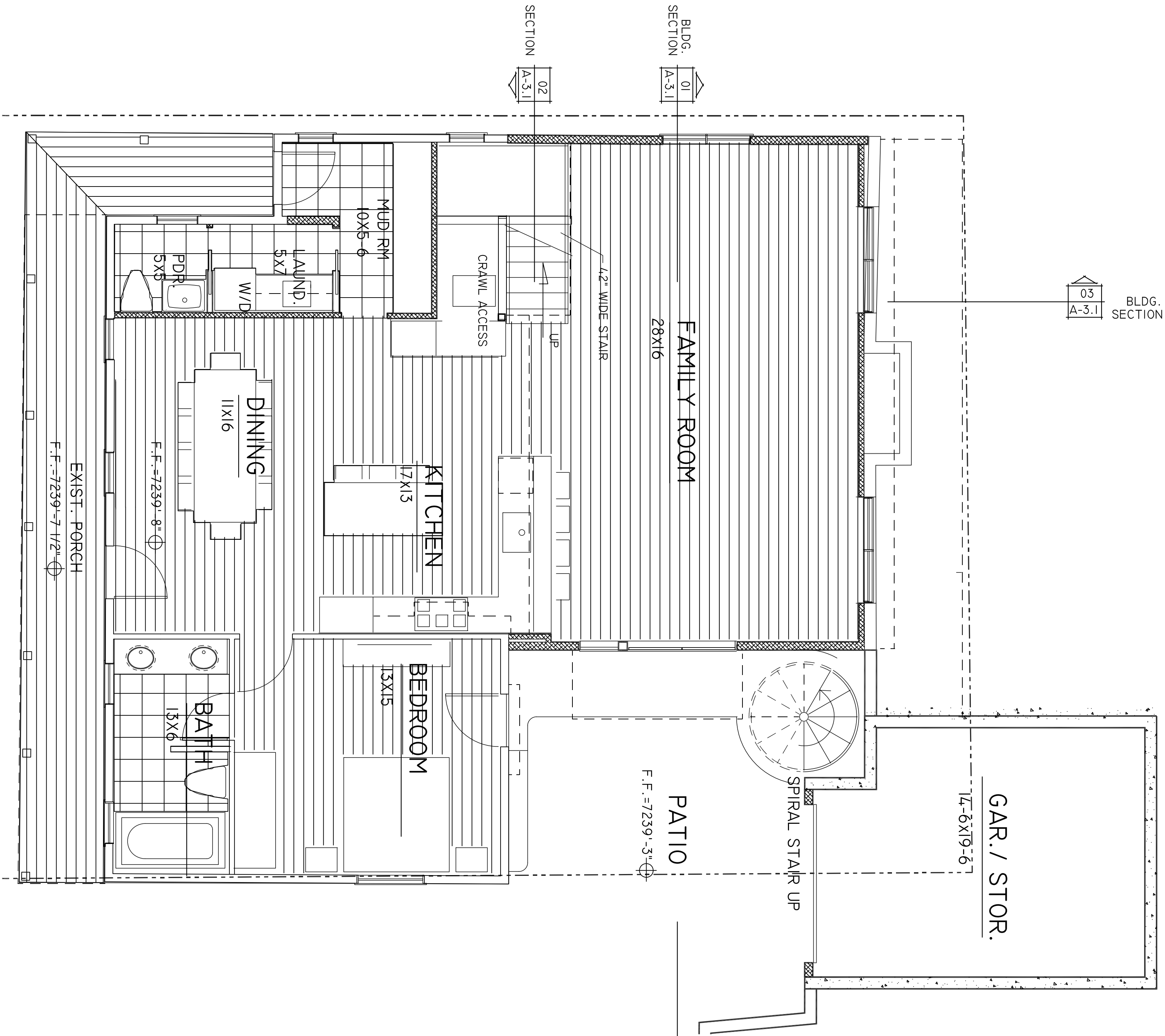
**New Residence for
John & Carole Wurmlinger
328 Woodside Ave.
Park City UT**

PROJECT NUMBER
2011

DATE
8-7-21

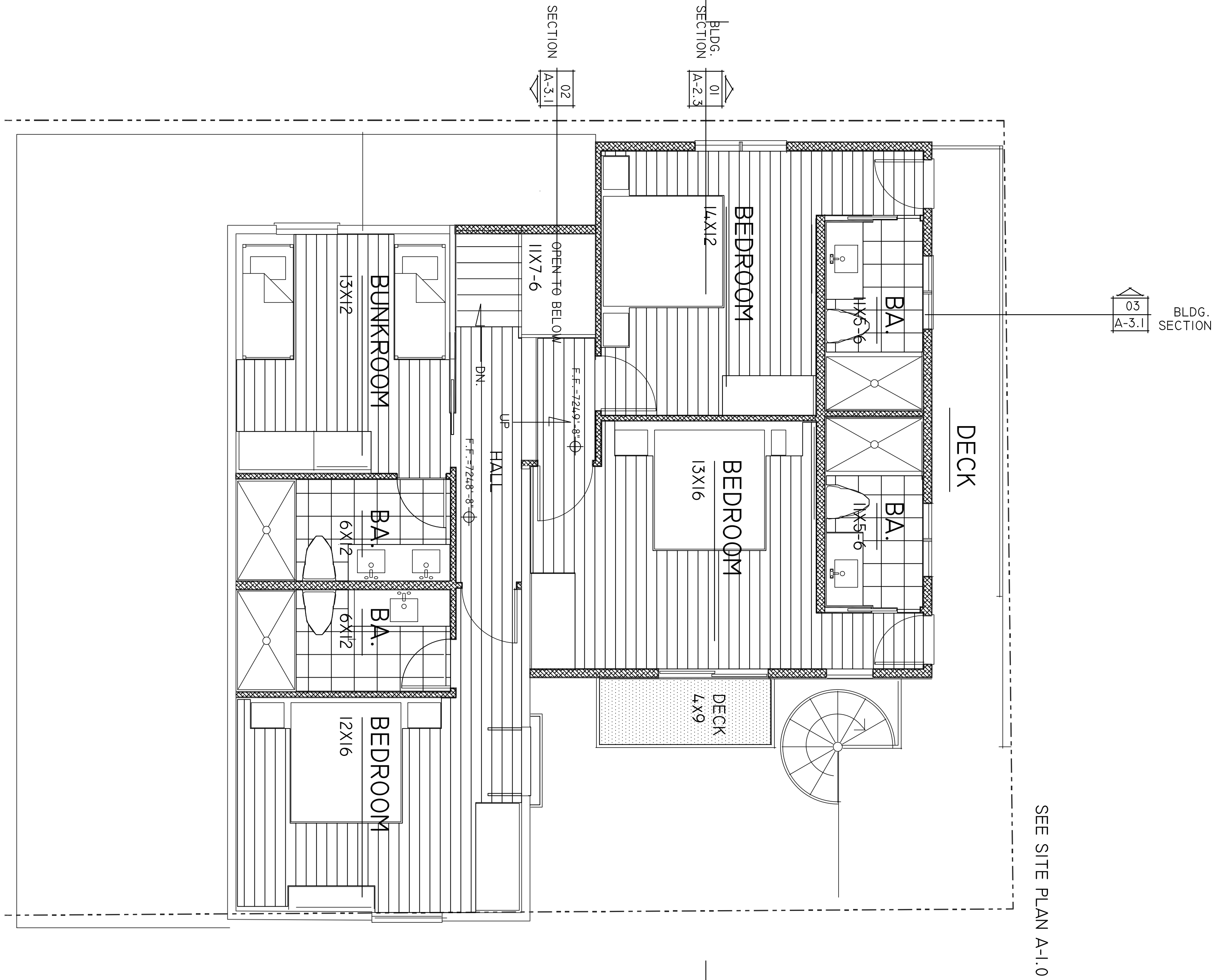
SHEET NUMBER

A-1.0L



Main Level Plan

SCALE: 1/4"=1'-0"



Upper Level Plan

SCALE: 1/4"=1'-0"

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect
 2524 Lucky John Drive
 Park City, UT 84060
 435-513-1079

Floor Plans

**Addition & Remodel
 for Cary Kinross-Wright
 199 Daly Ave.
 Park City UT**

PROJECT NUMBER 2013
DATE 8-7-21
SHEET NUMBER A-1.1

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect
 8524 Lucky John Drive
 Park City, UT 84060
 435-513-1079

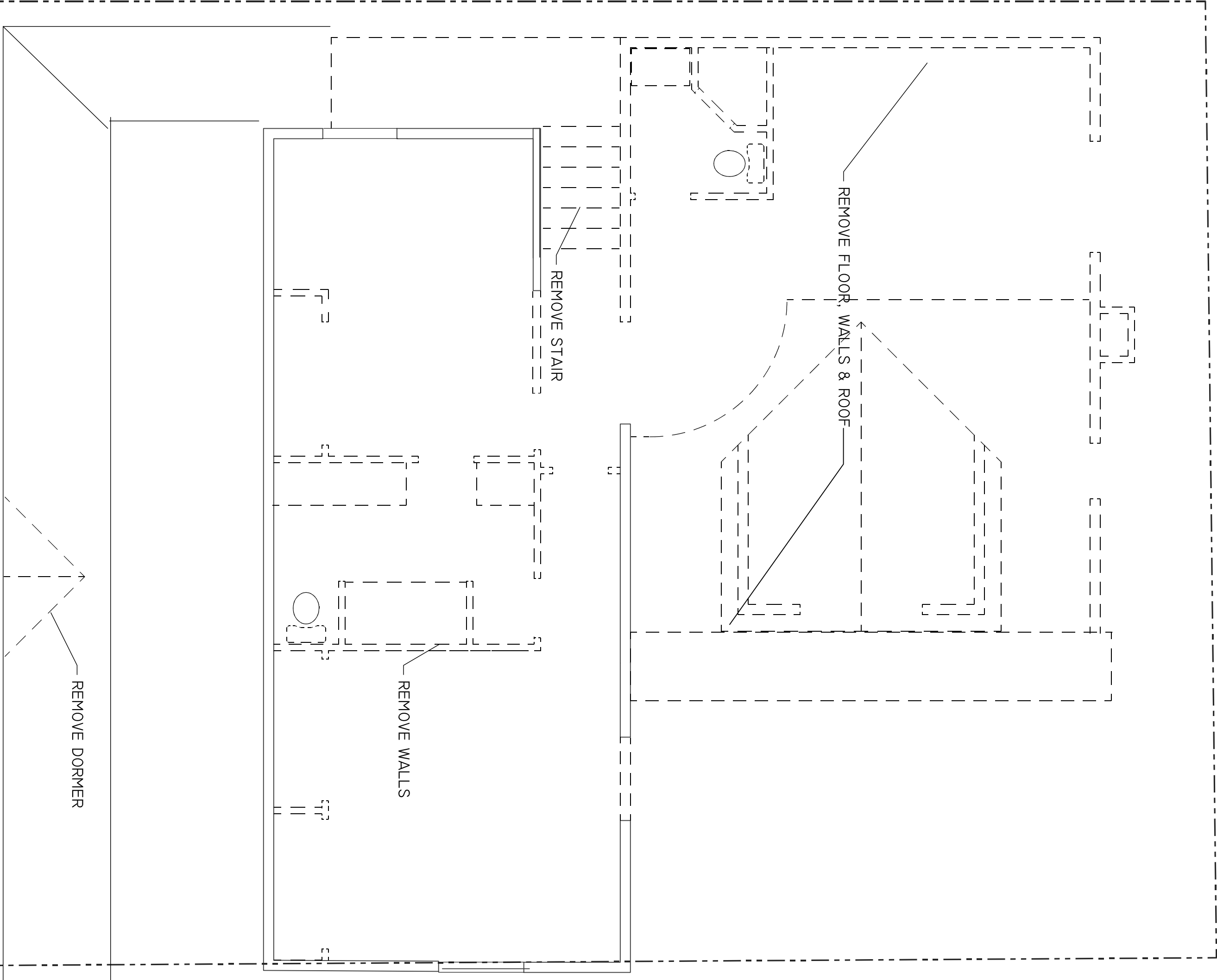
Demolition Plans

Addition & Remodel
 for Cary Kinross-Wright
 199 Daly Ave.
 Park City UT

PROJECT NUMBER
 2013

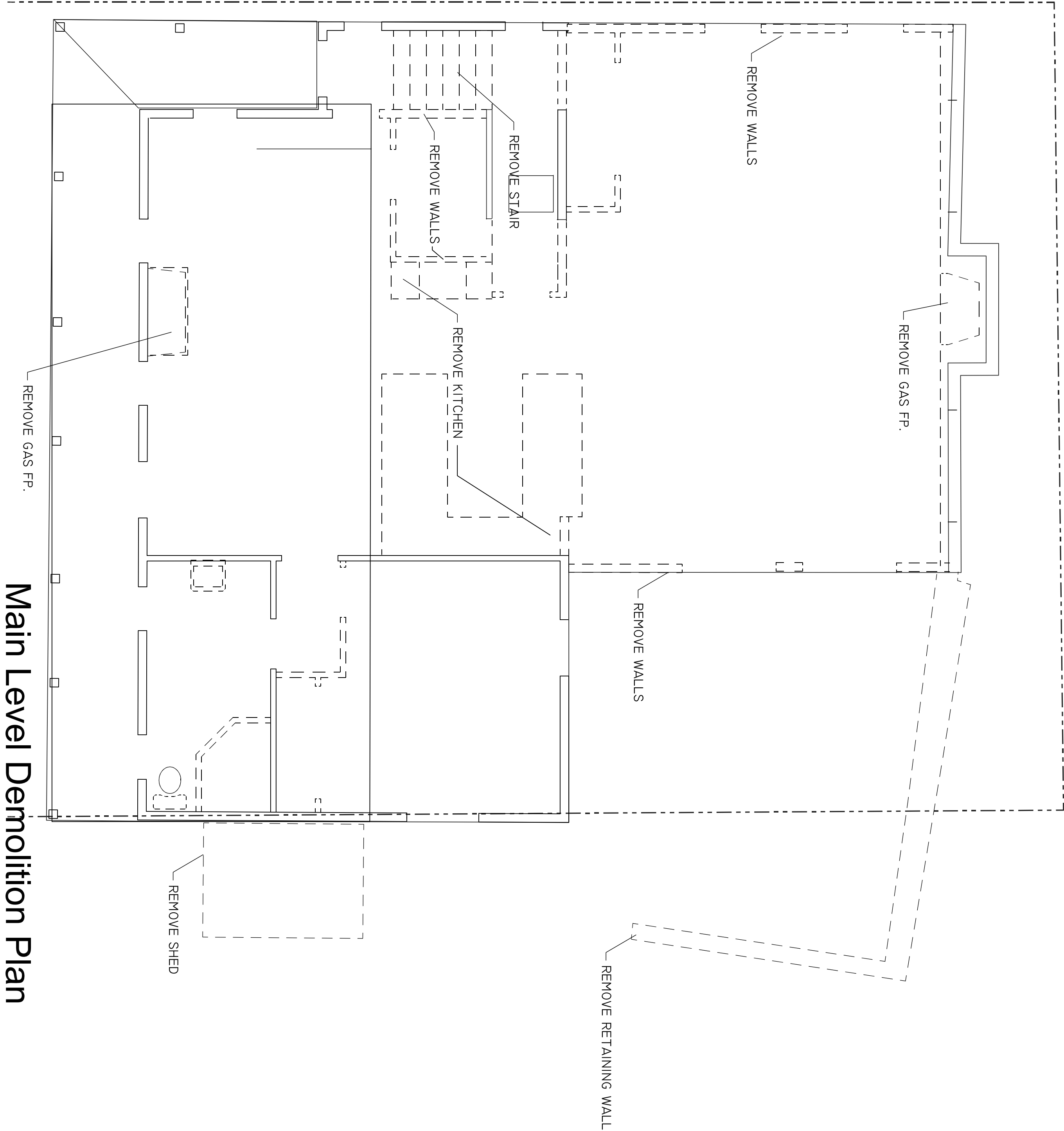
DATE
 8-7-21

SHEET NUMBER
 A-1.1D



Upper Level Demolition Plan

SCALE: 1/4"=1'-0"

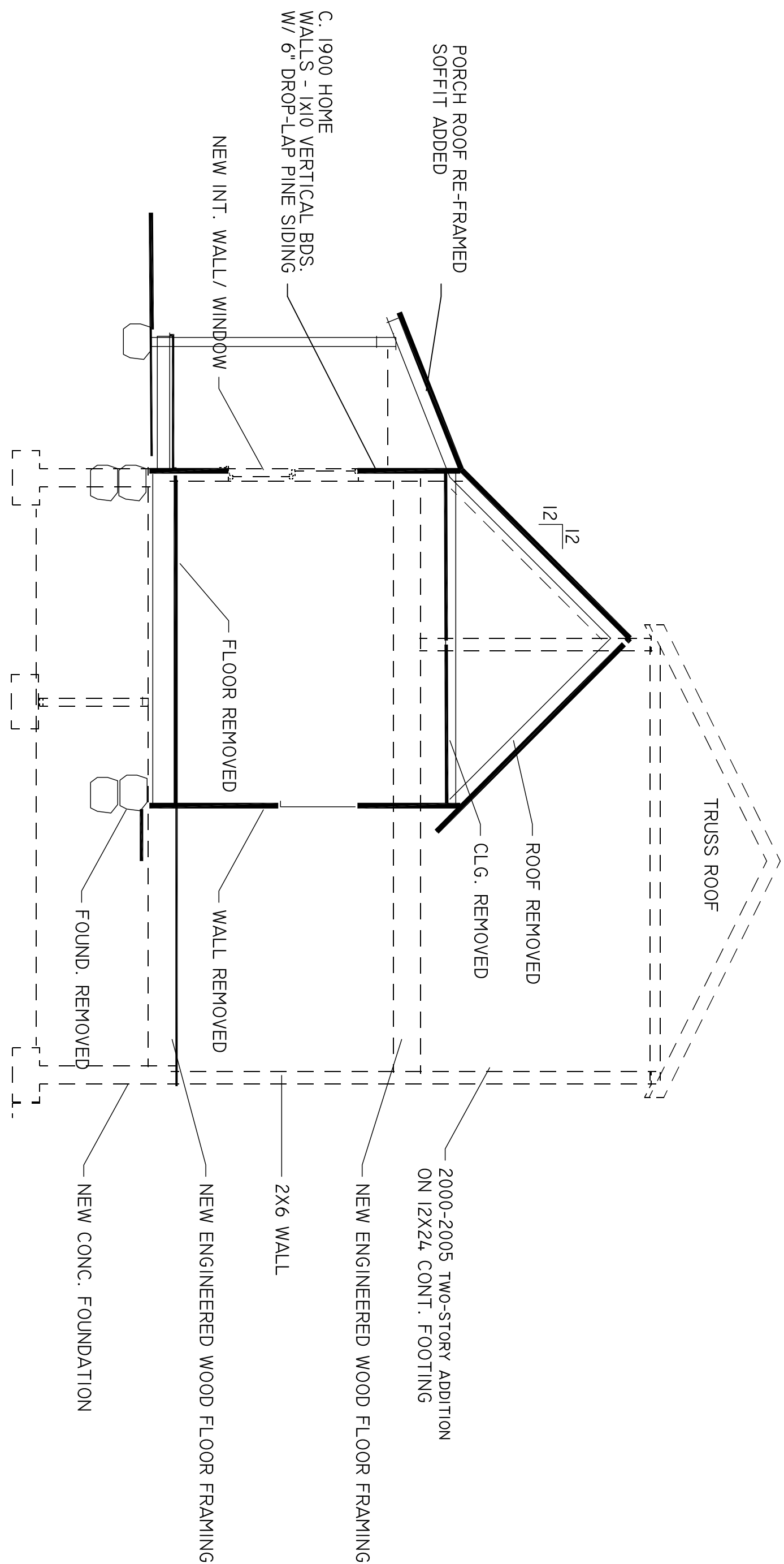


Main Level Demolition Plan

SCALE: 1/4"=1'-0"

- DEMOLITION PLAN NOTES

1. VERIFY DIMENSIONS & CONDITIONS IN THE FIELD.
 2. PROTECT ADJACENT CONSTRUCTION AND FINISHES.
 3. PROVIDE TEMPORARY SUPPORT FOR STRUCTURAL ELEMENTS.
 4. VERIFY SIZES OF ALL NEW COMPONENTS.
 5. INSTALL STRUTS & EQUIPMENT PER MANUFACTURER RECS.
 6. COORDINATE/ VERIFY HEIGHTS OF WALL-MOUNTED DEVICES/ EQUIPMENT

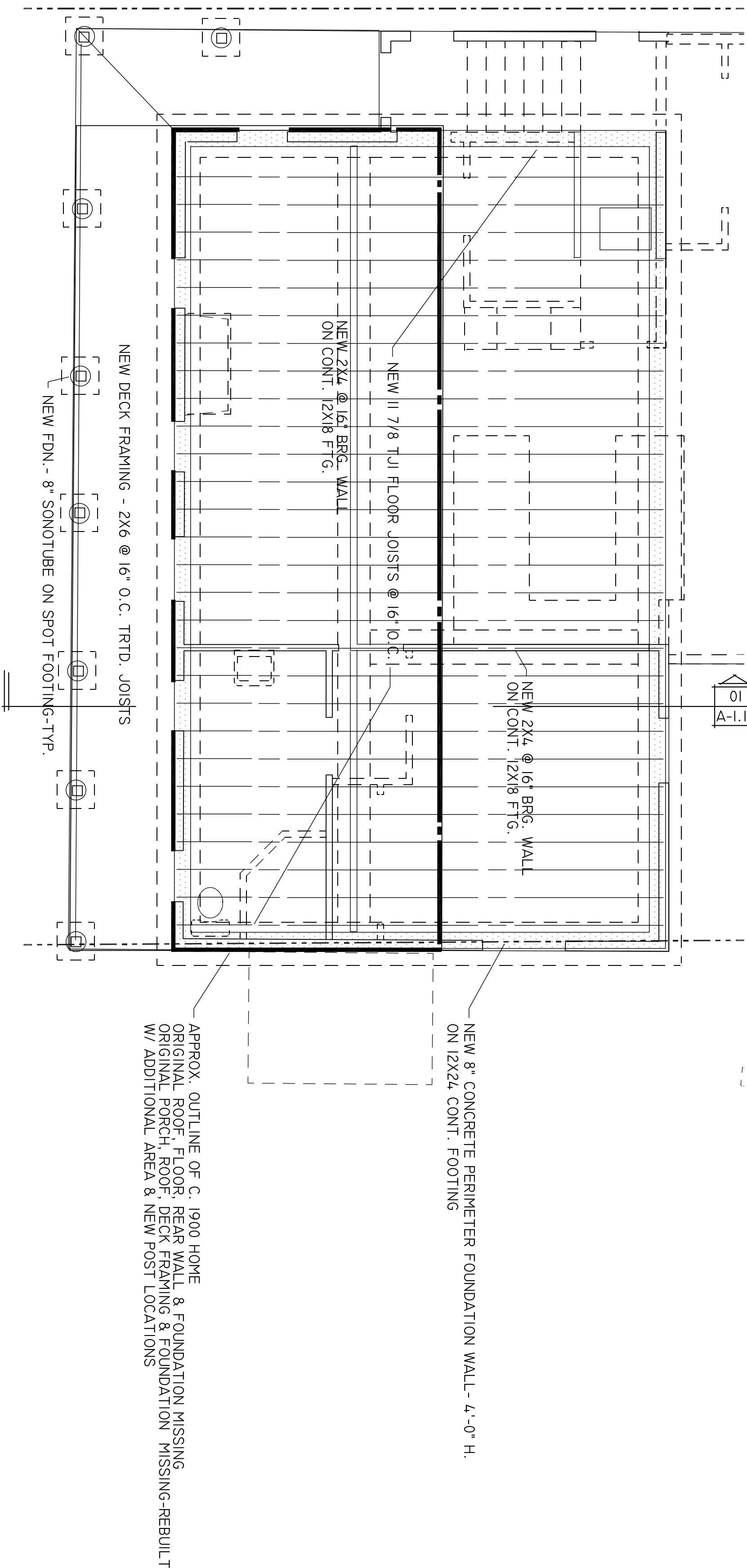


Section- History

01

SCALE: 1/4"=1'-0"

BLDG SECTION



REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect

2524 Lucky John Drive

Park City, UT 84060

435-513-1079

Historic Drawings

Addition & Remodel

for Cary Kinross-Wright

199 Daly Ave.

Park City UT

PROJECT NUMBER

2013

DATE

5-22-21

SHEET NUMBER

A-1.1H

Historic over New Framing - C. 2000-2005

SCALE: 1/4"=1'-0"

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect

8524 Lucky John Drive
Park City, UT 84060
435-513-1079

Exterior Elevations

Addition & Remodel
for Cary Kinross-Wright
199 Daly Ave.
Park City UT

PROJECT NUMBER
2013

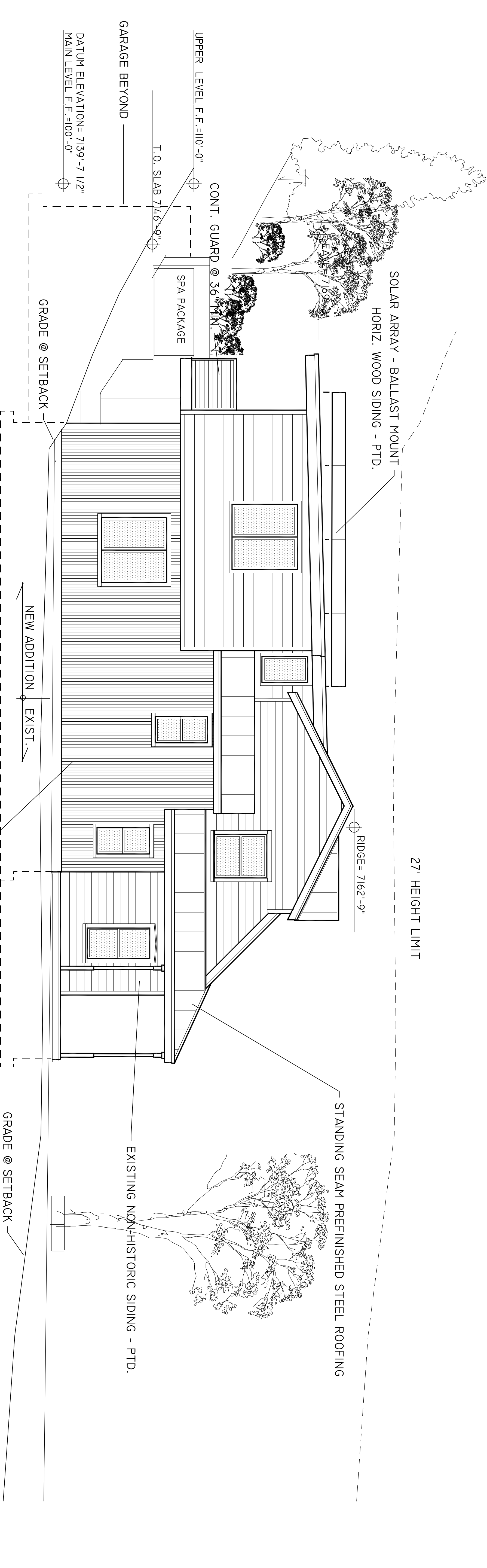
DATE
8-7-21

SHEET NUMBER
A-2.1



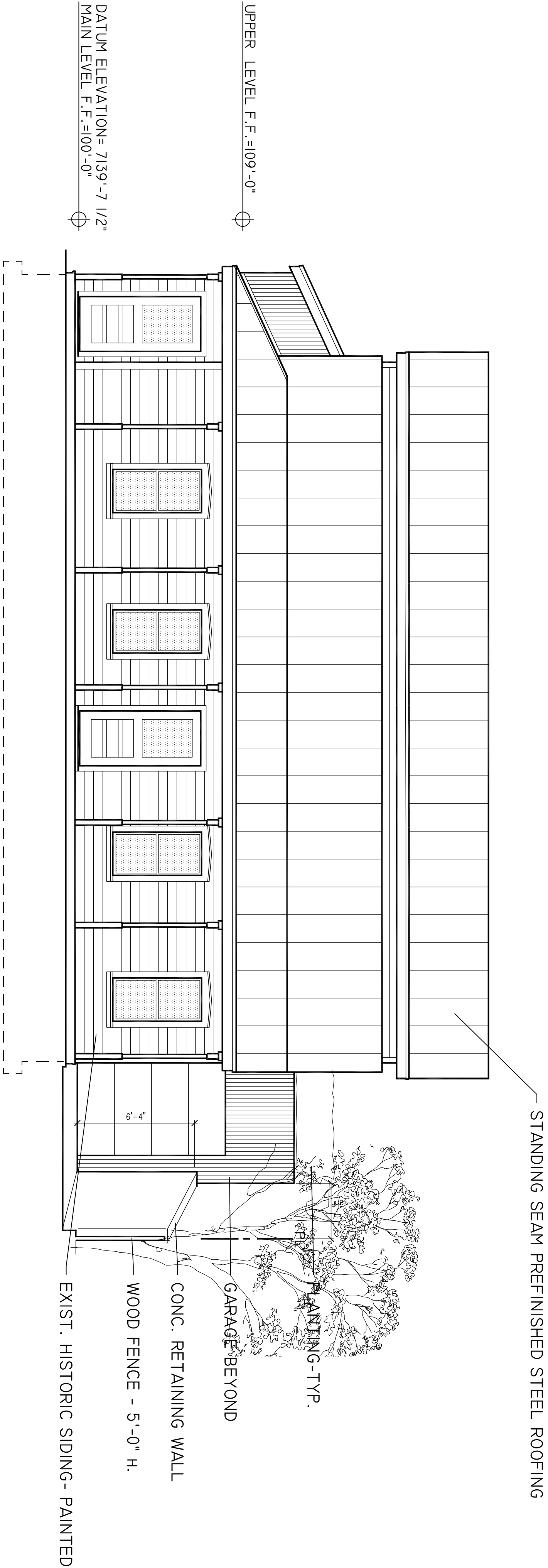
South Elevation/ Section A

SCALE: 1/4"=1'-0"



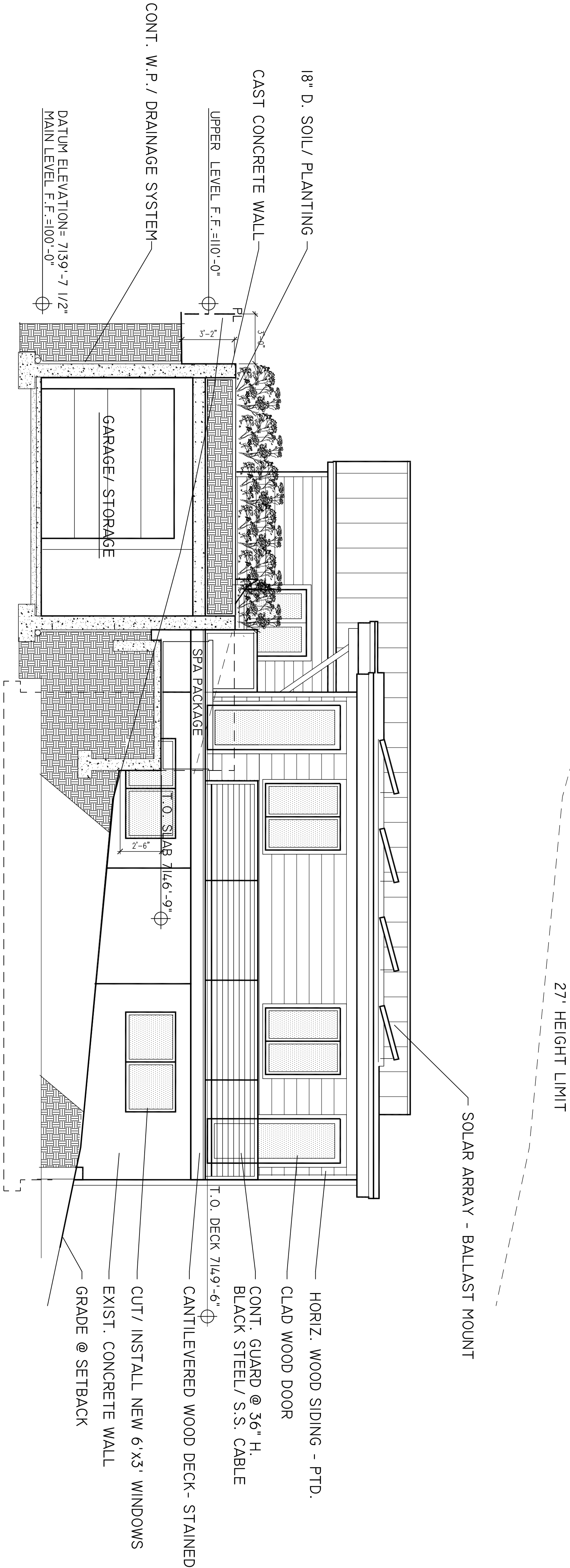
North Elevation

SCALE: 1/4"=1'-0"



Front Elevation

SCALE: 1/4"=1'-0"



Side Elevation/ Garage & Green Roof Section

SCALE: 1/4"=1'-0"

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect

2524 Lucky John Drive

Park City, UT 84060

435-513-1079

Exterior Elevations

Addition & Remodel

for Cary Kinross-Wright

199 Daly Ave.

Park City UT

PROJECT NUMBER

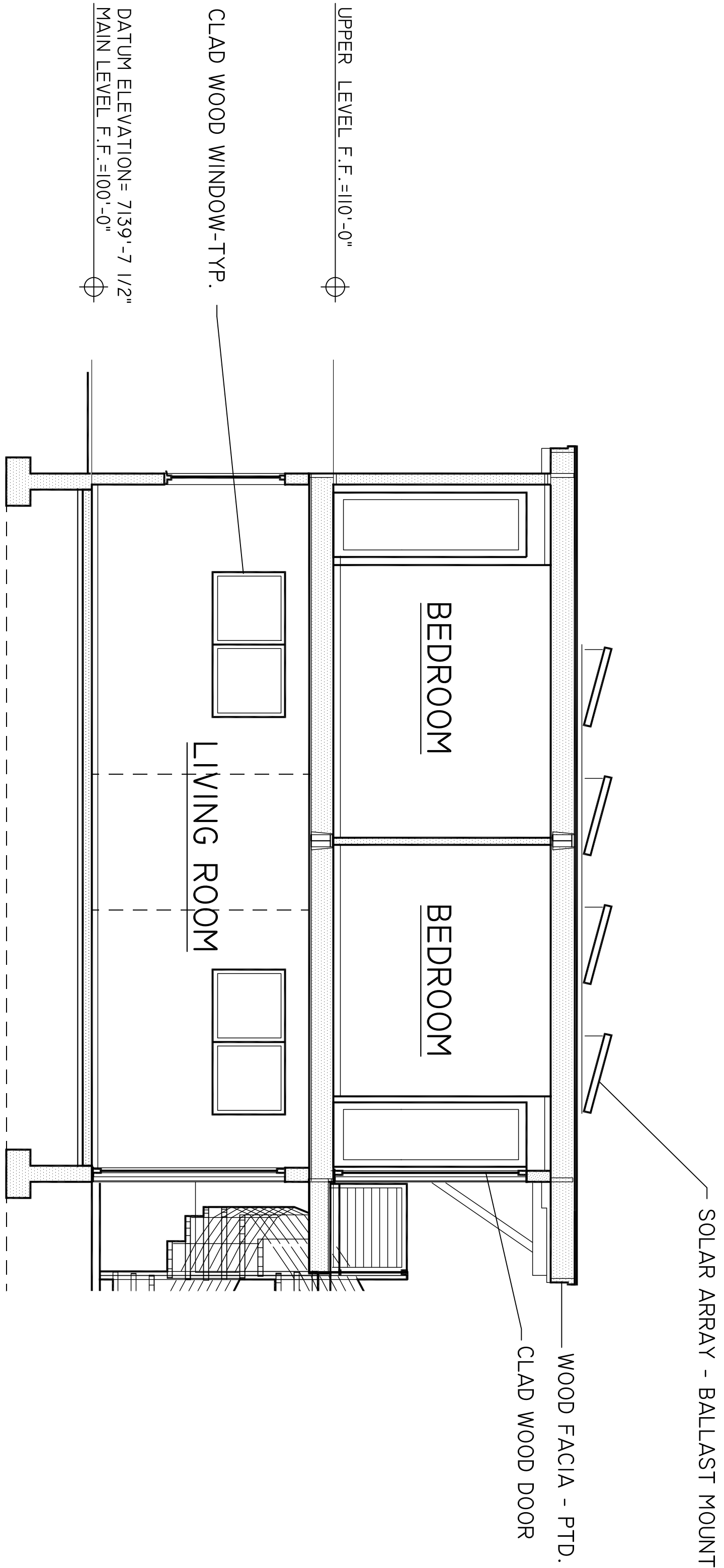
2013

DATE

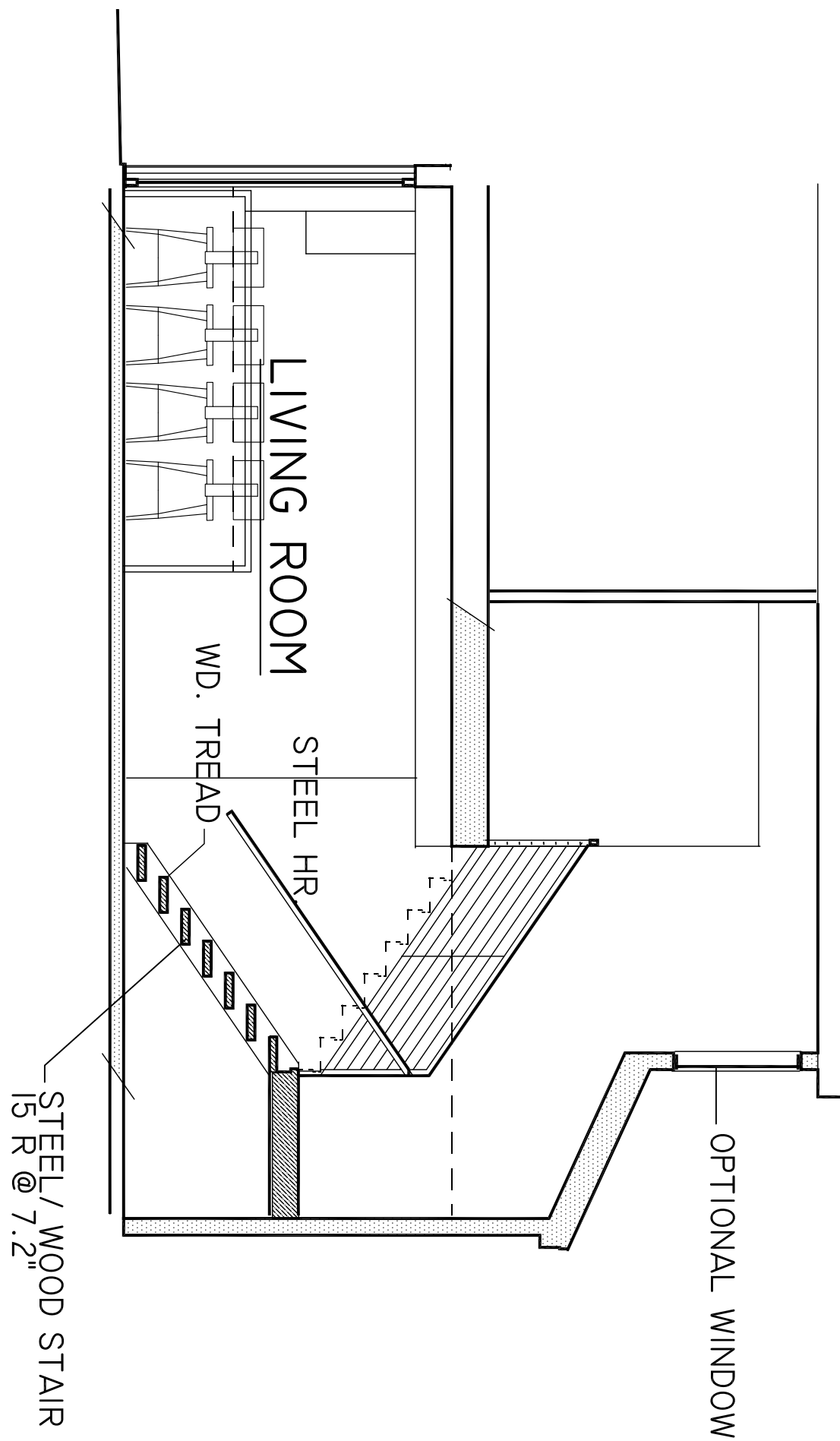
8-7-21

SHEET NUMBER

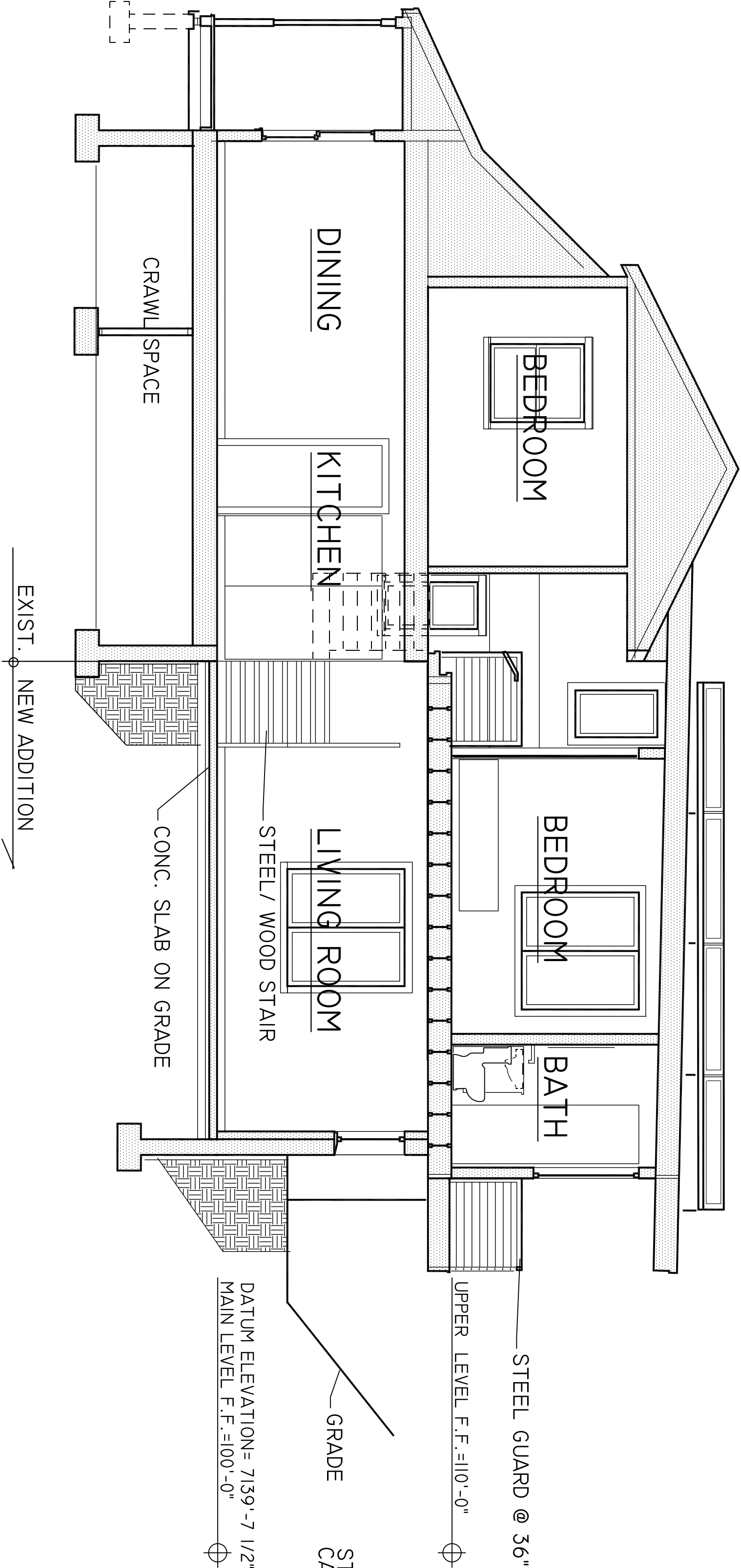
A-2.2



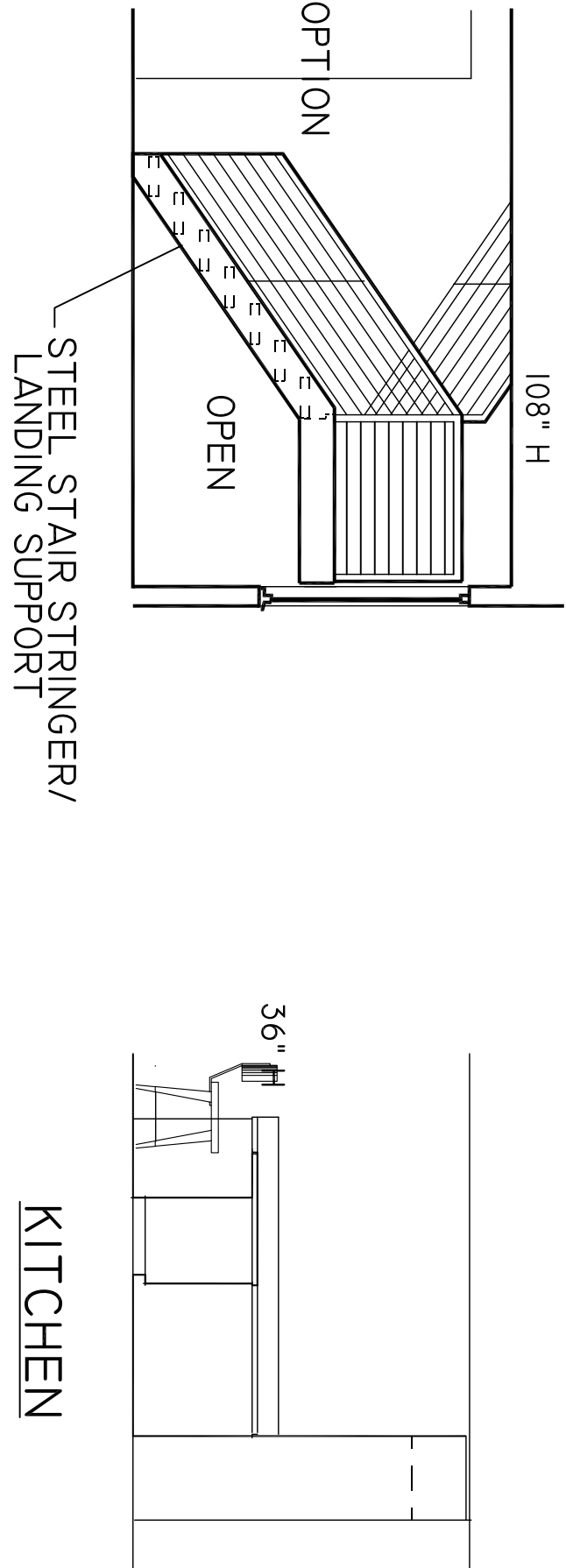
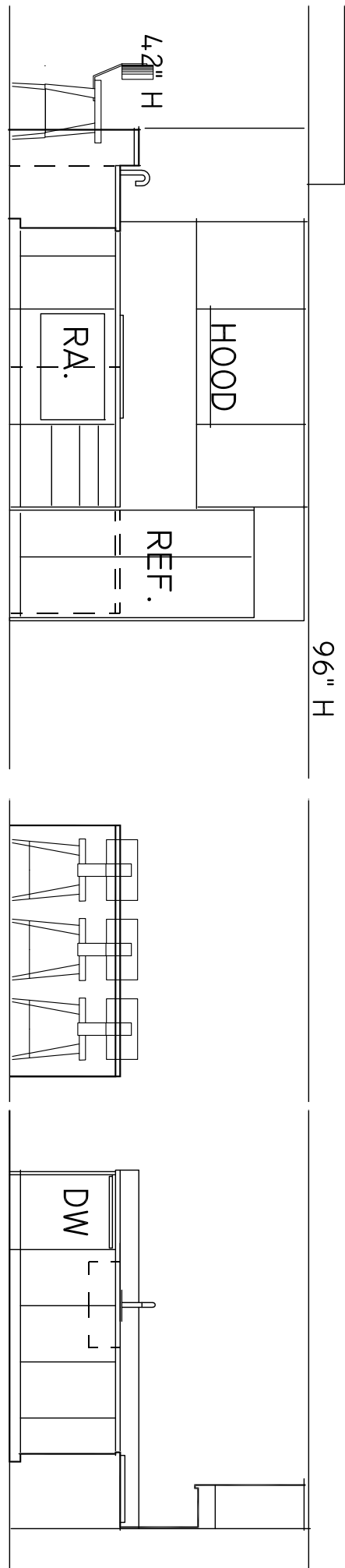
Bldg. Section
SCALE: 1/4"=1'-0"
A-3.1



Building/ Stair Section
SCALE: 1/4"=1'-0"
A-3.1



Building Section
SCALE: 1/4"=1'-0"
A-3.1



Interior Elevations
SCALE: 1/4"=1'-0"

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect
2524 Lucky John Drive
Park City, UT 84060
435-513-1079

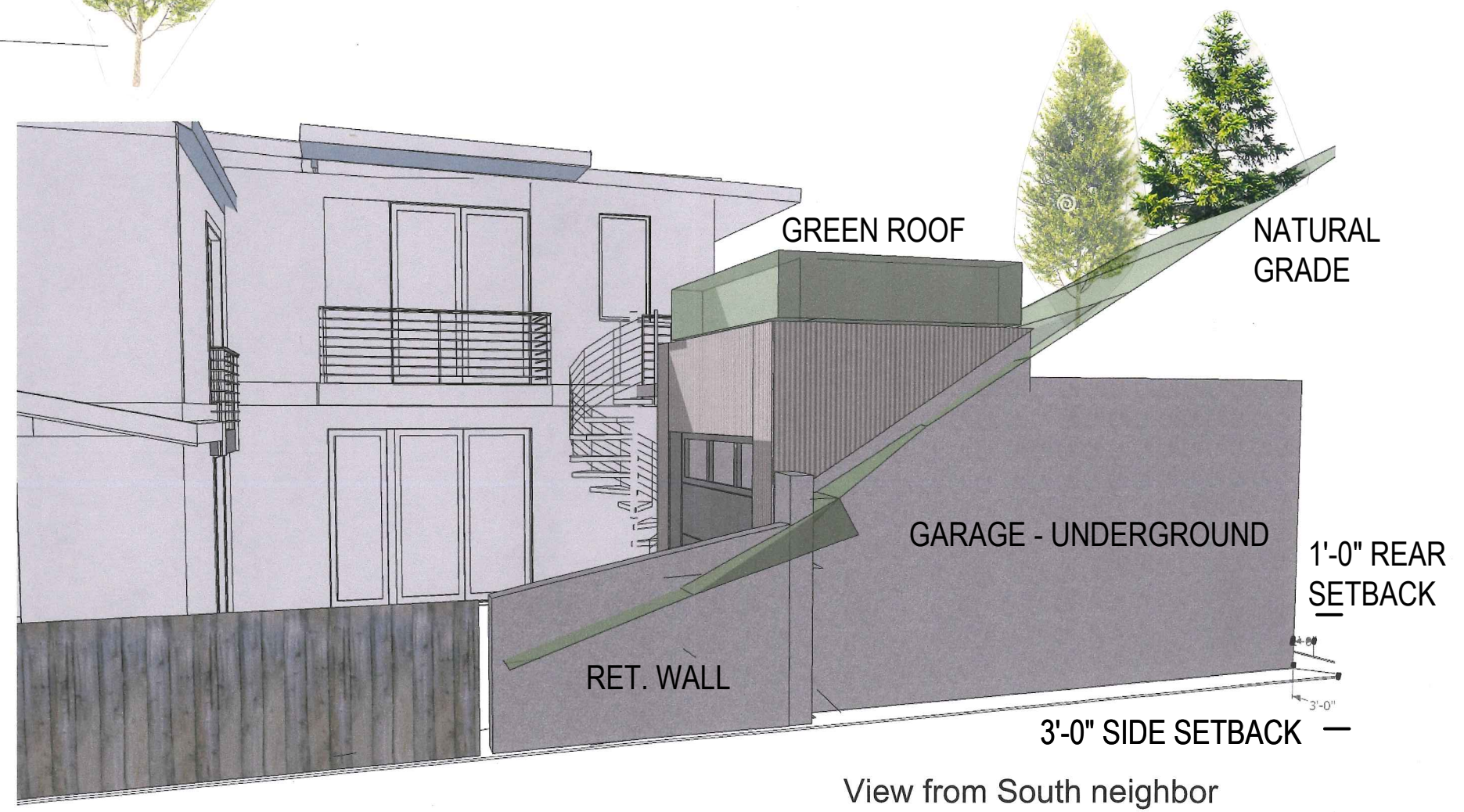
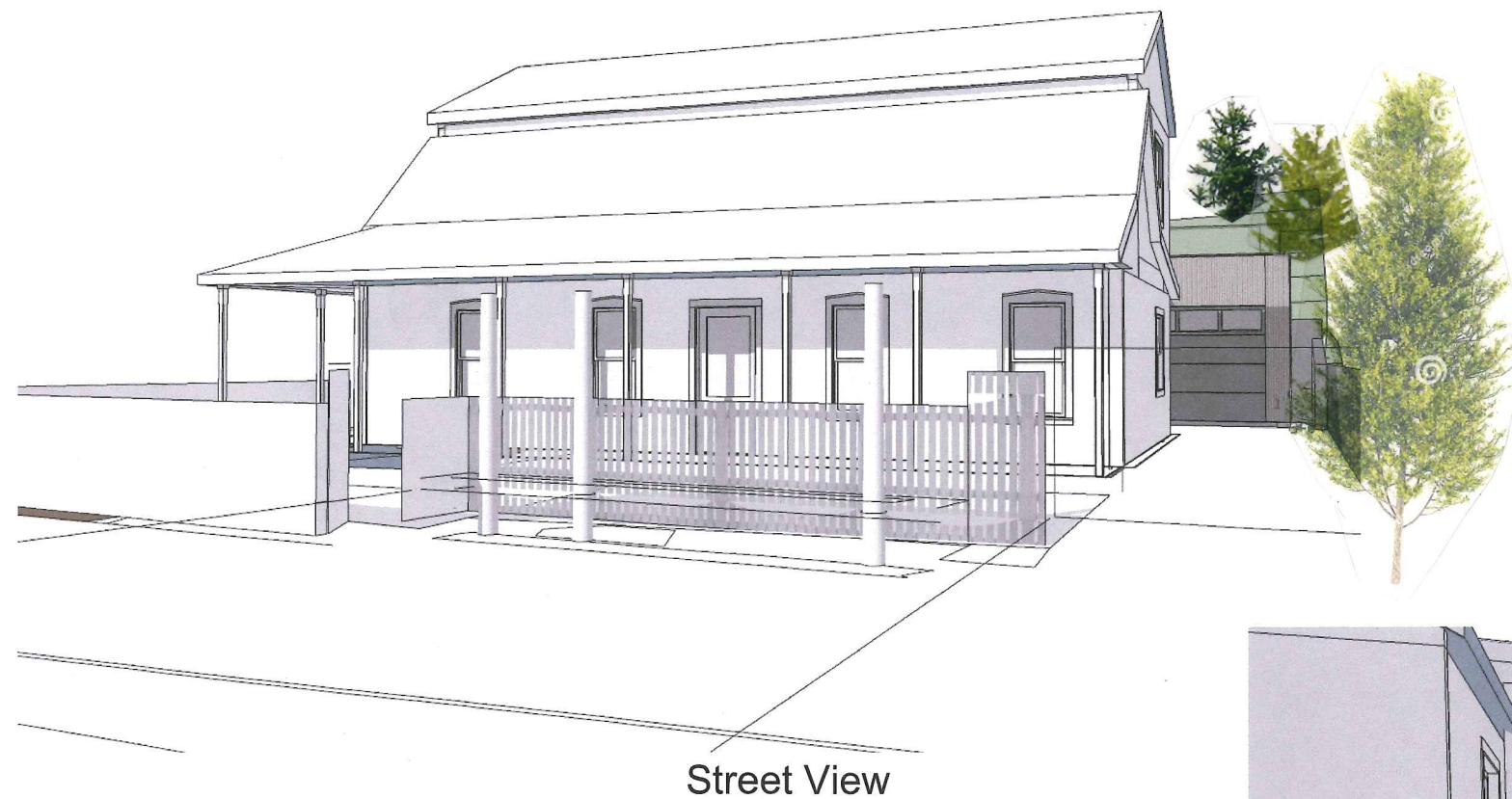
Building Sections

Addition & Remodel
for Cary Kinross-Wright
199 Daly Ave.
Park City UT

PROJECT NUMBER
2013

DATE
8-7-21

SHEET NUMBER
A-3.1

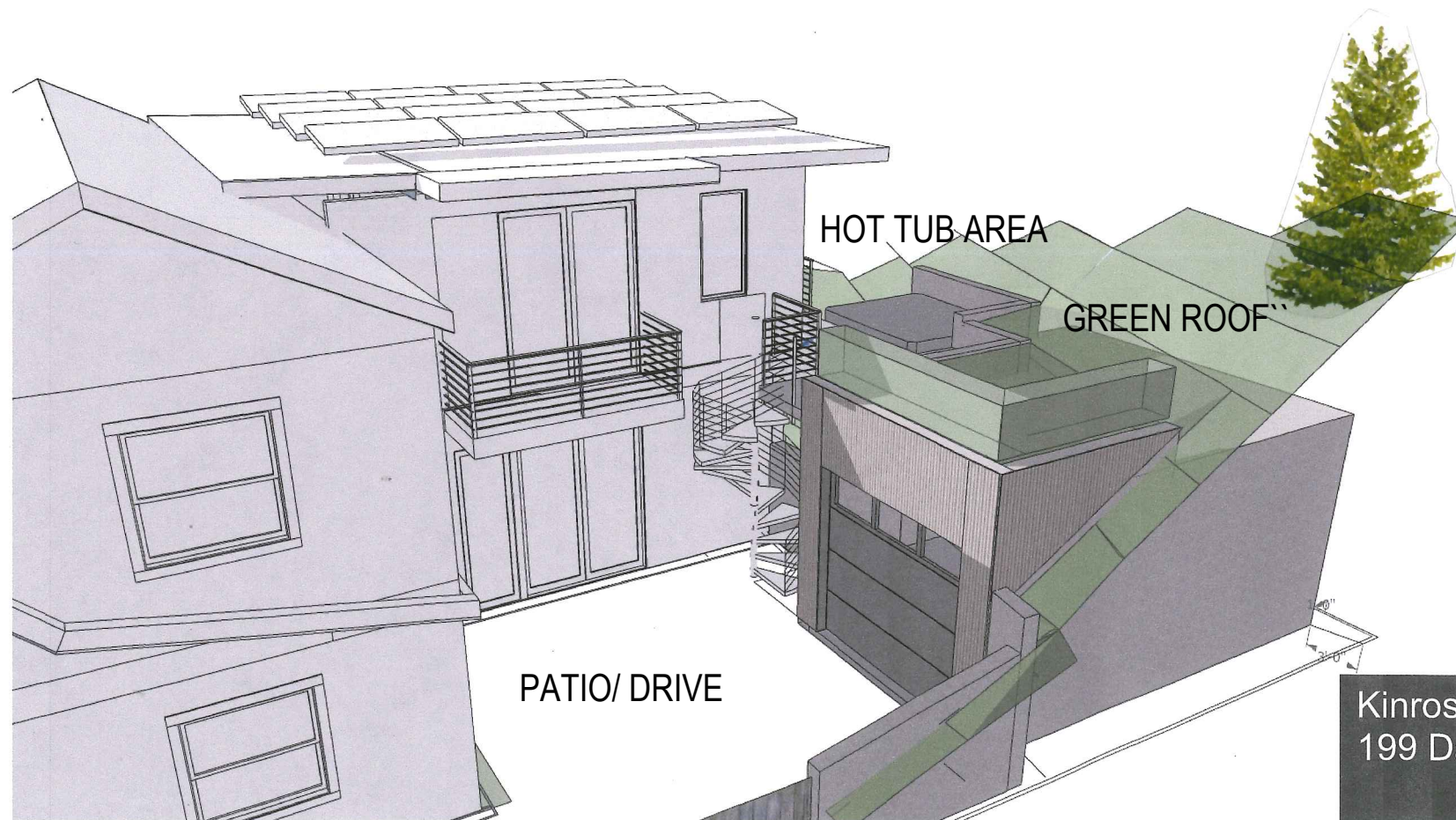
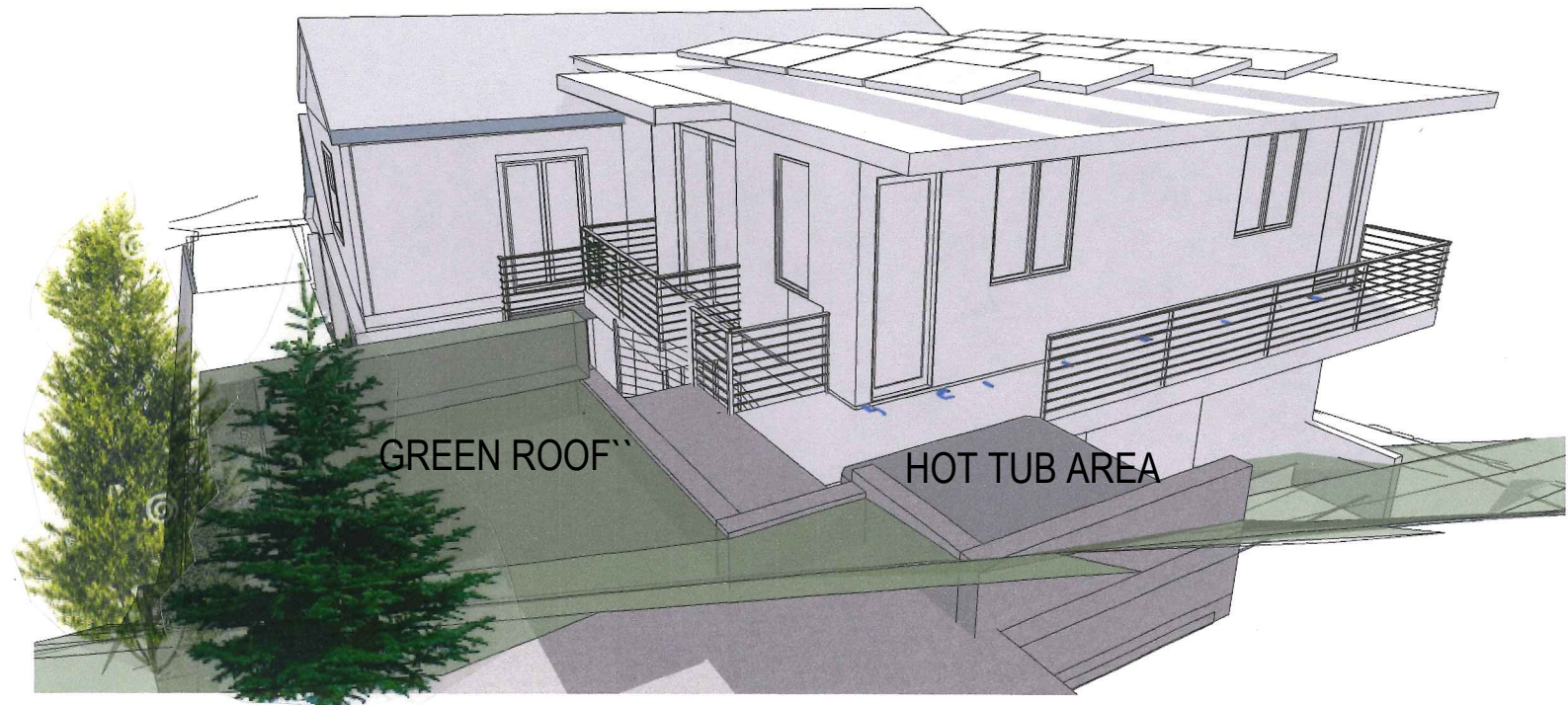


Kinross-Wright Residence
199 Daly Ave.

Garage/ Rear setback
4-26-21



Southeast Corner



Kinross-Wright Residence
199 Daly Ave.

Garage/ Rear setback
4-26-21



Park City Building Department

445 Marsac Avenue, P.O. Box 1480, Park City, UT 84060

Tel 435.615.5101 <https://www.parkcity.org/departments/building-department>

Access Agreement Guide

WHAT IS IT?

An agreement between neighboring property owners allowing property access to the proposed lot owner, to complete work related to a building permit. An access agreement may also include utility access and building maintenance that extends beyond the construction phase.

WHEN IS IT REQUIRED?

As part of a process improvement for building permits, an access agreement is required when either of the following conditions exist:

- Proposed building is 5-feet or less from the lot line.
- Proposed site is considered a steep slope.

An access agreement should include, but is not limited to, the following items:

- a. Owner(s) name for both properties
- b. Address of both properties
- c. A description of the agreement; include utility access and building maintenance, if applicable.
- d. A sketch that illustrates the affected area(s) of the agreement
- e. Permit application number for the “main” property
- f. Signature and date signed, for all Owner(s) for both properties.
- g. Record the access agreement with Summit County if the need for access extends beyond the construction phase <https://www.summitcounty.org/243/Recorder-Surveyor>

REQUIREMENT WITHOUT AN AGREEMENT

If an access agreement cannot be obtained, the Geotechnical proposal will need to be designed such that construction activities can be contained on the proposed lot.

DURING CONSTRUCTION

The Building Department will verify all work related to the project stays within the parameters of the agreement, but it cannot enforce the agreement.

NOTE: An access agreement is required in addition to the requirement for a Geotechnical report outlining recommendations for site mitigation and temporary/permanent shoring, needed to protect neighboring properties.

For questions about whether an access agreement applies to your project:

- If you have submitted a permit application, contact the Building Code plan check coordinator assigned to your application.
- Otherwise contact the Building Department at 435-615-5101 or in person at the Building Department counter in City Hall. Visit the Building Department website for more information about hours and location <https://www.parkcity.org/departments/building-department>



Northwest Corner



Northeast Corner



Southwest Corner



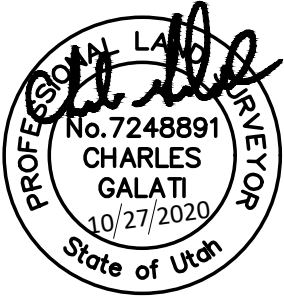
Southeast Corner

Kinross-Wright Residence
199 Daly Ave.

Site Panoramas
4-26-21

199 DALY AVENUE SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 21,
TOWNSHIP 2 SOUTH, RANGE 4 EAST,
SALT LAKE BASE AND MERIDIAN
RECORD OF SURVEY
SUMMIT COUNTY, UTAH



SURVEYOR'S CERTIFICATE

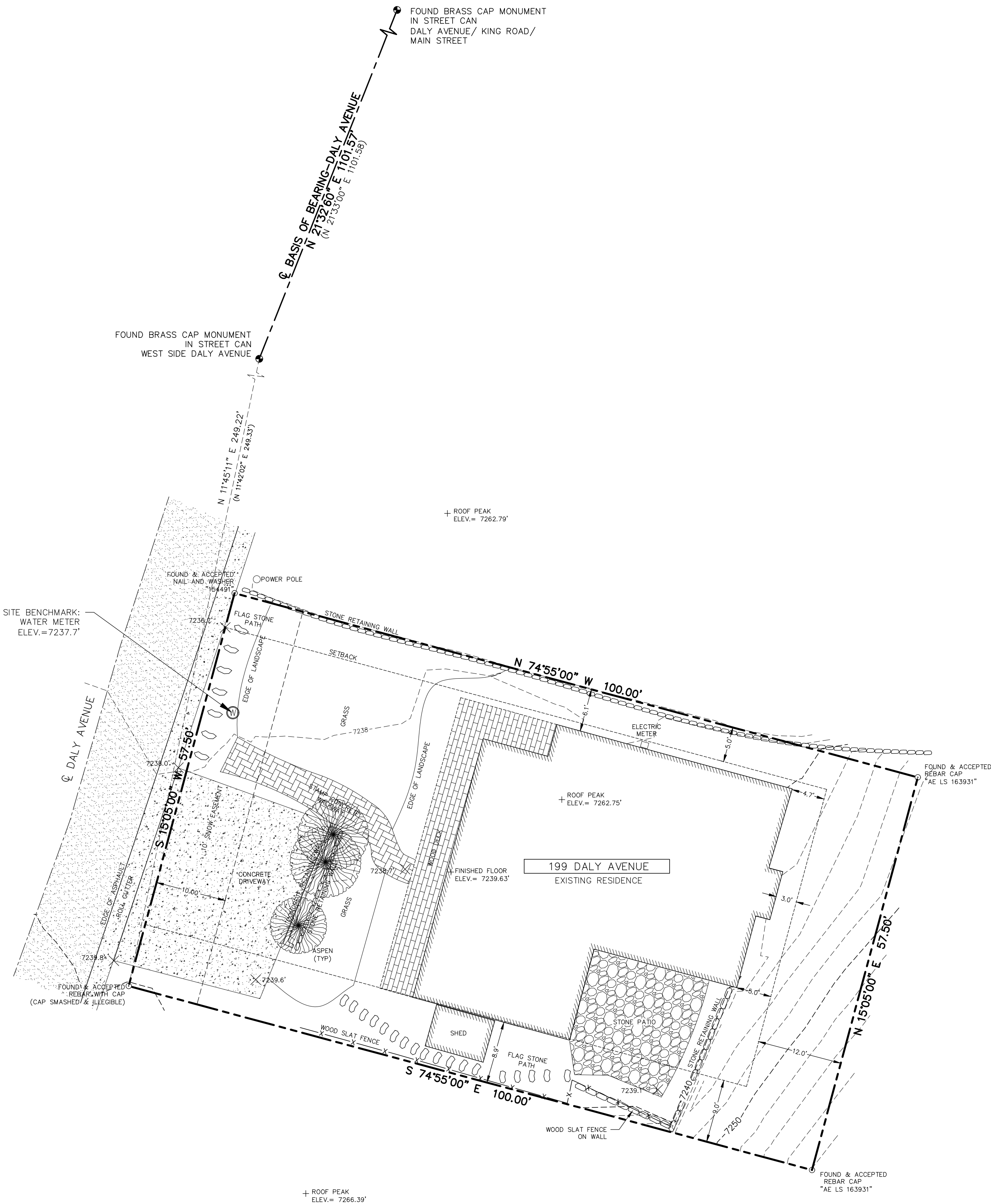
I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this plat is a correct representation of said survey.

LEGAL DESCRIPTION

ALL OF 199 DALY AVENUE SUBDIVISION, according to the official plat thereof on file and of record in the office of the Summit County Recorder.

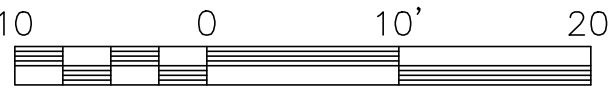
NARRATIVE/NOTES

1. Basis of Bearing for this survey is between the found street monuments as shown on this plat.
2. The purpose of this survey is to prepare a boundary, topography, existing condition survey for the possibility of future improvements.
3. Field work for this survey was completed October 9, 2020, and is in compliance with generally accepted industry standards for accuracy.
4. The setback shown are based on the Park City Land Management code for the HR-1 district.
5. A Title Report was not provided to the surveyor and only easements per subdivision plat and setbacks per Park City Land Management Code for the H-1 District were located as part of this survey. The owner of the property should be aware of any items affecting the property that may appear in a title insurance report. The surveyor found no obvious evidence of easements, encroachments or encumbrances on the property surveyed except as shown hereon.
6. County tax maps, recorded deeds, 199 DALY AVENUE SUBDIVISION (Entry no. 662072) (all aforementioned documents on file and of record in the Summit County Recorder's Office), and physical evidence found in the field were all considered when determining the boundary as shown on this plat.
7. Site Benchmark: WATER METER, Elevation=7237.7' as shown.
8. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
9. Property corners were found as shown.
10. Record bearings and distance, when different from measured, are in parenthesis. ()

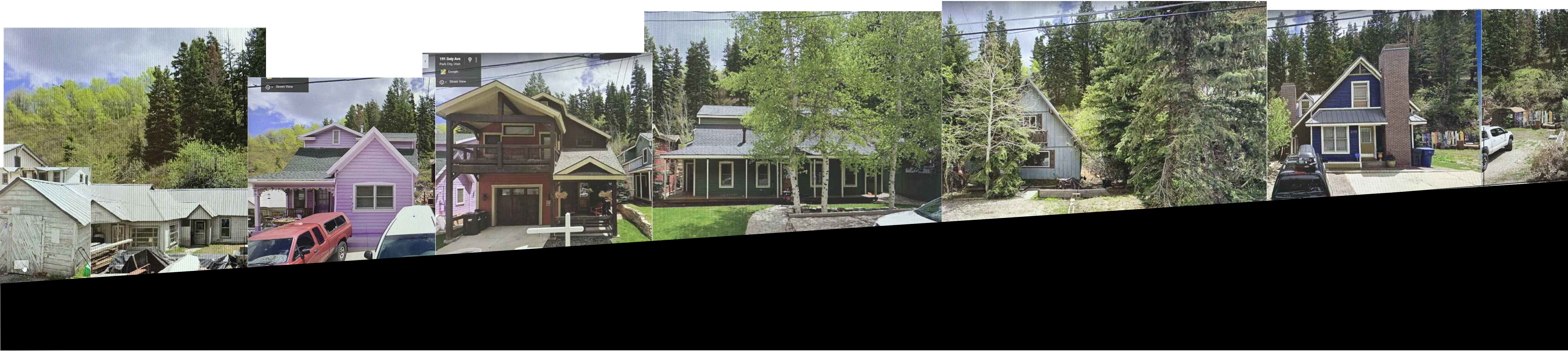


LEGEND

- Found Monument (As-Noted)
- Found Street Monument (As-Noted)



(435) 649-9467 Alliance Engineering Inc CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: CHARLES GALATI JACOB BETZER TOM LUND DATE: 10/27/20	EXISTING CONDITION & TOPOGRAPHY MAP 199 DALY AVENUE SUBDIVISION FOR: CKW PARK CITY LLC JOB NO.: 8-9-20 FILE: X:\ParkCitySurvey\dwg\srv\srvy2020\080920- 199 Daly Ave	SHEET 1 OF 1
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Streetscape Elevation

SCALE: 1/8"=1'-0"

Steven A. Swanson Architect
2524 Lucky John Drive
Park City, UT 84060
435-513-1079

Streetscape Elevation

Addition & Remodel
for Cary Kinross-Wright
199 Daly Ave.
Park City UT

PROJECT NUMBER	2013
DATE	3-30-21
SHEET NUMBER	A-2.3

REV. NO.	DESCRIPTION	DATE

Planning Commission Staff Report



Subject: Evergreen Subdivision Lot 8
Application: PL-21-04845
Author: Rebecca Ward
Date: August 25, 2021
Type of Item: Administrative – Plat Amendment

Recommendation

(I) Review the Evergreen Lot 8 Amended Plat, (II) conduct a public hearing; and (III) consider forwarding a recommendation for the City Council's consideration on September 23, 2021, subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the Draft Ordinance No. 2021-XX (Exhibit A).

Description

Applicant: Perserverance To Success, LLC, represented by Jared Edgel
Location: 7 Perserverance Court¹
Zoning District: Residential Development
Adjacent Land Uses: Residential
Reason for Review: Plat Amendments require Planning Commission review and recommendation and City Council Final Action

Summary

The Single-Family Dwelling at 7 Perseverance Court exceeds the designated Area of Disturbance established for Lot 8 on the Evergreen Subdivision Plat. The Applicant proposes amending the Area of Disturbance to reflect the existing Single-Family Dwelling, and to accommodate a ground-level patio and upper-level deck extension (Exhibit B).

Background

The Evergreen Subdivision Plat was recorded in 1988 and establishes 36 Lots, each with a designated Area of Disturbance (Exhibit C). The City Council approved amendments to the Area of Disturbance for Lots within the Evergreen Subdivision over the years.

On October 13, 1994, the City Council enacted Ordinance No. 94-42, amending the Area of Disturbance for Lot 15 at 6715 Silver Lake Drive to preserve mature evergreens (Exhibit D).

On April 27, 1995, the City Council enacted Ordinance No. 95-17, clarifying the Area of

¹ On August 22, 1997, the City Council enacted Ordinance No. 91-17, changing Last Chance Court in the Evergreen Subdivision to Perserverance [sic] Court (Exhibit N). Perseverance was misspelled in the ordinance and is sometimes misspelled in Google Maps and other documents pertaining to the properties in this cul-de-sac. Public input included requests to correct the spelling of the Street. Staff is looking into the process. Staff will use the correct spelling in this report.

Disturbance and establishing a process to amend the Area of Disturbance for the Lots within the Evergreen Subdivision (Exhibit E).

On February 3, 2005, the City Council enacted Ordinance 05-04, amending the Area of Disturbance and location of ski easement to accommodate an addition to the Single-Family Dwelling on Lot 10 at 7013 Silver Lake Drive (Exhibit F).

On October 25, 2007, the City Council enacted Ordinance 07-73, amending the location of a ski easement to resolve the encroachment of a covered deck and hot tub the property owner built over the ski easement (Exhibit G).

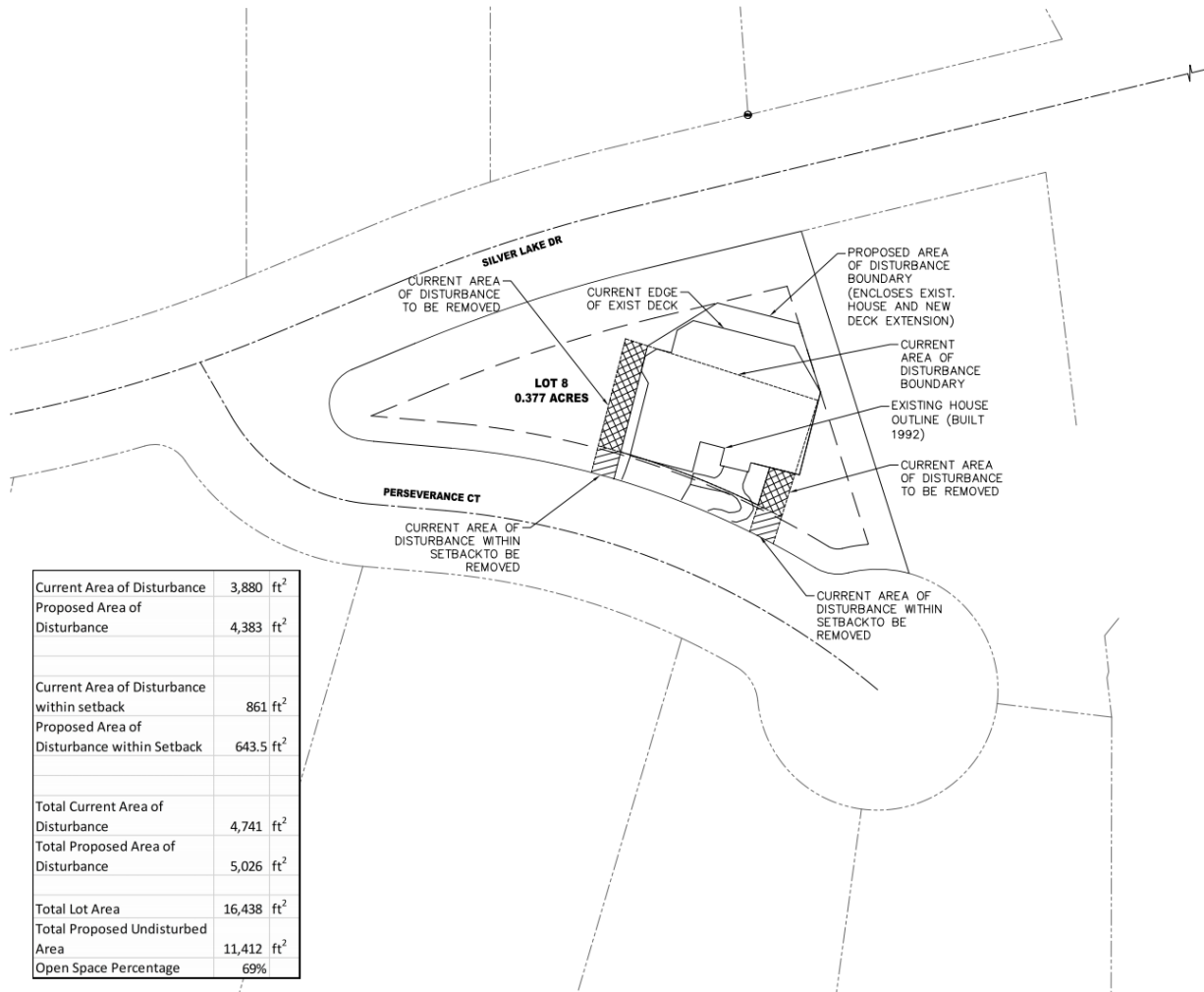
On January 16, 2020, the City Council enacted [Ordinance No. 2020-07](#), approving an Area of Disturbance expansion of 990 square feet to reconfigure the buildable area on a Lot with a steep slope.

Analysis

(I) The existing Single-Family Dwelling exceeds the platted Area of Disturbance.

In 1993, the City issued a Building Permit for a Single-Family Dwelling at 7 Perseverance Court. The Site Plan submitted for review did not indicate the Area of Disturbance designated on the Evergreen Subdivision Plat for Lot 8 (Exhibit H). According to the Summit County Assessor website, the Single-Family Dwelling at 7 Perseverance Court was constructed in 1994. The existing Single-Family Dwelling exceeds the platted Area of Disturbance, shown in the Applicant's submittal:

EVERGREEN LOT 8 PLAT AMENDMENT CURRENT AREA OF DISTURBANCE VS PROPOSED AREA OF DISTURBANCE



**EXHIBIT OF PROPOSED AREA OF DISTURBANCE
(LABELS, TEXT, MISC LINEWORK, ETC. REMOVED FOR CLARITY)**

(II) The Evergreen Architectural Committee approved the expansion to the Area of Disturbance, subject to three Conditions of Approval, to reflect the existing Single-Family Dwelling, and to allow for expansion of a ground-level patio and upper-level deck.

On April 27, 1995, the City Council enacted Ordinance No. 95-17 (Exhibit E), clarifying the Area of Disturbance for the Evergreen Subdivision and establishing a process to amend the Area of Disturbance for the Lots within the subdivision (Exhibit I). The

amendment to the plat states the following:

Note: The Area of Disturbance represents the boundary in which all building and associated construction disturbance shall occur. When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall. The building footprint can shift within the Area of Disturbance. Driveway access to the Area of Disturbance shall be no wider than 20 feet. Deviations from the Area of Disturbance may and must be approved by the Evergreen Architectural Committee.

On August 2, 2021, the Applicant submitted Evergreen Architectural Committee approval of the enlargement of the Area of Disturbance, subject to three conditions:

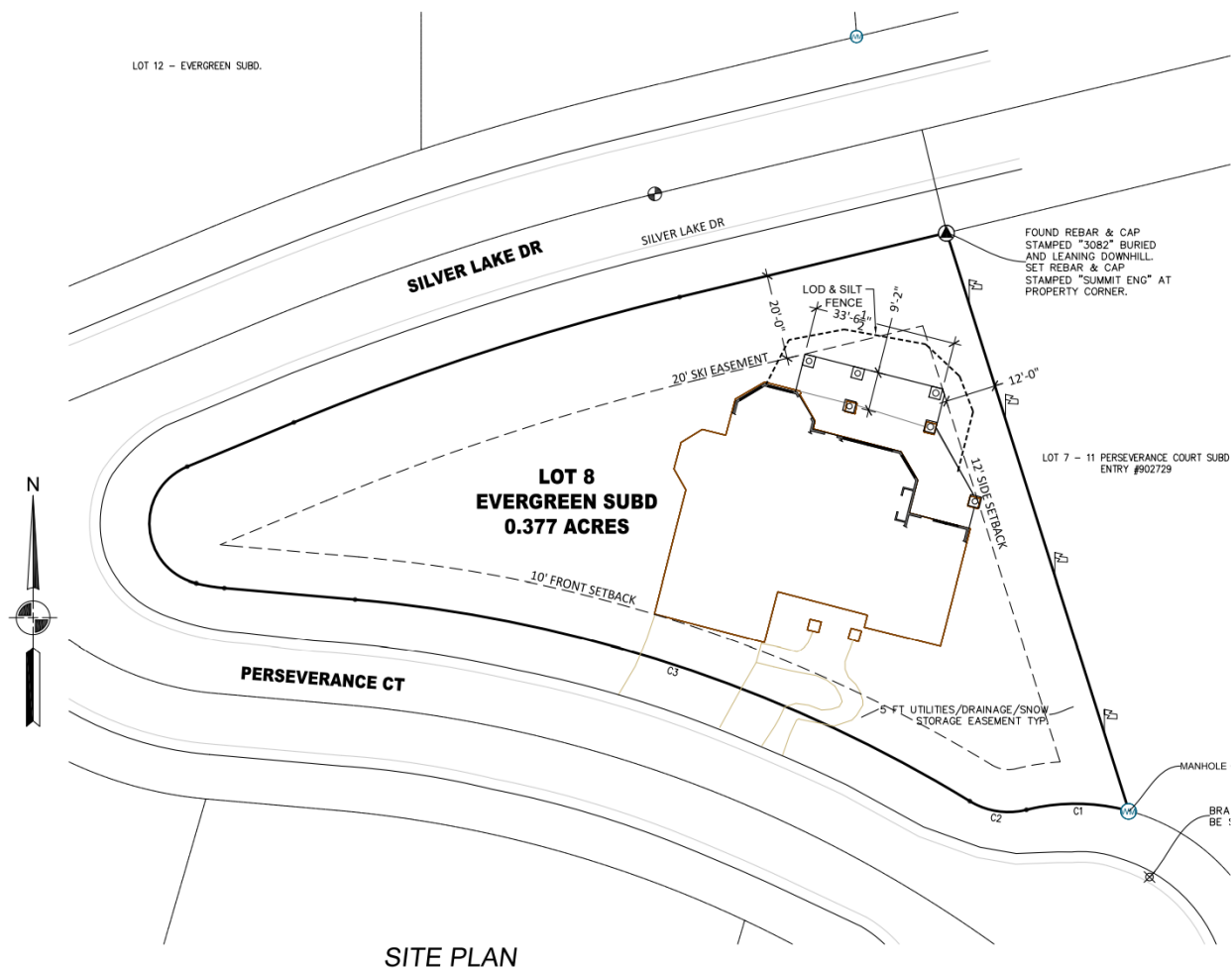
- A. The Area of Disturbance adjustment does not encroach upon the recorded ski easement;
- B. The proposed Area of Disturbance maintains all lot setbacks as required by the city; and
- C. The final design shall match the architecture and materials used in the existing house (Exhibit J).

Analysis of each Committee requirement is outlined below:

(A) The Applicant agrees to Condition of Approval 5: *Encroachments into the 20-foot ski easement shall be removed prior to submittal of a building permit application. New construction shall not encroach into the 20-foot ski easement. The ski easement landscaping shall be restored at the time the patio and deck construction is completed and the Applicant schedules the final inspection.*

The Evergreen Subdivision Plat outlines a 10-foot front Setback for Lot 8 (Exhibit C). Lot 8 has three sides. LMC [§ 15-4-17](#), *Setback Requirements for Unusual Lot Configurations*, states Lots with three sides have a front, side, and rear Setback. “In those cases where one side is clearly opposite the front, the rear Setback must be opposite the front Setback. If it is not clear where side and rear Setbacks should be, the Planning Director may choose which is a Side Yard and which is a Rear Yard.”

The Single-Family Dwelling fronts Perseverance Court. A 20-foot ski easement is along the property line that fronts Silver Lake Drive and the Applicant has interpreted this to be the rear Setback. The Applicant designated the Lot line between Lots 7 and 8 a side Lot line with a 12-foot Setback:



(C) Condition of Approval 6 requires the final design to match the architecture and materials used in the existing house.

(III) The Planning Commission must make a finding of Good Cause prior to forwarding a positive recommendation for City Council's consideration.

An amendment to an Area of Disturbance shall require a finding of Good Cause and a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.²

The proposed expansion of the Area of Disturbance does not vacate or amend a Public Street, Right-of-Way, or easement.

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

Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as:

- providing public amenities and benefits,
- resolving existing issues and non-conformities,
- addressing issues related to density,
- promoting excellent and sustainable design,
- utilizing best planning and design practices,
- preserving the character of the neighborhood and of Park City and
- furthering the health, safety, and welfare of the Park City community.

Amending the Area of Disturbance to reflect the Single-Family Dwelling that has been on the Lot since 1994 resolves an existing non-conformity, subject to Evergreen Architectural Review Committee authority pursuant to the plat to approve changes to the Area of Disturbance. However, staff does not find Good Cause to further expand the Area of Disturbance to accommodate a new ground-level patio and upper-level deck.

Staff recommended the Applicant withdraw this application. However, the Applicant would like to present their proposal to the Planning Commission. The Applicant will present information regarding existing vegetation on the site and the proposed patio and deck expansion.

Department Review

The Development Review Committee considered the proposal on July 20, 2021. The Planning, Engineering, and Legal Departments reviewed the application.

Notice

Staff published notice on the City's website and the Utah Public Notice website and posted notice to the property on July 14, 2021. Staff mailed courtesy notice to property owners within 300 feet on July 14, 2021. The *Park Record* published notice on July 14, 2021.³

² LMC [§ 15-7.1-3\(B\)](#).

³ LMC [§ 15-1-21](#).

Public Input

Staff received several inquiries regarding the proposal. Written public input was submitted to the Planning Department on August 17, 2021 and is included as Exhibit L for the Planning Commission's review.

Alternatives

- The Planning Commission may forward a positive recommendation for the Evergreen Lot 8 Amended Plat for City Council's consideration on September 23, 2021;
- The Planning Commission may forward a negative recommendation for the Evergreen Lot 8 Amended Plat for City Council's consideration on September 23, 2021, and direct staff to make findings for the negative recommendation;
- The Planning Commission may continue the Evergreen Lot 8 Amended Plat to a date certain.

Exhibits

Exhibit A: Draft Ordinance No. 2021-XX and Evergreen Lot 8 Amended Plat

Exhibit B: Applicant Statement

Exhibit C: 1988 Evergreen Subdivision Plat

Exhibit D: Ordinance No. 94-42

Exhibit E: Ordinance No. 95-17

Exhibit F: Ordinance No. 05-04

Exhibit G: Ordinance No. 07-73

Exhibit H: 1993 Building Permit

Exhibit I: Amended Evergreen Subdivision Plat

Exhibit J: Evergreen Architectural Committee Approval

Exhibit K: 1988 Residential Development Zoning District Regulations

Exhibit L: Public Input

Exhibit M: Applicant Photos

Exhibit N: Ordinance No. 91-17

Ordinance No. 2021-XX

AN ORDINANCE APPROVING THE EVERGREEN LOT 8 AMENDED PLAT, LOCATED AT 7 PERSERVERANCE COURT, PARK CITY, UTAH

WHEREAS, the owners of property located at 7 Perserverance Court petitioned the City Council for approval of the Evergreen Lot 8 Amended Plat; and

WHEREAS, on July 14, 2021, staff publicly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on July 28, 2021, the Planning Commission conducted a public hearing and continued the Evergreen Lot 8 Amended Plat to August 25, 2021; and

WHEREAS, on August 25, 2021, the Planning Commission reviewed the proposed plat amendment, held a public hearing, and forwarded a _____ recommendation to the City Council; and

WHEREAS, on September 23, 2021, the City Council reviewed the proposed plat amendment and held a public hearing; and

WHEREAS, the Evergreen Lot 8 Amended Plat is consistent with the Park City Land Management Code.

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

SECTION 1. APPROVAL. The Evergreen Lot 8 Amended Plat is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. 7 Perserverance [sic] Court is Lot 8 of the Evergreen Subdivision, located in the Residential Development Zoning District.
2. The Single-Family Dwelling at 7 Perseverance Court exceeds the designated Area of Disturbance established for Lot 8 on the Evergreen Subdivision Plat.
3. The Applicant proposes amending the Area of Disturbance to reflect the existing Single-Family Dwelling, and to accommodate a ground-level patio and upper-level deck extension.
4. The Evergreen Subdivision Plat was recorded in 1988 and establishes 36 Lots, each with a designated Area of Disturbance.
5. In 1993, the City issued a Building Permit for a Single-Family Dwelling at 7 Perseverance Court. The Site Plan submitted for review did not indicate the Area of Disturbance designated on the Evergreen Subdivision Plat for Lot 8.
6. According to the Summit County Assessor website, the Single-Family Dwelling at 7 Perseverance Court was constructed in 1994.

7. The existing Single-Family Dwelling exceeds the platted Area of Disturbance.
8. The City Council approved amendments to the Area of Disturbance for Lots within the Evergreen Subdivision over the years.
9. On October 13, 1994, the City Council enacted Ordinance No. 94-42, amending the Area of Disturbance for Lot 15 at 6715 Silver Lake Drive to preserve mature evergreens.
10. On April 27, 1995, the City Council enacted Ordinance No. 95-17, clarifying the Area of Disturbance for the Evergreen Subdivision and establishing a process to amend the Area of Disturbance for the Lots within the subdivision. The amendment to the plat states the following:
Note: The Area of Disturbance represents the boundary in which all building and associated construction disturbance shall occur. When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall. The building footprint can shift within the Area of Disturbance. Driveway access to the Area of Disturbance shall be no wider than 20 feet. Deviations from the Area of Disturbance may and must be approved by the Evergreen Architectural Committee.
11. On February 3, 2005, the City Council enacted Ordinance 05-04, amending the Area of Disturbance and location of ski easement to accommodate an addition to the Single-Family Dwelling on Lot 10 at 7013 Silver Lake Drive.
12. On October 25, 2007, the City Council enacted Ordinance 07-73, amending the location of a ski easement to resolve the encroachment of a covered deck and hot tub the property owner built over the ski easement.
13. On January 16, 2020, the City Council enacted Ordinance No. 2020-07, approving an Area of Disturbance expansion of 990 square feet to reconfigure the buildable area on a Lot with a steep slope.
14. On August 2, 2021, the Applicant submitted Evergreen Architectural Committee approval of the enlargement of the Area of Disturbance, subject to three conditions of approval: (A) the Area of Disturbance adjustment does not encroach upon the recorded ski easement; (B) the proposed Area of Disturbance maintains all lot setbacks as required by the City; and (C) the final design shall match the architecture and materials used in the house.
15. The proposed expansion of the Area of Disturbance complies with Residential Zoning District Setback requirements.
16. The Evergreen Subdivision Plat was recorded with Summit County in 1988 and is in the Residential Development Zoning District. The Land Management Code outlined the following requirements for the Residential Development Zoning District in 1988: a front Lot width of 70 feet; twelve-foot side Setbacks; a 15-foot rear Setback, and a minimum 25-foot front Setback, with Planning Commission discretion to designate a front Setback of 10 feet for the main building and five feet for the garage to solve access problems to lots with relatively steep grades, to preserve vegetation, or eliminate or minimize cut and fill areas. Lots with the front Setback exception were required to be designated on the subdivision plat.

17. The Evergreen Subdivision Plat outlines a 10-foot front Setback for Lot 8.
18. Lot 8 has three sides. LMC § 15-4-17, *Setback Requirements for Unusual Lot Configurations*, states Lots with three sides have a front, side, and rear Setback. “In those cases where one side is clearly opposite the front, the rear Setback must be opposite the front Setback. If it is not clear where side and rear Setbacks should be, the Planning Director may choose which is a Side Yard and which is a Rear Yard.”
19. The Single-Family Dwelling fronts Perseverance Court. A 20-foot ski easement is along the property line that fronts Silver Lake Drive and the Applicant has interpreted this to be the rear Setback. The Applicant designated the Lot line between Lots 7 and 8 a side Lot line with a 12-foot Setback.
20. The Planning Commission must make a finding of Good Cause prior to forwarding a positive recommendation for City Council’s consideration.
21. An amendment to an Area of Disturbance shall require a finding that no Public Street, Right-of-Way, or easement has been vacated or amended.
22. The proposed expansion of the Area of Disturbance does not vacate or amend a Public Street, Right-of-Way, or easement.
23. LMC § 15-15-1 defines Good Cause as follows: *Providing positive benefits and mitigating negative impacts, determined on a case by case basis to include such things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.*
24. Amending the Area of Disturbance to reflect the Single-Family Dwelling that has been on the Lot since 1994 resolves an existing non-compliance.
25. The Planning Commission determined there is Good Cause to further expand the Area of Disturbance to accommodate a new ground-level patio and upper-level deck.

Conclusions of Law

1. There is Good Cause for the Evergreen Lot 8 Amended Plat because it resolves non-compliance and amends the Area of Disturbance pursuant to the 1995 Amended Evergreen Subdivision Plat Note.
2. The Evergreen Lot 8 Amended Plat is consistent with Land Management Code Section 15-7.1-3(B), Section 15-7.1-6, and Chapter 15-2.13.
3. Neither the public nor any person will be materially injured by the Evergreen Lot 8 Amended Plat.
4. Approval of the Evergreen Lot 8 Amended Plat, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with Utah 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 year, this approval for the plat will be void, unless a request for an extension is made in writing prior to the expiration date and an extension is granted by the City Council.
3. City Engineer review and approval of all lot grading, utility installations, public improvements and drainage plans for compliance with City standards is a condition precedent to building permit issuance.
4. Site plans and building designs must resolve snow release issues to the satisfaction of the Chief Building Official.
5. Encroachments into the 20-foot ski easement shall be removed prior to submittal of a building permit application. New construction shall not encroach into the 20-foot ski easement. The ski easement landscaping shall be restored at the time the patio and deck construction is completed and the Applicant schedules the final inspection.
6. The final design shall match the architecture and materials used in the existing house.

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

PASSED AND ADOPTED this 23rd day of September 2021.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

City Recorder

APPROVED AS TO FORM:

City Attorney's Office

SUBDIVISION PLAT AMENDMENT
EVERGREEN LOT 8 AMENDED

THE PROJECT INTENT AND SCOPE OF WORK:

THIS PLAT AMENDMENT REPRESENTS AN AMENDMENT TO THE AREA OF DISTURBANCE FOR LOT 8 OF EVERGREEN SUBDIVISION ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER (RECORDATION NUMBER: 290308).

SURVEYOR'S CERTIFICATE

I, James G. West, do hereby certify that I am a Registered Land Surveyor and that I hold Certificate No. 1092 as prescribed under the laws of the State of Utah. I further certify that by authority of the owners, I have made a survey of the tract of land shown on this plat and described, and have subdivided said tract of land into lots and streets, hereinafter to be known as Evergreen and that same has been correctly surveyed and staked on the ground as shown on this plat.

James G. West
Date May 14, 1988

BOUNDARY DESCRIPTION

Beginning at a point which is North 1519.85 feet and East 830.77 feet from the southwest corner of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point being on the northerly right-of-way of Royal Street East as dedicated, said point also being on a 2275.83 foot radius curve to the left (center bears South 15° 34' 41" West 2275.83 feet of which the central angle is 0° 34' 52"); thence northwesterly along the arc of said curve to the right (center bears North 14° 59' 49" East 797.95 feet of which the central angle is 0° 08' 38"); thence northwesterly along said right-of-way of Royal Street East and along the arc of said curve 2.00 feet to a point on the northerly right-of-way of SILVER LAKE DRIVE the following eight calls being along said right-of-way:

- 1) thence North 20° 00' 00" East 15.00 feet to a point on a 95.00 foot radius curve to the right (center bears North 70° 00' 00" East 95.00 feet of which the central angle is 70° 00' 00");
- 2) thence northwesterly along the arc of said curve 116.04 feet to a point on a 270.17 foot radius curve to the left (center bears North 200.17 feet of which the central angle is 50° 00' 00");
- 3) thence northwesterly along the arc of said curve 174.68 feet;
- 4) thence North 40° 00' 00" East 59.61 feet to a point on a 499.49 foot radius curve to the left (center bears North 50° 00' 00" West 499.49 feet of which the central angle is 35° 00' 00");
- 5) thence northwesterly along the arc of said curve 305.24 feet;
- 6) thence North 05° 00' 00" East 285.00 feet to a point on a 140.00 foot radius curve to the right (center bears South 85° 00' 00" East 140.00 feet of which the central angle is 98° 00' 00");
- 7) thence northwesterly along the arc of said curve 239.46 feet;
- 8) thence North 77° 00' 00" East 70.00 feet;
- 9) thence North 46° 16' 41" East 327.87 feet;
- 10) thence North 32° 00' 00" East 259.20 feet to a point on the southerly right-of-way of SILVER LAKE DRIVE said point being on a 225.00 foot radius curve to the left (center bears South 13° 10' 07" West 225.00 feet of which the central angle is 04° 40' 07"); the following two calls being along said right-of-way:

- 1) thence northwesterly along the arc of said curve 26.19 feet;
- 2) thence North 83° 30' 00" West 65.00 feet;
- 3) thence North 39° 45' 00" West 175.00 feet;
- 4) thence North 74° 09' 21" West 90.54 feet; thence North 60° 44' 16" West 116.16 feet; thence North 59° 21' 31" East 156.70 feet to a point on the southerly right-of-way of SILVER LAKE DRIVE the following nine calls being along said right-of-way:
- 1) thence North 53° 30' 00" West 143.15 feet to a point on a 1175.00 foot radius curve to the left (center bears South 16° 30' 00" West 1175.00 feet of which the central angle is 14° 00' 00");
- 2) thence northwesterly along the arc of said curve 287.11 feet;
- 3) thence North 67° 30' 00" West 178.98 feet to a point on a 265.00 foot radius curve to the left (center bears South 22° 30' 00" West 265.00 feet of which the central angle is 97° 30' 00");
- 4) thence southwesterly along the arc of said curve 450.95 feet;
- 5) thence South 15° 00' 00" West 370.68 feet to a point on a 475.00 foot radius curve to the left (center bears South 75° 00' 00" East 475.00 feet of which the central angle is 30° 00' 00");
- 6) thence southwesterly along the arc of said curve 306.74 feet;
- 7) thence South 22° 00' 00" East 428.60 feet to a point on a 95.00 foot radius curve to the right (center bears North 00° 00' 00" West 95.00 feet of which the central angle is 150° 15' 00");
- 8) thence southwesterly along the arc of said curve 157.77 feet;
- 9) thence North 51° 45' 00" West 12.86 feet to a point on the easterly right-of-way of Royal Street as dedicated, said point also being on a 115.00 foot radius curve to the left (center bears North 38° 55' 50" West 115.00 feet of which the central angle is 25° 00' 00");
- 10) thence northwesterly along the arc of said curve and said right-of-way 50.40 feet to a point on the northerly right-of-way of SILVER LAKE DRIVE the following eight calls being along said right-of-way:

- 1) thence South 51° 45' 00" East 12.63 feet to a point on a 45.00 foot radius curve to the left (center bears North 38° 15' 00" East 45.00 feet of which the central angle is 15° 00' 00");
- 2) thence northwesterly along the arc of said curve 118.00 feet;
- 3) thence North 22° 00' 00" East 428.60 feet to a point on a 525.00 foot radius curve to the right (center bears North 68° 00' 00" East 525.00 feet of which the central angle is 37° 00' 00");
- 4) thence northwesterly along the arc of said curve 339.03 feet;
- 5) thence North 15° 00' 00" East 370.68 feet to a point on a 315.00 foot radius curve to the right (center bears South 75° 00' 00" East 315.00 feet of which the central angle is 97° 30' 00");
- 6) thence northwesterly along the arc of said curve 536.03 feet;
- 7) thence South 67° 30' 00" East 178.98 feet to a point on a 1225.20 foot radius curve to the right (center bears South 22° 30' 00" West 1225.20 feet of which the central angle is 10° 00' 00");
- 8) thence southwesterly along the arc of said curve 125.24 feet to a point on the northerly right-of-way of Oak Court;
- 9) thence North 43° 44' 24" East 111.65 feet to a point on the southerly right-of-way line of Silver Lake Drive; thence point also being on a 14.50 foot radius curve to the left (center bears North 28° 21' 27" West 14.50 feet of which the central angle is 48° 29' 18"); the following eight calls being along said northerly right-of-way:

- 1) thence northwesterly along the arc of said curve 17.33 feet to a point on a 90.00 foot radius curve to the right (center bears South 40° 08' 01" East 90.00 feet of which the central angle is 64° 08' 01");
- 2) thence northwesterly along the arc of said curve 100.74 feet;
- 3) thence South 64° 08' 01" East 75.00 feet to a point on a 150.00 foot radius curve to the left (center bears North 24° 00' 00" East 150.00 feet of which the central angle is 59° 30' 00");
- 4) thence northwesterly along the arc of said curve 155.77 feet;
- 5) thence North 54° 30' 00" East 97.00 feet to a point on a 400.00 foot radius curve to the right (center bears South 54° 30' 00" East 400.00 feet of which the central angle is 10° 45' 42");

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS: That Deer Valley Resort Company, a Utah Limited Partnership, the owner of the herein described tract of land, hereby causes the same to be divided into lots and streets, as set forth in the above plat, hereafter to be known as Evergreen, an amended subdivision, subject to the declaration of covenants, conditions and restrictions, and reservation of easements for Evergreen, an amended subdivision, which will be recorded in the offices of the County Recorder of Summit County, Utah, concurrently with the recording of this plat.

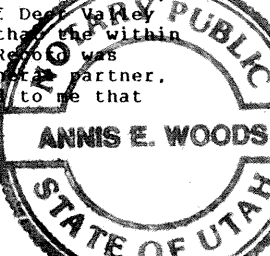
Also, the owner hereby dedicates to Park City Municipal Corporation, Snowflake Basin Sewer Improvement District, Park City Fire Protection District, and Summit County, a non-exclusive easement over the streets, driveways and utility easements shown on this plat for the purpose of providing access for utility maintenance and to provide emergency services to said Evergreen.

EXECUTED this 16 day of May, 1988
DEER VALLEY RESORT COMPANY
BY ROYAL STREET COMPANY, General Partner
BY [Signature] Vice President

STATE OF UTAH
COUNTY OF SUMMIT
ACKNOWLEDGEMENT

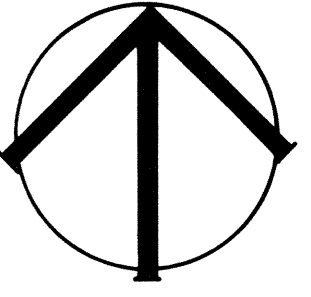
On the 16 day of May, 1988, personally appeared before me, [Signature], who, being by me duly sworn, did say that he is the President of Royal Street Company, a Utah Corporation, which is the General Partner of Deer Valley Resort Company, a Utah Limited Partnership, and that he is the owner and (co)owner of the dedication and consent to be recorded on behalf of said corporation and said general partner, and said [Signature], duly acknowledged and that this partnership executed the same.

Notary Public
My Commission Expires 03-30-91
Residing at [Address]



NORTH

SCALE 1" = 100'



6) thence northwesterly along the arc of said curve 75.25 feet to a point on a 17.50 foot radius curve to the left (center bears North 24° 43' 18" West 17.50 feet of which the central angle is 44° 01' 51");

7) thence northwesterly along the arc of said curve 14.06 feet to a point on a 48.00 foot radius curve to the right (center bears South 70° 45' 09" East 48.00 feet of which the central angle is 41° 54' 10");

8) thence northwesterly along the arc of said curve 35.10 feet; thence North 28° 51' 01" West 62.58 feet; thence North 58° 30' 58" East 116.83 feet; thence North 81° 30' 15" East 233.96 feet; thence South 24° 33' 04" West 76.27 feet;

9) thence South 33° 30' 00" West 300.00 feet; thence South 25° 25' 44" West 247.00 feet to a point on the northerly right-of-way of Evergreen Drive, the following two calls being along said right-of-way:

- 1) thence South 83° 30' 00" East 40.00 feet to a point on a 275.00 foot radius curve to the right (center bears South 08° 30' 00" West 275.00 feet of which the central angle is 10° 11' 11");
- 2) thence southeasterly along the arc of said curve 48.89 feet; thence North 32° 00' 00" East 318.62 feet; thence North 40° 00' 00" East 125.00 feet; thence North 63° 25' 24" East 83.84 feet; thence South 05° 00' 00" West 390.00 feet; thence South 05° 30' 00" East 122.05 feet; thence South 12° 00' 00" West 100.00 feet to a point on the northerly right-of-way of Evergreen Drive;

thence East 63.85 feet along said right-of-way; thence North 19° 59' 54" East 240.00 feet; thence South 33° 15' 15" East 157.81 feet; thence South 202.42 feet; thence North 05° 00' 00" West 355.93 feet; thence West 80.00 feet;

3) thence southeasterly along the arc of said curve 141.92 feet to a point on the southerly right-of-way of Evergreen Drive; thence South 76° 30' 00" West 60.27 feet along said right-of-way; thence South 60° 49' 45" West 218.35 feet; thence North 31° 20' 08" West 390.00 feet; thence North 36° 27' 48" West 200.00 feet;

4) thence North 09° 37' 00" East 57.12 feet to the southerly right-of-way of Evergreen Drive, the following eight calls being along said right-of-way:

- 1) thence North 77° 00' 00" West 70.00 feet to a point on a 90.00 foot radius curve to the left (center bears South 13° 00' 00" West 90.00 feet of which the central angle is 98° 00' 00");
- 2) thence southwesterly along the arc of said curve 151.94 feet;
- 3) thence South 05° 00' 00" West 285.00 feet to a point on a 549.49 foot radius curve to the right (center bears North 85° 00' 00" West 549.49 feet of which the central angle is 50° 00' 00");
- 4) thence southwesterly along the arc of said curve 335.79 feet;
- 5) thence South 40° 00' 00" West 59.61 feet to a point on a 250.17 foot radius curve to the right (center bears North 50° 00' 00" West 250.17 feet of which the central angle is 10° 00' 00");
- 6) thence southwesterly along the arc of said curve 218.32 feet to a point on a 45.00 foot radius curve to the left (center bears South 45° 00' 00" West 45.00 feet of which the central angle is 18° 00' 00");
- 7) thence southwesterly along the arc of said curve 54.98 feet;
- 8) thence South 20° 00' 00" West 11.14 feet to a point on the aforementioned northerly right-of-way of Royal Street East, said point being on a 2275.83 foot radius curve to the left (center bears South 16° 12' 33" West 2275.83 feet of which the central angle is 10° 11' 52");
- 9) thence northwesterly along the arc of said curve and right-of-way 25.07 feet to the point of beginning.

Contains 27.89 acres, more or less.

Excepting therefrom the following parcel:

Beginning at a point which is North 2497.44 feet and East 2177.38 feet from the southwest corner of Section 22, Township 2 South, Range 4 East, Salt Lake Base and Meridian, said point also being on the northerly right-of-way line of Silver Lake Drive; thence North 28° 30' 29" West 85.975 feet; thence North 43° 44' 24" East 111.65 feet to a point on the southerly right-of-way line of Silver Lake Drive; thence point also being on a 14.50 foot radius curve to the left (center bears North 28° 21' 27" West 14.50 feet of which the central angle is 48° 29' 18"); the following eight calls being along said northerly right-of-way:

- 1) thence northwesterly along the arc of said curve 17.33 feet to a point on a 90.00 foot radius curve to the right (center bears South 40° 08' 01" East 90.00 feet of which the central angle is 64° 08' 01");
- 2) thence northwesterly along the arc of said curve 100.74 feet;
- 3) thence South 64° 08' 01" East 75.00 feet to a point on a 150.00 foot radius curve to the left (center bears North 24° 00' 00" East 150.00 feet of which the central angle is 59° 30' 00");
- 4) thence northwesterly along the arc of said curve 155.77 feet;
- 5) thence North 54° 30' 00" East 97.00 feet to a point on a 400.00 foot radius curve to the right (center bears South 54° 30' 00" East 400.00 feet of which the central angle is 10° 45' 42");

Contains 0.29 acres, more or less.

Total net acreage is 27.60 acres, more or less.

EAST 830.77'

EAST 1/4 COR. SEC. 21
T.2S., R.4E., S.L.B.&M.
Alum Cop

SOUTHWEST COR. SEC. 22
T.2S., R.4E., S.L.B.&M.
Brass Cop

SECTION TIE DETAIL

LEGEND

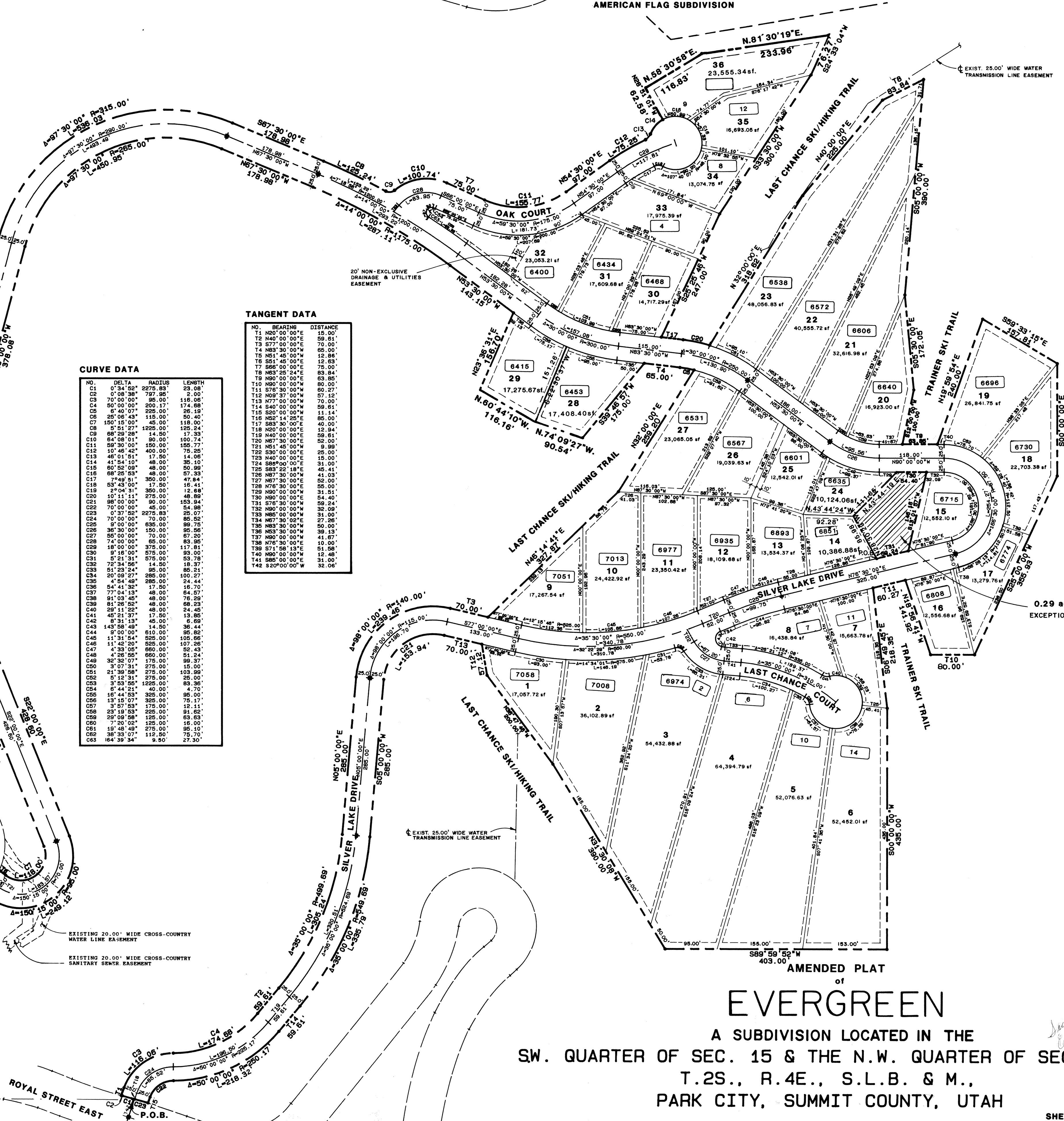
5/8" IRON ROD SET

STREET MONUMENTS

NOTES

1. 10.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND DRAINAGE EASEMENT ALONG ALL SUBDIVISION BOUNDARY LINES AS SHOWN (UNLESS NOTED OTHERWISE).
2. 5.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND DRAINAGE EASEMENT ALONG ALL SIDE AND REAR LOT LINES AS SHOWN (UNLESS NOTED OTHERWISE).
3. 5.0 FOOT WIDE NON-EXCLUSIVE UTILITIES AND SNOW STORAGE EASEMENT ALONG ALL FRONT LOT LINES AS SHOWN (UNLESS NOTED OTHERWISE).
4. SEE SHEET 2 FOR ADDITIONAL EASEMENTS.
5. LOTS 19, 20, 21, 22, and 23 REQUIRE SEWER EJECTOR PUMPS.
6. EACH HOUSE MUST INSTALL AN INDIVIDUAL PRESSURE REDUCER VALVE.
7. SNOW PLOWING BY THE CITY MAY NOT OCCUR UNTIL CERTAIN CRITERIA ARE MET. REFER TO THE CONDITIONS OF PLANNING COMMISSION APPROVAL DATED OCTOBER 22, 1986.
8. THE SYMBOL (683) INDICATES THE STREET ADDRESS FOR EACH LOT AS SHOWN.

(SEE SECTION TIE DETAIL)



AMENDED PLAT of EVERGREEN

A SUBDIVISION LOCATED IN THE
SW. QUARTER OF SEC. 15 & THE N.W. QUARTER OF SEC. 22
T.2S., R.4E., S.L.B. & M.,
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 of 2

CITY COUNCIL APPROVAL

PRESENTED TO THE BOARD OF Park City
CITY COUNCIL THIS 17th DAY OF
May A.D. 1988 AT WHICH TIME THIS
RECORD OF SURVEY WAS APPROVED

[Signature]
MAYOR

[Signature]
CITY RECORDER

CITY ENGINEER

APPROVED AND ACCEPTED BY THE
Park City CITY ENGINEERING DEPART-
MENT ON THIS 17th DAY OF May
A.D. 1988

[Signature]
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE Park
CITY PLANNING COMMISSION ON THIS 17
DAY OF May A.D. 1988

[Signature]
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 17th
DAY OF May A.D. 1988

[Signature]
CITY ATTORNEY

RECORDED

No. 24398
STATE OF UTAH 5/17/88
COUNTY OF SUMMIT TIME 3:38
RECORDED AND FILED AT THE REQUEST OF:
HIGH COUNTRY TITLE

58.00
FEES

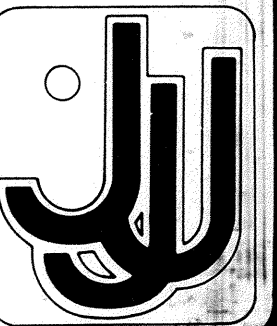
[Signature]
COUNTY RECORDER

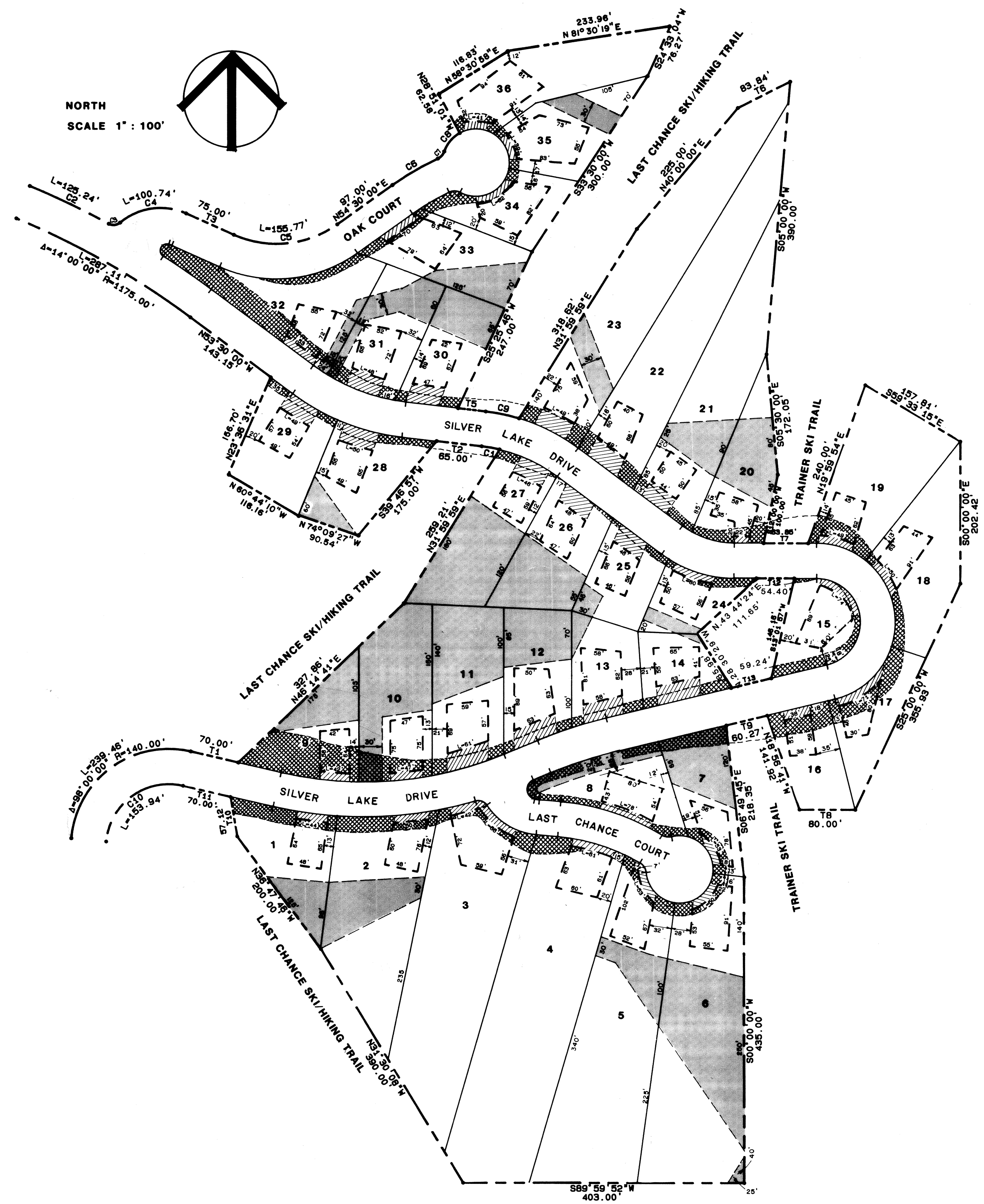
J.J. Johnson & Associates

Park Meadows Plaza,
Highway 248
Park City, Utah 84060

(801) 649-9811

[Signature]





LEGEND

	5/8 IRON ROD SET
	LOT LINE
	ROAD CONSTRUCTION SLOPE EASEMENT
	AREA OF DISTURBANCE WITHIN SETBACK
	SKI EASEMENT
	AREA OF DISTURBANCE

CURVE DATA

NO.	DELTA	RADIUS	LENGTH
C1	6° 40' 07"	225.00'	26.19'
C2	5° 51' 27"	1225.00'	125.24'
C3	68° 29' 28"	14.50'	17.33'
C4	64° 08' 01"	90.00'	100.74'
C5	59° 30' 00"	150.00'	155.77'
C6	10° 46' 42"	400.00'	75.25'
C7	46° 01' 51"	17.50'	14.06'
C8	41° 54' 10"	48.00'	35.10'
C9	10° 11' 11"	275.00'	48.89'
C10	98° 00' 00"	90.00'	153.94'

TANGENT DATA

NO.	BEARING	DISTANCE
T1	S77° 00' 01" E	70.00'
T2	N83° 30' 01" W	65.00'
T3	S66° 00' 00" E	75.00'
T5	S83° 29' 59" E	40.00'
T6	N63° 25' 24" E	83.84'
T7	N90° 00' 00" E	63.85'
T8	N90° 00' 00" W	80.00'
T9	S76° 30' 00" W	60.27'
T10	N09° 37' 00" W	57.12'
T11	N77° 00' 00" W	70.00'
T12	N90° 00' 00" E	54.40'
T13	S76° 30' 00" W	59.24'

BUILDING SETBACKS

LOT NUMBER	REQUIRED FRONTYARD SETBACK
1	10'
2	10'
3	10'
4	10'
5	10'
6	10'
7	10'
8	10'
9	10'
10	10'
11	25'
12	25'
13	25'
14	25'
15	10'
16	10'
17	10'
18	10'
19	10'
20	10'
21	25'
22	25'
23	25'
24	10'
25	25'
26	25'
27	25'
28	25'
29	25'
30	25'
31	25'
32	10'
33	10'
34	10'
35	10'
36	10'

AMENDED PLAT
of
EVERGREEN

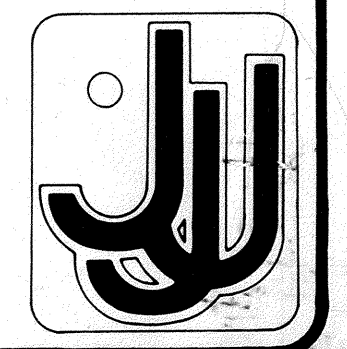
SHEET 2 of 2

ENTRY # 290308
5-17-88
TIME 3:38

J.J. Johnson & Associates

Park Meadows Plaza,
Highway 248
Park City, Utah 84060

(801) 649-9811



Ordinance No. 94-42

**AN ORDINANCE AMENDING THE EVERGREEN SUBDIVISION PLAT
TO AMEND THE LIMITS OF DISTURBANCE AT 6715 SILVER LAKE DRIVE**

WHEREAS, the owner of the property indicated above, petitioned the Planning Commission for approval of an amendment to the Evergreen Subdivision Plat recorded at Summit County on May 17, 1988, Entry No. 290308, Utah; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing on September 28, 1994 and the City Council on October 13, 1994 to receive input on the proposed amendment; and

WHEREAS, on September 28, 1994, the Planning Commission forwarded a positive recommendation of approval of the amendment to the subdivision plat to the City Council;

WHEREAS, it is in the best interest of Park City, Utah to approve the amendment to preserve mature evergreens near the north and west boundaries of the designated "Area of Disturbance" indicated on the Evergreen Subdivision Plat;

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

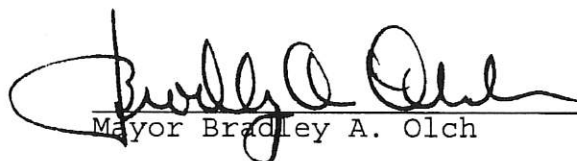
SECTION 1. CONCLUSIONS OF LAW. The City Council hereby concludes that there is good cause for the above-mentioned amendment and that neither the public nor any person will be materially injured by the proposed plat amendment.

SECTION 2. SUBDIVISION PLAT AMENDMENT APPROVAL. The City Council hereby amends the Evergreen Subdivision Plat with the condition that mature trees outside the foundation of the structure shall be protected and replaced at a ratio of five new trees for each tree removed or damaged. The size, species and location of replacement trees shall be approved by the Community Development Director.

SECTION 3. EFFECTIVE DATE. This Ordinance shall take effect upon adoption.

PASSED AND ADOPTED this 13th day of October, 1994.

PARK CITY MUNICIPAL CORPORATION



Mayor Bradley A. Olch

Attest:

Janet M. Scott
Janet M. Scott Deputy City Recorder

Approved as to form:

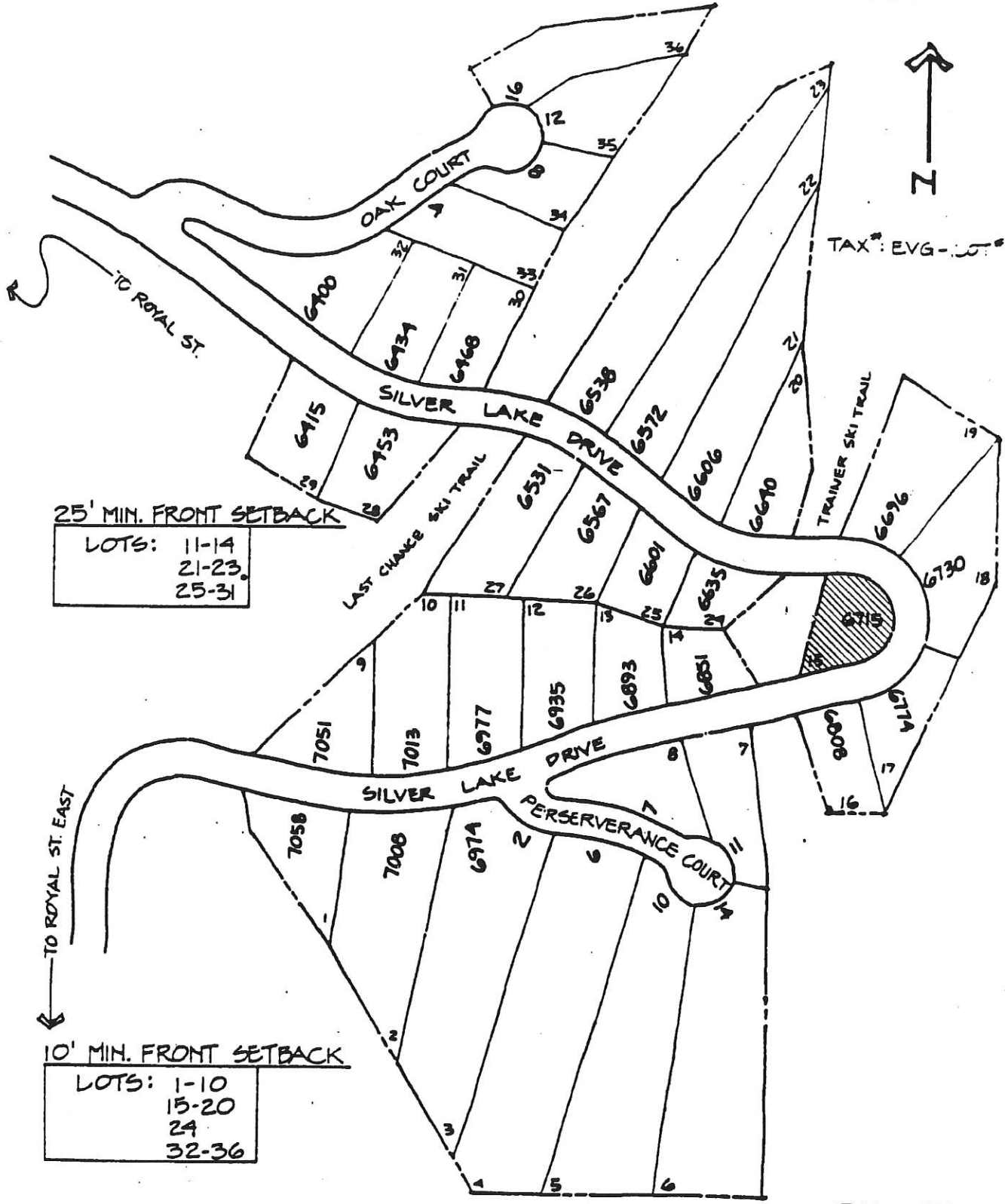
Mark D. Harrington
Mark D. Harrington Assistant
City Attorney



EVERGREEN SUBDIVISION



TAX: EVG-LOT



1/93

SUBDIVISION MAP EXHIBIT A

RECEIVED
AUG 19 1994
PARK CITY
PLANNING DEPT

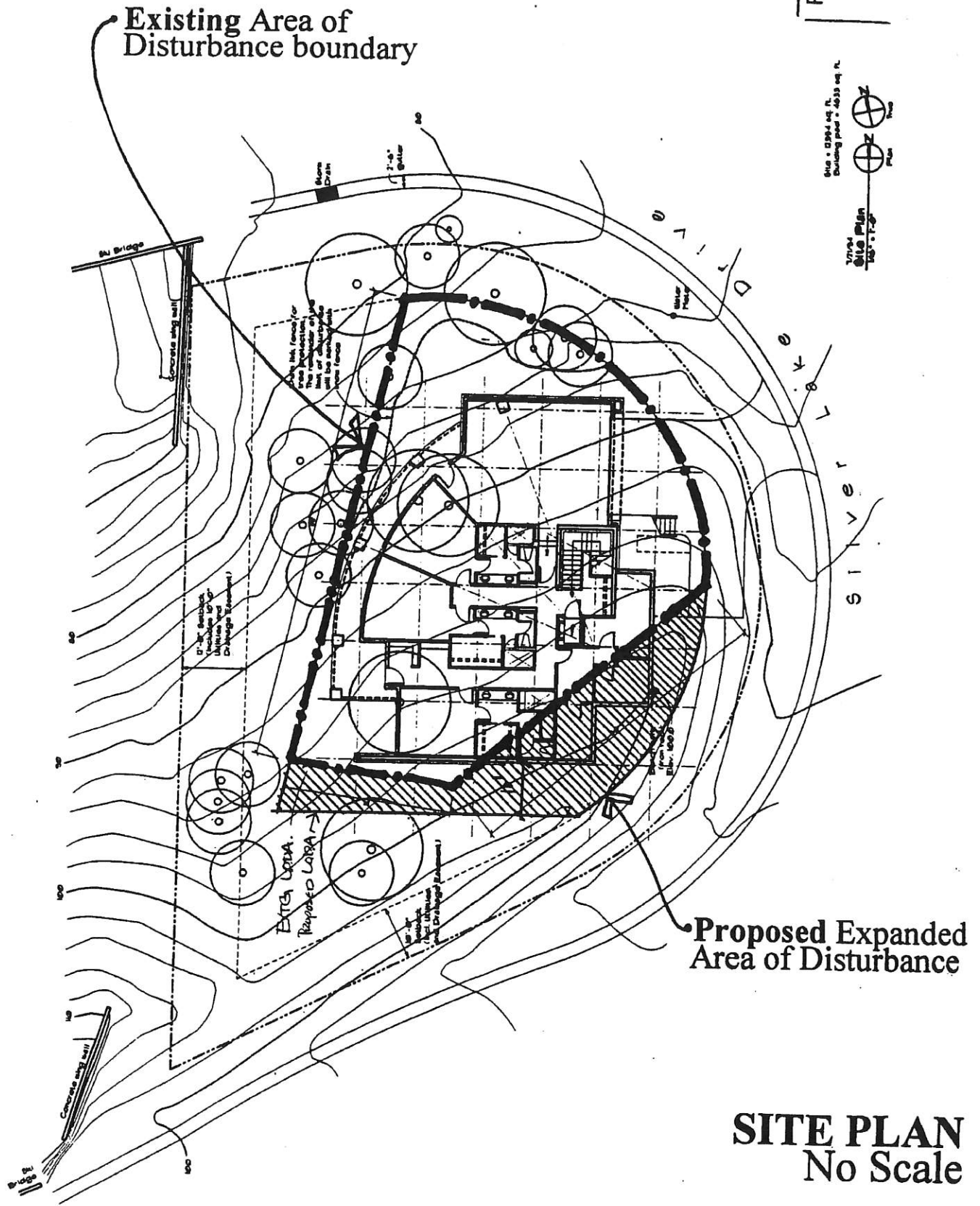


EXHIBIT B

**AN ORDINANCE APPROVING A PLAT AMENDMENT TO THE
EVERGREEN SUBDIVISION AREA OF DISTURBANCE
IN PARK CITY, UTAH**

WHEREAS, Park City, in cooperation with the Evergreen Subdivision Architectural Committee, petitioned the Planning Commission for approval of a plat amendment to the Evergreen Subdivision Area of Disturbance; and

WHEREAS, proper notice was sent and the Planning Commission held a public hearing to receive input on the proposed plat on March 22, 1995; and

WHEREAS, on March 22, 1995, the Planning Commission approved the plat amendment described below;

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

SECTION 1. CONCLUSIONS OF LAW. The City Council concludes that it is in the best interest of Park City to approve the plat amendment and neither the public nor any person will be materially injured by the proposed plat amendment.

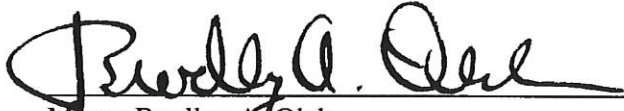
SECTION 2. PLAT AMENDMENT APPROVAL. The Evergreen Subdivision Plat Area of Disturbance is hereby amended by adding the following language:

Note: The Area of Disturbance represents the boundary in which all building and associated construction disturbance shall occur. When the actual building footprint is established, the limits of construction disturbance shall be no greater than 15 feet beyond the foundation wall. The building footprint can shift within the Area of Disturbance. Driveway access to the Area of Disturbance shall be no wider than 20 feet. Deviations from the Area of Disturbance may and must be approved by the Evergreen Architectural Committee.

SECTION 3. EFFECTIVE DATE. This Ordinance shall take effect immediately.

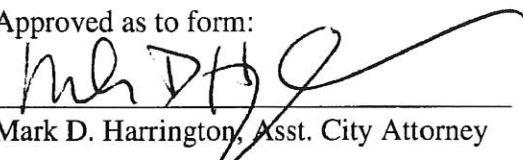
PASSED AND ADOPTED this 27th day of April, 1995.

PARK CITY MUNICIPAL CORPORATION


Mayor Bradley A. Olch

Attest:


Janet M. Scott, Deputy City Recorder

Approved as to form:

Mark D. Harrington, Asst. City Attorney



Ordinance No. 05-04

AN ORDINANCE APPROVING A PLAT AMENDMENT FOR 7013 SILVER LAKE DRIVE, Lot 10 AMENDED EVERGREEN SUBDIVISION, PARK CITY, UTAH.

WHEREAS, the owners of lot 10 of the Evergreen Subdivision, located at 7013 Silver Lake Drive have petitioned the City Council for approval of plat amendment, and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, proper legal notice was sent to all affected property owners; and

WHEREAS, the Planning Commission held a public hearing on January 12, 2005, to receive input on the proposed plat amendment;

WHEREAS, the Planning Commission, on January 12, 2005, forwarded a positive recommendation to the City Council; and,

WHEREAS, on January 27, 2005 and February 3, 2005, the City Council held a public hearings; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment.

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

SECTION 1. APPROVAL. The plat amendment as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 7013 Silver Lake Drive, also known as Lot 10 of the Evergreen Subdivision. The property is zoned Residential Development (RD) within the Deer Valley Master Planned Development. The property is developed with one single family residence.
2. A non-exclusive ski easement exists on the lot for the benefit of the owners in Evergreen.
3. The Declarant of the easement, in a letter from Bob Wells of Deer Valley, has given approval of the revised ski easement and plat amendment.
4. The Evergreen Codes, Covenants and Restrictions state that the Ski Easements "shall not limit or restrict the right of the Owner of any lot in the Subdivision to construct buildings or structures upon said lot at the locations and in a manner permitted by this Declaration."

5. The existing 30' wide ski easement between Lots 9 and 10 is located on a very steep slope that is landscaped with large boulders and trees.
6. Lots 1, 2, and 3 likely have never used the ski easement across Lot 10 and those Lots have other safe and ski-able access to and from the Last Chance ski trail making the change to the ski easement between Lots 9 and 10 immaterial.
7. The revised and re-graded ski easement across the back of Lot 10 will not diminish the ski access for any Lot, specifically for Lots 11, 12, and 13.
8. Relocation of the ski easement enables an addition to occur on the lot which is consistent with adjacent lots and the subdivision generally. There are existing decks within the ski easement at this time.
9. Owner is aware that the City's authority to approve this plat amendment is currently being litigated in two cases (ABS v. Park City and Brad and Lisa Wilson (case No. 20040295); and ABS v. Brad and Lisa Wilson, Evergreen Architectural Review Committee, et. al (case No. 020500398)) and owner agrees to proceed at their own risk.
10. On January 12, 2005 the Planning Commission conducted a public hearing and voted to forward to the City Council a positive recommendation to approve the plat amendment. There was no public input given at the meeting.

Conclusions of Law:

1. There is good cause for this plat amendment.
2. Neither the public nor any person will be materially injured by the proposed plat amendment.

Conditions of Approval:

1. The Conditions of Approval for the Evergreen subdivision, as amended remain in full force and effect.
2. The 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.
3. 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 year's time, this approval and the plat will be void.
4. If it is determined by final judgment of a court of competent jurisdiction in a legal proceeding that the City does not have the authority to approve relocation of the easements as set forth in this ordinance, then owner acknowledges that this ordinance may be rendered null and void by said final judgment.

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

PASSED AND ADOPTED this 3rd day of February, 2005.

PARK CITY MUNICIPAL CORPORATION

Dana Williams

Mayor Dana Williams

Attest:

Janet M. Scott

Janet M. Scott, City Recorder



Approved as to form:

Mark D. Harrington, City Attorney

**ORDINANCE APPROVING THE FIRST AMENDED LOT 6
EVERGREEN SUBDIVISION, LOCATED AT 14 PERSEVERANCE COURT,
PARK CITY, UTAH**

WHEREAS, the owners of Lot 6 of the amended Evergreen Subdivision, located at 14 Perseverance Court, petitioned the City Council for approval of a plat amendment to revise a ski easement across the rear of the lot; and

WHEREAS, the property was properly noticed and posted according to the requirements of the Land Management Code; and

WHEREAS, on September 26, 2007, the Planning Commission held a public hearing to receive public input on the proposed plat amendment; and

WHEREAS, on September 26, 2007, the Planning Commission forwarded a positive recommendation of approval to the City Council; and

WHEREAS, on October 25, 2007, the City Council held a public hearing on the proposed replat; and

WHEREAS, it is in the best interest of Park City, Utah to approve the plat amendment and reconfigure the ski easement to a location where it is physically utilized and to resolve an encroachment of a covered deck and hot tub;

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

SECTION 1. APPROVAL. The plat amendment shown in Exhibit A is approved subject to the following Findings of Fact, Conclusions of Law, and Conditions of Approval. The above recitals are hereby incorporated as findings of fact.

Findings of Fact

1. The property is located at 14 Perseverance Court, also known as Lot 6 of the Evergreen Subdivision. The property is zoned Residential Development (RD) within the Deer Valley Master Planned Development. The property is developed with one single family residence.
2. A non-exclusive ski easement exists on the lot for the benefit of the owners in Evergreen.
3. A covered deck and hot tub on Lot 6 encroach onto the ski easement by up to 15'. This construction was allowed with the 1993 approval of the building plans by Deer Valley Resort and The Evergreen Architectural Review Committee. Minor amendments to the building pads were allowed per the subdivision plat and are memorialized on this plat amendment.
4. The applicant submitted a complete application on August 2, 2007, for a plat amendment to shift the ski easement on Lot 6 uphill and away from the house. The easement shifts in an arc with the maximum distance in the center 22' up hill and with the ends being shifting 3' on the east side and 15' on the west side.
5. The Evergreen Architectural Committee has provided a letter supporting the proposed plat amendment.
6. The Declarant of the easement, in a letter from Bob Wells of Deer Valley, has given approval of the revised ski easement and support of the plat amendment.
7. The Evergreen Codes, Covenants and Restrictions state that the Ski Easements shall

- not limit or restrict buildings on the lot in a manner permitted by the CCRs.
8. Lots 4, 5, and 6 have access to and from the Deer Valley runs via the ski easement on Lot 6. The revised ski easement will not diminish the ski access for these lots.
 9. The revised ski easement and plat amendment resolve an encroachment of a covered deck and hot tub into the platted ski easement.

Conclusions of Law

1. There is good cause for this plat amendment.
2. The plat amendment is consistent with the Park City Land Management Code and applicable State law.
3. Neither the public nor any person will be materially injured by the proposed plat amendment.
4. As conditioned the plat amendment is consistent with the Park City General Plan.

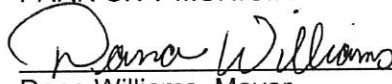
Conditions of Approval

1. The conditions of approval for the Evergreen subdivision, as amended, remain in full force and effect. A note to this effect shall be added to the plat as a condition precedent to recordation.
2. The 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 as a condition precedent to plat recordation.
3. 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 and the plat amendment will be void.

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

PASSED AND ADOPTED this 25th day of October, 2007.

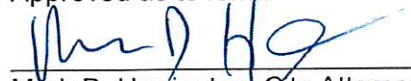
PARK CITY MUNICIPAL CORPORATION


Dana Williams, Mayor

Attest:


Janet M. Scott, City Recorder

Approved as to form:


Mark D. Harrington, City Attorney



LOT 8, EVERGREEN

TOPOGRAPHIC MAPPING BY:
ALLIANCE ENGINEERING INC.
323 MAIN STREET
PARK CITY, UTAH
(801) 649-9467
JOB No. 17-8-92
Y: \EG\EGP

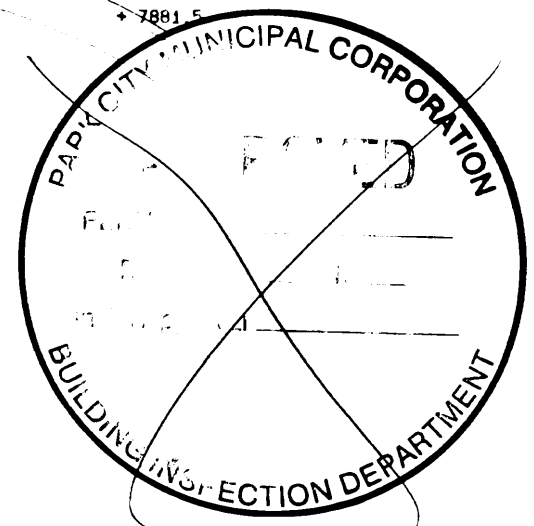


10 0 10 20 FEET

C/L SILVER LAKE DRIVE

C/L LAST CHANCE COURT

87
75
6525-
4084



yardage to be removed 1353
Building elevation 100'-0" equals
SITE ELEVATION 68'-0"

OTTO
WALKER
architects

614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

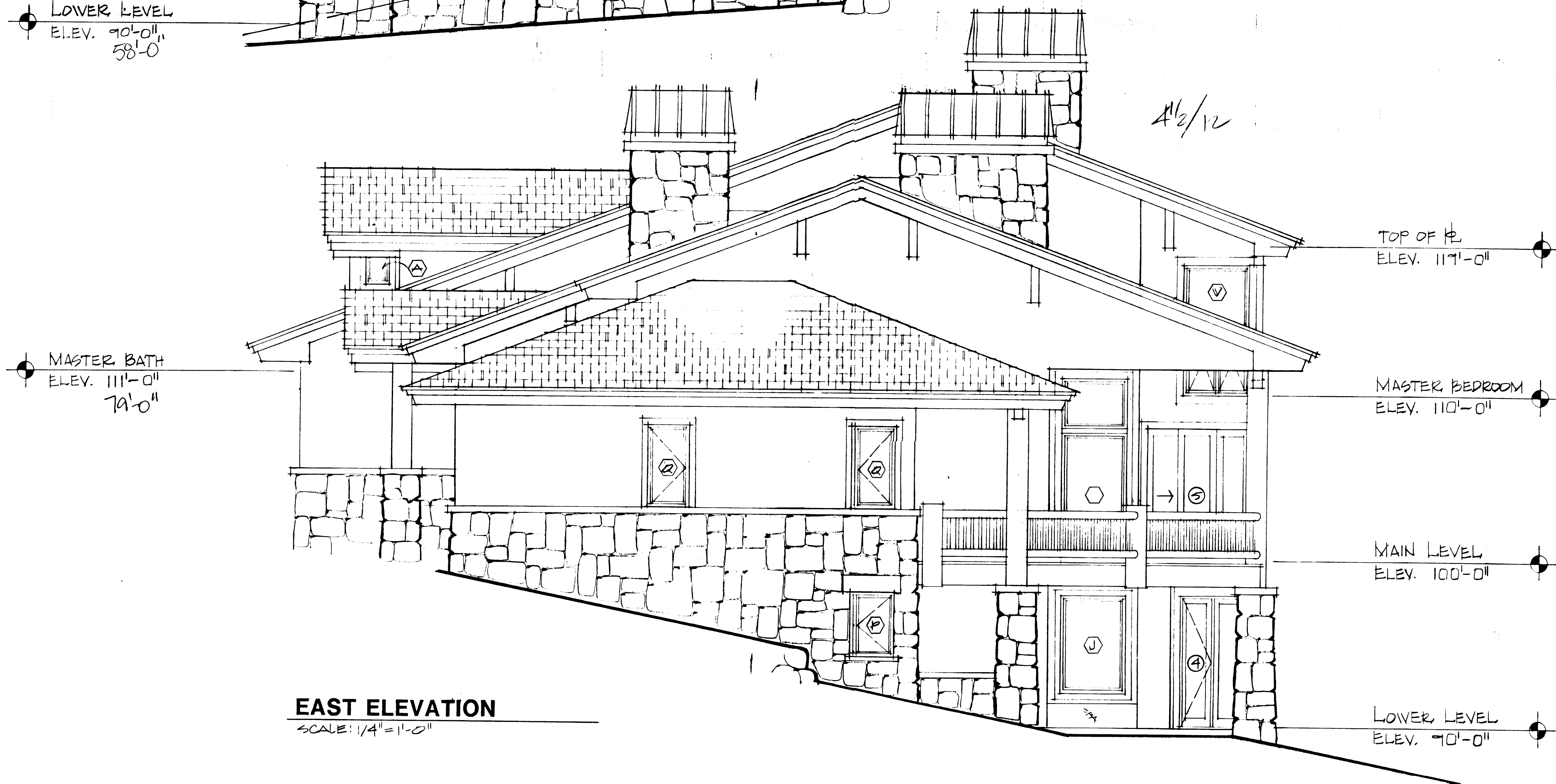
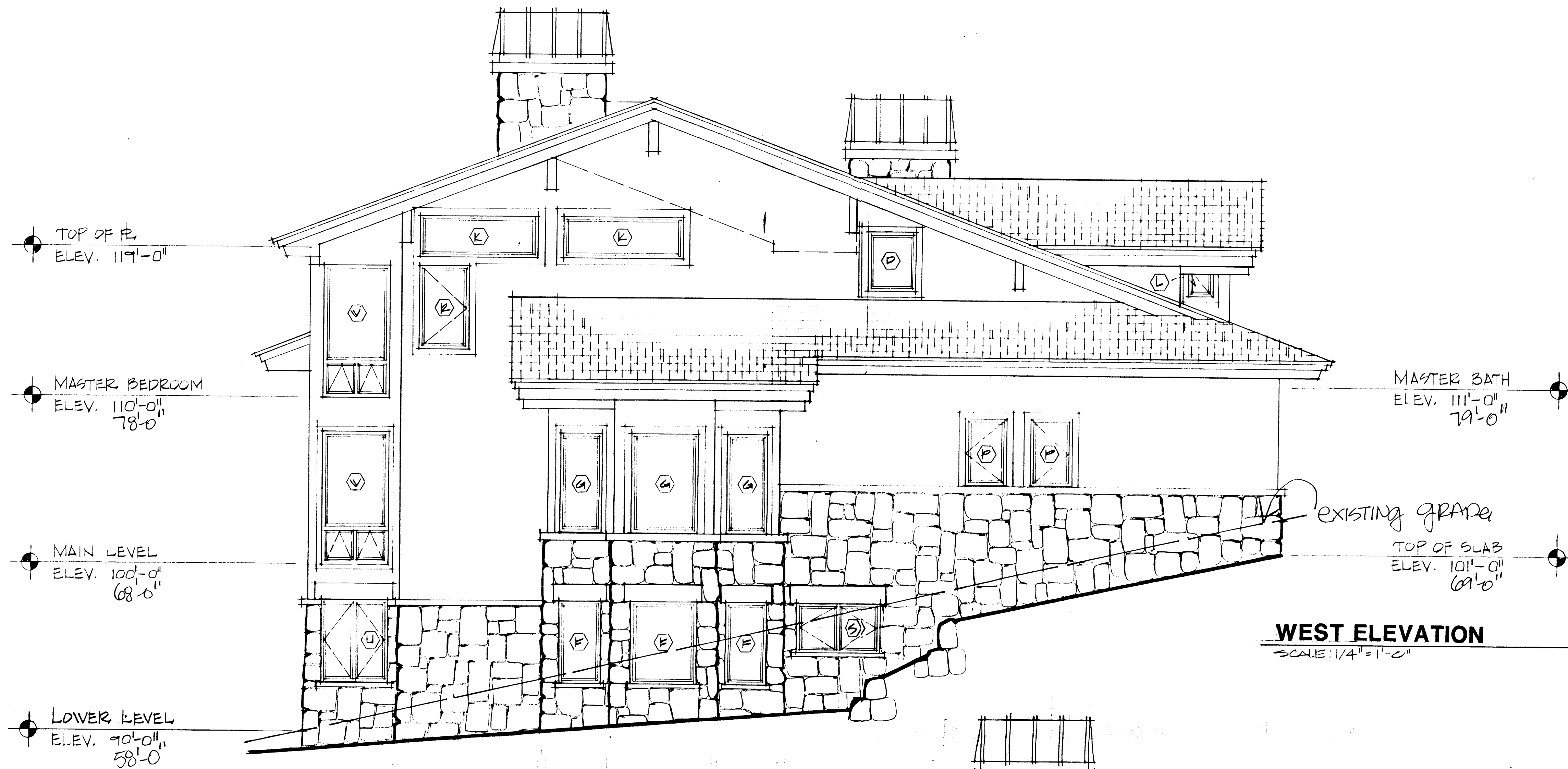
Project:
SINGLE FAMILY RESIDENCE - LOT #8
EVERGREEN SUBDIVISION DEER VALLEY, UTAH

Date:
Revisions:

Sheet No:

A-1

JUL 27 1993



OTTO
WALKER
architects

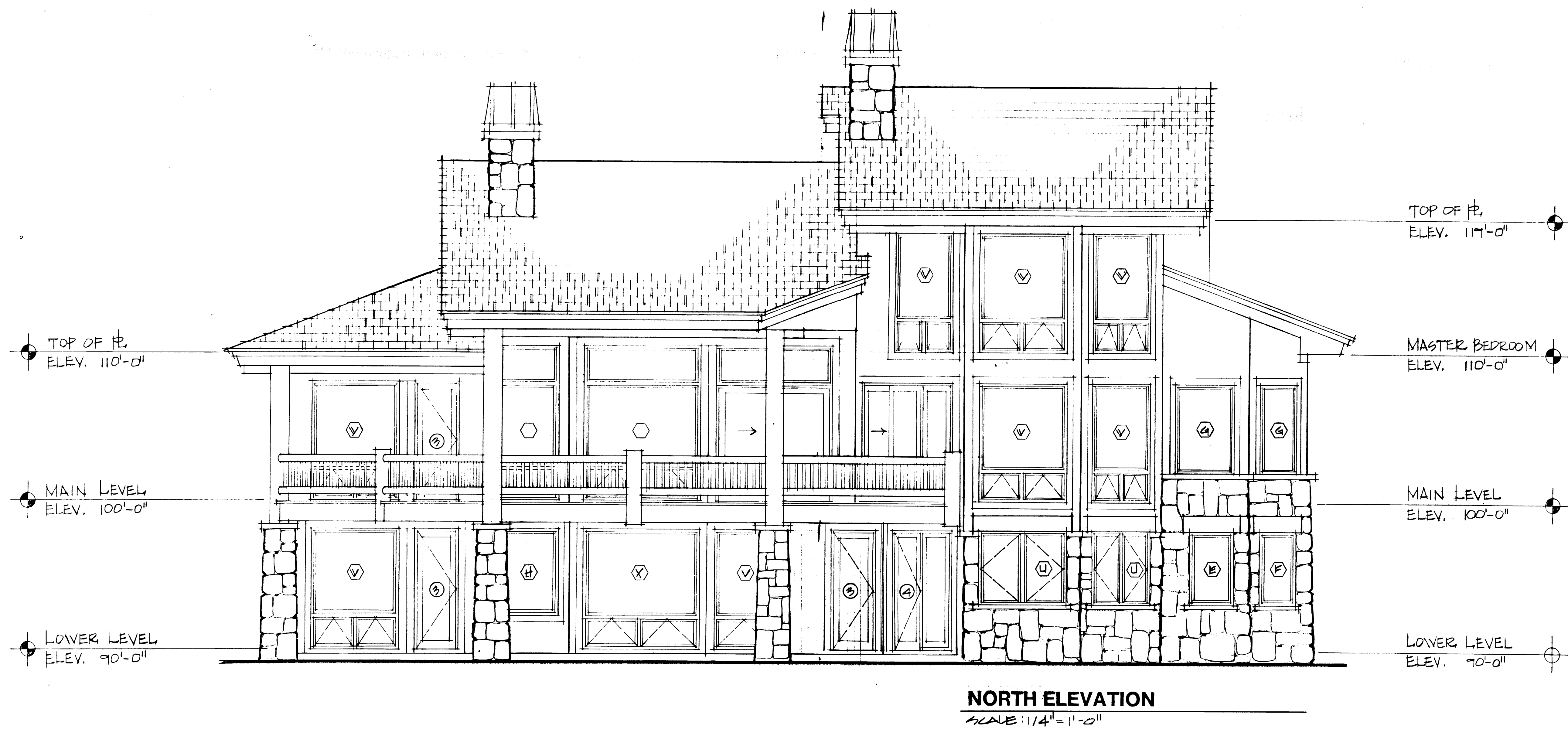
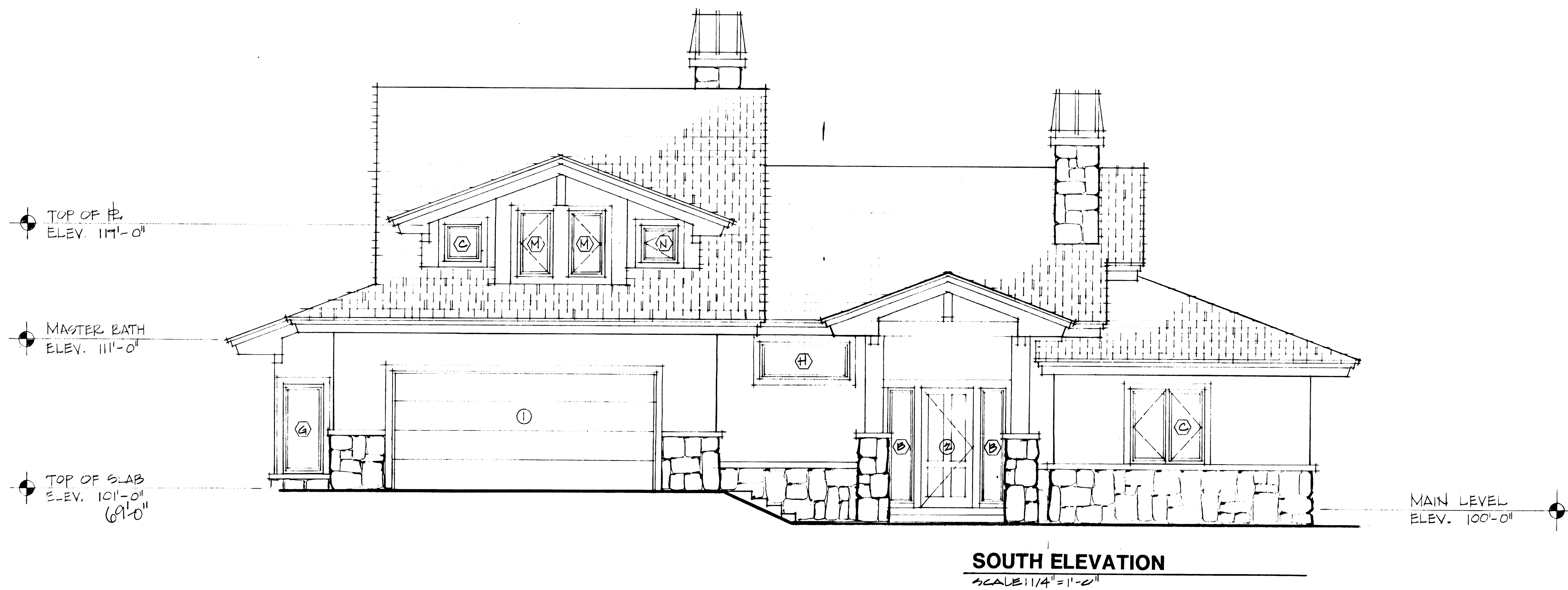
614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)849-6373

Project:
SINGLE FAMILY RESIDENCE - LOT #8
EVERGREEN SUBDIVISION DEER VALLEY, UTAH

Date:
Revisions:

Sheet No:

A-5
JUL 27 1993



**OTTO
WALKER
architects**

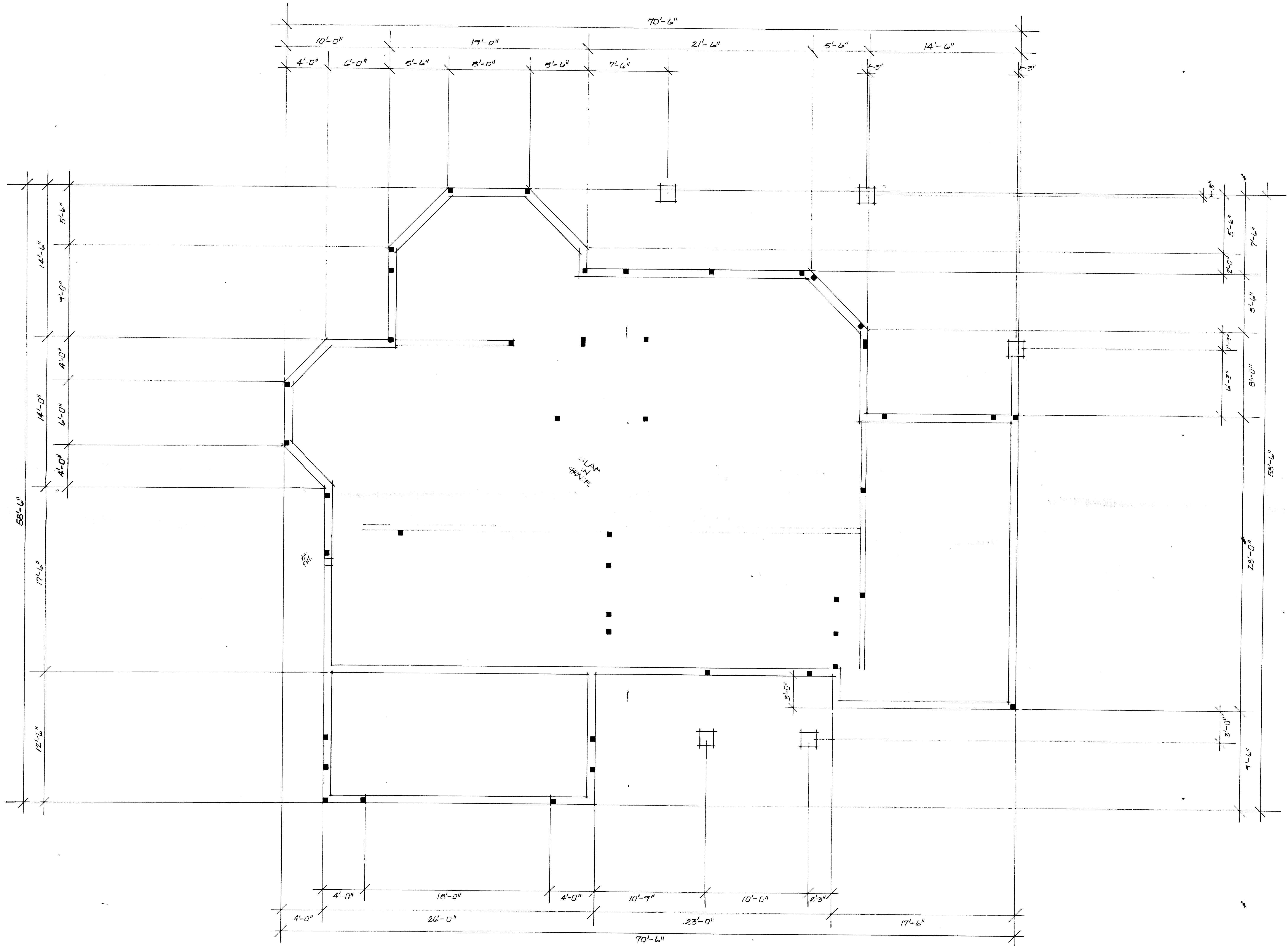
614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-6373

Project: **SINGLE FAMILY RESIDENCE - LOT #8**
EVERGREEN SUBDIVISION DEER VALLEY, UTAH

Date:
Revisions:

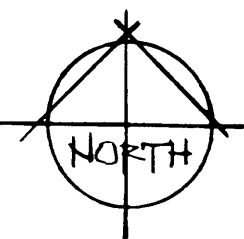
Sheet No:

A-6
JUL 27 1993



FOOTING, FOUNDATION, & LOWER LEVEL FLOOR FRAMING PLAN

SCALE: 1/4" = 1'-0"



**OTTO
WALKER
architects**

614 Main Street, Suite 104, P.O. Box 2672, Park City, Utah 84060 (801)649-8373

Project:

Date:
Revisions:

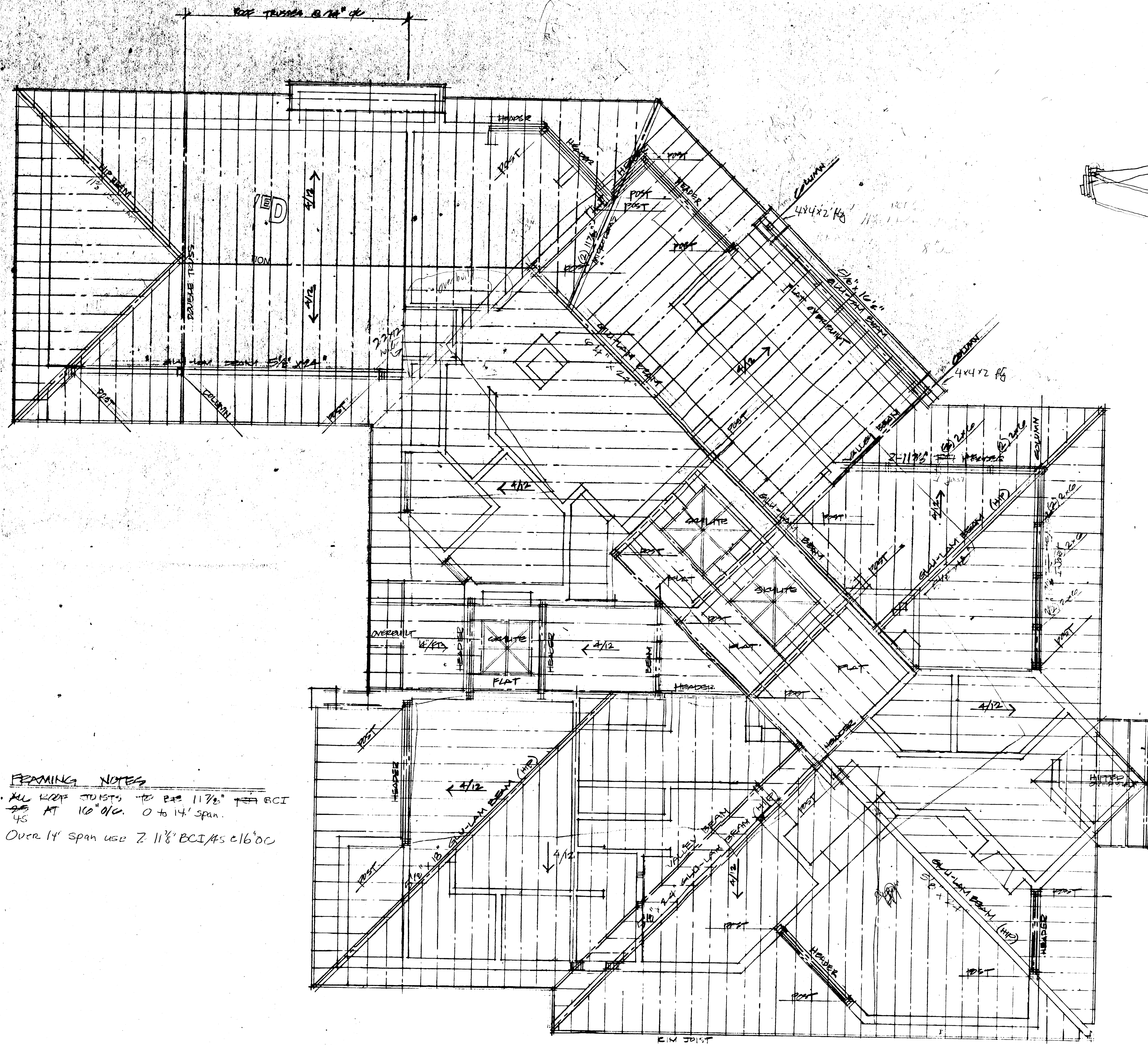
Sheet No:

S-1
JUL 27 1993

Drawing No.

Project No.

Layer



FRAMING NOTES

1. ALL ROOF JOISTS TO BE 11 1/2" BCI AT 16" O.C. 0 to 14' span. Over 14' span use 2-11 1/2" BCI/AS C16'00'

ROOF FRAMING PLAN

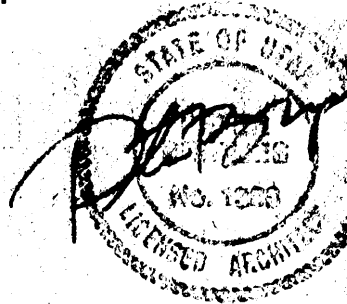
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APPROVED

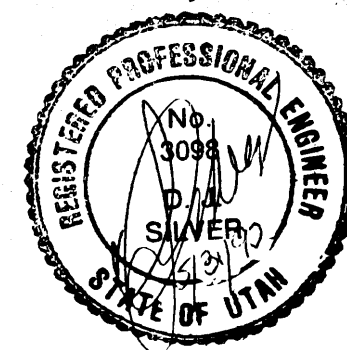
JUN 14 1993

PARK CITY
BUILDING INSPECTION

Seal



Revisions:		
No.	Date	Description
1	5-19-93	REVISED ROOF FRAMING NUMBER



HAYNIE RESIDENCE LOT #6
ASPEN SPRINGS RANCH PHASE I
PARK CITY, UTAH



VALENTINER
CRANE
BRUNES
ONYON
ARCHITECTS

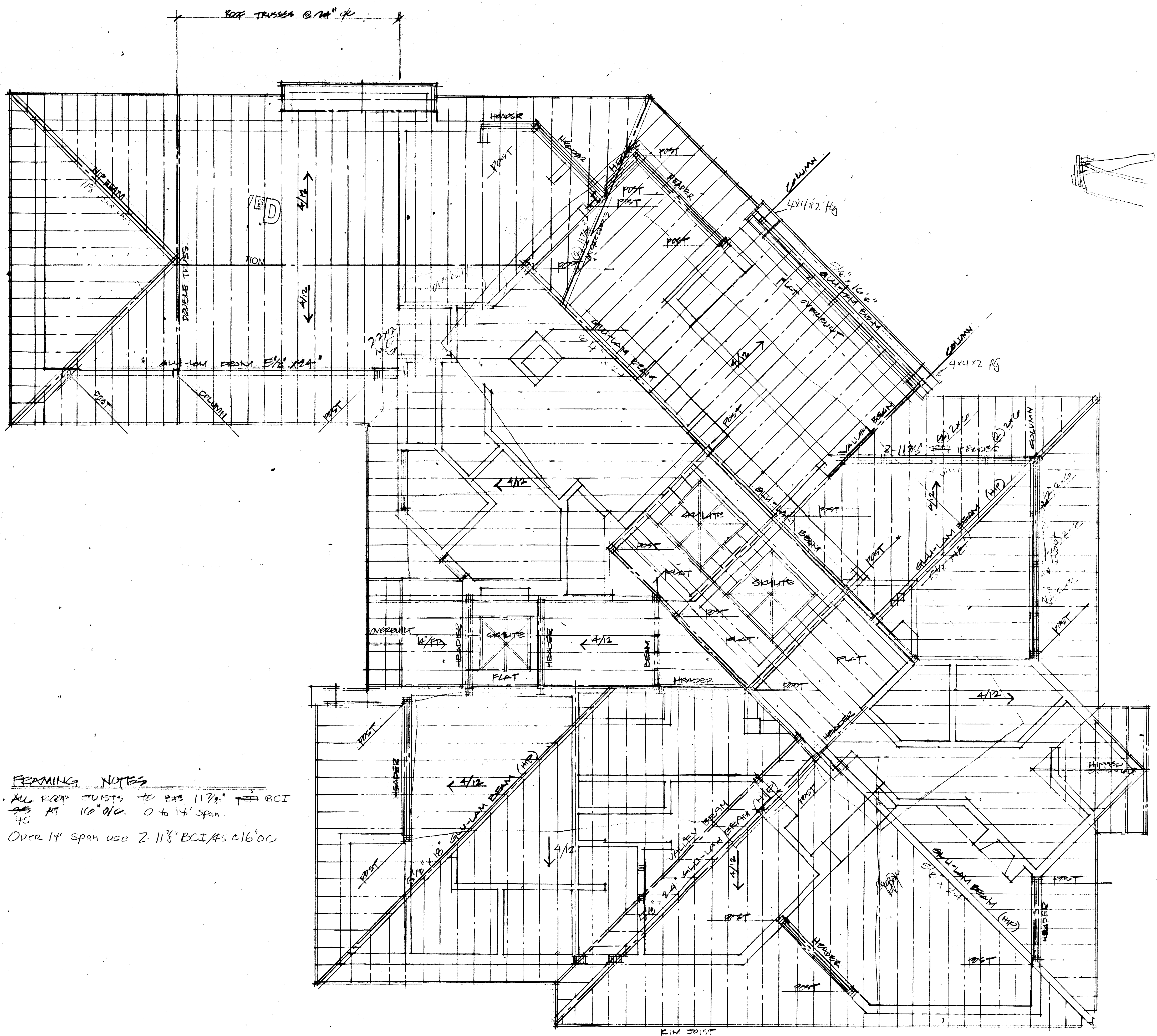
150 KENTWOOD LANE
SALT LAKE CITY, UTAH 84119
TEL: 581-1100 FAX: 581-1100
BOX 576-000

Date: 05-10-93
Drawn: PE
Checked: PE
Scale: 1/4" = 1'-0"
Layers Used

File No.
Drawing Description

ROOF FRAMING
PLAN

Drawing No.
A5.1



FRAMING NOTES
1. ALL ROOF TRUSSES TO BE 11 1/2" BCI
45 AT 16" O.C. 0 to 14' span.
Over 14' span use 2-11 1/2" BCI/45 @ 16" O.C.

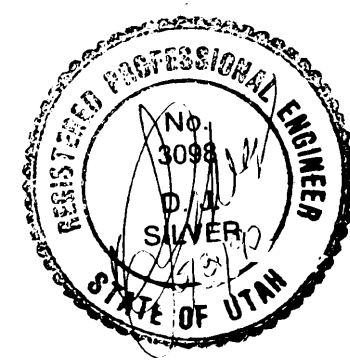
ROOF FRAMING PLAN
Scale: 1/4" = 1'-0"

APPROVED
JUN 14 '93
PARK CITY
BUILDING INSPECTION

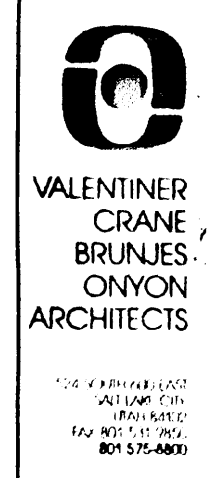
Seal

Revisions:

No.	Date	Description
1	5-19-93	REVISED ROOF FRAMING



**HAYNIE RESIDENCE LOT #6
ASPEN SPRINGS RANCH PHASE I
PARK CITY, UTAH**



Date: 2-20-93
Drawn: PE
Checked: PE
Scale: 1/4" = 1'-0"
Layers Used

File No.
Drawing Description
ROOF FRAMING PLAN
Drawing No. **A5.1**

NOTE:

THE AREA OF DISTURBANCE REPRESENTS THE BOUNDARY IN WHICH ALL BUILDING AND ASSOCIATED CONSTRUCTION DISTURBANCE SHALL OCCUR. WHEN THE ACTUAL BUILDING FOOTPRINT IS ESTABLISHED, THE LIMITS OF CONSTRUCTION DISTURBANCE SHALL BE NO GREATER THAN 15 FEET BEYOND THE FOUNDATION WALL. THE BUILDING FOOTPRINT CAN SHIFT WITHIN THE AREA OF DISTURBANCE. DRIVEWAY ACCESS TO THE AREA OF DISTURBANCE SHALL BE NO WIDER THAN 20 FEET. DEVIATIONS FROM THE AREA OF DISTURBANCE MAY AND MUST BE APPROVED BY THE EVERGREEN ARCHITECTURAL COMMITTEE.

AN AMENDMENT TO THE AMENDED PLAT
OF

EVERGREEN

A SUBDIVISION LOCATED IN THE SOUTHWEST
QUARTER OF SECTION 15 AND THE NORTHWEST
QUARTER OF SECTION 22, TOWNSHIP 2 SOUTH,
RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.
PARK CITY, SUMMIT COUNTY, UTAH

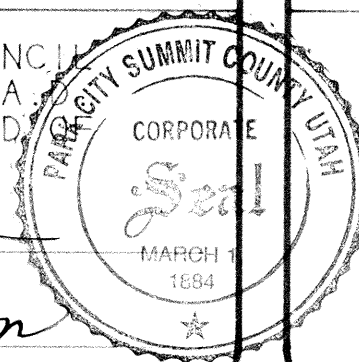
ACCORDING TO THE AMENDED PLAT RECORDED
ON 5/17/88 AS ENTRY NO. 290308 IN THE
OFFICE OF THE SUMMIT COUNTY RECORDER.

Fee Exempt per Utah Code
Annotated 1993 21-7-2

CITY COUNCIL APPROVAL

PRESENTED TO THE PARK CITY COUNCIL
THIS 27TH DAY OF APRIL A
1995, AT WHICH TIME THIS RECORD
SURVEY WAS APPROVED

Brenda A. Orr
MAYOR
Emilia R. Sheldon
CITY RECORDER



CITY ENGINEER

APPROVED AND ACCEPTED BY THE
PARK CITY ENGINEERING DEPARTMENT
ON THIS 10TH DAY OF MAY
A.D. 1995.

Eric W. O'Hara, P.E.
CITY ENGINEER

CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY
PLANNING COMMISSION ON THIS 15TH DAY
OF MAY A.D. 1995

Bob White
CHAIRMAN

APPROVAL AS TO FORM

APPROVED AS TO FORM ON THIS 16TH
DAY OF MAY A.D. 1995

Mark D. Hays
CITY ATTORNEY

RECORDED

No. 432561
STATE OF UTAH
COUNTY OF SUMMIT
RECORDED AND FILED AT THE REQUEST OF

Park City Municipal Corp.
Date: 6-30-95
Time: 9:27 AM
T/C
FEE'S
Doreen M. Dunn - deputy
COUNTY RECORDER

Fee Exempt per Utah Code
Annotated 1993 21-7-2

August 2, 2021

Park City Planning Department
Park City Municipal Corporation
445 Marsac Avenue | P.O. Box 1480
Park City, Utah 84060-1480
(435)615-5064

RE: Plat Amendment for Evergreen Lot 8 – Amended Area of Disturbance (7 Perserverance Court, Park City, UT)

Attn: Rebecca Ward,

The Evergreen Architectural Review Committee has received and reviewed the design package for Lot 8. The applicants have proposed to remove the existing area of disturbance and correct it to match the existing house and new patio with deck being proposed.

The Architectural Review Committee approves of this adjustment to the area of disturbance with the following conditions:

1. The area of disturbance adjustment does not encroach upon the recorded ski easement.
2. The proposed area of disturbance maintains all lot setbacks as required by the city.
3. The final design shall match the Architecture and materials used in the existing house.

Thank you,



Brad Wilson, Evergreen Architectural Committee

7.5. RESIDENTIAL DEVELOPMENT DISTRICT (RD)

7.5.1. PURPOSE. To allow residential uses in areas of developable land within Park City that will be compatible with the City's development objectives and growth capabilities; to encourage the clustering of residential units in order to preserve natural open space, and minimize the cost of municipal services; to allow commercial and recreational activities that are in harmony with residential neighborhoods.

7.5.2. USES. Uses shall be limited to those uses shown on the land use table as either permitted or conditional uses in this zone. All other uses are prohibited.

7.5.3. LOT AND SITE REGULATIONS.

- (a) Lot Size. Lots in approved standard subdivisions shall have 12,500 square feet average per single-unit dwelling (lots below the average must be specifically approved by the Planning Commission) and 8,500 square feet per unit for each two-unit dwelling structure. Allowed non-residential uses shall provide a lot area of not less than 22,000 square feet. No lot shall be less than 70 feet wide at the front yard setback line.
- (b) Side Yards. Side yards of 12 feet will be provided for all structures, but side yards between connected structures may be waived by the construction of two semi-detached units with a party wall on the lot line.
- (c) Front Yard. The minimum depth of the front yard for all buildings shall be 25 feet. In subdivisions allowing single family structures, the Planning Commission may designate specific single family lots on which the front yard set back is 10 feet for the main building and 5 feet for the garage (and habitable space above the garage). This exception to the front yard set back minimum shall be granted by the Planning Commission when it is appropriate or reasonably necessary to solve access problems to lots with relatively steep grades, to preserve vegetation, or eliminate or minimize cut and fill areas. Lots to which this exception applies, shall be so designated on the subdivision plat at the time the plat is approved by the Planning Commission.
- (d) Rear Yard. There shall be a 15 foot rear yard for main buildings and ten foot rear yard for accessory buildings provided.

7.5.4. HEIGHT REGULATIONS. No building shall be erected to a height greater than 28 feet, measured from natural grade at the building site. On lots specifically designated by the Planning Commission and recorded on the subdivision plat, no building shall be erected to a height greater than 12 feet above natural grade for uphill lots within the area between the

five-foot setback allowed for garages and the 25-foot setback. On lots with a downhill orientation, no building shall be erected to a height greater than 12 feet above grade measured at the top back of curb within the area between the five-foot setback allowed under special consideration and the regular 25-foot setback.

7.5.5. ARCHITECTURAL REVIEW. Prior to the issuance of building permits for any conditional or permitted use within this zone, except for single family houses, the Community Development Department shall review the proposed plans for compliance with the architectural design guidelines adopted as Chapter 9 of this Code. Appeals of departmental actions on architectural compliance are heard by the Planning Commission, and then may be appealed to the Council as set forth in Chapter 1 of this Code. Single family residences in this zone are not subject to design review by the City, but may be subject to subdivision regulations and covenants that regulate design, materials, yard and height more strictly than this Code. This Code does not supercede more restrictive provisions in private covenants.

Tuesday, August 17, 2021, 4:41 PM

We live directly across the street on Silverlake Drive from 7 Perserverance Court and we object to the requested 8 foot expansion of their existing deck. The deck faces the street (Silverlake Drive) and the front of our home (6893 Silverlake Drive). Currently, the homeowner always keeps their windows open, TV blaring and has parties on this deck and the noise comes right into our master bedroom which faces the street. The noise already creates a disturbance of the peace and quiet in the neighborhood and giving an 8 foot expansion of the deck will only exacerbate the problem with more people and noise coming from this home. Additionally, the aesthetic is terrible because this extended deck would come right onto the hillside, would deplete all the planted trees and would be right in one's face on the street and from our driveway. I reviewed the applicable code provision for a variance pulled from the Park City Municipal Code, Section 15, Land Management Code, and based on a plain face reading of Section 15-10-8 of the Code, the homeowner has not satisfied its burden to show a hardship. There are no special circumstances that would justify an exception and a variance is not essential to their enjoyment of a property right possessed by other properties in the same zone. The Code is in place for a reason and these people knew what they were getting when they bought the house as did we and now they want to change it. If this variance is allowed to happen the set back and variance requirements in the Code become superfluous. As we understand it, if this variance is granted, it will run with the land, similar to an easement. Granting this request is negative precedent that can be relied upon by other homeowners in the area. Thank you for your consideration.

15-10-8 Variance

Any Person or entity desiring a waiver or modification of the requirements of the Land Management Code as applied to a Parcel or Property that he/she owns, leases, or in which he/she holds some other beneficial interest may

apply to the Board of Adjustment for a variance from the terms of the Land Management Code.

An Application for variance review must be filed with the Planning Department, and the required fee paid in advance. **The Application shall state the nature of the hardship and the nature of the variance requested.** If the request for a variance is a result of a denial of any Building Permit or Conditional Use approval, the Application shall so state, and all documents on file concerning the matter shall be forwarded to the Board for review as a part of the request. The Applicant or the City may present any information as might be reasonably required by the Board in evaluating the request.

Variances shall be granted only if all of the following conditions are found to exist:

Literal enforcement of the Land Management Code would cause an unreasonable hardship for the Applicant that is not necessary to carry out the general purpose of the Land Management Code;

There are special circumstances attached to the Property that do not generally apply to other Properties in the same zone;

Granting the variance is essential to the enjoyment of a substantial Property right possessed by other Property in the same zone;

The variance will not substantially affect the General Plan and will not be contrary to the public interest; and

The spirit of the Land Management Code is observed and substantial justice done.

In determining whether or not enforcement of the zoning ordinance would cause unreasonable hardship under Subsection 15-10-9(C)(1), the Board of Adjustment may not find an unreasonable hardship unless the alleged hardship is located on or associated with the Property for which the variance is sought and comes from circumstances peculiar to the Property, not from conditions that are general to the neighborhood.

In determining whether or not enforcement of the Land Management Code would cause unreasonable hardship under Subsection 15-10-9(C)(1), the Board of Adjustment may not find an unreasonable hardship if the hardship is self-imposed or economic.

In determining whether or not there are special circumstances attached to the Property under Subsection 15-10-9(C)(2), the Board of Adjustment may find that special circumstances exist only if the special circumstances relate to the hardship complained of and deprive the Property of privileges granted other Properties in the same zone.

The Applicant shall bear the burden of proving that all of the conditions justifying a variance have been met.

Variances run with the land.

The Board of Adjustment and any other body may not grant a Use variance.

In granting a variance, the Board of Adjustment may impose additional requirements on the Applicant that will:

mitigate any harmful affects of the variance; or

serve the purpose of the standard or requirement that is waived or modified.

https://parkcity.municipalcodeonline.com/book?type=ordinances#name=15-10_Board_Of_Adjustment

Thank you.

Philip Kay
Kay2 Ventures, LLC

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

--

Sharon M. Kopman

[REDACTED]
[REDACTED]

Friday, August 20, 2021, 1:12 PM

Hello Ms. Ward – I have been made aware that there is a building code variance being requested at 7 Perseverance Court to allow an 8 foot expansion of an existing deck. We live on Silverlake Drive and are concerned about the reasons for such a variance. Codes exist for a reason – to

maintain some degree of safety and harmony of construction in a community. This neighbor already creates unreasonable noise pollution in our community and expanding the deck will only make it worse. Absent some extenuating circumstance, which is not evident here, a variance should not be granted.

I respectfully request that the Board to deny the variance request. Thank you.

Regards,

Paul Schifino, President

EVERGREEN LOT 8 AMENDED



LOT 8 NORTH VIEW

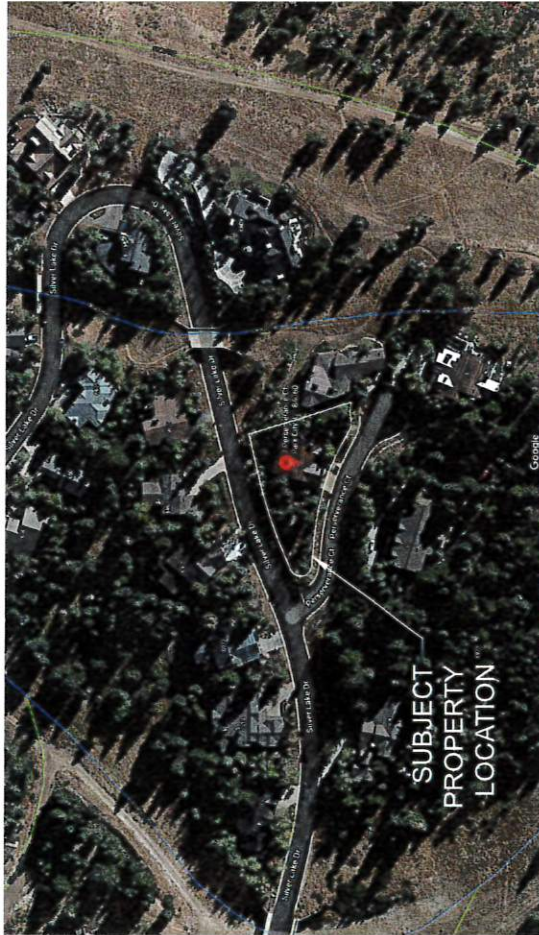


LOT 8 WEST VIEW



LOT 8 EAST VIEW

EXHIBIT 1



AERIAL PHOTO OF SUBJECT PROPERTY



SURROUNDING PROPERTIES MAP

Recorded at the request of and return
to: Park City Municipal Corp.
P. O. Box 1480, Park City, UT 84060

Attn: City Recorder

REC'D BY Dg bc

ALAN SPRIGGS
SUMMIT COUNTY RECORDER

91 OCT 28 AM 10:05

Park City Municipal Corp
348921

RED NOTE AB 11-11-91

ORDINANCE 91-17

AN ORDINANCE CHANGING LAST CHANCE COURT
IN THE EVERGREEN SUBDIVISION TO
PERSERVERANCE COURT

WHEREAS, the owners of the abutting property have petitioned the Park City Council for a name change of Last Chance Court, a street located in the Evergreen Subdivision; and

WHEREAS, "Last Chance Court" is the street name that has been recorded on the Evergreen Subdivision final plat recorded at Entry 2191085 in the records of the Summit County Recorder; and
* amended 290308

WHEREAS, the owners of the abutting property are desirous of changing the name to "Perserverance Court"; and

WHEREAS, the City Council determines there is good cause for such a change of name and it will not be detrimental to the general interests and is not deceptively similar to any other street name in Summit County,

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

SECTION 1. Last Chance Court in the Evergreen Subdivision shall be changed to Perserverance Court.

SECTION 2. This ordinance shall become effective upon its publication.

PASSED AND ADOPTED this 22nd day of August, 1991.

PARK CITY MUNICIPAL CORPORATION

Bradley A. Olch
BRADLEY A. OLCH, MAYOR

ATTEST:

Anita L. Sheldon
ANITA L. SHELDON, CITY RECORDER



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