



**PARK CITY PLANNING COMMISSION MEETING
SUMMIT COUNTY, UTAH
July 28, 2021**

PUBLIC NOTICE IS HEREBY GIVEN that the PLANNING COMMISSION 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, July 28, 2021.

MEETING CALLED TO ORDER AT 5:30 PM.

Notice of Electronic Meeting and How to Comment Virtually

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.CONTINUATIONS

5.REGULAR AGENDA

- 5.A. 1335 Lowell Avenue – Conditional Use Permit – The Applicant Proposes to Install Shielded Rooftop Antennas to Relieve Telecommunications Capacity Coverage in the Recreation Commercial Zoning District. PL-21-04768 (A) Public Hearing; (B) Continuation to a Date Uncertain
[Continuation Report](#)
- 5.B. 7 Perseverance Court - Plat Amendment - The Applicant Proposes Amending the Area of Disturbance for Lot 8 of the Evergreen Subdivision. PL-21-04845.
(A) Public Hearing; (B) Continuation to August 25, 2021

Continuation Report

- 5.C. 1003 Norfolk Avenue - Plat Amendment - Remove the Lot Boundary Line Common to Lot 1 and Lot 2 of Block 16 in Snyder's Addition to Park City, and Create a New Lot of Record, 1003 Norfolk Avenue Subdivision, Park City Utah, in the Historic Residential Zoning District. PL-21-04822.
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 2, 2021
[1003 Norfolk Plat Amendment Staff Report](#)
[Exhibit A: Ordinance](#)
[Exhibit B: Survey of Existing Conditions](#)
[Exhibit C: Proposed Plat 1003 Norfolk Avenue Subdivision](#)
[Exhibit D: Letter of Intent](#)
- 5.D. 2587 Fairway Village Drive - Plat Amendment - Request to Construct an Addition to the Living Space Between the Existing Dwelling and the Garage Designated as Private Ownership, and to Add Five Feet to the Existing Deck at the Rear of the Property Designated as Limited Common Ownership, Fairway Village No. 1 First Amended Amending Lot 28, Park City, Utah, in the Residential Development Zoning District. PL 21-04835.
(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 2, 2021
[Fairway Village Plat Amendment Staff Report](#)
[Exhibit A: Ordinance](#)
[Exhibit B: Project Intent and HOA Approval Letter](#)
[Exhibit C: Fairway Village No. 1 Current Recorded Plat](#)
[Exhibit D: Existing Conditions](#)
[Exhibit E: Fairway Village No. 1 First Amended Amending Lot 28 Proposed Plat](#)
- 5.E. 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) Possible Recommendation for City Council's Consideration on September 2, 2021
[Staff Report](#)
[Exhibit A: Draft Ordinance and Proposed Plat](#)
[Exhibit B: Hidden Meadow Annexation Plat](#)
[Exhibit C: Hidden Meadow Subdivision](#)
[Exhibit D: Hidden Meadow CC&Rs](#)
[Exhibit E: Existing Conditions](#)
[Exhibit F: Applicant's Statement](#)
- 5.F. 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) Possible Recommendation for City Council's Consideration on September 2, 2021

[Staff Report](#)

[Exhibit A: Draft Ordinance](#)

[Exhibit B: Applicant's Statement](#)

[Exhibit C: Hidden Meadow Subdivision](#)

[Exhibit D: Hidden Meadow Annexation Plat](#)

[Exhibit E: Hidden Meadow CC&Rs](#)

- 5.G. 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.

(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: Proposed Plans](#)

[Exhibit E: Garage Visual Analysis](#)

[Exhibit F: Access Agreement Guide](#)

[Exhibit G: Site Photos](#)

[Exhibit H: Site Topography](#)

[Exhibit I: Streetscape](#)

6.WORK SESSION

- 6.A. Deer Valley Snow Park Proposal - Project Overview and Presentation with Planning Commission Questions and Discussion. 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: Snow Park Village Redevelopment CUP Narrative](#)

[Exhibit B: 12th Amended and Restated DA](#)

[Exhibit C: Transportation Analysis](#)

7.ADJOURN

A majority of PLANNING COMMISSION members may meet socially after the meeting. If so, the location will be announced by the PLANNING COMMISSION Chair Person. City business will not be conducted.

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. Wireless internet service is available in the Marsac Building on Wednesdays and

Thursdays from 4:00 p.m. to 9:00 p.m. Posted: See: www.parkcity.org

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

Planning Commission Staff Report



Subject: 1335 Lowell Avenue Conditional Use Permit
Application: PL-21-04768
Author: Spencer Cawley, Planner I
Date: July 28, 2021
Type of Item: Conditional Use Permit - Continuation

Recommendation

Staff recommends that the Planning Commission open a public hearing and continue the item to a date uncertain.

Description

Applicant:	Kara Subleski, Smartlink Group on behalf of AT&T Mobility
Location:	1335 Lowell Avenue
Zoning District:	Recreation Commercial (RC) District
Adjacent Land Uses:	Resort base area and resort parking; hotels; condominiums
Reason for Review:	New Telecommunications Facilities require Planning Commission review and approval

Summary

The Applicant requests a Conditional Use Permit (CUP) to install enclosed or “stealth” roof-mounted antennas at 1335 Lowell Avenue. The Applicant advised staff that the size of antenna components will change due to new information received from their concealment firm. Staff recommends continuing the CUP hearing to a date uncertain to provide time for the Applicant to submit final plans.

Comments made on June 23, 2021, by the Planning Commission regarding future development at Park City Mountain Resort have been provided to the Applicant for their consideration.

Planning Commission Staff Report

Subject: Evergreen Subdivision Lot 8
Application: PL-21-04845
Author: Rebecca Ward
Date: July 28, 2021
Type of Item: Administrative – Plat Amendment



Recommendation

Open a public hearing and continue the item to August 25, 2021.

Description

Applicant:	Perseverance To Success, LLC, represented by Jared Edgel
Location:	7 Perseverance Court
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 Applicant proposes amending the Area of Disturbance for Lot 8 of the Evergreen Subdivision and is working to update and finalize the proposal.

Planning Commission Agenda Item Report

Meeting Date: July 28, 2021

Submitted by: Alexandra Ananth

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

1003 Norfolk Avenue - Plat Amendment - Remove the Lot Boundary Line Common to Lot 1 and Lot 2 of Block 16 in Snyder's Addition to Park City, and Create a New Lot of Record, 1003 Norfolk Avenue Subdivision, Park City Utah, in the Historic Residential Zoning District. PL-21-04822.

(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 2, 2021

Suggested Action:

Attachments:

[1003 Norfolk Plat Amendment Staff Report](#)

[Exhibit A: Ordinance](#)

[Exhibit B: Survey of Existing Conditions](#)

[Exhibit C: Proposed Plat 1003 Norfolk Avenue Subdivision](#)

[Exhibit D: Letter of Intent](#)



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: 1003 Norfolk Avenue Plat Amendment
Project #: PL-21-04822
Author: Alexandra Ananth, Sr. Planner
Date: July 28, 2021
Type of Item: Administrative – Plat Amendment

Summary 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 2, 2021.

Description

Applicant: Gary Bush, represented by Martina Nelson, Park City
Surveying
Location: 1003 Norfolk Avenue
Zoning: Historic Residential (HR-1)
Adjacent Land Uses: Residential
Reasons for Review: Plat Amendments require Planning Commission review and recommendation and City Council review and action

Executive Summary

The applicant is requesting to remove the lot boundary line common to Lot 1 and Lot 2, of Block 16 in Snyders Addition to Park City. These two lots are under common ownership with an address of 1003 Norfolk Avenue, parcel SA-164.

The Lots are improved with a house built circa 1904 which is designated a Landmark Historic Structure on the Historic Sites Inventory and is constructed across the internal lot line. The applicant is proposing to remove the internal lot line to create a new lot of record. Portions of the existing house and garage encroach into the City's Right-of-Way. The Planning Department recommends Condition of Approval #3, that the applicant enter into encroachment agreements for the existing historic house and garage prior to recording the plat amendment.

Background

The property is located at 1003 Norfolk Avenue in the HR-1 District and consists of Lot 1 and Lot 2 of Block 16 in Snyders Addition to Park City.

The purpose of the HR-1 District is to:

- A. preserve present land Uses and character of the Historic residential Areas of Park City;
- B. encourage the preservation of Historic Buildings and/or Structures;

- C. encourage construction of Historically Compatible Structures that contribute to the character and scale of the Historic District and maintain existing residential neighborhoods;
- D. encourage single family Development on combinations of 25' x 75' Historic Lots;
- E. define Development parameters that are consistent with the General Plan policies for the Historic core; and
- F. establish Development review criteria for new Development on Steep Slopes which mitigate impacts to mass and scale and the environment.

Analysis

The applicant is proposing to remove an internal lot line common to two adjacent lots under common ownership. Both lots are typical 25 ft. by 75 ft. and together total 3,750 square feet. The combined lot will meet all Lot and Site Requirements and the density of the site is not changing.

The site could potentially support two Single-Family Dwellings, one on each lot, however, once the lot is combined it will be limited to one Single-Family Dwelling or a Duplex. Building Pad, Building Footprint and height restrictions define the maximum Building envelope within which any new development must occur. As noted earlier, this site is listed on the Historic Sites Inventory and any redevelopment will require Historic District Design Review (HRRD) and approval.

<i>Zone Allowance:</i>	<i>HR-1 Requirements</i>	<i>Existing</i>
<i>Lot Size</i>	<i>1,875 sq. ft. Single-Family 3,750 sq. ft. Duplex</i>	<i>3,750 sq. ft., Complies</i>
<i>Lot Width</i>	<i>25 ft. measured 15 ft. back from the Front Lot Line</i>	<i>50 ft., Complies</i>
<i>Allowed Building Footprint*</i>	<i>1,519 sq. ft.</i>	<i>Must Comply</i>
<i>Min. Front/Rear Setback*</i>	<i>12-13 ft./25 ft. total</i>	<i>Must Comply</i>
<i>Side Setbacks*</i>	<i>5 ft./10 ft. total</i>	<i>Must Comply</i>
<i>Building Height*</i>	<i>27 Ft.</i>	<i>Must Comply</i>
<i>Architectural Review</i>	<i>Required</i>	<i>Must Comply</i>

* Historic Buildings and/or Structures that do not comply with the requirements are valid Non-Complying Structures. Additions must comply.

There are three encroachments into the City's Right-of-Way that the applicant will be expected to enter into encroachment agreements for, prior to recording the plat amendment.

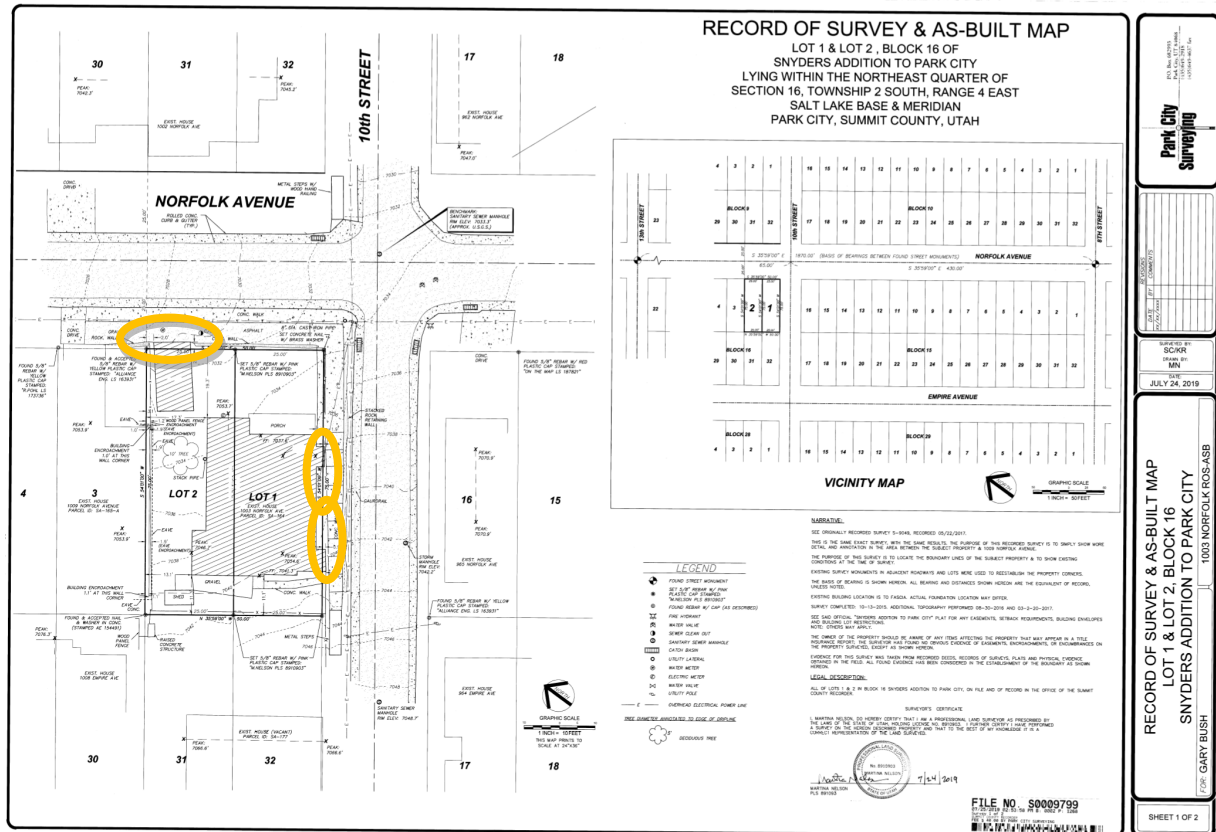


Figure 1 – Survey of Existing Conditions Showing Lot 1 and Lot 2 and encroachments

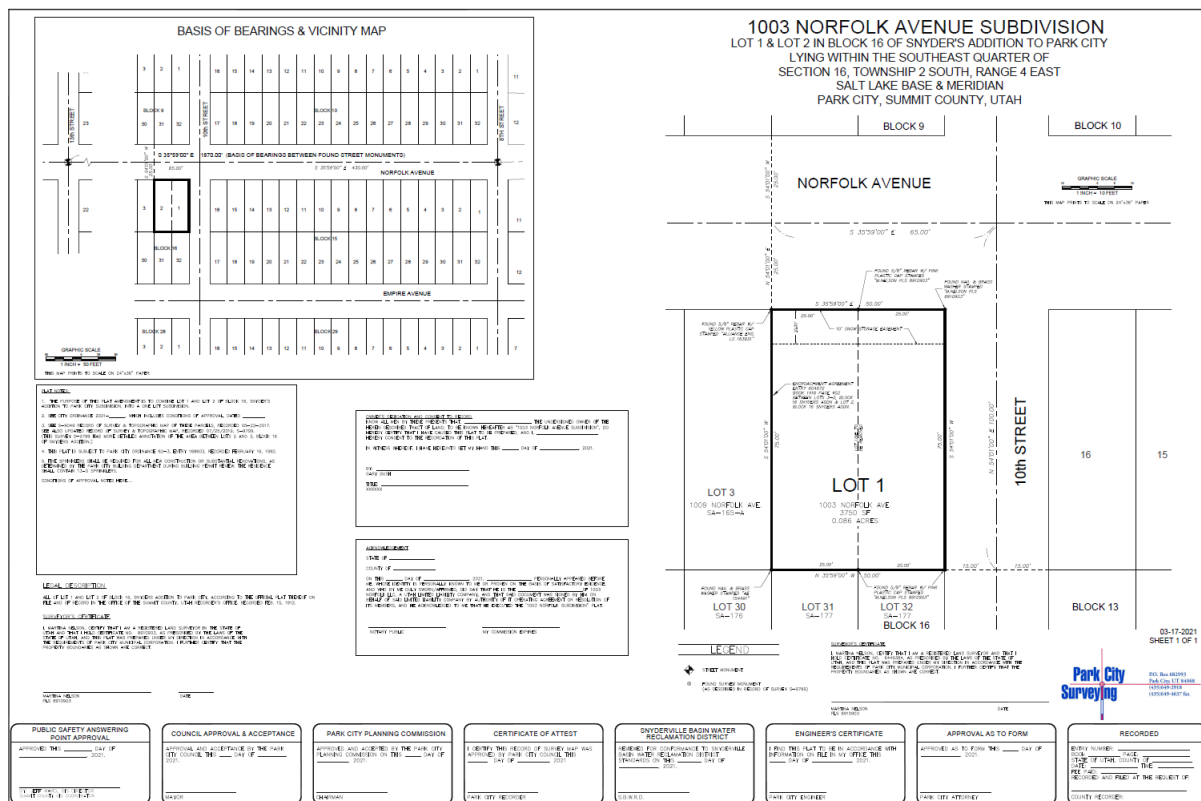


Figure 2 – Proposed Subdivision Plat Combining Both Lots as New Lot 1.

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 remove an internal lot line to the Landmark Historic Structure, and will create a new lot of record for the existing historic structure and use. The applicant will address the existing encroachments with the City Engineer prior to recording the Plat Amendment.

No Public Streets, Right-of-Way or easements have been vacated or amended.

Department Review

The Development Review Committee reviewed this application on July 6, 2021. No issues were raised.

Notice

On July 13, 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 July 13, 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 – Survey of Existing Conditions

Exhibit C – Proposed Plat

Exhibit D – Letter of Intent

Draft Ordinance No. 2021-XX

AN ORDINANCE APPROVING THE 1003 NORFOLK AVENUE SUBDIVISION LOT 1 AND LOT 2 IN BLOCK 16 OF SNYDER'S ADDITION, PARK CITY, UTAH.

WHEREAS, the owners of the property known as 1003 Norfolk Avenue, petitioned the City Council for approval of the 1003 Norfolk Avenue Subdivision; and

WHEREAS, on July 13, 2021, the property was properly posted, and legal notice was sent to all affected property owners; and

WHEREAS, on July 13, 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 July 28, 2021, held a public hearing and forwarded a positive recommendation to the City Council; and,

WHEREAS, the City Council on September 2, 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 1003 Norfolk Avenue Subdivision.

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

SECTION 1. APPROVAL. The above recitals are hereby incorporated as findings of fact. The 1003 Norfolk Avenue Subdivision, as shown in Exhibit A is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact:

1. The property is located at 1003 Norfolk Avenue in the Historic Residential (HR-1) District.
2. The property consists of two lots, Lot 1 and Lot 2, SA-164.
3. The lot is improved with a house built circa 1904 which is considered a Landmark Historic Structure constructed across the internal lot line.
4. The combined lot will meet all Lot and Site Requirements and the density of the site is not changing.
5. Any redevelopment will be subject to the City's HDDR process.
6. Staff finds Good Cause for this Plat Amendment as it will remove an internal lot line to the Landmark Historic Structure, and it will create a new lot of record for the existing historic structure and use.
7. The findings in the analysis section are incorporated herein.

Conclusions of Law:

1. There is good cause for this Plat Amendment as the Amendment will preserve the present land Use and character of the Historic residential area, will remove an

- internal lot line to the Landmark historic structure, and will create a new lot of record.
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 enter into encroachment agreements for the existing historic house and garage prior to recording the plat amendment.
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 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 – 1003 Norfolk Avenue Subdivision

[illegible][illegible][illegible]

MARTIN LUTHER KING, JR. LIBRARY

PUBLIC SAFETY ANSWERING POINT APPROVAL DATE: _____ DAY OF _____ 2021. _____ PRINT NAME	COUNCIL APPROVAL & ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK COUNCIL THIS _____ DAY OF _____ 2021. _____ MAYOR
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PARK CITY PLANNING COMMISSION

APPROVED AND ACCEPTED BY THE PARK CITY
PLANNING COMMISSION ON THIS _____ DAY OF
_____, 2021.

CHAIRMAN

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP
APPROVED BY PARK CITY COUNCIL THIS _____
DAY OF _____ 2021

PARK CITY RECORDER _____

SNYDERVILLE BASIN WATER RECLAMATION DISTRICT

RECEIVED FOR CONFORMANCE TO SNYDERVILLE
BASIN WATER RECLAMATION DISTRICT
STANDARDS ON THE _____ DAY OF
_____, 2021.

S.B.W.R.D. _____

ENGINEER'S CERTIFICATE

I FIND THIS PLAN TO BE IN ACCORDANCE WITH
 INFORMATION ON FILE IN MY OFFICE THIS
 _____ DAY OF _____, 2021.

 TOWN CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS _____ DAY OF _____, 2021.

PARK CITY ATTORNEY _____

RECORDED

ENTRY NUMBER: _____ PAGE: _____
BOOK: _____
STATE OF _____ COUNTY OF _____
DATE: _____ TIME: _____
FEE PAID: _____
RECORDED AND FILED AT THE REQUEST OF _____
COUNTY RECORDER: _____

LYING WITHIN THE SOUTHEAST QUARTER OF
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

GRAPHIC SCALE
INCHES = FEET
THIS MAP MADE BY SCALE OF 1/2" = 50' PAPER

NORFOLK AVENUE

S 35°39'00" E 65.00'

2°47'00" W 25.00'

BLOCK 9

BLOCK 10

Figure 1 is a schematic diagram of a rectangular building layout. The building is divided into three vertical sections. The leftmost section is 20.00' wide and 50.00' high, with an area of 1,000.00 sq. ft. The middle section is 20.00' wide and 50.00' high, with an area of 1,000.00 sq. ft. The rightmost section is 20.00' wide and 50.00' high, with an area of 1,000.00 sq. ft. The total area is 3,000.00 sq. ft. The diagram also shows a 10' (3.05m) wide section on the right side of the building.

[illegible]

0 25 50 75 100

LOT 1

1003 NORFOLK AVE
3750 SF

LOT 3
609 NORFOLK AVE
54-165-A

0 25 50 75 100

N

[illegible][illegible]

BASIN WATER DISTRICT & TO OVERVIEW DETAIL DAY OF	ENGINEER'S CERTIFICATE I FIND THIS PLAN TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS DAY OF 2021	APPROVAL AS TO FILING THIS 2021
(PRINT CITY, COUNTY)	(PRINT CITY, COUNTY)	(PRINT CITY, COUNTY)

RECORDED

ENTRY NUMBER: _____

SOL. PAGE: _____

STATE OF UTAH COUNTY OF _____

TAXPAYER'S NAME: _____

FILE NO.: _____

RECORDED AND FILED AT THE REQUEST OF: _____

COUNTY RECORDER: _____

RECORD OF SURVEY & AS-BUILT MAP

LOT 1 & LOT 2, BLOCK 16 OF
SNYDERS ADDITION TO PARK CITY
LYING WITHIN THE NORTHEAST QUARTER OF
SECTION 16, TOWNSHIP 2 SOUTH, RANGE 4 EAST
SALT LAKE BASE & MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

P.O. Box 682993
Park City, UT 84068
(353) 649-2918
(353) 649-4637 Fax

**Park City
Surveying**

REVISIONS
DATE BY COMMENTS
XX/XX/XXXX

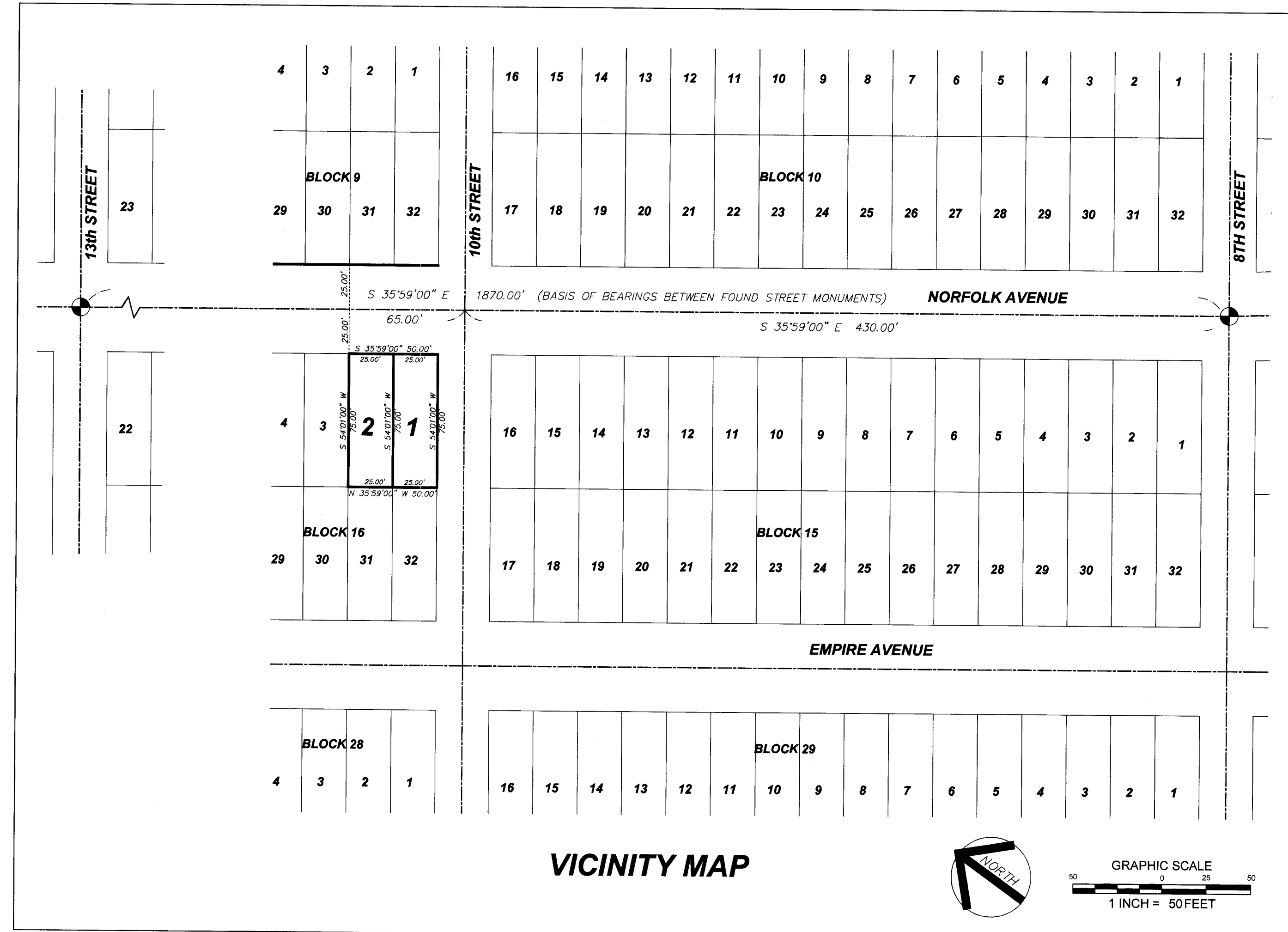
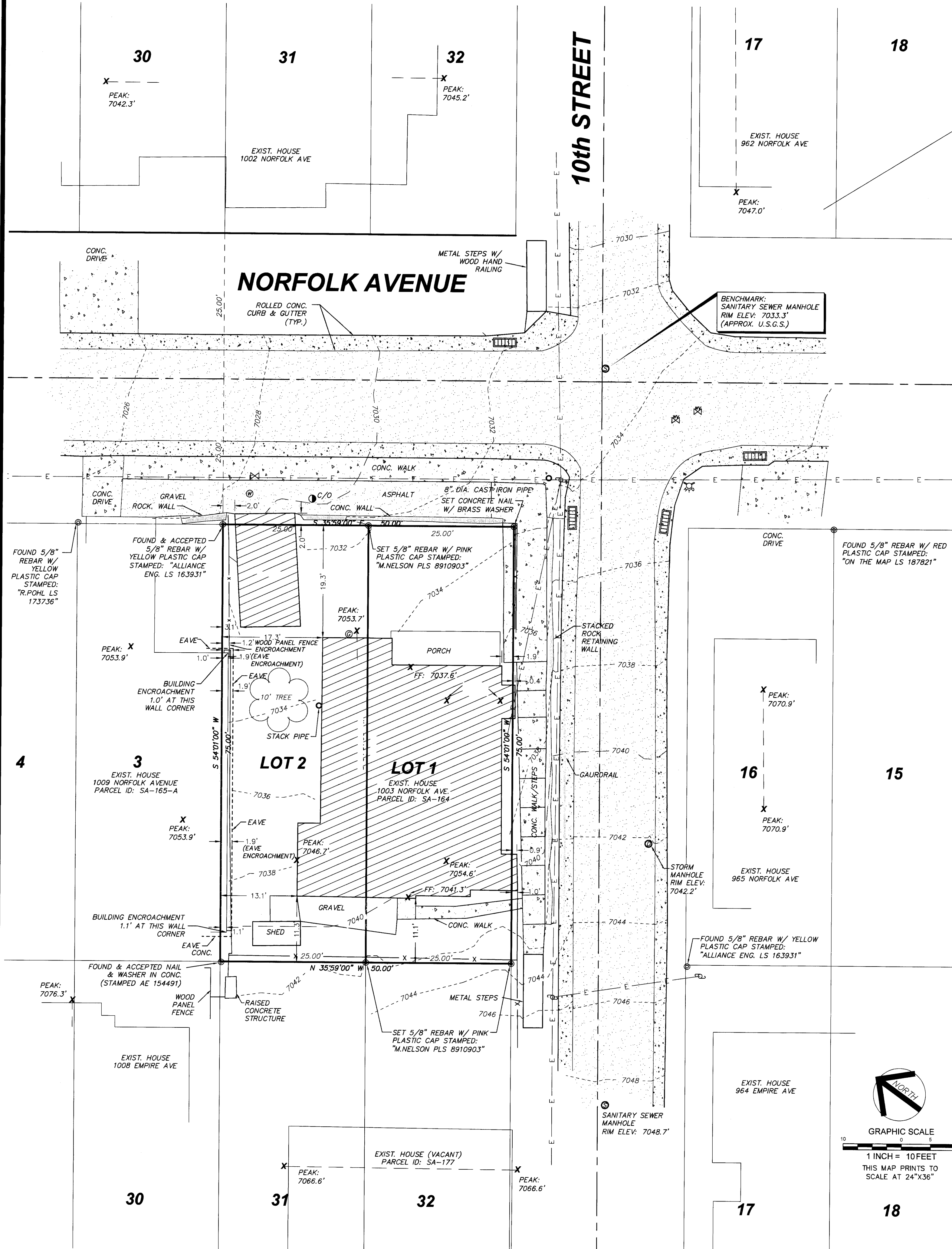
SURVEYED BY:
SC/KR
DRAWN BY:
MN

DATE:
JULY 24, 2019

RECORD OF SURVEY & AS-BUILT MAP
LOT 1 & LOT 2, BLOCK 16
SNYDERS ADDITION TO PARK CITY

FOR: GARY BUSH

SHEET 1 OF 2



NARRATIVE:

SEE ORIGINALLY RECORDED SURVEY S-9049, RECORDED 05/22/2017.

THIS IS THE SAME EXACT SURVEY, WITH THE SAME RESULTS. THE PURPOSE OF THIS RECORDED SURVEY IS TO SIMPLY SHOW MORE DETAIL AND ANNOTATION IN THE AREA BETWEEN THE SUBJECT PROPERTY & 1009 NORFOLK AVENUE.

THE PURPOSE OF THIS SURVEY IS TO LOCATE THE BOUNDARY LINES OF THE SUBJECT PROPERTY & TO SHOW EXISTING CONDITIONS AT THE TIME OF SURVEY.

EXISTING SURVEY MONUMENTS IN ADJACENT ROADWAYS AND LOTS WERE USED TO REESTABLISH THE PROPERTY CORNERS.

THE BASIS OF BEARING IS SHOWN HEREON. ALL BEARING AND DISTANCES SHOWN HEREON ARE THE EQUIVALENT OF RECORD, UNLESS NOTED.

EXISTING BUILDING LOCATION IS TO FASCIA. ACTUAL FOUNDATION LOCATION MAY DIFFER.

SURVEY COMPLETED: 10-13-2015. ADDITIONAL TOPOGRAPHY PERFORMED 08-30-2016 AND 03-2-20-2017.

SEE SAID OFFICIAL "SNYDERS ADDITION TO PARK CITY" PLAT FOR ANY EASEMENTS, SETBACK REQUIREMENTS, BUILDING ENVELOPES AND BUILDING LOT RESTRICTIONS. NOTE: OTHERS MAY APPLY.

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.

EVIDENCE FOR THIS SURVEY WAS TAKEN FROM RECORDED DEEDS, RECORDS OF SURVEYS, PLATS AND PHYSICAL EVIDENCE OBTAINED IN THE FIELD. ALL FOUND EVIDENCE HAS BEEN CONSIDERED IN THE ESTABLISHMENT OF THE BOUNDARY AS SHOWN HEREON.

LEGAL DESCRIPTION:

ALL OF LOTS 1 & 2 IN BLOCK 16 SNYDERS ADDITION TO PARK CITY, ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY RECORDER.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING LICENSE NO. 8910903. I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

MARTINA NELSON
PLS 8910903

7/24/2019

FILE NO. S0009799
07/25/2019 02:53:58 PM B: 0002 P: 1268

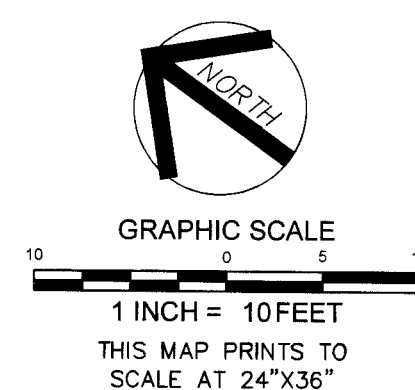
SURVEY 1 OF 2
FILE S-9049 BY PARK CITY SURVEYING

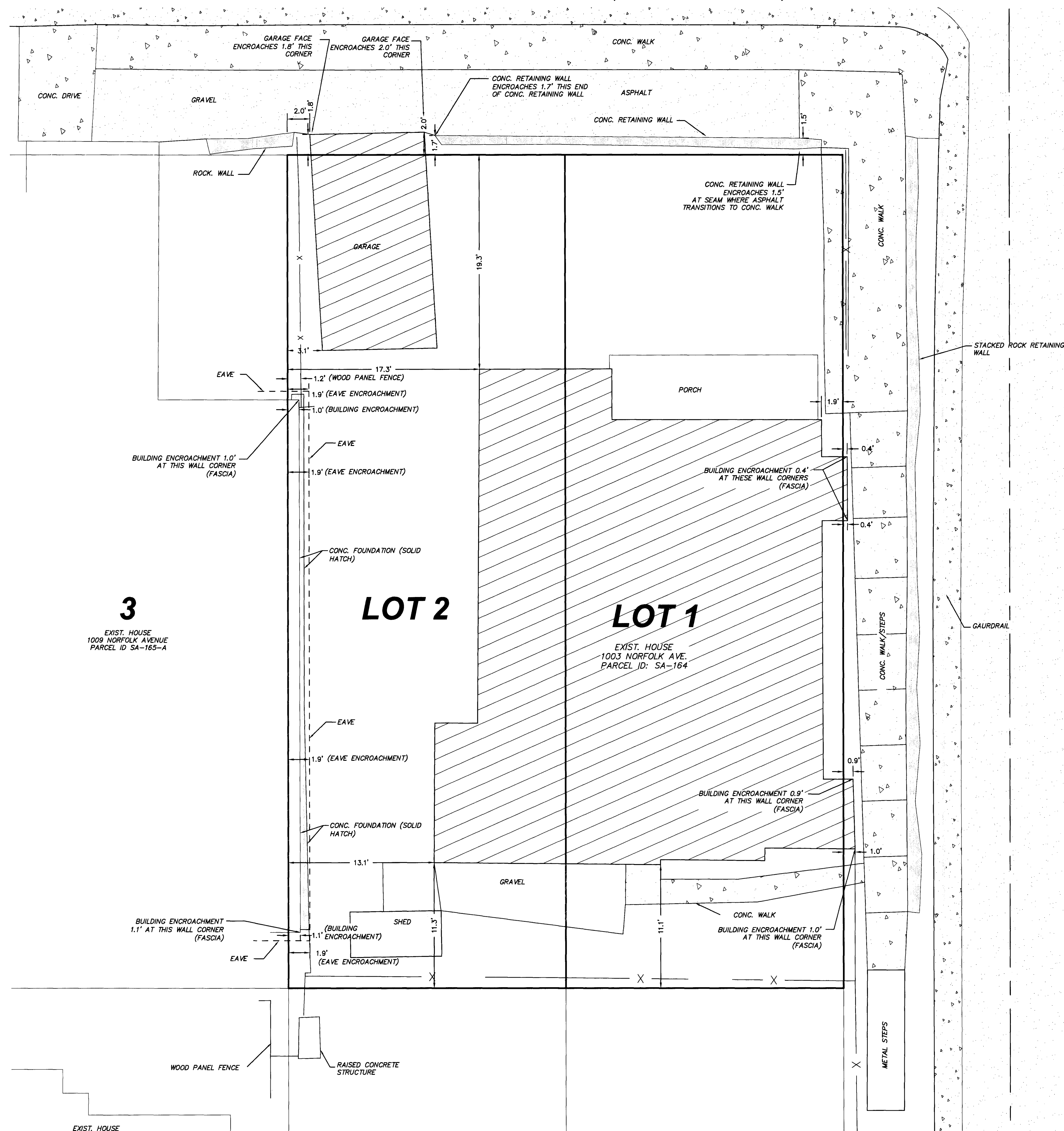
LEGEND

- FOUND STREET MONUMENT
- SET 5/8" REBAR W/ PINK PLASTIC CAP STAMPED: "M.NELSON PLS 8910903"
- FOUND REBAR W/ CAP (AS DESCRIBED)
- FIRE HYDRANT
- WATER VALVE
- SEWER CLEAN OUT
- SANITARY SEWER MANHOLE
- CATCH BASIN
- UTILITY LATERAL
- WATER METER
- ELECTRIC METER
- WATER VALVE
- UTILITY POLE
- OVERHEAD ELECTRICAL POWER LINE

TREE DIAMETER ANNOTATED TO EDGE OF DRIFLINE

DECIDUOUS TREE





SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, DO HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, HOLDING LICENSE NO. 8910903. I FURTHER CERTIFY I HAVE PERFORMED A SURVEY ON THE HEREON DESCRIBED PROPERTY AND THAT TO THE BEST OF MY KNOWLEDGE IT IS A CORRECT REPRESENTATION OF THE LAND SURVEYED.

MARTINA NELSON
PLS 891093

PROFESSIONAL LAND SURVEYOR
No. 8910903
MARTINA NELSON
STATE OF UTAH

7/24/2019

FILE NO. S0009799

07/25/2019 02:53:58 PM
Survey 2 of 2
SUMMIT COUNTY RECORDER
FEE \$ 40.00 BY PARK CITY SURVEYING

P.O. Box 682993
Park City, UT 84068
435/649-2918
435/649-4637 fax

Park City Surviving

[illegible]

SURVEYED BY:
SC/KR
DRAWN BY:
MN

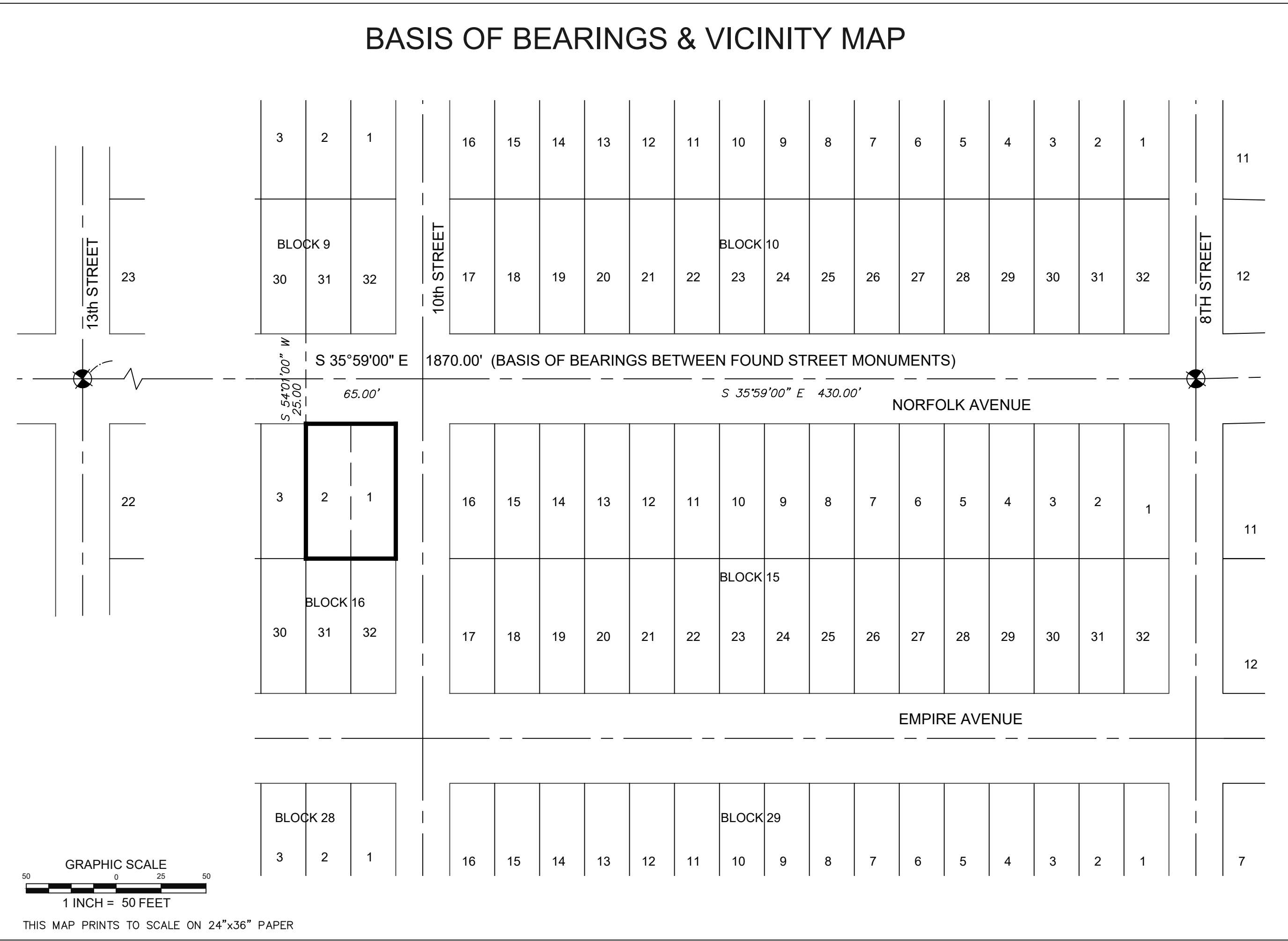
DATE:
JULY 24, 2019

RECORD OF SURVEY & AS-BUILT MAP
LOT 1 & LOT 2, BLOCK 16
SNYDERS ADDITION TO PARK CITY

1003 NORFOLK ROS-ASB

FOR: GARY BUSH

SHEET 2 OF 2



PLAT NOTES:

1. THE PURPOSE OF THIS PLAT AMENDMENT IS TO COMBINE LOT 1 AND LOT 2 OF BLOCK 16, SNYDER'S ADDITION TO PARK CITY SUBDIVISION, INTO A ONE LOT SUBDIVISION.
2. SEE CITY ORDINANCE 2021-_____, WHICH INCLUDES CONDITIONS OF APPROVAL, DATED _____
3. SEE S-9049 RECORD OF SURVEY & TOPOGRAPHIC MAP OF THESE PARCELS, RECORDED 05-22-2017. SEE ALSO UPDATED RECORD OF SURVEY & TOPOGRAPHIC MAP, RECORDED 07/25/2019, S-9799. (THIS SURVEY S-9799 HAS MORE DETAILED ANNOTATION OF THE AREA BETWEEN LOTS 2 AND 3, BLOCK 16 OF SNYDERS ADDITION.)
4. THIS PLAT IS SUBJECT TO PARK CITY ORDINANCE 82-3, ENTRY 188603, RECORDED FEBRUARY 16, 1982.
5. FIRE SPRINKLERS SHALL BE REQUIRED FOR ALL NEW CONSTRUCTION OR SUBSTANTIAL RENOVATIONS, AS DETERMINED BY THE PARK CITY BUILDING DEPARTMENT DURING BUILDING PERMIT REVIEW. THE RESIDENCE SHALL CONTAIN 13-D SPRINKLERS.

CONDITIONS OF APPROVAL NOTES HERE....

LEGAL DESCRIPTION

ALL OF LOT 1 AND LOT 2 OF BLOCK 16, SNYDERS ADDITION TO PARK CITY, ACCORDING TO THE OFFICIAL PLAT THEREOF ON FILE AND OF RECORD IN THE OFFICE OF THE SUMMIT COUNTY, UTAH RECORDER'S OFFICE. RECORDED FEB. 15, 1912.

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, CERTIFY THAT I AM A REGISTERED LAND SURVEYOR IN THE STATE OF UTAH AND THAT I HOLD CERTIFICATE NO. 8910903, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THIS PLAT WAS PREPARED UNDER MY DIRECTION IN ACCORDANCE WITH THE REQUIREMENTS OF PARK CITY MUNICIPAL CORPORATION. I FURTHER CERTIFY THAT THE PROPERTY BOUNDARIES AS SHOWN ARE CORRECT.

MARTINA NELSON
PLS 8910903

DATE

OWNER'S DEDICATION AND CONSENT TO RECORD

THE UNDERSIGNED OWNER OF THE HEREIN DESCRIBED TRACT OF LAND, TO BE KNOWN HEREAFTER AS "1003 NORFOLK AVENUE SUBDIVISION", DO HEREBY CERTIFY THAT I HAVE CAUSED THIS PLAT TO BE PREPARED, AND I, _____, HEREBY CONSENT TO THE RECORDATION OF THIS PLAT.

IN WITNESS WHEREOF, I HAVE HEREUNTO SET MY HAND THIS _____ DAY OF _____, 2021.

BY: _____
GARY BUSH

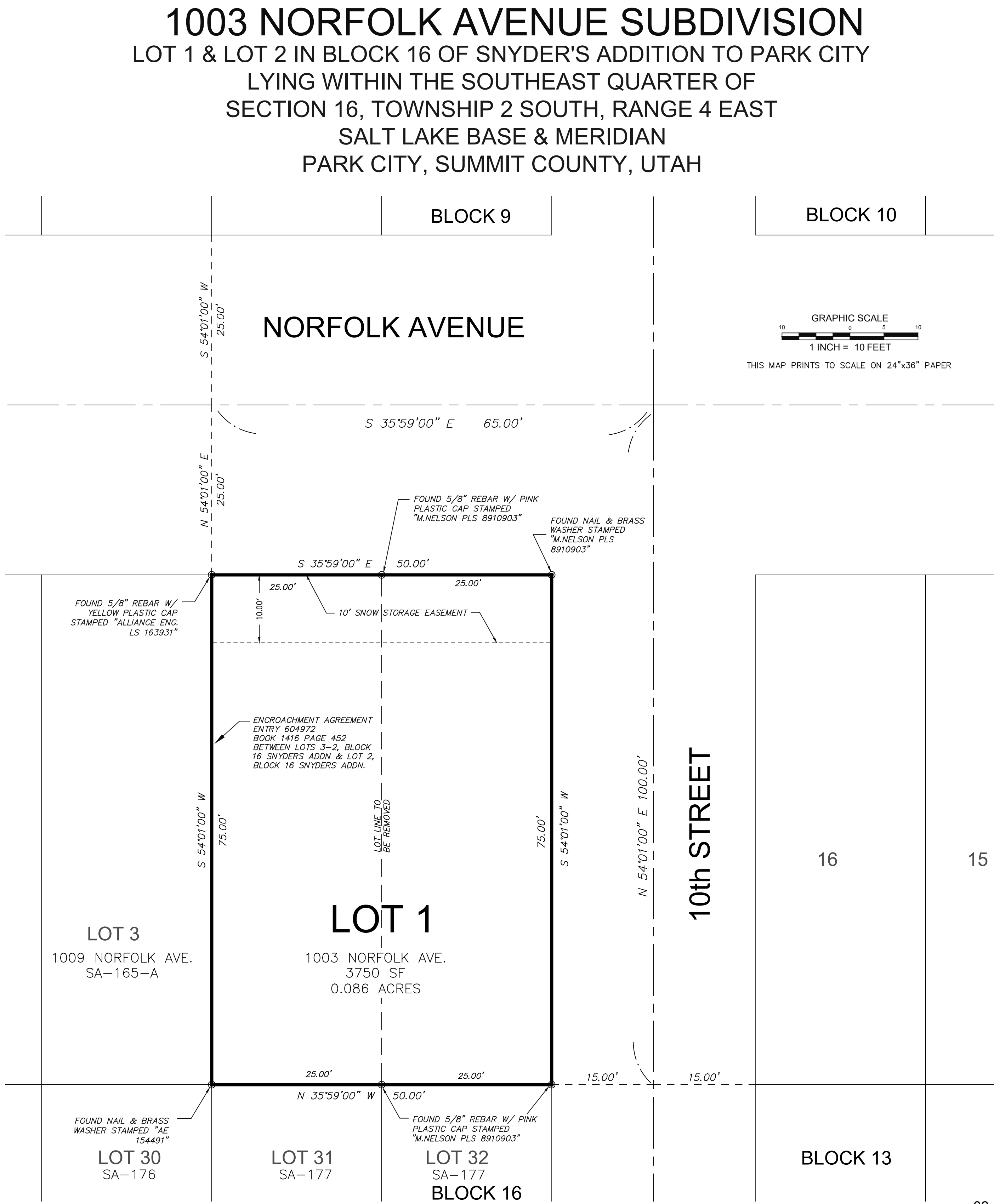
TITLE: _____
XXXXXX

ACKNOWLEDGEMENT

STATE OF _____
COUNTY OF _____

ON THIS _____ DAY OF _____, 2021, _____ PERSONALLY APPEARED BEFORE ME, WHOSE IDENTITY IS PERSONALLY KNOWN TO ME OR PROVEN ON THE BASIS OF SATISFACTORY EVIDENCE, AND WHO BY ME DULY SWORN/AFFIRMED, DID SAY THAT HE IS THE _____ OF 1003 NORFOLK LLC, A UTAH LIMITED LIABILITY COMPANY, AND THAT SAID DOCUMENT WAS SIGNED BY HIM ON BEHALF OF SAID LIMITED LIABILITY COMPANY BY AUTHORITY OF IT OPERATING AGREEMENT OR RESOLUTION OF ITS MEMBERS, AND HE ACKNOWLEDGED TO ME THAT HE EXECUTED THE "1003 NORFOLK SUBDIVISION" PLAT.

NOTARY PUBLIC MY COMMISSION EXPIRES _____



LEGEND

STREET MONUMENT

FOUND SURVEY MONUMENT
(AS DESCRIBED IN RECORD OF SURVEY S-9799)

SURVEYOR'S CERTIFICATE

I, MARTINA NELSON, CERTIFY THAT I AM A REGISTERED LAND SURVEYOR AND THAT I HOLD CERTIFICATE NO. 6449384, AS PRESCRIBED BY THE LAWS OF THE STATE OF UTAH, AND THIS PLAT WAS PREPARED UNDER MY DIRECTION IN ACCORDANCE WITH THE REQUIREMENTS OF PARK CITY MUNICIPAL CORPORATION. I FURTHER CERTIFY THAT THE PROPERTY BOUNDARIES AS SHOWN ARE CORRECT.

MARTINA NELSON
PLS 8910903

DATE

03-17-2021
SHEET 1 OF 1

Park City Surveying

P.O. Box 682993
Park City, UT 84068
(435)649-2918
(435)649-4637 fax

PUBLIC SAFETY ANSWERING POINT APPROVAL APPROVED THIS _____ DAY OF _____, 2021. BY: JEFF WARD, GIS DIRECTOR SUMMIT COUNTY GIS COORDINATOR	COUNCIL APPROVAL & ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS ____ DAY OF _____. MAYOR _____	PARK CITY PLANNING COMMISSION APPROVED AND ACCEPTED BY THE PARK CITY PLANNING COMMISSION ON THIS ____ DAY OF _____, 2021. CHAIRMAN _____	CERTIFICATE OF ATTEST I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS ____ DAY OF _____, 2021. PARK CITY RECORDER _____	SNYDERVILLE BASIN WATER RECLAMATION DISTRICT REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN WATER RECLAMATION DISTRICT STANDARDS ON THIS ____ DAY OF _____, 2021. S.B.W.R.D. _____	ENGINEER'S CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS ____ DAY OF _____, 2021. PARK CITY ENGINEER _____	APPROVAL AS TO FORM APPROVED AS TO FORM THIS ____ DAY OF _____, 2021. PARK CITY ATTORNEY _____	RECORDED ENTRY NUMBER: _____ BOOK _____ PAGE: _____ STATE OF UTAH, COUNTY OF _____ DATE: _____ TIME: _____ FEE PAID: _____ RECORDED AND FILED AT THE REQUEST OF: _____ COUNTY RECORDER: _____
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03/17/2021

Attention: Park City Planning Department

Plat Amendment removing the lot boundary line common to Lots 1 & 2 of Block 16, Snyders Addition to Park City Subdivision.

Plat Amendment Application

Address: 1003 Norfolk Avenue Park City, Utah

Summit County Parcel ID: SA-164

Introductory letter

This Plat Application requests removal of the lot boundary line common to Lot 1 & Lot 2 of Block 16 in Snyders Addition to Park City. Only this common lot boundary will change. This will create a new 1 lot of record.

- This Plat Amendment will not materially injure the subject lots, nor any of the adjacent lots in the neighborhood.
- The Plat Amendment will allow depiction of the easements along the lot lines as adjusted.
- No increase in density will result.

The applicant seeks approval through the City so this Lot Line removal can be codified and recorded as a Plat Amendment at the Summit County Recorder's office.

Respectfully,

A handwritten signature in blue ink that reads "Martina Nelson".

Martina Nelson, P.L.S 8910903 (Utah)

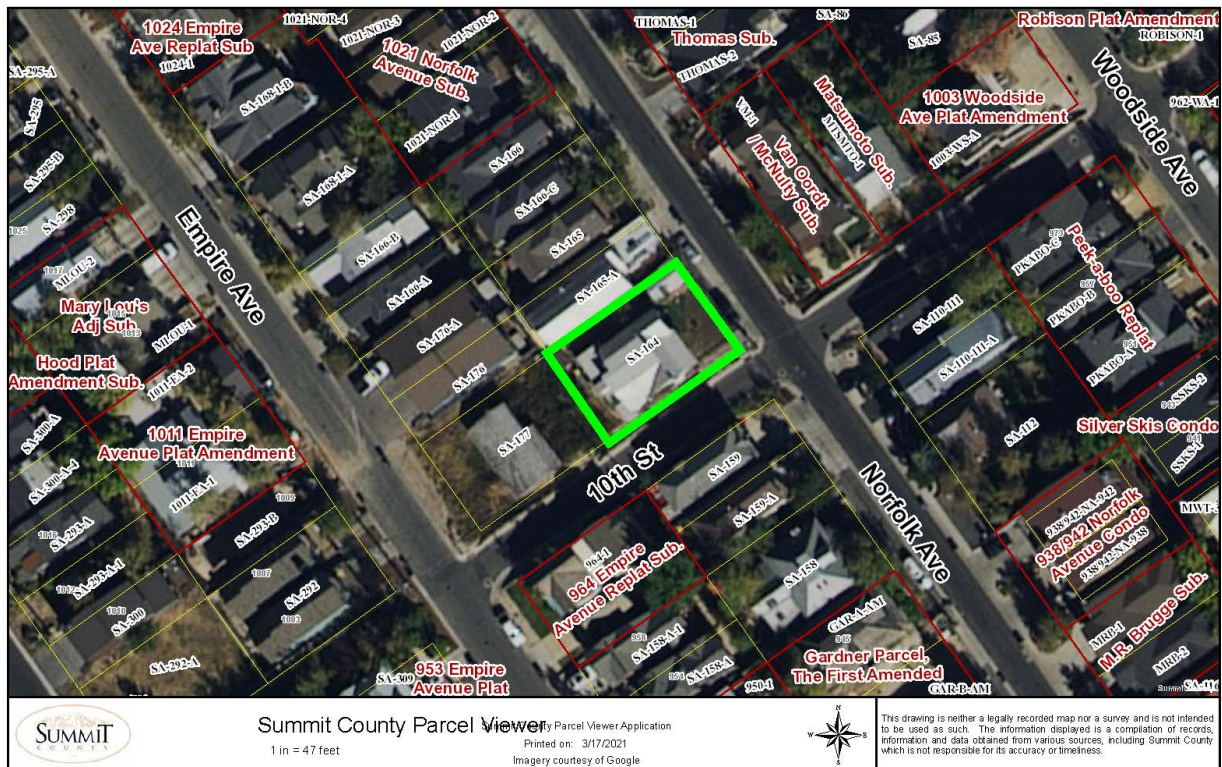
Park City Surveying (Owner)

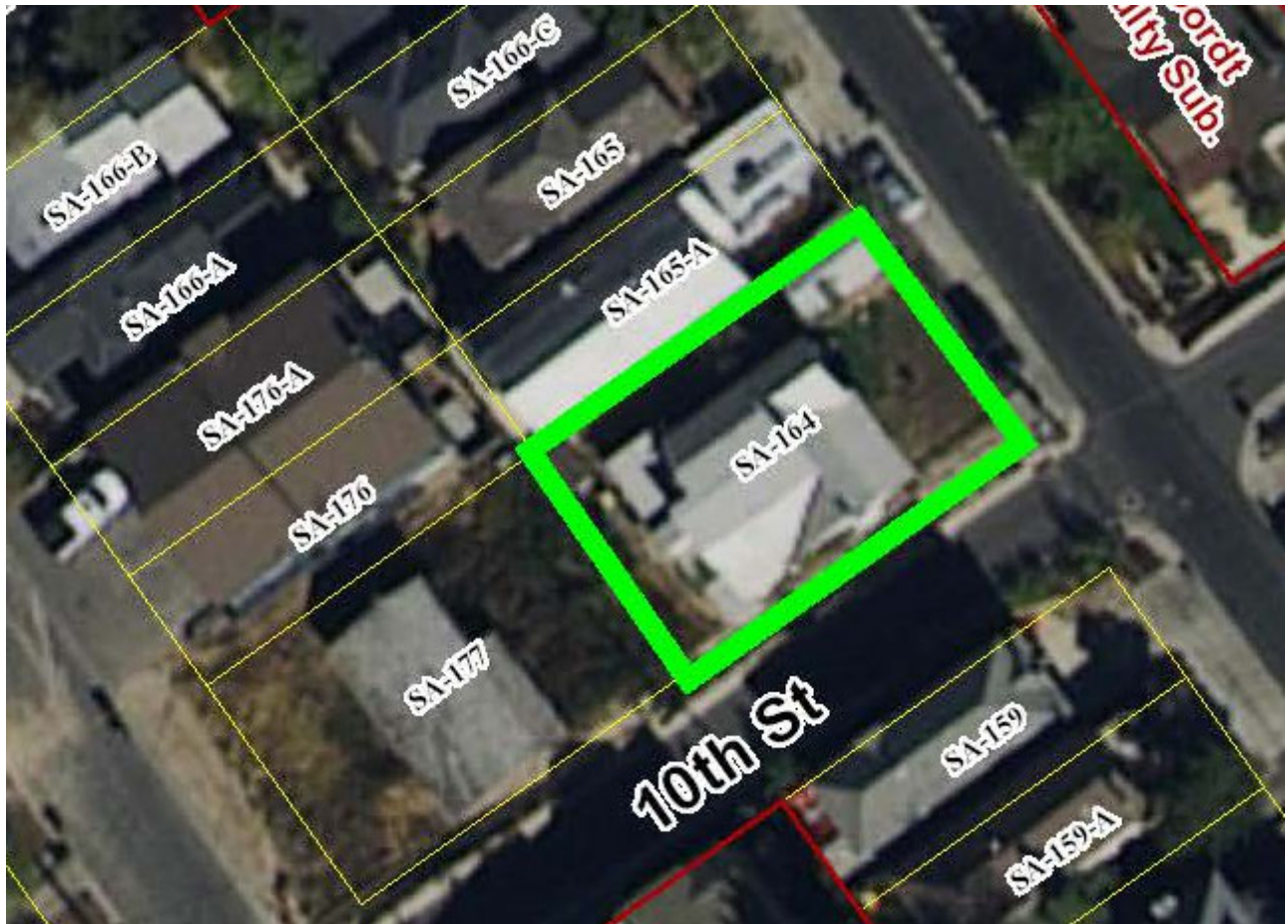
martina@pcsurveying.com

This parcel is at the Southwest corner of Norfolk Avenue at 11th Street in Old Town.
Google Earth 03-18-2021



Summit County Parcel Map





PHOTOS

Link to ALL Site photos & videos

<https://www.dropbox.com/sh/80mi1s92gpfe29t/AADMw6ICUrXrt62QQ5vzFuLla?dl=0>

Looking WEST

This is the front of the property.



Looking SOUTH, from in front of 1009 Norfolk (SA-165-A)

E:\Dropbox (Park City Surveying)\Park City Surveying Team Folder\ZDrive\O'S\OLDTOWN\Snyders Addition\1003 Norfolk Plat Amendment\APPLICATION LETTER - 1003 NORFOLK Plat Amendment.docx

It's difficult to get a good photo looking South due to the proximity of the houses.



Looking NORTH

This is near the rear yard of 1003 Norfolk, looking toward Norfolk Avenue.



Looking North. This is the rear yard of 1003 Norfolk.

The blue house to the left frame of the photo is 1008 Empire.



Looking EAST



Looking EAST



This is on the 1003 Norfolk property, looking WEST, toward the rear yard.

This is on the Right (north) side of the house.

The Blue house to the right is 1009 Norfolk Avenue (SA-165-A)

The other Blue house farther back with the 2nd floor small wood deck is 1008 Emprie Avneue (SA-176)



And the same vantage point, but looking toward Norfolk Avenue.
This is in the side yard, on the North side of the house, looking at the blue house at 1009 Norfolk (SA-165-A)



The house at 1004 Empire Avenue (SA-177), from a vantage point on 10th Street. The blue house in the background is 1008 Empire.

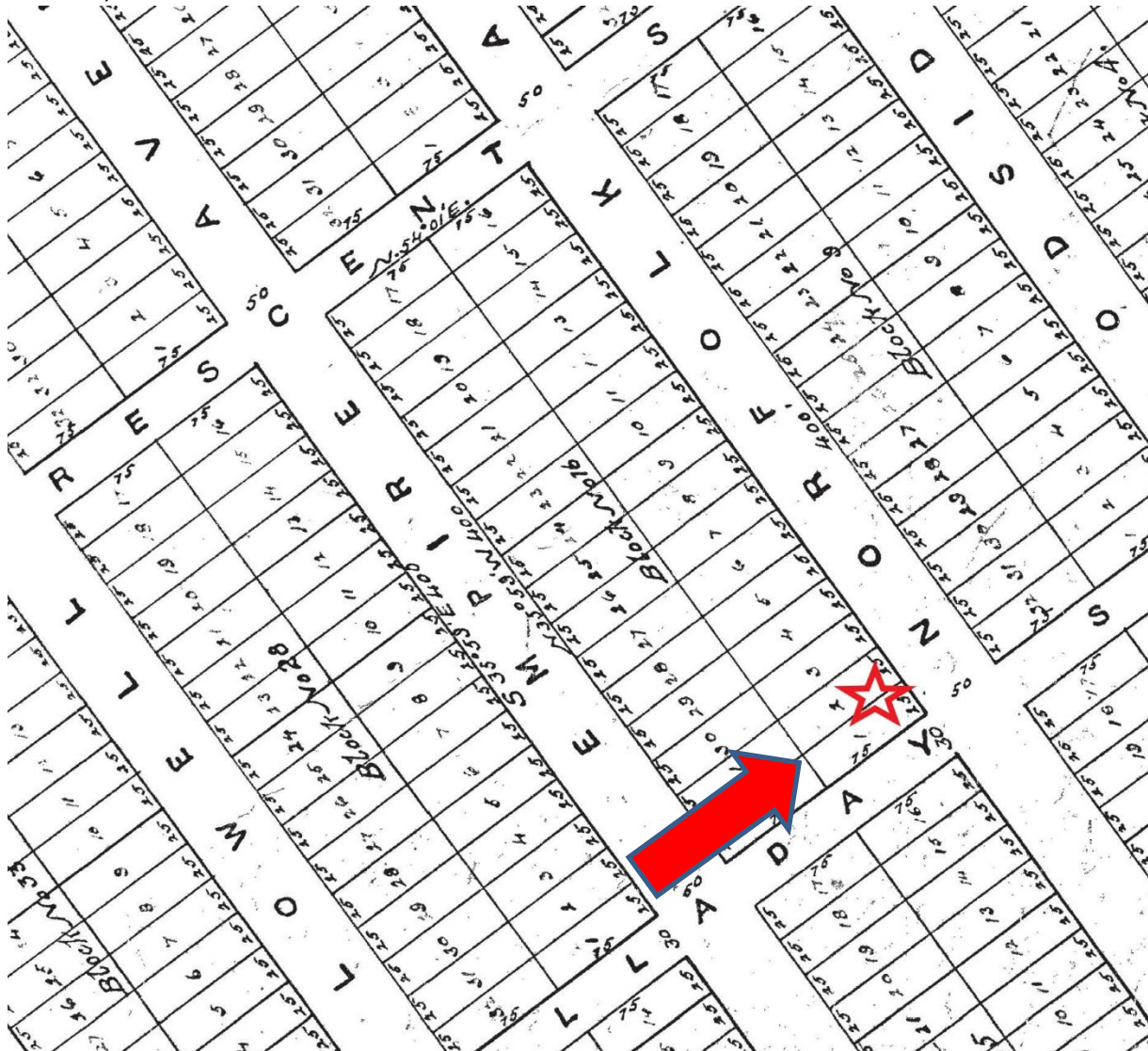


This photo shows how close the houses on 10th Street were built to the Right-of-Way. This is on the stairs adjacent to 1003 Norfolk, looking toward 1004 Empire Avenue.



Snyders Addition to Park City Plat

Block 16, Lots 1 & 2



Zoning: this is in the City's Historical Residential (HR1) zone.



FACTS

Snyders Addition to Park City Subdivision was recorded 02/15/1912. This is a very old, hand-drafted plat.

The two lots (1 & 2 of Block 16) are owned by the same person, 1003 Norfolk LLC, a Utah Limited Liability Corporation. The signature on the most recent deed is Gary Bush.

Lot 1 is address 1003 Norfolk Avenue, Park City, Utah
Parcel ID: SA-164

Lot 2 is address 1003 Norfolk Avenue, Park City, Utah
Parcel ID: SA-164

These two parcels lie within the Park City Residential Historical (HR1) zone.

Source:

<https://parkcity.maps.arcgis.com/home/webmap/viewer.html?webmap=aa328e9cfd9b4cbeb8e8a542ad9df9a03>

These parcels lie outside of the Park City Soil Ordinance Zone.

These parcels lie within FEMA Zone X, an area of minimal flood hazard. Panel 49043C0919C, effective date 03/16/2006.

Source:

https://msc.fema.gov/arcgis/rest/directories/arcgisjobs/nfhl_print/mscprintb_gpserver/jbbb09b1d6a194d73a4cb5e1f053af931/scratch/FIRMETTE_00606988-c8d3-4916-9aab-b9f9369c214b.pdf

The house was built in 1904, according to the City note re Summit County Recorder. (Source: Historic Site Form – Historic Sites Inventory.)

<https://www.parkcity.org/departments/planning/historic-site-inventory>

The current landowner purchased Lot 1 & Lot 2 of Block 16 of Snyders Addition per Deed Entry 959739, Book 2162 Page 900, recorded 12/21/2012 at 9:37 a.m..

In 2017, the landowner (Gary Bush) contracted with Park City Surveying for a Boundary Survey & Existing Conditions map to determine the exact location of the improvements on the subject parcels.

- The Record of Survey S-9049 was recorded 05/22/2017.
- An additional Record of Survey S-9799 was recorded 07/25/2019. No conditions or boundary changes occurred. This second survey was to show additional detail with more clarity on the survey map.

The landowner (Gary Bush) contracted with Park City Surveying to prepare a Plat Amendment to remove the boundary line common to Lot 1 & Lot 2, in order to create a new 1 lot of record subdivision.

This Plat Amendment will not create any new density.

The REASON for this plat amendment is to make physical improvements to the structures on the parcel.

There are 2 areas of encroachment into the City Right-of-Way. It is presumed the landowner will address these encroachments with the City.

GOOD CAUSE

The good cause arguments for this Plat Amendment Application are:

1. The Lot line modification will not materially injure the current parcel of any adjacent landowners.
2. This lot line amendment will preserve the Landmark Site home on the property.
3. This Plat Amendment will not increase density.

ENCLOSED SUPPORTING DOCUMENTS/EXHIBITS

1. Plat Amendment Map for 1003 Norfolk Avenue Subdivision.
2. Record of Survey & Existing Conditions Map for Lot 1 & Lot 2 of Block 16 in Snyders Addition
3. Historic Inventory Information via Park City Government Website.
4. Plat Amendment Map for Snyders Addition to Park City.
5. GIS map (Summit County Parcel Viewer).
6. Park City Zoning map (RD zone)
7. FEMA Flood panel 49043C01919C effective date 03/16/2006.
8. FEMA FIRMette, dated 03/19/2021.
9. Title Report 28780, effective date January 05, 2021 at 8:00 a.m. (Coalition Title).
10. Tax Account info for Lot 1 & 2 and the adjacent properties.
11. Deed of record.
12. Address mailing info (Excel, CSV & PDF)
13. Closure report for new Lot 1 parcel.

Planning Commission Agenda Item Report

Meeting Date: July 28, 2021

Submitted by: Alexandra Ananth

Submitting Department: Planning

Item Type: Staff Report

Agenda Section:

Subject:

2587 Fairway Village Drive - Plat Amendment - Request to Construct an Addition to the Living Space Between the Existing Dwelling and the Garage Designated as Private Ownership, and to Add Five Feet to the Existing Deck at the Rear of the Property Designated as Limited Common Ownership, Fairway Village No. 1 First Amended Amending Lot 28, Park City, Utah, in the Residential Development Zoning District. PL 21-04835.

(A) Public Hearing; (B) Possible Recommendation for City Council's Consideration on September 2, 2021

Suggested Action:

Attachments:

[Fairway Village Plat Amendment Staff Report](#)

[Exhibit A: Ordinance](#)

[Exhibit B: Project Intent and HOA Approval Letter](#)

[Exhibit C: Fairway Village No. 1 Current Recorded Plat](#)

[Exhibit D: Existing Conditions](#)

[Exhibit E: Fairway Village No. 1 First Amended Amending Lot 28 Proposed Plat](#)



Planning Commission Staff Report

PLANNING DEPARTMENT

Subject: Fairway Village No. 1 First Amending Unit 28
Project #: PL-21-04835
Author: Alexandra Ananth, Sr. Planner
Date: July 28, 2021
Type of Item: Administrative – Plat Amendment

Summary 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 2, 2021.

Description

Applicant: Dennis Cathey, represented by Marshal King, Alliance Engineering, Inc.
Location: 2587 Fairway Village Drive
Zoning: Residential Development (RD)
Adjacent Land Uses: Residential, Open Space (Golf)
Reasons for Review: Plat Amendments require Planning Commission review and recommendation and City Council review and action

Executive Summary

Fairway Village is a townhouse oriented Planned Unit Development (PUD) located adjacent to the Park Meadows Golf Course, recorded in 1979, containing 28 units.

The applicant is the owner of Unit 28 and is requesting to construct an addition to the living space between the existing dwelling and the garage which would be designated as private ownership, and to add five feet to the existing deck at the rear of the property designated as limited common ownership.

The Fairway Village Homeowners Association approved the proposed changes to the plat in a letter dated April 20, 2021 (Exhibit B).

Background

The property is located at 2587 Fairway Village Drive, in the Residential Development (RD) Zoning District. Fairway Village consists of two plats, Fairway Village No. 1 consisting of 28 townhouse units recorded in 1979; and Fairway Village No. 2 consisting of 12 Single-Family lots and 24 townhouse units recorded in 1988. The proposed Plat Amendment is for Unit 28, part of Fairway Village No. 1.

The purpose of the Residential Development RD District is to:

- A. allow a variety of Residential Uses that are Compatible with the City's Development objectives, design standards, and growth capabilities,

- B. encourage the clustering of residential units to preserve natural Open Space, minimize Site disturbance and impacts of Development, and minimize the cost of municipal services,
- C. allow commercial and recreational activities that are in harmony with residential neighborhoods,
- D. minimize impacts of the automobile on architectural design,
- E. promote pedestrian connections within Developments and between adjacent Areas; and
- F. provide opportunities for variation in architectural design and housing types.

Analysis

The existing PUD Unit 28 consists of a townhouse and garage. The townhouse is attached to the garage via an elevated enclosed walkway. The owner is proposing to construct an addition underneath the “bridged walkway” of his townhouse and to expand the back deck. The addition will add 435 square feet to the unit.

The expanded living area and deck meet all setback requirements and the HOA has approved the proposed change. The addition does not change the number of residential units or Density. The Unit will remain under 2,000 square feet and will not require additional parking



Figure 1 – 2587 Fairway Village Drive elevated walkway

- 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 – Project Intent and HOA Approval

Exhibit C – Fairway Village No 1. Plat

Exhibit D – Existing Conditions 2587 Fairway Village Drive

Exhibit E – Fairway Village No. 1 First Amended Proposed Plat Amending Unit 28

Draft Ordinance No. 2021-XX

AN ORDINANCE APPROVING THE FAIRWAY VILLAGE NO. 1 FIRST AMENDED AMENDING LOT 28, LOCATED AT 2587 FAIRWAY VILLAGE DRIVE, PARK CITY, UTAH.

WHEREAS, the owners of the property known as the Lot 28, Fairway Village No. 1, a Planned Unit Development, located at 2587 Fairway Village Drive, petitioned the City Council for approval of the Fairway Village No. 1 First Amended, Amending Lot 28; and

WHEREAS, on July 13, 2021, the property was properly posted, and legal notice was sent to all affected property owners; and

WHEREAS, on July 13, 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 July 28, 2021, held a public hearing and forwarded a positive recommendation to the City Council; and,

WHEREAS, the City Council on August 19, 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 Fairway Village No. 1 First Amended, Amending Lot 28 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. Fairway Village No. 1 First Amended, Amending Lot 28, 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 2587 Fairway Village Drive, a PUD in the Residential Development (RD) Zoning District.
2. The Fairway Village No. 1 Plat was approved by City Council on December 12, 1979, for 28 units, and recorded on December 17, 1979.
3. The proposed amendment is for an addition to the living space between the existing dwelling and the garage (below the existing bridged walkway), which would be designated as private ownership, and to add five feet to the existing deck at the rear of the property designated as limited common ownership. The addition will add approximately 435 square feet.
4. The Fairway Village Homeowners Association approved the proposed changes to the plat in a letter dated April 20, 2021

5. The addition does not change the number of residential units, Density, or require additional parking.
6. The addition and expanded deck meet all setback requirements.
7. Staff finds Good Cause for this Plat Amendment as the Amendment expands the private space of Unit 28 with living and deck area and meets all LMC Requirements.
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 space of Unit 28 with living and deck area.
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. A Plat Note shall indicate that all Conditions of Approval of the Fairway Village No. 1, a PUD, 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 2nd day of September, 2021.

PARK CITY MUNICIPAL CORPORATION

Andy Beerman, MAYOR

ATTEST:

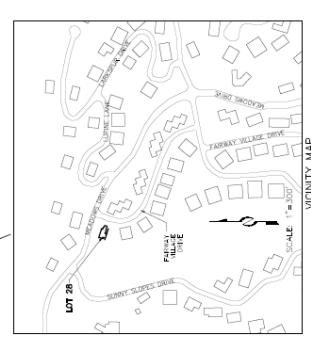
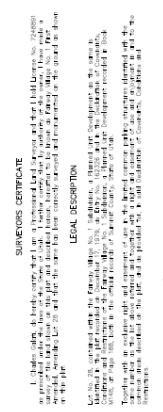
Michelle Kellogg, City Recorder

APPROVED AS TO FORM:

Mark Harrington, City Attorney

Exhibits

Exhibit A – Fairway Village No. 1 First Amended, Amending Lot 28



**FAIRWAY VILLAGE NO. 1 FIRST AMENDED
AMENDING LOT 28**

LOCATED IN THE NORTHEAST QUARTER OF SECTION 4
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH



SHEET 1 OF 1

SUNTEVILLE BASIN WATER REGULATION DISTRICT (REQUIRED FOR CONFORMANCE TO SUNTEVILLE BASIN WATER REGULATION DISTRICT STATUTE ON THE _____ DAY OF _____, 2021) BY _____		PLANNING COMMISSION APPROVED BY THE PLANNING COMMISSION THIS _____ DAY OF _____, 2021 BY _____		ENGINEER'S CERTIFICATE I, THE UNDERSIGNED, IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS _____ DAY OF _____, 2021 BY _____		APPROVAL AS TO FORM APPROVED AS TO FORM THE _____ DAY OF _____, 2021 BY _____		COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PLANNING COUNCIL THIS _____ DAY OF _____, 2021 BY _____		CERTIFICATE OF ATTEST I, _____, CLERK OF THE PLANNING COUNCIL, THIS _____ DAY OF _____, 2021 BY _____		PUBLIC SAFETY ANSWERING POINT APPROVAL OF THE _____ DAY OF _____, 2021 BY _____		(COUNTY BOARD NO. _____) FILE # _____	
RECORDED STATE OF OHIO COUNTY OF SUMMIT AND IN THE REGISTRY OF _____ FILE # _____															

FAIRWAY VILLAGE NO. 1, LOT 28
(2587 Fairway Village Drive)

May 17, 2021

PROJECT INTENT

Fairway Village No. 1, Unit 28, is a Planned Unit Development located adjacent to Park Meadows Golf Course and was recorded December 17, 1979, as Entry No. 162326.

Since this is a Planned Unit Development, Lot 28 is essentially the footprint of the building. The garage is detached from the living space and is accessed by an elevated enclosed walkway connected to the living space. The owner is proposing to construct an addition to the living space between the existing dwelling and the unexcavated area beneath the garage. The garage is designated as limited common ownership, but a portion of the area of the proposed addition (designated as private ownership) will be below the limited common ownership of the garage.

The owner is also proposing to add 5 feet to the existing deck at the rear of the property and will be designated as limited common ownership.

MILLER | HARRISON

— LAWYERS —

JULIE LADLE, ESQ.

UTAH BAR NO. 11223

OFFICE: 801.692.0799

JULIE@MILLERHARRISONLAW.COM

Admitted to practice in:
Utah, Maryland

April 20, 2021

Park City Planning Department
445 Marsac Avenue
Park City, UT 84060

RE: Fairway Village HOA
Proposed Plat Amendment for Lot 28

Dear Park City Planning Department,

This firm represents Fairway Village Homeowners Association (the "Association"). Fairway Village is a planned unit development in Park City.

Dennis Cathey owns a townhome in Fairway Village, shown as Lot 28 on the Fairway Village No. 1 Plat. The address of the townhome is 2587 Fairway Village Drive, Park City, Utah. Mr. Cathey has owned his townhome for over thirty (30) years. Mr. Cathey is making improvements to his townhome and is seeking a plat amendment to reflect those changes. Specifically, Mr. Cathey plans to enclose the space underneath the "bridge" of his unit and also expand the back deck.

The Association's Board of Directors approve of Mr. Cathey's changes and approve of the proposed plat amendment. Additionally, a vote of the owners in Fairway Village has been taken and over 75% of the owner voting interests of the Association approve of the proposed plat amendment. This approval percentage not only satisfies the 2/3 approval for a plat amendment as required by the City, but also satisfies the 2/3 approval required under the Association's CC&Rs. As such, all requirements for a plat amendment as they relate to the Association have been satisfied.

Should you have any questions or concerns, please contact me.

Thank you.

Very truly yours,

MILLER HARRISON LLC

A handwritten signature in cursive script, reading "Julie Ladle". The signature is written in dark ink and is positioned above the printed name and title.

Julie Ladle
Attorney at Law

SURVEYOR'S CERTIFICATE

I, James G. West, do hereby certify that I am a Registered Land Surveyor and that I hold certificate No. 3082 as presented 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 below and subdivided said tract of land into lots and streets, hereafter to be known as Fairway Village No. 1 and that same has been correctly surveyed and staked on the ground as shown on this plat.

Beginning at the Northwest corner of Park Meadows Subdivision No. 6A as recorded, said point also being N. 0° 01' 43" E. 1775.15 feet along a section line and East 152.25 feet from the East Quarter corner of Section 4, T.2S., R.4E., S.L.B. & M., said point being on a 367.00 foot radius curve to the right, the radius point of which bears S. 74° 35' 39" W. 367.00 feet; thence Southeasterly along the arc of said curve 40.02 feet; thence S. 78° 30' W. 313.99 feet; thence N. 11° 30' W. 30.00 feet; thence N. 40° 25' W. 80.62 feet; thence N. 69° 20' W. 418.16 feet; thence N. 22° 00' W. 355.00 feet; thence North 95.23 feet to a point on a 665.76 foot radius curve to the left, the radius point of which bears N. 8° 09' 25" E. 665.76 feet; thence Southeasterly along the arc of said curve 54.11 feet to a point of a 447.00 foot radius reverse curve to the right, the radius point of which bears S. 3° 30' W. 447.00 feet; thence Southeasterly along the arc of said curve 154.08 feet to a point of tangency; thence S. 66° 45' E. 162.00 feet to a point of a 367.00 foot radius curve to the right, the radius point of which bears S. 23° 15' W. 367.00 feet; thence Southeasterly along the arc of said curve 158.53 feet to a point of a 433.00 foot radius reverse curve to the left, the radius point of which bears N. 48° 00' E. 433.00 feet; thence Southeasterly along the arc of said curve 211.60 feet to a point of a 367.00 foot radius reverse curve to the right, the radius point of which bears S. 20° 00' W. 367.00 feet; thence Southeasterly along the arc of said curve 349.70 feet to a point of beginning.

Contains 6.55 acres.

Sep 20, 1979
Date

James G. West
James G. West

OWNER'S DEDICATION

Know all men by these presents that we the undersigned owners of the herein described tract of land having caused same to be subdivided into lots and streets to be hereafter known as Fairway Village No. 1 do hereby dedicate for perpetual use of the lot owners all common areas shown on this plat. Reserving unto the undersigned for the granting to adjacent properties a non-exclusive easement of ingress and egress and for vehicular and pedestrian traffic over those portions of property graded and surfaced as roadways in the manner set forth in the Declaration of Covenants, conditions and restrictions recorded here with we have hereunto set our hands this 17th Day of October A.D. 1979

Enoch R. Smith, Partner
Victor R. Ayers, Partner

ACKNOWLEDGMENT

STATE OF UTAH
COUNTY OF SUMMIT

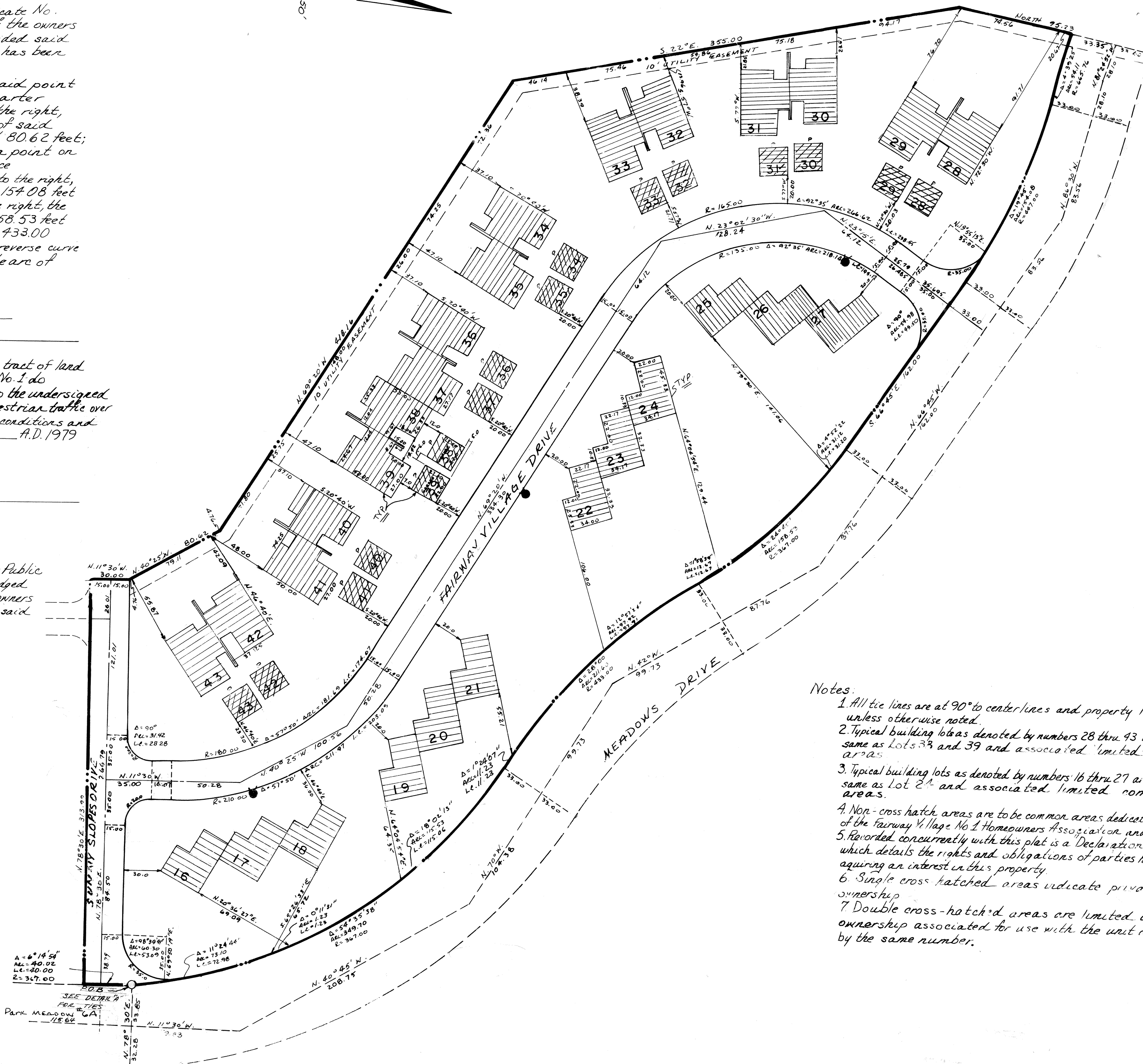
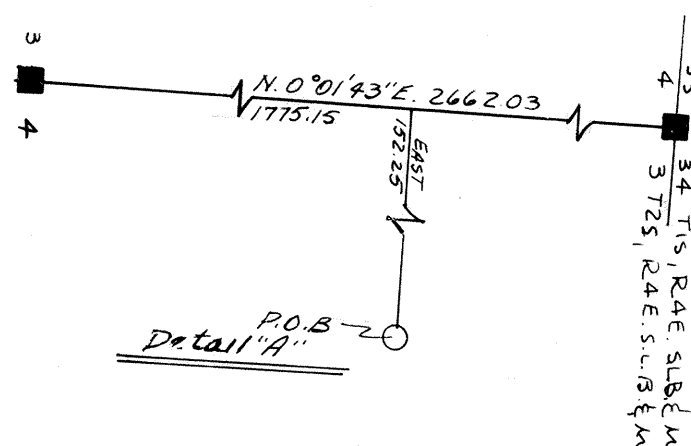
On this 17th day of October A.D. 1979 personally appeared before me, the undersigned Notary Public in and for said State and County, Enoch R. Smith and Victor R. Ayers who after being duly sworn, acknowledged to me that they are partners of Park Meadows Development Company, a Utah partnership, that they signed the owners dedication freely and voluntarily for and in behalf of said company for the purposes therein mentioned and said company executed the same.

My Commission Expires January 26, 1981
Residing in Salt Lake County, Utah

Carl Spencer
Notary Public

Legend:

● Fire Hydrants



Notes:

1. All tie lines are at 90° to center lines and property lines unless otherwise noted.
2. Typical building lots as denoted by numbers 28 thru 43 are measured same as lots 33 and 39 and associated limited common areas.
3. Typical building lots as denoted by numbers 16 thru 27 are measured same as lot 2 and associated limited common areas.
4. Non-cross hatch areas are to be common areas dedicated to the use of the Fairway Village No. 1 Homeowners Association and its members.
5. Recorded concurrently with this plat is a Declaration of Covenants which details the rights and obligations of parties having or acquiring an interest in this property.
6. Single cross-hatched areas indicate private ownership.
7. Double cross-hatched areas are limited common ownership associated for use with the unit designated by the same number.

Prepared By:

J.J. Johnson & Associates

Civil Engineering Planning Surveying
1700 Park Avenue P.O. Box 1661
Park City, Utah 84060

City Planning Commission

Approved & Accepted by the Park City Planning Commission this 10th Day of Oct A.D. 1979

Bernie Shatto
Chairman

FAIRWAY VILLAGE No. 1 **A PLANNED UNIT DEVELOPMENT**

Located in N.E. Quarter of Section 4, T.2S., R.4E., S.L.B. & M.

Certificate of Attest

Attest this 22th Day of Dec A.D. 1979

Amos W. Leatham
Park City Recorder

Council Approval & Acceptance

Approved & Accepted by the Park City Council this 12 Day of Dec A.D. 1979

John A. Brown
Mayor

No. 162226

Recorded

State of Utah, County of Summit, Recorded and Filed at the request of:

SUMMIT COUNTY TITLE

Date 12-17-79 Time 4:45

14.50
Fee

Wanda Y. Spriggs
Summit County Recorder

LOT 28
FAIRWAY VILLAGE NO.1
A PLANNED UNIT
DEVELOPMENT

LOCATED IN THE NORTHEAST QUARTER OF SECTION 4,
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

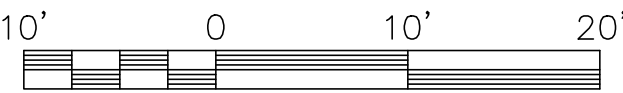
Lot No. 28, contained within The Fairway Village No. 1 Subdivision, a Planned Unit Development, as the same is identified on the plat recorded on December 17, 1979 as Entry No. 162326 and in the Declaration of Covenants, Conditions, and Restrictions of The Fairway Village No. 1 Subdivision, a Planned Unit Development recorded in Book M-148 at page 188, Both in the official records of Summit County, State of Utah. Together with an exclusive right and easement of use in the limited common parking structures identified with the same number as the lot above referred and together with a right and easement of use and enjoyment in and to the common areas described on the plat, and as provided for, in said Declaration of Covenants, Conditions, and Restrictions.

NARRATIVE/NOTES

1. Basis of Bearing for this survey is between the found property monuments as shown on this plat.
2. Field work for this survey was performed March 23, 2021, and is in compliance with generally accepted industry standards for accuracy.
3. The purpose of this survey was to perform a Boundary, Existing Conditions and Topography survey for the possibility of future improvements to the property.
4. A Title Report was not provided to the surveyor and only easements per subdivision plat 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.
5. County tax maps, recorded deeds, SUNNY SLOPES PARK MEADOWS NO. 6A SUBDIVISION ENTRY 159966, WEST RIDGE SUBDIVISION ENTRY NO.328311, FAIRWAY VILLAGE NO. 1 PUD ENTRY NO. 162326 and FAIRWAY VILLAGE NO. 2 FIRST AMENDED PUD ENTRY NO. 289936 (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.
6. Site Benchmark: Sanitary sewer manhole, Elevation=6745.5' as shown.
7. The architect is responsible for verifying building setbacks, zoning requirements and building heights.
8. Property corners were found as shown.
9. Snow coverage at the time of the survey was approximately 1-3 feet. As a result, monuments, improvements, and/or conditions may exist which are not shown on this survey.

LEGEND

- Found Monument
(As-Noted)
- Found Street Monument
(As-Noted)



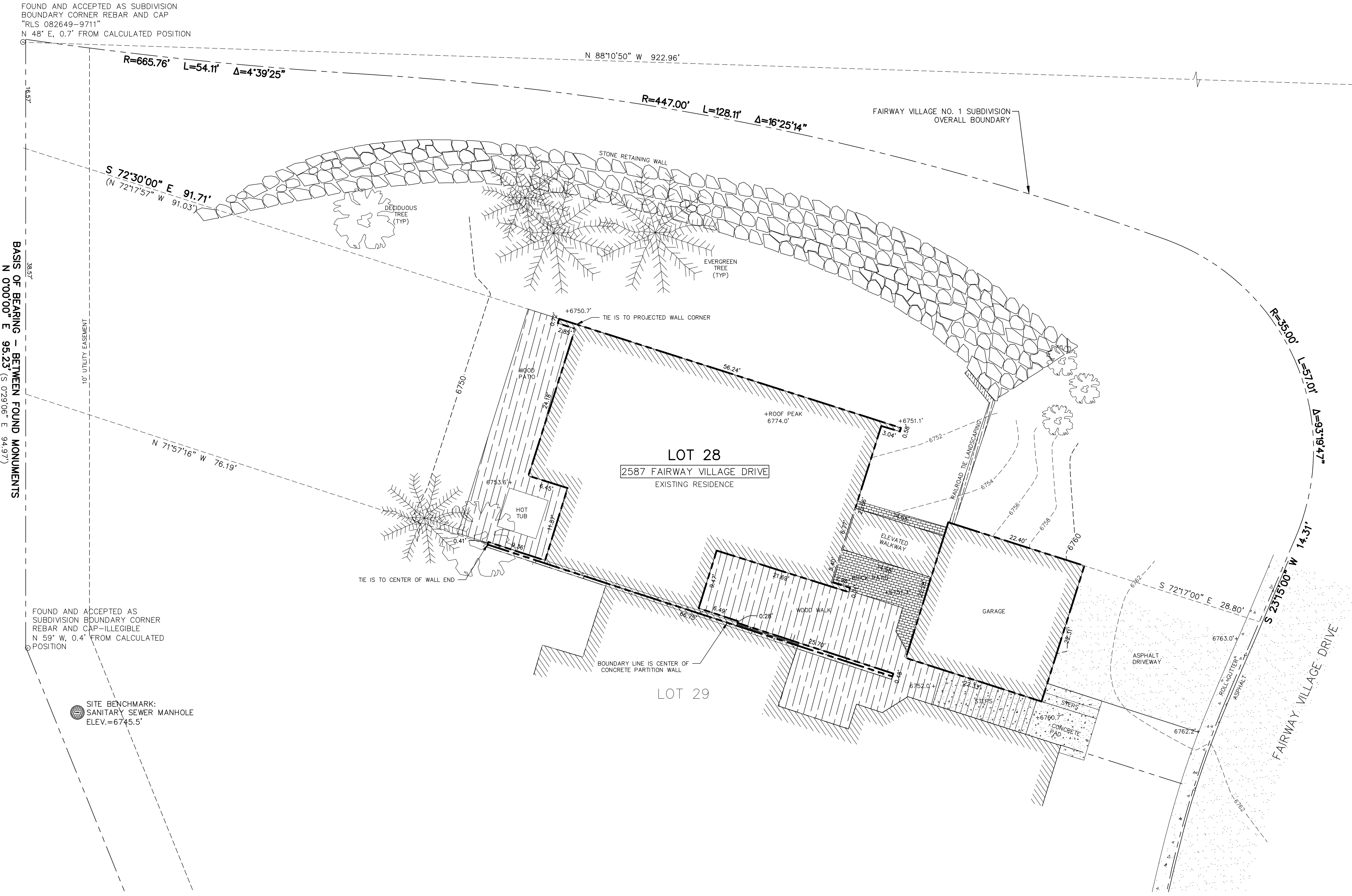
 (435) 649-9467 CONSULTING ENGINEERS LAND PLANNERS SURVEYORS 323 Main Street P.O. Box 2664 Park City, Utah 84060-2664	STAFF: CHARLES GALATI CHIP TOMSUDAN TOM LUND TIM WILSON MARSHALL KING	EXISTING CONDITIONS & TOPOGRAPHIC MAP 2587 FAIRWAY VILLAGE DRIVE	SHEET 1 OF 1
	DATE: 4/29/21	FOR: DENNIS CATHEY JOB NO.: 9-3-21	FILE: X:\ParkMeadows\dwg\sr\sr\2021\090321-Fairway Village Unit 28\090321-Unit 28.dwg

FOUND AND ACCEPTED AS SUBDIVISION
BOUNDARY CORNER REBAR AND CAP
RLS 082649-9711"
N 48° E, 0.7' FROM CALCULATED POSITION

FOUND AND ACCEPTED AS SUBDIVISION
BOUNDARY CORNER REBAR AND CAP
RLS 082649-9711"
N 48° E, 0.7' FROM CALCULATED POSITION

FOUND AND ACCEPTED AS
SUBDIVISION BOUNDARY CORNER
REBAR AND CAP-ILLEGIBLE
N 59° W, 0.4' FROM CALCULATED
POSITION

SITE BENCHMARK:
SANITARY SEWER MANHOLE
ELEV.=6745.5'



FOUND BRASS CAP IN STREET CAN
INTERSECTION OF MEADOWS DRIVE AND
SUNNY SLOPES DRIVE

N 01°14'0" E 548.58'

FOUND BRASS CAP IN STREET CAN
INTERSECTION OF LARKSPUR DRIVE AND
LUPINE WAY

Planning Commission Staff Report

Subject: Fox Tail Subdivision
Application: PL-21-04826
Authors: Rebecca Ward
Browne Sebright
Date: July 28, 2021
Type of Item: Administrative – Subdivision

Recommendation

Staff recommends the Planning Commission (1) review the requested Subdivision, (2) conduct a public hearing, and (3) consider forwarding a positive recommendation for City Council's consideration on September 2, 2021, subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Ordinance (Exhibit A).

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
Reasons for Review: Subdivisions require Planning Commission review and recommendation and City Council review and action

Acronyms

LMC Land Management Code
ROS Recreation Open Space
SLO Sensitive Land Overlay

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

Background

In 1995, the City Council adopted [Resolution No. 2-94](#), annexing 227.99 acres of Hidden Meadow. Parcel No. PCA-S-98-SEC-11 was included on the annexation plat (Exhibit B; Summit County Recorder Entry No. 425982). In 1995, the City Council approved the Hidden Meadow Subdivision Phase I and Parcel No. PCA-S-98-SEC-11 was not included in the Subdivision (Exhibit C; Summit County Recorder Entry No. 436642). The Hidden Meadow CC&Rs outlined a timeline to include Parcel No. PCA-S-98-SEC-11 in the Hidden Meadow Subdivision and Homeowner Association. However, the option expired (Exhibit D, Article XII).

The Applicant proposes the Fox Tail Subdivision to create an 8.84-acre Lot in the Estate Zoning District for a Single-Family Dwelling with a portion of the Ridgeline Area zoned Recreation Open Space, and to create a 23.89-acre Parcel, to be dedicated to Park City Municipal Corporation to retain as Recreation Open Space pursuant to a conservation easement (Condition of Approval 20).

Analysis

The Planning Commission holds a public hearing and makes a recommendation to City Council; the City Council reviews and takes action on a Subdivision Plat.^a

(I) The proposed Fox Tail Subdivision complies with the purposes of the Estate and Recreation Open Space Zoning Districts.

Of the existing Parcel's 32.73 acres, 10% is in the Estate Zoning District, encompassing 3.27 acres (142,441 square feet) and the remaining 90% in the Recreation Open Space (ROS) Zoning District, encompassing 29.45 acres (1,282,842 square feet).^b The Property is within the Sensitive Land Overlay.

The purpose of the Estate District is to:

- A. Allow very low density, environmentally sensitive residential Development which:
 - 1. Preserves ridge tops, meadows, and visible hillsides,
 - 2. Preserves large, cohesive, unbroken Areas of Open Space and undeveloped land,
 - 3. Preserves and incorporates wetlands, drainage ways, and intermittent streams as amenities of Development,
 - 4. Mitigates geologic and flood hazards,
 - 5. Protects views along the City's entry corridors, and
 - 6. Decreases fire risk by keeping Development out of sensitive wild land interface Areas.^c

The purpose of the ROS District is to:

- A. Establish and preserve districts for land uses requiring substantial Areas of open land covered with vegetation and substantially free from Structures, Streets and Parking Lots,
- B. Permit recreational Uses and preserve recreational Open Space land,
- C. Encourage parks, golf courses, trails and other Compatible public or private recreational Uses, and
- D. Preserve and enhance environmentally sensitive lands, such as wetlands, Steep Slopes, ridge lines, meadows, stream corridors, and forests.
- E. Encourage sustainability, conservation, and renewable energy.^d

The purpose of the Sensitive Land Overlay is to:

- A. Require dedicated Open Space in aesthetically and environmentally sensitive Areas;
- B. Encourage preservation of large expanses of Open Space and wildlife habitat;
- C. Cluster Development while allowing a reasonable use of Property;
- D. Prohibit Development on Ridge Line Areas, Steep Slopes, and wetlands; and
- E. Protect and preserve environmentally sensitive land.^e

^a LMC [§ 15-7.1-2](#).

^b The Applicant also applied for a rezone to reallocate the Estate and Recreation Open Space Zoning for the Lot (PL-21-04865).

^c LMC [§ 15-2.10-1](#)

^d LMC [§ 15-2.7-1](#)

^e LMC [§ 15-2.21-1](#)

The proposed Subdivision creates one Lot for development of a Single-Family Dwelling within the Sensitive Land Overlay, including a Ridge Line Area buffer to protect the Site from Ridge Line Area development, and one Parcel for Recreation Open Space to be dedicated to Park City subject to a conservation easement (Condition of Approval 20).

(II) The proposed Fox Tail Subdivision complies with the Lot and Site requirements for the Estate and Recreation Open Space Zoning Districts.

The Applicant is proposing a Subdivision of the Parcel to create one Lot and one Parcel. The Lot for Single-Family Dwelling development meets the Lot and Site Requirements of both the Estate and ROS Zoning Districts.

The portion of the Lot in the Estate Zoning District meets the minimum requirements for a Single-Family Dwelling:

<i>Zone Allowance:</i>	<i>Estate Requirements</i>	<i>Proposed</i>
<i>Min. Lot Size</i>	<i>130,680 sf.</i>	<i>Complies 385,070 sf.</i>
<i>Min. Lot Width</i>	<i>100 ft.</i>	<i>Complies</i>
<i>Min. Front/Rear Setback</i>	<i>30 ft.</i>	<i>New Construction Must Comply</i>
<i>Min. Side Setbacks</i>	<i>30 ft.</i>	<i>New Construction Must Comply</i>
<i>Building Height</i>	<i>28 ft.</i>	<i>New Construction Must Comply</i>
<i>Architectural Review</i>	<i>Required</i>	<i>New Construction Must Comply</i>

The Parcel designated to be protected under a conservation easement meets the requirements for the ROS Zoning District. Any Structures proposed for the ROS Parcel will require a 25-foot Setback from the boundary line of the Parcel for any Structures proposed.^f

(III) Staff recommends Conditions of Approval to comply with LMC § 15-7.3-2, General Subdivision Requirements.

The Planning Commission and City Council have the authority to regulate the

^f LMC [§ 15-2.7-3](#).

Subdivision of land and to attach reasonable conditions to the Subdivision.^g The Planning Commission also must take into consideration requirements of the Land Management Code, the General Plan, and Sensitive Lands Analysis, including the topography and natural features of the Property. Please see Exhibit E to view the existing conditions for the area.^h

Land Management Code [§ 15-7.3-2](#) requires the following for Subdivisions:

Requirement	Proposal
The Subdivision name must not duplicate the name of any other Subdivision in Summit County	Complies Staff confirmed with Summit County that Fox Tail Subdivision does not duplicate an existing Subdivision.
Limits of Disturbance	Condition of Approval 8 Staff determined that there is Significant Vegetation on the Site, defined as large trees of six-inch caliper or greater, groves of five or more smaller trees, or clumps of oak or maple covering an Area of fifty square feet. Limits of Disturbance must be shown on the Final Plat, subject to Planning Director approval, that protect Significant Vegetation. The Applicant shall submit a separate plan to address Limits of Disturbance and vegetation protection prior to submitting a building permit.
Ridges shall be protected from development that is visible on the skyline from designated Vantage Points in Park City	Condition of Approval 9 Ridge Line Areas, defined as the ridge top and land located within one hundred fifty feet on both sides of the top, crest or ridge, are protected from development. The Applicant shall include the Ridge Line Area and 150-foot buffer prohibiting development on the final plat.
The Unit shall be clustered in the most developable and least visually sensitive portion of the Site	Condition of Approval 9 The final plat will outline the Ridge Line Area and 150-foot buffer prohibiting development near the Ridge Line Area on the final plat.
Driveway and Utility Lines shall work with Existing Grade	Condition of Approval 10 The driveway and utility lines should be designed to work with Existing Grade and cut and fill Slopes should be minimized. The driveway shall be placed so that disturbance of Significant Vegetation is minimized.

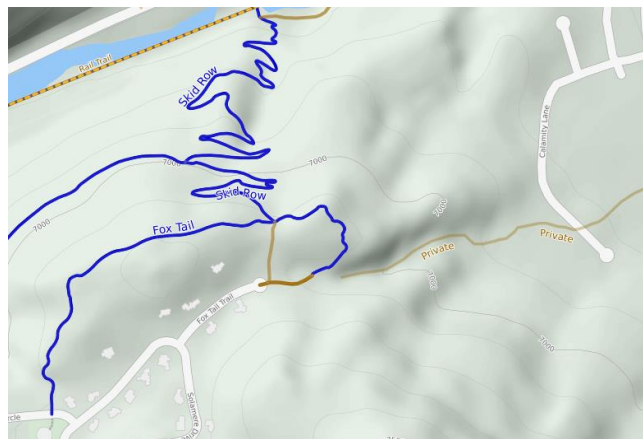
^g LMC [§ 15-7-6](#).

^h LMC [§ 15-7.1-6\(C\)](#).

Existing natural drainage shall be maintained	Condition of Approval 11
Soil conditions and ground water existence shall be considered	Condition of Approval 5 The property is not within the Soils Ordinance. However, if the property owner encounters mine waste or mine waste impacted soils, they must handle the material in accordance with State and Federal law.
Trails	Please see below
Limits of Disturbance and Vegetation Protection	Condition of Approval 8 The Applicant shall show Limits of Disturbance on the final plat based on input and direction provided by the Planning Commission pursuant to Section IV below and identified Significant Vegetation.
Fire Sprinkling	Condition of Approval 12 Interior and exterior fire sprinkler systems may be required by the Park City Fire District at the time of Building Permit review.

Exhibit B, ¶ 6 of [Resolution No. 2-94 Trails and Sidewalks](#), states that trails shall be concurrently reviewed and approved with plats and shall be dedicated to Park City. The Resolution additionally states that “Park City reserves the right to develop additional trails in any open space areas which are dedicated to Park City.”

The Applicant’s Existing Conditions submission identifies two public trails on Parcel PCA-S-98-SEC-11 (Exhibit E). The Fox Tail Trail mountain biking trail forms a loop within the Parcel with two connector points accessed from the Fox Tail Trail cul-de-sac, shown below on an excerpt from the [Park City Interactive Summer Trail Map](#). Additionally, what is identified as “Private” on the map below is within the Recreation Open Space area proposed to be dedicated to Park City and will be relocated as a public trail as part of the Trails Master Plan for the area.



The Applicant proposes relocating Fox Tail Cut and trailhead to the west and relocating the Woodchip Trail trailhead to the south, and relocating the trail from the Estate portion of the Parcel to the Recreation Open Space portion of the Parcel. The Park City Trails and Open Space Manager reviewed the Applicant's proposal and supports the relocation of the trails for the following reasons:

- Maintains public access to and from the public trail system and Solamere neighborhood;
- Provides for improved connections and development of a trail facility through the property, consistent with International Mountain Bike Association trail building guidelines;
- Provides for the continuation of and connection between the Lost Prospector Trail and Park City Heights Trails.

Condition of Approval 13 requires the Applicant to work with the City's Open Space and Trails Manager to relocate the Fox Tail Cut and Woodchip Trail within one year of plat approval.

Condition of Approval 14 requires the Applicant to dedicate two ten-foot-wide trail easements through the Estate portions of the Lot to provide public trail access to the north and south from Fox Tail Trail on the plat.

(IV) Staff recommends Conditions of Approval to comply with LMC Section 15-7.3-3, *General Lot Design Requirements*.

Land Management Code [§ 15-7.3-3](#) requires the following for Subdivisions:

Requirement	Proposal
The Lot shall be such that there will be no foreseeable difficulties for reasons of topography or other conditions and in providing reasonable driveway access	Complies The proposed Subdivision accommodates a relatively long driveway located in an area of the site that will minimize required grading and allows for construction of a Single-Family Dwelling outside of the Ridge Line Area
The Building envelope shall minimize disturbance of existing vegetation	Condition of Approval 8 The final plat shall include a Limits of Disturbance, subject to staff review, that preserves Significant Vegetation. Condition of Approval 7 All Significant Vegetation that is removed shall be replaced in kind.
Square Footage	Please see the analysis below for the recommended Maximum Floor Area.

In general, lot lines shall be radial to curving street lines	Complies The property is at the Fox Tail Trail cul-de-sac and conforms to the cul-de-sac
Lot drainage shall be laid out to provide positive drainage away from the Single-Family Dwelling in accordance with the International Building Code	Condition of Approval 15
Limits of Disturbance and Vegetation Protection	Condition of Approval 16 A plan for vegetation protection during construction and revegetation after construction and a designated driveway location shall be shown on the final plat, subject to Planning Director, Chief Building Official, and City Engineer review and approval.
Revegetation, Seed, and Sod	Condition of Approval 17 All disturbed areas on the Lot shall be covered with topsoil and revegetated.
Debris and Waste	Condition of Approval 18 No cut trees, timber, debris, earth, rocks, stones, soil, junk, rubbish, or other waste materials of any kind shall be buried in any land or left or deposited on the Lot at the time of a Certificate of Occupancy.

LMC [§ 15-7.3-3\(C\)](#) states that the Planning Commission may recommend maximum dwelling or unit square footage for Subdivisions. While the requested Subdivision is not subject to a Maximum Floor Area under the requirements of the Estate Zoning District, the approved Plat for the adjacent Hidden Meadow Subdivision includes Maximum Floor Area and Maximum Site Disturbance for each lot in the Subdivision (Exhibit C).

As mentioned above, in 1995, the City Council approved the Hidden Meadow Subdivision and Parcel No. PCA-S-98-SEC-11 was not included in the Subdivision (Exhibit C), but the Hidden Meadow CC&Rs outlined a timeline to include Parcel No. PCA-S-98-SEC-11 in the Hidden Meadow Subdivision and Homeowner Association. However, the option expired.

The proposed Fox Tail Subdivision was originally slated to be Lot 26 in the Hidden Meadow Subdivision, but with only 4.3 acres. It seems there was an oversight when the Hidden Meadow Subdivision was recorded: the Plat table for the Hidden Meadow Subdivision includes Lot 26 (Parcel PCA-S-98-SEC-11), but the recorded Plat did not create a Lot 26. The Hidden Meadow Subdivision Plat erroneously establishes a 16,000-square-foot Maximum Site Disturbance (8.56% of the Lot) and a 10,000-square-foot Maximum Floor Area (5.35% of the Lot) for Lot 26 (Parcel PCA-S-98-SEC-11).

The table below outlines the Lots within the Hidden Meadows Subdivision that exceed 100,000 square feet and compares the Maximum Site Disturbance and Maximum Floor Area percentages:

Lot and Size	Maximum Site Disturbance	% Based on Lot Size	Maximum Floor Area	% Based on Lot Size
5 – 157,921 SF	14,000 SF	8.87%	10,000 SF	6.33%
10 – 281,972 SF	16,000 SF	5.67%	10,000 SF	3.55%
11 – 122,989 SF	16,000 SF	13.01%	10,000 SF	8.13%
20 – 130,330 SF	14,000 SF	10.74%	10,000 SF	7.67%
21 – 129,150 SF	14,000 SF	10.92%	10,000 SF	7.8%
23 – 118,896 SF	14,000 SF	11.15%	10,000 SF	5.35%
26 – 186,994 SF	16,000 SF	8.56%	10,000 SF	5.35%

The Fox Tail Subdivision is proposed to contain 385,094 square feet total with 207,105 square feet in the Estate Zoning District and the remainder in the Recreation Open Space pending City Council approval of the rezone application. The Fox Tail Subdivision exceeds the other Lots in the Hidden Meadow Subdivision by over 100,000 square feet. However, to align with the existing Maximum Site Disturbance and Maximum Floor Area established for the Hidden Meadow Subdivision, staff recommends Condition of Approval 8 to establish the Maximum Site Disturbance of 16,000 square feet and Condition of Approval 19 to establish a Maximum Floor Area of 10,000 square feet.

(V) There is Good Cause for the Fox Tail Subdivision.

The Planning Commission shall make a finding as to Good Cause prior to making a positive recommendation to City Council.ⁱ Land Management Code [§ 15-15-1](#) defines *Good Cause* as “[p]roviding positive benefits and mitigating negative impacts, determined on a case by case basis to include things as: providing public amenities and benefits, resolving existing issues and non-conformities, addressing issues related to density, promoting excellent and sustainable design, utilizing best planning and design practices, preserving the character of the neighborhood and of Park City and furthering the health, safety, and welfare of the Park City community.”

Staff finds Good Cause for this Subdivision as it protects the Ridge Line Area, encourages orderly and beneficial Development, and complies with Estate and ROS Zoning District Lot and Site Requirements, and the requirements of the Sensitive Land Overlay.

Also, no Public Street, Right-of-Way, or easement is vacated or amended.

Department Review

The Development Review Committee reviewed this application on May 25, 2021. No issues were raised.

Notice

On July 14, 2021, staff posted the property, mailed notice to property owners within 300 feet, and posted notice to the Utah Public Notice website. The *Park Record* published

ⁱ LMC [§ 15-7.1-6\(C\)](#)

notice on July 14, 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 Fox Tail Subdivision, as conditioned or amended, or
- Planning Commission may forward a negative recommendation to City Council for the Fox Tail Subdivision, 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 and Fox Tail Subdivision

Exhibit B: Hidden Meadow Annexation Plat

Exhibit C: Hidden Meadow Subdivision

Exhibit D: Hidden Meadow CC&Rs

Exhibit E: Existing Conditions

Exhibit F: Applicant's Statement

Ordinance No. 2020-XX

AN ORDINANCE APPROVING THE FOX TAIL SUBDIVISION, LOCATED AT 3805 FOX TAIL TRAIL, PARK CITY, UTAH

WHEREAS, the owners of the property located at 3805 Fox Tail Trail petitioned the City Council for approval of the Fox Tail Trail Subdivision to create an 8.84-acre Lot for a Single-Family Dwelling, and a 23.89-acre Parcel to be dedicated to Park City subject to a conservation easement; and

WHEREAS, on July 14, 2021, the *Park Record* published notice for the Planning Commission and City Council public hearings; and

WHEREAS, on July 14, 2021, staff mailed courtesy notice to property owners within 300 feet, posted notice to the Utah Public Notice Website and City Website, and posted notice to the property for the Planning Commission and City Council public hearings; and

WHEREAS, on July 28, 2021, the Planning Commission reviewed the proposed Fox Tail Subdivision and held a public hearing; and

WHEREAS, on July 28, 2021, the Planning Commission forwarded a positive recommendation for City Council's consideration on September 2, 2021; and

WHEREAS, on September 2, 2021, the City Council reviewed the Fox Tail Subdivision and held a public hearing; and

WHEREAS, the Fox Tail Subdivision is consistent with the Park City Land Management Code, including Chapters 15-2.7, 15-2.10, and 15-2.21, and Sections 15-7.3-2 and 15-7.3-3.

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

SECTION 1. APPROVAL. The Fox Tail Subdivision is approved subject to the following Findings of Facts, Conclusions of Law, and Conditions of Approval:

Findings of Fact

1. In 1995, the City Council adopted Resolution No. 2-94, annexing 227.99 acres of Hidden Meadow.
2. Parcel No. PCA-S-98-SEC-11 was included on the annexation plat.
3. In 1995, the City Council approved the Hidden Meadow Subdivision. Parcel No. PCA-S-98-SEC-11 was not included in the Subdivision.
4. The Hidden Meadow CC&Rs outlined a timeline to include Parcel No. PCA-S-98-SEC-11 in the Hidden Meadow Subdivision and Homeowner Association. However, the option expired.

5. The Applicant proposes the Fox Tail Subdivision to create an 8.84-acre Lot in the Estate Zoning District for a Single-Family Dwelling with a portion of the Ridgeline Area zoned Recreation Open Space, and to create a 23.98-acre Parcel, to be dedicated to Park City Municipal Corporation to retain as Recreation Open Space pursuant to a conservation easement.
6. The proposed Subdivision complies with the purposes of the Estate and Recreation Open Space Zoning Districts, and Sensitive Land Overlay.
7. The proposed Subdivision complies with the Lot and Site requirements for the Estate and Recreation Open Space Zoning Districts.
8. The minimum lot size for the Estate Zoning Districts is 130,680 square feet. The proposed Lot contains 385,070 square feet.
9. The proposed Subdivision complies with Land Management Code Section 15-7.3-2, as outlined in the staff report, and conditioned below.
10. The proposed Subdivision complies with Land Management Code Section 15-7.3-3, as outlined in the staff report, and conditioned below.

Conclusions of Law

1. There is Good Cause for this Subdivision because it protects the Ridge Line Area, encourages orderly and beneficial Development, and complies with the Sensitive Land Overlay.
2. The Subdivision complies with Land Management Code Chapters 15-2.7, 15-2.10, and 15-2.21, as well as Sections 15-7.3-2 and 15-7.3-3.
3. Neither the public nor any person will be materially injured by the proposed Subdivision.
4. Approval of the Subdivision, subject to the conditions stated below, does not adversely affect the health, safety, and welfare of the citizens of Park City.

Conditions of Approval

1. The City Planner, City Attorney, and City Engineer will review and approve the final form and content of the plat for compliance with State law, the Land Management Code, and the conditions of approval, prior to recordation of the plat.
2. The applicant shall record the plat at the County within one year from the date of City Council approval. If recordation has not occurred within one year, this approval will be void, unless the applicant submits a request for an extension in writing prior to the expiration date and an extension is granted by the City Council.
3. The plat shall note that fire sprinklers are required for all new construction, to be approved by the Chief Building Official.
4. A non-exclusive ten-foot public snow storage easement on Fox Tail Trail shall be dedicated on the plat.
5. The property is not located within the Soils Ordinance and therefore it is not regulated by the City for mine-related impacts. However, if the property owner encounters mine waste or mine waste impacted soils, they must handle the material in accordance with State and Federal law.
6. 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.

7. All Significant Vegetation that is removed shall be replaced in kind.
8. Limits of Disturbance not to exceed 16,000 square feet that protects Significant Vegetation shall be approved by the Planning Director and shown on the final plat.
9. A Ridge Line Area and 150-foot buffer prohibiting development shall be included on the final plat.
10. The driveway and utility lines should be designed to work with Existing Grade and cut and fill Slopes should be minimized. The driveway shall be placed so that disturbance of Significant Vegetation is minimized.
11. Existing natural drainage shall be maintained.
12. Interior and exterior fire sprinkler systems may be required by the Park City Fire District at the time of Building Permit review.
13. The Applicant shall relocate the Fox Tail Cut trail to the west of its current location and relocate the Woodchip Trail from the Estate portion of the Parcel to the Recreation Open Space portion of the Parcel. The City's Open Space and Trails Manager shall review and approve the location and subsequent construction of the trails per Park City standards, which shall be completed within one year of plat approval.
14. The Applicant shall dedicate two ten-foot-wide trail easements to provide public trail access to the north and south from Fox Tail Trail on the plat. The easements shall be labeled public on the plat.
15. Lot drainage shall be laid out to provide positive drainage away from the Single-Family Dwelling in accordance with the International Building Code.
16. The Applicant shall submit a vegetation protection plan prior to applying for a building permit outlining vegetation protection during construction and revegetation after construction and a designated driveway location shall be shown on the final plat subject to Planning Director, Chief Building Official, and City Engineer review and approval.
17. All disturbed areas on the Lot shall be covered with topsoil and revegetated.
18. No cut trees, timber, debris, earth, rocks, stones, soil, junk, rubbish, or other waste materials of any kind shall be buried in any land or left or deposited on the Lot at the time of a Certificate of Occupancy.
19. The plat notes shall state that the Maximum Floor Area for Fox Tail Subdivision Lot 1 is 10,000 square feet.
20. The Applicant shall dedicate 23.98 acres to Park City Municipal Corporation, subject to a conservation easement to be recorded on the same day as the final plat.

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

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

PARK CITY MUNICIPAL CORPORATION

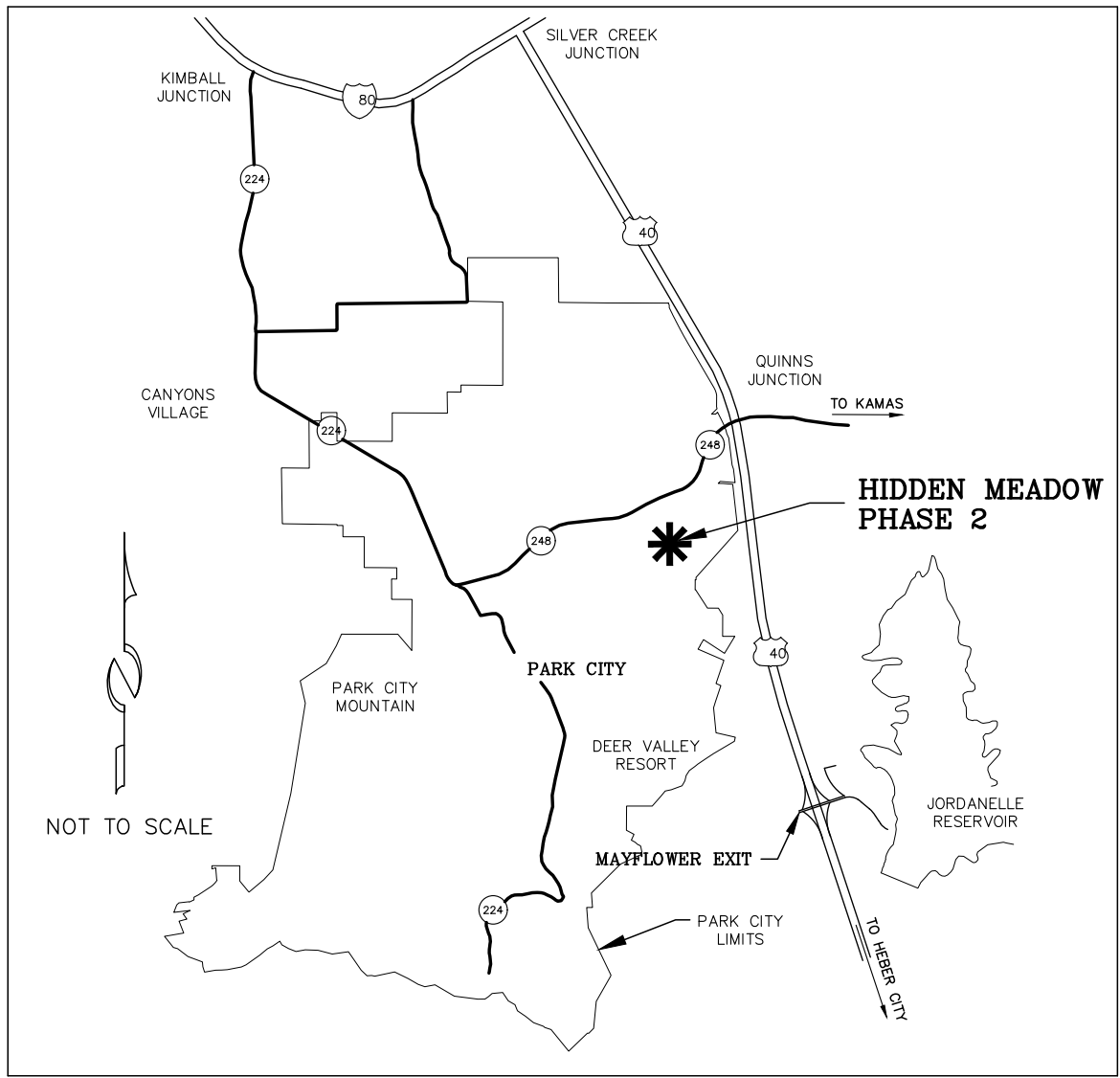
Andy Beerman, MAYOR

ATTEST:

City Recorder

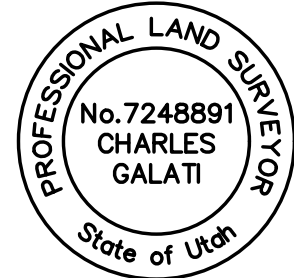
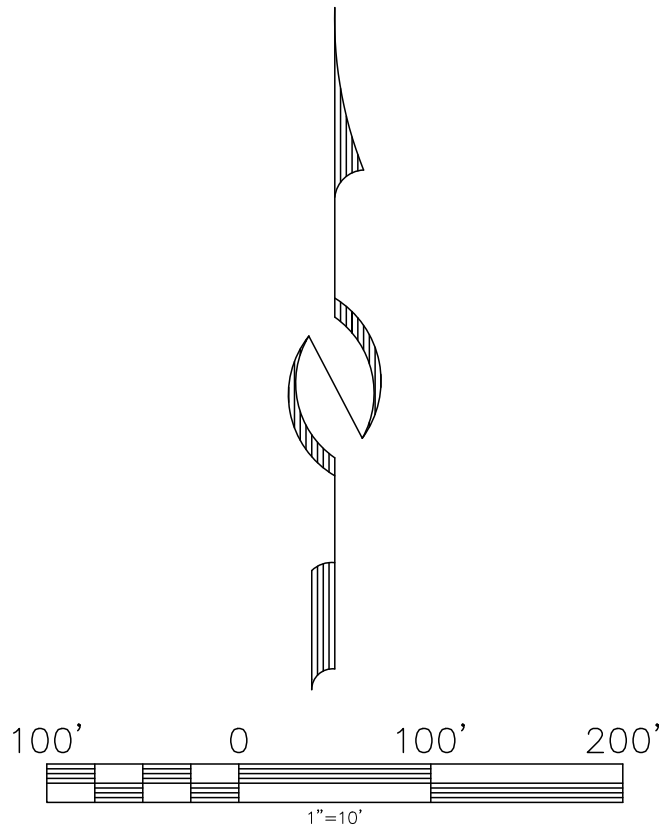
APPROVED AS TO FORM:

Mark Harrington, City Attorney



VICINITY MAP

HIDDEN MEADOW SUBDIVISION PHASE 1
RECORDED: SEPTEMBER 1, 1995
ENTRY NO.: 436642



SURVEYORS CERTIFICATE

I, Charles Galati, do hereby certify that I am a Professional Land Surveyor and that I hold License No. 7248891 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 land shown on this plat and described hereon, and have combined said land into one (1) lot, hereafter to be known as HIDDEN MEADOW SUBDIVISION PHASE 2 and that the same has been correctly surveyed and monumented on the ground as shown on this plat.

LEGAL DESCRIPTION

The surface estate of those portions of the Woodrow No. 6, Clegg No. 2 and Clegg No. 3 patented Mining claims situated in the Northeast Quarter of Section 10 and the Northwest Quarter of Section 11, Township 2 South, Range 4 East, SLB&M, Summit County, Utah which real property is more particularly described as follows:

Beginning at the Northwest corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11 South 88°47'03" East 1240.30 feet; thence along the Easterly end line of the Clegg No. 2 Mining claim (Mineral Survey 6792) South 39°40'23" East 215.18 feet; thence along the Easterly end line of the Clegg No. 3 Mining claim South 38°46'13" East 606.70 feet; thence along the Southerly side line of the Clegg No. 3 Mining claim South 75°52'07" West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 Mining claim South 63°17'52" West 358.92 feet; thence North 0°57'03" East 142.10 feet to a point of a 675.00 foot radius curve to the left, whose radius point bears South 01°58'05" East; thence along the arc of said curve 47.10 feet thru a central angle of 03°59'53" to a point on a 15.00 foot radius curve to the right, whose radius point bears North 05°57'58" West; thence along the arc of said curve 13.05 feet thru a central angle of 49°51'38" to a point on a 50.00 foot radius curve to the left, whose radius point bears South 43°53'40" West; thence along the arc of said curve 42.48 feet thru a central angle of 48°40'36"; thence North 07°11'05" West 317.18 feet; thence North 89°32'18" East 124.80 feet; thence North 70°48'39" East 20.35 feet, thence North 0°57'03" East 714.42 feet to the point of beginning.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL BY THESE PRESENTS that the undersigned is the owner of the above described tract of land, and hereby causes the same to be unified into one lot of record, together with easements as set forth to be hereafter known as HIDDEN MEADOW SUBDIVISION PHASE 2 and does hereby dedicate for the perpetual use of the public the areas shown on this plat as intended for public use. The undersigned owner also hereby conveys to any and all public utility companies a perpetual, non-exclusive easement over any public utility easements shown on this plat, the same to be used for the installation, maintenance and operation of utility lines and facilities. The undersigned owner also hereby conveys any other easements as shown on this plat to the parties indicated and for the purposes shown hereon.

In witness whereof, the undersigned set his hand this _____ day of _____, 2021.

REDUS Park City, LLC, a Delaware limited liability company

By: REDUS Properties, Inc.
a Delaware corporation, its Manager

By: _____
David Ash, Sr. Vice President

ACKNOWLEDGMENT

STATE OF _____)

: ss.

COUNTY OF _____)

On this _____ day of _____, 2021, David Ash personally appeared before me, whose identity is personally known to me or proven on the basis of satisfactory evidence, and who by me duly sworn/affirmed, did say that he is the Sr. Vice President of REDUS Properties, Inc., a Delaware corporation, and that said document was signed by him on behalf of said corporation by authority of its Operating Agreement or Resolution of its Members, and he acknowledged to me that he executed HIDDEN MEADOW SUBDIVISION PHASE 2.

By: _____
Notary Public

Printed Name _____

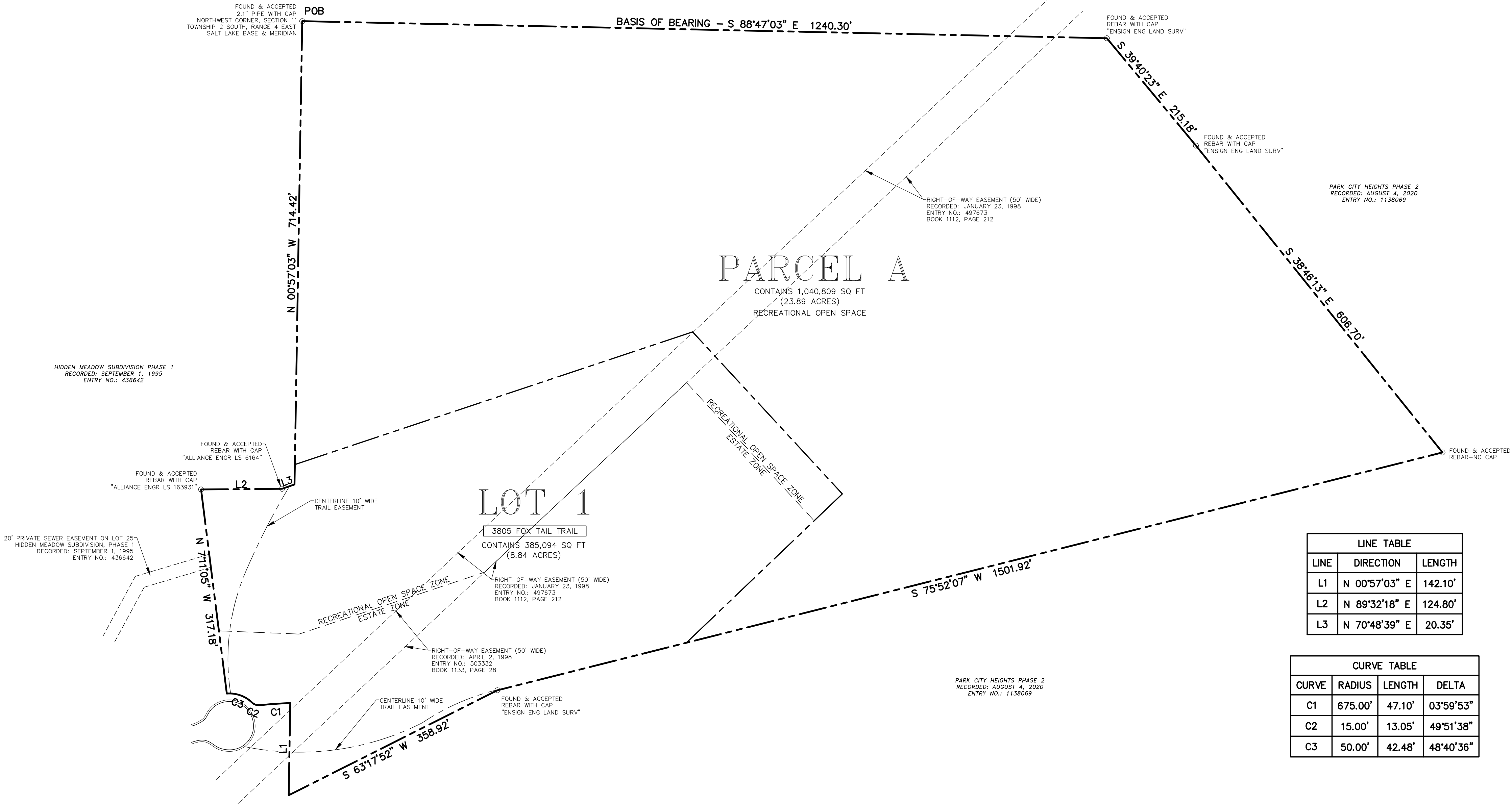
Residing in: _____

My commission expires: _____

Commission No. _____

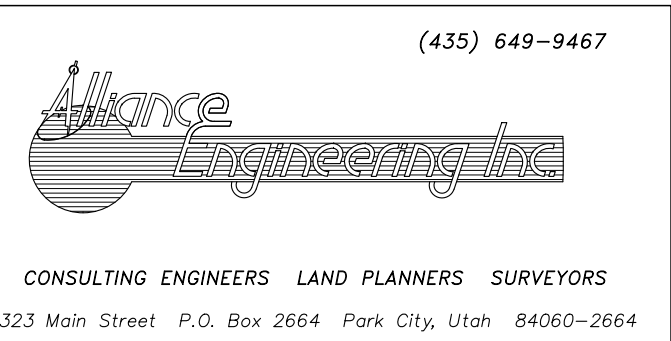
NOTES

- This plat amendment is subject to the Conditions of Approval in Ordinance 2021-_____.
- An easement in favor of Mountain States Telephone and Telegraph Co., recorded December 15, 1932, as Entry No. 49018 affects this property. No description is given.
- A privately owned and operated wastewater ejector pump is required for wastewater service.



LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 00°57'03" E	142.10'
L2	N 89°32'18" E	124.80'
L3	N 70°48'39" E	20.35'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	675.00'	47.10'	03°59'53"
C2	15.00'	13.05'	49°51'38"
C3	50.00'	42.48'	48°40'36"



FOX TAIL SUBDIVISION

LOCATED IN THE NORTHEAST QUARTER OF SECTION 10 & THE NORTHWEST QUARTER OF SECTION 11,
TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN
PARK CITY, SUMMIT COUNTY, UTAH

SHEET 1 OF 1

6/9/21 JOB NO.: 19-11-20 FILE: X:\TheOaks\dwg\sr\plat2020\191120.dwg

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

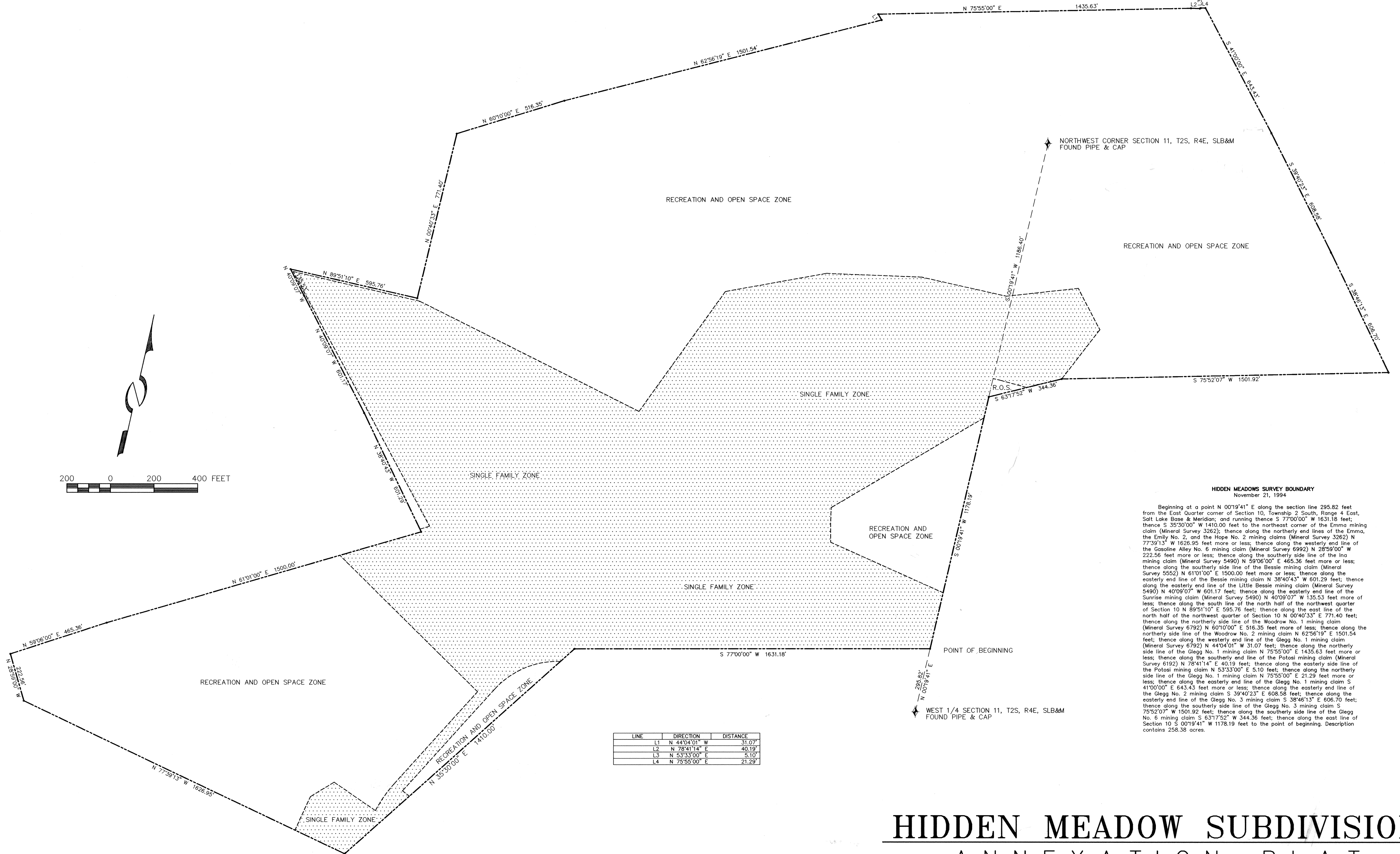
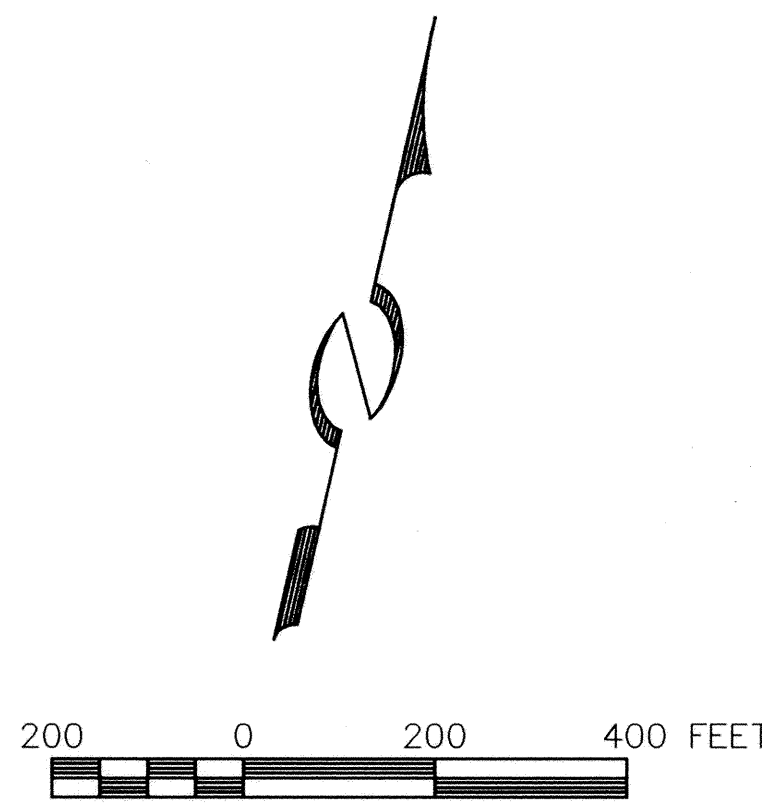
APPROVAL AS TO FORM
APPROVED AS TO FORM THIS _____ DAY OF _____, 2021
BY _____ PARK CITY ATTORNEY

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. _____



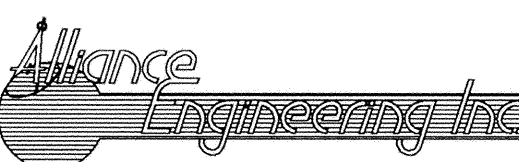
LINE	DIRECTION	DISTANCE
L1	N 44°04'01" W	31.07'
L2	N 78°41'14" E	40.19'
L3	N 53°33'00" E	5.10'
L4	N 75°55'00" E	21.29'

HIDDEN MEADOWS SURVEY BOUNDARY
November 21, 1994

Beginning at a point N 00°19'41" E along the section line 295.82 feet from the East Quarter corner of Section 10, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence S 77°00'00" W 1631.18 feet; thence S 35°30'00" W 1410.00 feet to the northeast corner of the Emma mining claim (Mineral Survey 3262); thence along the northerly end lines of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) N 77°39'13" W 1626.95 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) N 28°59'00" W 222.56 feet more or less; thence along the southerly side line of the Ina mining claim (Mineral Survey 5490) N 59°06'00" E 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) N 61°01'00" E 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim N 38°40'43" W 601.29 feet; thence along the easterly end line of the Little Bessie mining claim (Mineral Survey 5490) N 40°09'07" W 601.17 feet; thence along the easterly end line of the Sunrise mining claim (Mineral Survey 5490) N 40°09'07" W 135.53 feet more or less; thence along the south line of the north half of the northwest quarter of Section 10 N 89°51'10" E 595.76 feet; thence along the east line of the north half of the northwest quarter of Section 10 N 00°40'33" E 771.40 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) N 60°10'00" E 516.35 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim N 62°56'19" E 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) N 44°04'01" W 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim N 75°55'00" E 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) N 78°41'14" E 40.19 feet; thence along the easterly side line of the Potosi mining claim N 53°33'00" E 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim N 75°55'00" E 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim S 41°00'00" E 643.43 feet more or less; thence along the easterly end line of the Glegg No. 2 mining claim S 39°40'23" E 608.58 feet; thence along the easterly end line of the Glegg No. 3 mining claim S 38°46'13" E 606.70 feet; thence along the southerly side line of the Glegg No. 3 mining claim S 75°52'07" W 1501.92 feet; thence along the southerly side line of the Glegg No. 5 mining claim S 63°17'52" W 344.36 feet; thence along the east line of Section 10 S 00°19'41" W 1178.19 feet to the point of beginning. Description contains 258.38 acres.

HIDDEN MEADOW SUBDIVISION

ANNEXATION PLAT

 ALLIANCE ENGINEERING INC. P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Alison Chiles</u> CHAIRMAN	ENGINEERS CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Eric W. DeHaan PE</u> PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Mark D. Hye</u> PARK CITY ATTORNEY	CERTIFICATE OF ATTEST I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS <u>3RD</u> DAY OF <u>FEBRUARY</u> , 199 <u>4</u> A.D. BY <u>Antia L. Sheldon</u> PARK CITY RECORDER	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS <u>3RD</u> DAY OF <u>FEBRUARY</u> , 199 <u>4</u> A.D. BY <u>David J. Quinn</u> MAYOR	# 425892 RECORDED STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF <u>Park City Municipal Corp.</u> DATE <u>03-01-95</u> TIME <u>08:21 AM</u> BOOK <u> </u> PAGE <u> </u> N/C FEE <u> </u> RECORDER <u> </u>
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PLOT DATE: 2-24-95 JOB NO. 25-8-91 Y:\CE\DHMANEX

SURVEYOR'S CERTIFICATE

I, John Demkowicz, do hereby certify that I am a registered Land Surveyor and that I hold Certificate No. 163931 as prescribed under the laws of the State of Utah. I have made a survey of the tract of land shown and described herein and subdivided said tract of land into lots, public easements, ROS parcels and public right-of-ways to be hereafter known as HIDDEN MEADOW SUBDIVISION PHASE 1 and that the same has been correctly surveyed on the ground as shown on this plat.

John Demkowicz
JOHN DEMKOWICZ L.S. NO. 163931

8-24-95
DATE

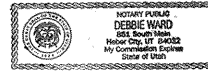


OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the herein described tract of land, having caused the same to be subdivided into lots, ROS parcels and public right-of-ways, together with easements as set forth on this Record of Survey Plat to be known hereafter as HIDDEN MEADOW SUBDIVISION, does hereby dedicate for the perpetual use of the public, all parcels of land as intended for public use and further consents to the recordation of this Record of Survey Plat in accordance with Utah Law. ALSO, the owner hereby dedicates to Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use and eventual replacement. The owner, or his representative, 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 subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

IN WITNESS WHEREOF, the undersigned set his hand this 24th day of August, 1995.

BLUE LEDGE CORPORATION
A Delaware Corporation
[Signature]
Hank Rothwell
Its President



STATE OF UTAH)
COUNTY OF SUMMIT)

On the 24 day of August, 1995, Hank Rothwell, appeared before me and acknowledged that he is the President of Blue Ledge Corporation, A Delaware Corporation, and that he executed the same on behalf of the Corporation with proper authority.

[Signature]
Notary Public

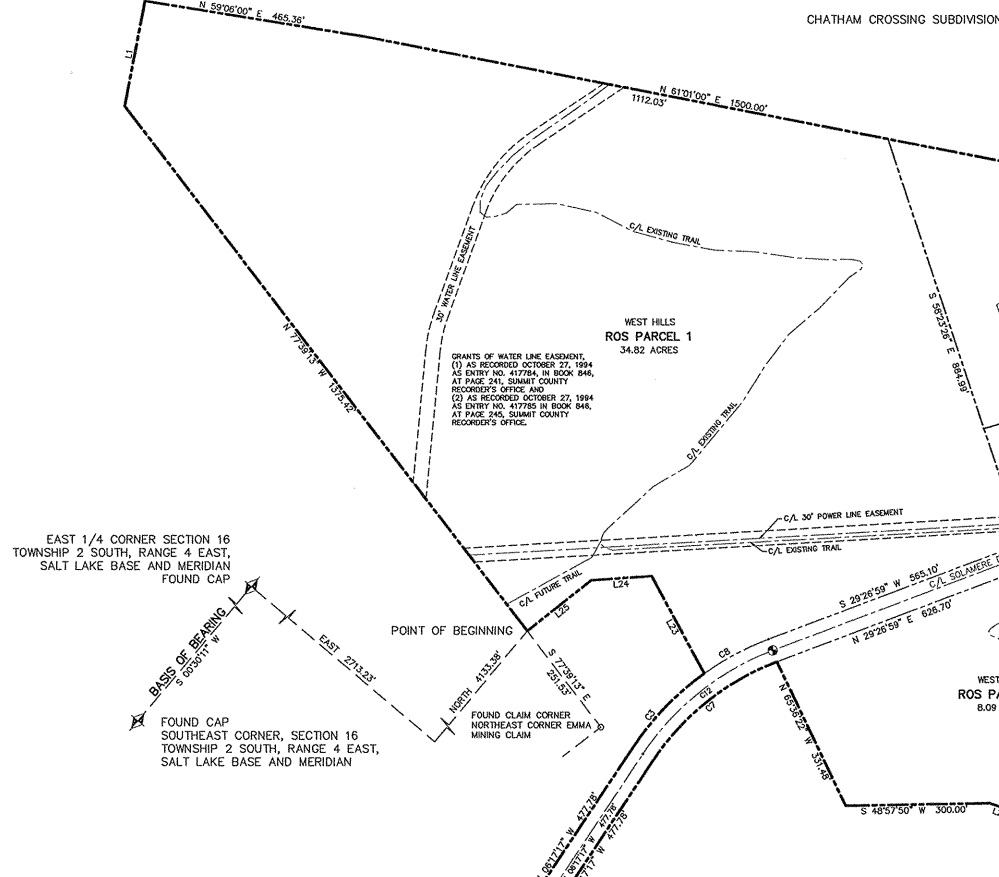
Residing at: *[Signature]*
Commission Expires: May 30, 1999

ACKNOWLEDGEMENT

TABLE B

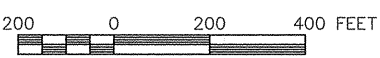
LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,383 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,383 S.F.	7,250 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	89,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	46,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,772 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,032 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,468 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,033 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

Beginning at a point on the northerly end line of the Emma mining claim North 77° 39' 13" West 251.53 feet from the Northeast corner of the Emma mining claim, said point is located North 4133.38 feet and East 2713.23 feet from the East Quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) North 77° 39' 13" West 1375.42 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) North 28° 58' 00" West 222.56 feet more or less; thence along the southerly side line of the Emma mining claim (Mineral Survey 5490) North 59° 06' 00" East 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) North 61° 01' 00" East 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim North 38° 40' 43" West 14.26 feet; thence along the Chatham Crossing Subdivision boundary (Recorded Instrument Number 179465 in the Office of the Summit County Recorder) the following four courses: 1) North 61° 10' 55" East (Plat North 61° 05' 56" East) 48.56 feet; thence 2) North 41° 14' 05" West (Plat North 41° 19' 02" West) 1317.38 feet; thence 3) South 89° 55' 03" East (Plat East) 595.29 feet; thence 4) North 0° 04' 57" East (Plat North) 785.35 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) North 60° 10' 00" East 509.54 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim North 52° 55' 19" East 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) North 44° 04' 01" West 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) North 78° 41' 14" East 40.19 feet; thence along easterly side line of the Potosi mining claim North 53° 33' 00" East 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim South 41° 00' 00" East 158.14 feet more or less; thence along the west line of the east half of the southwest quarter of the southwest quarter of section 2 South 00° 29' 39" West 656.87 feet more or less; thence along the North line of Section 11 North 88° 47' 03" West 664.97 feet more or less to the Northwest corner of Section 11; thence South 0° 57' 03" West 714.42 feet; thence South 70° 48' 36" West 20.35 feet; thence South 89° 32' 18" West 124.80 feet; thence South 07° 11' 05" East 317.18 feet to a point on a 50.00 foot radius curve to the right, whose radius point bears South 04° 46' 56" East, thence along the arc of said curve 42.48 feet thru a central angle of 48° 40' 36" to a point on a 15.00 foot radius curve to the left, whose radius point bears North 43° 53' 40" East; thence along the arc of said curve 13.05 feet thru a central angle of 49° 51' 38" to a point on a 675.00 foot radius curve to the right, whose radius point bears South 05° 57' 58" East; thence along the arc of said curve 47.10 feet thru a central angle of 03° 59' 53"; thence South 0° 57' 03" West 1415.52 feet to a point on a 50.00 foot radius curve to the left, whose radius point bears North 89° 02' 57" West; thence along the arc of said curve 73.52 feet thru a central angle of 84° 14' 57"; thence North 10° 48' 33" West 34.02 feet; thence South 80° 37' 22" West 628.64 feet; thence North 16° 28' 35" West 238.32 feet; thence North 13° 36' 27" West 50.00 feet; thence South 76° 23' 33" West 64.47 feet to a point on a 290.15 foot radius curve to the left, whose radius point bears South 13° 36' 27" East; thence along the arc of said curve 48.67 feet thru a central angle 09° 36' 38"; thence North 31° 57' 40" West 225.19 feet; thence South 46° 41' 39" West 377.59 feet; thence South 07° 56' 32" East 319.08 feet; thence South 10° 24' 24" West 233.92 feet; thence South 41° 50' 49" West 137.01 feet; thence South 67° 45' 45" West 221.74 feet; thence South 14° 25' 20" East 246.82 feet; thence South 38° 35' 36" East 164.61 feet to the northeast corner of Phase 1, Parcel 1 of Royal Oaks Subdivision Phase 1 (Recorded Instrument No. 352414 in the office of the Summit County Recorder); thence along the north line of said Parcel 1 South 79° 34' 34" West (Plat South 79° 36' 44" West) 160.00 feet; thence along the north line of said Parcel 1 South 69° 24' 48" West (Plat South 69° 26' 58" West) 65.28 feet; thence along the Oaks at Deer Valley (Recorded Instrument No. 311418 in the office of the Summit County Recorder) boundary line South 68° 57' 50" West (Plat South 69° 00' 00" West) 59.25 feet; thence along the Oaks at Deer Valley boundary line South 48° 57' 50" West (Plat South 49° 00' 00" West) 500.00 feet; thence North 65° 36' 22" West 331.48 feet to a point on a 536.60 foot radius curve to the left, whose radius point bears South 69° 33' 01" East; thence along the arc of said curve 335.95 feet thru a central angle of 35° 44' 16"; thence South 06° 17' 17" East 477.78 feet to a point on a 125.00 foot radius curve to the left, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 18.63 feet thru a central angle of 08° 32' 16"; thence along the Oaks at Deer Valley boundary line South 81° 46' 37" West (Plat South 81° 46' 47" West) 50.24 feet to a point on a 175.00 foot radius curve to the right, whose radius point bears North 77° 03' 57" East; thence along the arc of said curve 20.30 feet thru a central angle of 06° 38' 46"; thence North 06° 17' 17" West 477.78 feet to a point on a 588.60 foot radius curve to the right, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 214.78 feet thru a central angle of 20° 54' 26"; thence North 68° 29' 02" West 229.73 feet; thence South 48° 04' 16" West 126.36 feet; thence South 11° 47' 28" West 170.03 feet to the point of beginning. Description contains 222.03 acres more or less. The Basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.



NOTES

- The boundary description is derived from the survey performed and recorded as entry #S-1913 in the office of the Summit County Recorder.
- ROS Parcels 1, 2, 4, and 5 are described on Page 1. ROS Parcel 3 is described on Page 2.
- Lot descriptions and easements are described on Pages 2 and 3.



HIDDEN MEADOW SUBDIVISION PHASE 1

A SUBDIVISION LOCATED IN SECTIONS 2, 3, 10, AND 11; TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

LINE TABLE (APPLIES TO PAGE 1)

LINE	BEARING	DISTANCE
L1	N 28°59'00" W	222.56
L2	N 38°40'33" W	14.36
L3	N 61°10'55" E	46.56
L4	N 44°04'01" W	31.07
L5	N 78°41'14" E	40.19
L6	N 53°33'00" E	5.10
L7	N 75°55'00" E	21.29
L8	S 70°48'36" W	20.35
L9	N 10°48'33" W	34.02
L10	N 16°28'35" W	238.32
L11	N 13°36'27" W	50.00
L12	S 76°23'33" W	64.47
L13	N 31°57'40" W	225.19
L14	S 10°24'24" W	233.92
L15	S 41°50'49" W	137.01
L16	S 67°45'45" W	221.74
L17	S 14°25'20" E	246.82
L18	S 38°35'36" E	164.61
L19	S 79°34'34" W	160.00
L20	S 69°24'48" W	65.28
L21	S 68°57'50" W	59.25
L22	N 81°46'37" W	50.24
L23	N 68°29'02" W	229.73
L24	S 48°04'16" W	126.36
L25	S 11°47'28" W	170.03

CURVE TABLE (APPLIES TO PAGE 1)

CURVE	ARC	DELTA	RADIUS
C1	73.52	84°14'57"	50.00
C2	48.67	92°51'38"	200.15
C3	214.78	205°42'26"	588.60
C4	42.48	48°40'36"	50.00
C5	13.05	49°51'38"	15.00
C6	47.10	359°53'	675.00
C7	335.95	35°44'16"	536.60
C8	192.35	14°48'59"	588.60
C9	18.63	8°32'16"	125.00
C10	20.30	6°38'46"	175.00
C11	19.46	7°29'01"	150.00
C12	351.54	35°44'16"	563.60

LEGEND

- ☉ SURVEY MONUMENT TO BE SET
- ROS - RECREATIONAL OPEN SPACE ZONE
- C/L - CENTERLINE
- 00000 - STREET ADDRESS (SEE PAGES 2 AND 3)



JOB NO. 4-6-92 VCD,PLTHMP1

ALLIANCE ENGINEERING INC.

P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(801) 649-9467

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT

REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 30th DAY OF August, 1995 A.D.

BY *James R. Baird*
S.B.S.I.D.

PLANNING COMMISSION

APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 30th DAY OF August, 1995 A.D.

BY *[Signature]*
CHAIRMAN

ENGINEERS CERTIFICATE

I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 30th DAY OF August, 1995 A.D.

BY *Eric W. Oetken*
PARK CITY ENGINEER

APPROVAL AS TO FORM

APPROVED AS TO FORM THIS 1st DAY OF September, 1995 A.D.

BY *Maeda*
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST

I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 31st DAY OF August, 1995 A.D.

BY *Julia L. Sheldon*
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE

APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 31st DAY OF September, 1995 A.D.

BY *[Signature]*
MAYOR

RECORDED

436442
STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF COALITION TITLE Co.
DATE 9-1-95 TIME 17:00 PM BOOK PAGE

139.00 FEE *Alan Spriggs* RECORDER

TABLE B

LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,303 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,338 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	80,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	60,918 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,722 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,083 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,458 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,089 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

TRAIL EASEMENT LINE TABLE

LINE	DIRECTION	DISTANCE
T1	S 29°24'18" E	59.39
T2	S 07°07'44" E	12.55
T3	N 87°26'28" W	28.64
T4	N 12°59'29" W	21.66
T5	N 54°33'40" E	17.29
T6	N 48°51'31" W	20.63
T7	N 70°05'29" W	31.67
T8	N 61°18'41" E	21.32
T9	N 34°04'14" E	24.99
T10	N 07°55'11" W	26.28
T11	N 34°55'33" W	32.59
T12	N 42°48'43" E	54.18
T13	N 07°52'41" W	19.81
T14	N 16°39'15" E	43.00
T15	N 30°08'26" E	37.33
T16	N 04°27'31" E	44.84

LINE	DIRECTION	DISTANCE
E1	S 79°24'45" E	17.33
E2	N 85°01'17" E	15.00
E3	S 12°36'20" E	10.32
E4	S 77°03'40" W	40.00
E5	N 04°08'20" W	12.09
E6	N 12°28'22" W	60.00
E7	N 46°28'00" W	77.94
E8	N 43°41'07" W	15.97
E9	N 58°33'26" W	43.83
E10	S 80°37'22" W	29.75
E11	S 80°37'22" W	1.89
E12	S 67°06'34" W	18.41
E13	N 48°20'55" W	12.37
E14	N 46°41'39" E	4.40
E15	N 00°03'03" E	89.12
E16	S 88°00'00" E	6.28
E17	N 58°23'26" W	35.04
E18	S 78°24'44" E	25.33
E19	S 61°01'00" W	21.88
E20	N 38°40'43" W	12.50
E21	N 46°48'19" E	46.97
E22	N 41°14'05" W	39.84
E23	S 70°00'00" W	4.22

CURVE	RADIUS	LENGTH	DELTA
EC1	40.00	20.99	24°02'51"
EC2	198.70	15.00	0°41'39"
EC3	15.00	20.61	78°45'31"
EC4	201.51	41.26	114°00'00"
EC5	15.00	21.31	81°32'28"
EC6	120.00	48.42	23°35'53"
EC7	170.00	58.27	12°55'49"
EC8	170.00	30.18	10°10'14"
EC9	142.73	24.30	09°41'13"
EC10	142.73	17.44	07°00'01"
EC11	142.73	17.93	07°11'48"
EC12	506.08	10.00	01°07'58"
EC13	506.08	10.01	01°07'58"
EC14	403.72	107.11	15°12'01"
EC15	50.00	15.27	17°29'56"

LINE	BEARING	DISTANCE
L1	N 38°20'00" E	15.00
L2	S 88°33'31" E	42.67
L3	N 88°33'31" W	35.61
L4	N 88°33'31" W	39.51
L5	N 88°33'31" W	22.43
L6	S 34°02'08" E	61.33
L7	S 34°02'08" E	11.53
L8	S 57°33'31" E	5.06
L9	S 57°33'31" E	63.44
L10	N 57°33'31" W	26.14
L11	N 57°33'31" W	24.06
L12	N 33°00'31" E	22.86
L13	N 33°00'31" E	12.19
L14	N 33°00'31" E	1.82
L15	S 22°33'31" W	39.51
L16	S 22°33'31" W	12.11
L17	N 12°11'31" W	19.93
L18	N 51°39'31" E	38.53
L19	N 51°39'31" E	35.50
L20	N 38°00'42" E	35.50
L21	N 51°48'07" E	87.21
L22	N 29°29'58" E	61.81
L23	N 88°33'31" W	176.39
L24	S 22°33'31" W	12.11
L25	N 33°00'31" E	12.19
L26	N 57°33'31" W	24.06
L27	N 38°00'42" E	11.53
L28	N 38°00'42" E	24.06
L29	S 57°33'31" E	5.06
L30	N 88°33'31" E	29.13
L31	N 51°39'31" E	38.53
L32	N 51°39'31" E	35.50
L33	N 38°00'42" E	35.50
L34	S 51°39'31" W	57.45
L35	S 51°39'31" W	38.53
L36	N 40°25'45" E	61.47
L37	N 40°25'45" E	11.74
L38	N 51°48'07" E	127.01
L39	N 51°48'07" E	52.40
L40	N 51°48'07" E	88.26
L41	N 51°48'07" E	37.63
L42	N 51°48'07" E	13.82
L43	S 51°48'07" E	69.00
L44	S 51°48'07" E	58.33
L45	N 78°23'23" E	69.08
L46	S 40°25'45" E	104.09
L47	S 40°25'45" E	86.57

CURVE	ARC	DELTA	RADIUS
C1	32.85	10°46'16"	173.79
C2	139.07	45°52'18"	173.79
C3	13.37	0°46'27"	113.00
C4	22.50	11°24'31"	113.00
C5	28.88	19°45'08"	113.00
C6	36.26	30°02'54"	113.00
C7	151.36	48°33'29"	173.79
C8	20.57	0°43'00"	173.79
C9	30.01	2°14'19"	521.08
C10	28.91	2°54'10"	521.08
C11	11.28	2°39'44"	176.31
C12	38.60	12°33'06"	176.31
C13	144.89	47°06'47"	176.31
C14	1.82	0°37'27"	176.31
C15	31.37	12°52'23"	146.00
C16	60.73	23°02'19"	146.00
C17	60.73	33°02'19"	146.00
C18	189.37	52°09'43"	117.73
C19	52.86	4°39'48"	850.00
C20	50.80	4°23'54"	850.00
C21	87.21	7°41'15"	850.00
C22	156.49	20°22'42"	446.00
C23	41.38	2°38'56"	446.00
C24	19.91	7°02'20"	13.00
C25	13.38	8°17'18"	13.00
C26	128.88	13°16'44"	506.08
C27	149.10	15°11'44"	506.08
C28	15.07	0°55'56"	15.00
C29	23.94	2°29'02"	50.00
C30	99.45	11°35'51"	50.00
C31	64.48	16°04'41"	50.00
C32	39.93	42°45'15"	50.00
C33	14.24	54°22'33"	15.00
C34	154.67	10°46'16"	506.08
C35	85.35	6°59'46"	506.08
C36	29.97	8°56'07"	15.00
C37	15.98	0°13'12"	15.00
C38	170.01	17°40'17"	551.51
C39	37.63	3°30'56"	551.51
C40	13.82	5°20'12"	15.00
C41	64.05	22°23'40"	50.00
C42	58.33	0°27'07"	50.00
C43	55.44	52°03'53"	50.00
C44	86.51	9°07'48"	50.00
C45	13.82	13°38'12"	15.00
C46	110.55	12°38'18"	501.51
C47	27.70	8°26'53"	501.51
C48	23.98	0°14'01"	15.00
C49	121.27	50°20'56"	138.00
C50	66.79	0°35'33"	891.68
C51	97.66	2°38'54"	891.68
C52	188.77	63°37'02"	151.51
C53	140.90	4°11'05"	170.00
C54	151.51	0°13'02"	170.00
C55	116.32	40°23'27"	165.00
C56	18.44	1°29'16"	185.00
C57	44.88	0°28'29"	1054.33
C58	158.86	8°57'58"	1054.33
C59	121.67	13°23'02"	875.00
C60	118.94	10°09'46"	875.00
C61	13.05	4°51'38"	15.00
C62	20.20	0°48'48"	50.00
C63	42.48	48°40'36"	50.00
C64	13.05	4°51'38"	15.00
C65	21.80	7°57'58"	175.00
C66	28.02	3°29'08"	825.00
C67	14.24	54°22'33"	15.00
C68	86.79	0°27'07"	50.00
C69	14.24	54°22'33"	15.00
C70	121.64	7°38'18"	1054.33
C71	135.86	7°45'03"	1054.33
C72	20.20	7°59'37"	15.00
C73	158.40	36°40'40"	145.00
C74	158.58	42°21'43"	2075.00
C75	55.62	1°32'00"	2075.00
C76	119.19	8°14'33"	142.73
C77	114.39	45°55'10"	142.73
C78	148.16	8°29'43"	82.73
C79	128.31	2°27'02"	2125.00
C80	83.31	2°30'58"	2125.00
C81	49.78	43°33'44"	1041.68
C82	121.47	0°40'53"	1041.68
C83	22.97	8°74'52"	15.00
C84	165.40	0°26'47"	501.51
C85	26.22	10°08'48"	15.00
C86	119.05	45°52'18"	146.70
C87	81.63	4°12'04"	850.00
C88	21.80	8°18'50"	15.00
C89	75.77	4°12'02"	1029.33
C90	266.18	23°27'48"	1500.00
C91	44.08	35°30'00"	850.00
C92	262.27	28°19'22"	531.08
C93	23.95	8°14'52"	50.00
C94	48.67	0°36'38"	290.15

LEGEND

- * SURVEY MONUMENT TO BE SET
 ROS - RECREATIONAL OPEN SPACE ZONE
 C/L - CENTERLINE
 [0000] - STREET ADDRESS

GENERAL NOTES:

- A Declaration of Covenants, Conditions and Restrictions is recorded concurrently herewith. All development within the Hidden Meadow Subdivision is subject to said Declaration and the Land Management Code of Park City Municipal Corporation. All Final Conditions of Approval as outlined on December 15, 1993 are in full force and effect. All Conditions of the Annexation Agreement dated March 5, 1995 also are in effect.
- Unless noted otherwise by delineation of a rear limits of disturbance line the minimum required setbacks from property lines shall be 25 foot front, 20 foot side, and a 15 foot rear, except on Lots 4 through 25 where the rear setback will be computed from the limits of disturbance line. A 30 foot setback from the Center Line of the existing power line is required on the affected lots.
- The Declaration of Covenants, Conditions, and Restrictions create an "Architectural Committee". No improvements of any kind, including without limitation the construction of any dwelling unit, barn, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag pole, trampolines, satellite dishes or antennas, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Hidden Meadow Architectural Committee.
- The maximum floor area of homes constructed on Hidden Meadow lots shall be governed by the table shown herein. Additionally, this table establishes the maximum allowable area to be disturbed during construction of home and yard improvements. This area of disturbance is exclusive of the driveway improvements. Any deviations from maximum site disturbance allowed for each lot may and must be reviewed and approved by the Park City Community Development Department and the Hidden Meadow Architectural Committee.
- Driveway access from the public way to the Building Zone must be specifically approved by the Hidden Meadow Architectural Committee. Each Lot Owner, at his/her sole expense shall construct the driveway/sidewalk/curb intersection to comply with applicable Park City Municipal Corporation Specifications.
- Unless noted otherwise a 10 foot wide non-exclusive public utility and snow storage easement is hereby dedicated along all lot lines. A five foot wide drainage easement is hereby dedicated along all side lot lines.
- The Limits of Disturbance Line shown on Lots 4 through 25 indicates a non-disturbance zone within the Lot which expressly prohibits the construction of pools, tennis courts, garages, or any other structures or facilities.
- Park City entrances in effect at the time of approval of Hidden Meadow Subdivision require payment of substantial water development and water connection fees at the time of building permit issuance. Park City does not allow any such time as 50% of the lots have legally occupied single family dwellings. The total cost of snow removal unit that time is substantial.
- Owners of downhill lots may encounter difficulty in designing a home with gravity flow to the sanitary sewer laterals. Owners of such lots at their sole expense, will be required to install private individual ejector systems. Lot 25 will require an ejector system.
- The Lot owner shall identify and maintain historic drainage channels (if any) in conjunction with construction on the property.
- The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions on the table herein.
- The City requires that a modified type 130 fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Hidden Meadow Subdivision.

- Lot owner/s constructing dwellings with any portion of the structure greater than 150 feet from the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's "Modified 130" fire protection standards including, but not limited to interior and exterior sprinkler heads, and a fire retardant roof.
- The 20 foot wide back lot public sewer easement shown on Lots 24 and 25 provides Skyline Basin Sewer Improvement District with a right-of-access to said back lot sewer including ingress or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.
- Trail easements are provided for the trails as delineated on sheets 1 of 3 in the Recreation Open Space Areas.
- Special Restrictions on Some Lots. As a condition of approval by the city, additional restrictions have been imposed on some of the lots.
 - On Lots 4, 5, 9, 10, and 11, no more than 35 % of the gross floor area, exclusive of the garage, will be above the ground level story. The ground level story shall be defined as finished grade. The maximum Dwelling Height will be 25 feet to the midpoint of the roof and 28 feet to the ridge

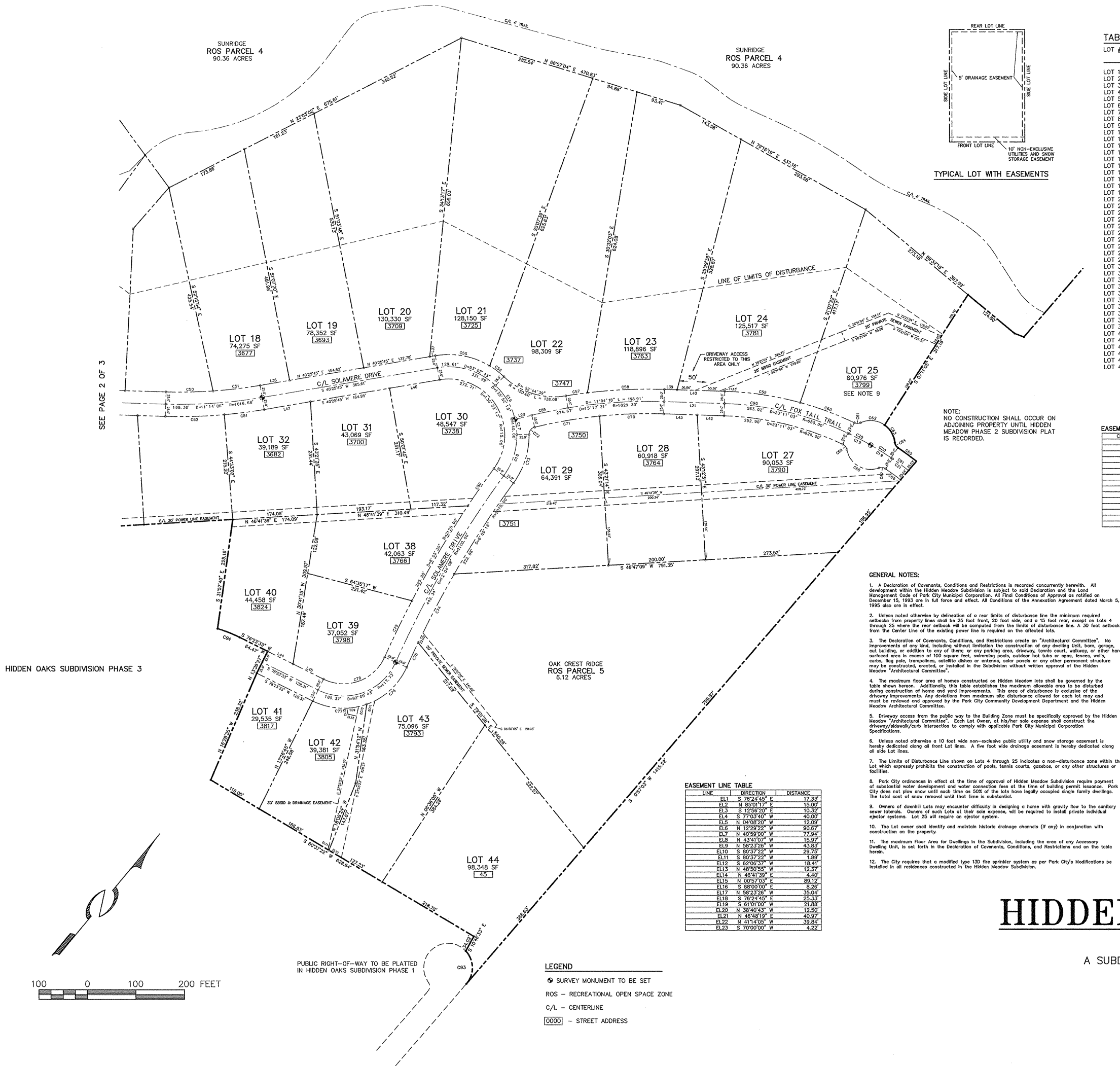


TABLE B			
LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,303 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,338 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	76,392 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	80,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,984 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	60,918 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	6,000 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,722 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,458 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,089 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 38°09'00" E	13.00
L2	S 88°19'31" W	43.67
L3	N 88°19'31" W	21.64
L4	N 88°19'31" W	39.51
L5	N 88°19'31" W	22.43
L6	S 36°02'08" E	61.23
L7	S 36°02'08" E	11.53
L8	S 73°32'21" E	5.06
L9	S 73°32'21" E	45.14
L10	N 51°32'21" W	26.14
L11	N 51°32'21" W	24.98
L12	N 53°32'21" E	23.88
L13	N 53°32'21" E	12.59
L14	N 22°21'13" E	39.43
L15	S 22°21'13" W	39.51
L16	S 22°21'13" W	13.11
L17	N 12°21'13" W	19.83
L18	N 81°09'31" E	40.00
L19	N 81°09'31" E	35.53
L20	N 36°30'47" E	35.50
L21	N 36°30'47" E	124.46
L22	N 22°21'13" W	61.81
L23	N 81°09'31" W	126.38
L24	S 22°21'13" W	12.11
L25	N 22°21'13" E	12.19
L26	N 53°32'21" W	24.09
L27	N 36°30'47" E	11.53
L28	S 36°30'47" E	5.06
L29	S 53°32'21" E	5.06
L30	N 80°09'31" E	30.33
L31	N 51°32'21" E	96.64
L32	N 51°32'21" E	84.38
L33	N 51°32'21" E	15.45
L34	S 81°09'31" W	38.85
L35	N 42°21'45" E	61.47
L36	N 42°21'45" E	17.74
L37	N 81°09'31" E	26.21
L38	N 81°09'31" E	124.46
L39	N 80°09'31" W	127.01
L40	N 13°42'21" E	55.01
L41	S 51°40'07" W	60.20
L42	S 51°40'07" W	58.33
L43	N 78°23'33" E	66.98
L44	S 42°21'45" W	104.09
L45	S 42°21'45" W	96.57

CURVE TABLE			
CURVE	ARC	DELTA	RADIUS
C1	39.65	10°46'16"	173.79
C2	138.07	43°30'18"	173.79
C3	13.37	6°48'37"	113.00
C4	167.73	89°02'46"	113.00
C5	22.80	11°24'34"	113.00
C6	28.96	19°45'58"	113.00
C7	99.30	56°29'56"	113.00
C8	151.36	49°53'09"	113.00
C9	29.37	6°43'09"	173.79
C10	30.01	2°14'16"	503.06
C11	29.91	2°54'07"	503.06
C12	11.26	2°38'44"	176.31
C13	38.60	12°33'58"	176.31
C14	144.89	47°08'17"	176.31
C15	1.92	0°37'37"	176.31
C16	80.73	33°03'39"	140.00
C17	31.37	12°59'23"	140.00
C18	90.28	36°59'49"	140.00
C19	52.80	13°09'48"	650.00
C20	52.80	43°04'44"	650.00
C21	40.92	2°30'57"	650.00
C22	198.49	29°22'47"	440.00
C23	43.36	5°38'58"	440.00
C24	41.91	7°03'07"	15.00
C25	23.38	8°17'16"	15.00
C26	128.88	13°18'44"	558.08
C27	149.10	10°27'44"	558.08
C28	13.07	49°50'56"	15.00
C29	23.34	27°29'52"	50.00
C30	89.48	11°02'13"	50.00
C31	64.49	96°46'16"	50.00
C32	39.83	42°45'15"	50.00
C33	14.24	5°22'33"	15.00
C34	164.67	18°38'36"	506.68
C35	85.35	5°39'48"	506.68
C36	137.87	8°28'07"	506.68
C37	15.98	61°03'12"	15.00
C38	170.01	17°40'12"	301.31
C39	37.93	8°17'16"	50.00
C40	13.82	5°01'12"	15.00
C41	44.05	7°23'40"	50.00
C42	51.86	59°27'07"	50.00
C43	45.44	52°03'33"	50.00
C44	80.38	89°07'48"	50.00
C45	13.82	52°01'12"	15.00
C46	110.56	12°38'18"	501.21
C47	77.79	17°27'37"	501.21
C48	22.98	87°46'18"	15.00
C49	121.27	50°29'58"	158.00
C50	96.79	2°39'33"	991.68
C51	97.66	5°38'34"	991.68
C52	188.77	83°57'52"	191.87
C53	140.06	47°19'05"	170.00
C54	151.51	51°03'52"	170.00
C55	118.33	42°23'27"	165.00
C56	36.44	12°39'19"	165.00
C57	44.88	02°29'50"	1954.33
C58	159.66	63°37'06"	1954.33
C59	157.47	12°22'00"	675.00
C60	118.94	10°05'46"	675.00
C61	13.05	49°31'06"	15.00
C62	52.30	59°48'48"	30.00
C63	42.48	48°40'36"	30.00
C64	13.05	49°31'06"	15.00
C65	47.10	35°53'33"	675.00
C66	39.02	42°29'58"	675.00
C67	11.24	54°23'58"	675.00
C68	86.79	99°27'04"	50.00
C69	14.24	54°23'58"	15.00
C70	130.14	7°31'18"	1004.33
C71	130.86	7°49'33"	1004.33
C72	30.20	7°18'37"	15.00
C73	106.40	36°56'49"	185.00
C74	159.58	42°22'43"	2075.00
C75	56.82	13°09'00"	2075.00
C76	115.19	46°14'35"	142.73
C77	114.39	45°53'10"	142.73
C78	149.16	81°08'43"	82.73
C79	129.31	32°27'35"	2125.00
C80	81.31	2°37'58"	2125.00
C81	82.79	43°31'14"	1041.68
C82	121.47	64°03'53"	1041.68
C83	33.93	87°46'18"	15.00
C84	165.45	47°06'47"	201.31
C85	28.22	10°09'48"	15.00
C86	119.65	42°50'16"	143.79
C87	43.83	41°26'06"	625.00
C88	21.80	82°16'50"	15.00
C89	75.77	4°17'02"	1009.33
C90	286.18	23°27'48"	650.00
C91	44.08	33°33'04"	650.00
C92	262.32	28°18'52"	511.68
C93	73.52	84°14'57"	50.00
C94	45.67	5°38'38"	201.31

EASEMENT CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
EC1	50.00	20.39	24°02'31"
EC2	158.70	15.00	04°19'33"
EC3	15.00	20.61	78°42'31"
EC4	207.21	41.28	11°43'00"
EC5	15.00	21.31	81°23'29"
EC6	120.00	49.42	23°35'55"
EC7	70.00	38.27	12°53'49"
EC8	170.00	30.18	10°10'14"
EC9	142.73	24.30	09°45'13"
EC10	142.73	14.44	07°00'01"
EC11	142.73	17.93	07°11'46"
EC12	506.68	10.00	01°07'26"
EC13	506.68	10.00	01°07'26"
EC14	403.72	107.11	15°12'01"
EC15	50.00	15.27	17°29'36"

GENERAL NOTES:

- A Declaration of Covenants, Conditions and Restrictions is recorded concurrently herewith. All improvements within the Hidden Meadow Subdivision are subject to said Declaration and the Land Management Code of Park City Municipal Corporation. All Final Conditions of Approval as rolled on December 15, 1993 are in full force and effect. All Conditions of the Annexation Agreement dated March 5, 1995 also are in effect.
- Unless noted otherwise by delineation of a rear limits of disturbance line the minimum required setbacks from property lines shall be 25 foot front, 20 foot side, and a 15 foot rear, except on Lots 4 through 25 where the rear setback will be computed from the limits of disturbance line. A 30 foot setback from the Center Line of the existing power line is required on the affected lots.
- The Declaration of Covenants, Conditions, and Restrictions create an "Architectural Committee". No improvements of any kind, including without limitation the construction of any dwelling unit, barn, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag poles, trampolines, satellite dishes or antennas, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Hidden Meadow Architectural Committee.
- The maximum floor area of homes constructed on Hidden Meadow lots shall be governed by the table shown herein. Additionally, this table establishes the maximum allowable area to be disturbed during construction of home and yard improvements. This area of disturbance is exclusive of the driveway improvements. Any deviations from maximum site disturbance allowed for each lot may and must be reviewed and approved by the Park City Community Development Department and the Hidden Meadow Architectural Committee.
- Driveway access from the public way to the Building Zone must be specifically approved by the Hidden Meadow Architectural Committee. Each Lot Owner, at his/her sole expense shall construct the driveway/sidewalk/curb intersection to comply with applicable Park City Municipal Corporation Specifications.
- Unless noted otherwise a 10 foot wide non-exclusive public utility and snow storage easement is hereby dedicated along all front lot lines. A five foot wide drainage easement is hereby dedicated along all side lot lines.
- The Limits of Disturbance Line shown on Lots 4 through 25 indicates a non-disturbance zone within the Lot which expressly prohibits the construction of pools, tennis courts, gazebos, or any other structures or facilities.
- Park City ordinances in effect at the time of approval of Hidden Meadow Subdivision require payment of substantial water development and water connection fees at the time of building permit issuance. Park City does not allow snow until such time as 50% of the lots have legally occupied single family dwellings. The total cost of snow removal until that time is substantial.
- Owners of downhill Lots may encounter difficulty in designing a home with gravity flow to the sanitary sewer laterals. Owners of such Lots at their sole expense, will be required to install private individual ejector systems. Lot 25 will require an ejector system.
- The Lot owner shall identify and maintain historic drainage channels (if any) in conjunction with construction on the property.
- The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions and on the table herein.
- The City requires that a modified type 130 fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Hidden Meadow Subdivision.
- Lot owner's constructing dwellings with any portion of the structure greater than 150 feet from the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's "Modified 130" fire protection standards including, but not limited to interior and exterior sprinkler heads, and a fire retardant roof.
- The 20 foot wide back lot public sewer easement shown on Lots 24 and 25 provides Snyderville Basin Sewer Improvement District with a right-of-access to said back lot sewer including ingress or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.
- Trail easements are provided for the trails as delineated on sheets 1 of 3 in the Recreation Open Space Areas.
- Special Restrictions on Some Lots. As a condition of approval by the city, additional restrictions have been imposed on the lots:
 - (a) On Lots 4, 5, 9, 10, and 11, no more than 35 % of the gross floor area, exclusive of the garage, will be above the ground level story. The ground level story shall be defined as finished grade. The maximum Dwelling Height will be 25 feet to the midpoint of the roof and 28 feet to the ridge line. Measurement standards are defined in the Park City Land Management Code.
 - (b) On Lots 10 and 11, the front yard setback will not exceed 100 feet from the front lot line.
- The 30' power line easement shown on the plat contains a power line which is overhead at the time of plot recordation and is intended to remain overhead.
- Fox Tail Trail and Solomere Drive are intended to become a heavily traveled collector road, provided lands to the East are duly annexed.
- No building permits will be issued until roads are paved.

HIDDEN MEADOW SUBDIVISION

PHASE 1

A SUBDIVISION LOCATED IN SECTIONS 10 AND SECTION 11, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

RECORDED

#436442

STATE OF UTAH COUNTY OF SUMMIT AND FILED

AT THE REQUEST OF COALITION TITLE Co.

DATE 9-1-95 TIME 1:00 PM BOOK PAGE

139.00

FEE

RECORDER

When Recorded, Mail to:

Blue Ledge Corporation
P.O. Box 1450
Park City, Utah 84060

**DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTIONS FOR
HIDDEN MEADOWS SUBDIVISION
PARK CITY, UTAH**

**Blue Ledge Corporation
PARK CITY, UTAH**

MARCH 1995

00436643 Bk00905 Pg00449-00484

**ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1995 SEP 01 17:00 PM FEE \$125.00 BY DMG
REQUEST: COALITION TITLE**

125.00

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**DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTIONS FOR
HIDDEN MEADOWS SUBDIVISION
PARK CITY, UTAH**

THIS DECLARATION IS MADE THIS 17th July, 1995, by Blue Ledge Corporation, a Delaware corporation, referred to below as "Declarant:"

RECITALS:

A. Declarant is the owner of the following described real Property located in Park City, Summit County, Utah:

See the attached Exhibit A

B. Declarant intends to develop a residential subdivision on the Property. Declarant will develop and convey all of the Lots and other land within the Property subject to a general plan of development, and subject to certain protective covenants, conditions and restrictions all as set forth in this Declaration, and which are deemed to be covenants running with the land mutually burdening and benefiting each of the Lots and the other Property conveyed.

C. Declarant hereby declares that all of the Lots, Open Space Parcels, and the Amenity Parcel shall be held, sold, conveyed, encumbered, leased, used, occupied and improved subject to the protective covenants, conditions, restrictions and equitable servitudes, all of which are created for the mutual benefit of the Owners of the Lots. It is the intention of the Declarant in imposing these covenants, conditions and restrictions to create a generally uniform pattern of development, to protect and enhance the property values and aesthetic values of the Lots by eliminating inconsistent uses or improvements, all for the mutual protection and benefit of the Owners of the Lots. The covenants, conditions and restrictions are intended to, and shall in all cases run with the title of the land, and be binding upon the successors, assigns, heirs, lien holders, and any other person holding any interest in the Lots, and shall inure to the benefit of all other Lots in the Subdivision. The covenants, conditions and restrictions shall be binding upon the Declarant as well as its successors in interest, and may be enforced by the Declarant, while it is an Owner, the Association, or by any Owner.

Notwithstanding the foregoing, no provisions of this Declaration shall prevent the Declarant from completing the Subdivision Improvements, or from using any Lot owned by the Declarant as a model home, temporary construction or sales office, nor limit Declarant's right to post signs incidental to sales or construction which are in compliance with applicable City ordinances.

ARTICLE I
DEFINITIONS

1. Unless the context clearly requires the application of a more general meaning, the following terms, when used in this Declaration, shall have the following meanings:

1.1. "Accessory Dwelling" shall mean a separate, self-contained dwelling unit complete with cooking, sleeping, and sanitary facilities, and accessible without entering the Primary Dwelling. Fire separations, independent ventilation systems, and other building code requirements for separate, attached dwelling units must be complied with.

1.2. "Amenity Parcel" shall mean that parcel of land within the Subdivision designated as the Amenity Parcel on the Plat.

1.3. "Architectural Committee" shall mean the design review committee created under this Declaration.

1.4. "Association" shall mean the Hidden Meadows Subdivision Homeowners Association, whether incorporated or not, and as the context requires, the officers and directors of that Association.

1.5. "City" shall mean the City of Park City, Utah, and its appropriate departments, officials, and boards. Although the City will be conveyed title to the Open Space Parcels, and those Parcels will be subject to these covenants, the City is not an Owner for purposes of this Declaration, and no voting rights in the Association will be appurtenant to the Open Space Parcels.

1.6. "Declarant" shall mean and refer to Blue Ledge Corporation, a Delaware corporation having its principal place of business in Park City, Utah.

1.7. "Declaration" shall mean this Declaration of covenants, conditions and restrictions, together with any subsequent amendments or additions. The Subdivision Plat for Hidden Meadows, limits of disturbance, easements and other matters shown on that Plat, are also incorporated into this Declaration by reference.

1.8. "Dwelling" shall mean the primary single family residence built or to be built on any Lot.

1.9. "Floor Area" shall mean the total of the horizontal floor surfaces within the Dwelling, including bathrooms and mechanical areas, and decks, courtyards, or balconies that are under roof and enclosed by walls on three or more sides. Floor Area shall not include basements as defined by the Uniform Building Code or the first 600 square feet of any garage space.

1.10. "Improvement" shall mean all structures and appurtenances of every type and kind, including but not limited to buildings, Dwellings, Accessory Apartments, garages, storage buildings, and additions to them; walkways, retaining walls, gazebos, fences, driveways, landscaping, pools, decks, tennis courts, hard surfaced areas, stairs,

poles, lighting, signs, satellite dishes or other antennas, and any mechanical equipment located on the exterior or any building.

1.11. "Lot" shall mean any building Lot shown on the official plat of the Hidden Meadows Subdivision.

1.12. "Open Space Parcels" shall mean those areas designated on the plat as Open Space which will be conveyed to the City subject to the covenants contained in this Declaration. The Open Space Parcels are not subject to assessments by the Association.

1.13. "Owner" shall mean the person or persons having title to any Lot. Owner shall mean the person holding fee simple title, including the Declarant, and buyers under any contract for deed, but shall exclude any person or entity holding title only for purposes of securing performance of an obligation, unless that entity has taken possession. "Owner" shall not include the City or any other person or entity having an interest in the Open Space or Amenity Parcels.

1.14. "Person" shall mean a natural person or any legal entity with a right to hold title to real property in its own name in the State of Utah.

1.15. "Plat" shall mean the official subdivision plat of the Hidden Meadows Subdivision as approved by the City of Park City and recorded in the office of the Summit County Recorder, as it may be amended from time to time.

1.16. "Site Disturbance Area" means the portion of a Lot which may be disturbed by construction activity, including the physical limits of the Dwelling or any other Structure. The area allowable for each Lot is shown on Exhibit B.

1.17. "Subdivision" shall mean the Hidden Meadows Subdivision, and all Lots, Open Space Parcels and Amenity Parcel within the Subdivision as shown on the Plat.

1.18. "Trustees" shall mean the duly elected and acting board of trustees of the Hidden Meadows Homeowners Association.

ARTICLE II

HOMEOWNERS ASSOCIATION

2. To effectively enforce these Covenants, the Declarant has created a Utah Non-Profit corporation called Hidden Meadows Homeowners Association. The Association shall be comprised of the Owners of Lots within the Hidden Meadows Subdivision, and is established to perform the following functions and exercise the following rights and powers for the benefit of the Owners and the enforcement of these covenants. Membership in the Association is deemed an appurtenance to the Lot, and is transferrable only in conjunction with the transfer of the title to the Lot. The Association shall have and exercise, as necessary, the following powers:

2.1. Enforcement Powers. The Association shall have the power to enforce these covenants by actions in law or equity brought in its own name, the power to retain professional services needed for the enforcement of these covenants and to incur expenses for that purpose. The Trustees of the Association shall have the authority to compromise claims and litigation on behalf of the Association resulting from the enforcement of these covenants. The Trustees shall have the exclusive right to initiate enforcement actions in the name of the Association, however this shall not limit the individual rights of Lot Owners to personally enforce these Covenants in their own name. The Association may appear and represent the interests of the Subdivision at all public meetings concerning zoning, variances, or other matters of general application and interest to the Owners. Owners may appear individually.

2.2. Management of Open Space. Following the conveyance from Declarant to the Association, the Association shall have ownership and control over the Amenity Parcel, and be responsible for its maintenance, insurance, property taxes, and, consistent with the terms of this Declaration, be able to determine the nature of any Improvements made to the Amenity Parcel by the Association, and at its expense, as provided in Article VIII of this Declaration. The Trustees of the Association may also grant utility or similar easements through the Amenity Parcel.

2.3. Snow Removal. The ordinances of Park City require the Association to provide snow removal service within the Subdivision until 50% of the Lots in the Subdivision have been improved by the construction of a completed Dwelling. Because of the length of road outside the boundaries of the Subdivision that serves only this Subdivision, and will have to be plowed at Association expense, this will be a substantial annual expense to the Association. Until such time as the snow removal service has been assumed by the City, the Association shall be responsible for the costs of private snow removal service, and shall have the power to make assessments against the Owners, including the Owners of unimproved Lots, for purposes of providing this service.

2.4. Indemnity of Association Trustees and Officers. The Association will indemnify the officers, agents and trustees of the association against any and all claims arising against them personally which are a result of the good faith exercise of the powers, duties and responsibilities of their office under this Declaration. To the extent the Association deems it appropriate, it may purchase liability insurance covering the Trustees with Association funds.

2.5. Assessments. The Association has the power to levy Assessments against each Lot as necessary to carry out these functions. Assessments will be equal on all Lots, whether vacant or improved. Assessments will be made annually to meet the anticipated and recurring expenses of the Association including, but not limited to, the costs of snow removal (until assumed by the City), insurance, property taxes on the Amenity Parcel, reimbursement of expenses incurred by the Trustees and Architectural Committee in performance of their obligations, enforcement of these covenants, and the initial construction costs, maintenance and operation of any Improvements made by the Association on the Amenity Parcel. Notice of the Assessment and the proposed amount of the annual Assessment will be given in advance with the notice of the annual meeting of the Association, provided that the amount of the proposed Assessment may be increased or decreased at the meeting in which it is approved by the Owners. The Association may also levy special Assessments to cover unanticipated expenses or shortfalls. No special Assessment will be levied without approval of the Owners in a

meeting called for that purpose. The Trustees will provide the Owners with an annual accounting of Assessments collected and expenditures.

2.6. Assessments Constitute Lien, Mortgagee Protection. Any validly imposed Assessment by the Association shall constitute a lien against the Lots in the Subdivision. The Association shall have the right to foreclose on that lien when any Assessment remains unpaid for a period of more than 90 days from the date the Assessment was levied, but if the lien is not foreclosed upon, it may be renewed from year to year by recording a new notice of the lien, together with accumulated interest. The lien of the Association against any Lot shall have priority from the date that the first Notice of Lien on a specific Lot is recorded in the office of the Summit County Recorder, and is subordinate to any previously recorded liens or encumbrances filed against that Lot, specifically including any purchase money mortgage or trust deed. Notwithstanding the lien rights of the Association, the obligation to pay Assessments is a personal obligation of the Owner of each Lot, and the Association may proceed to collect against the Owner, or the prior Owner of any Lot in the event of a sale. No Mortgagee or Beneficiary under a Trust Deed who takes title by foreclosure or non-judicial sale, or accepts in lieu of foreclosure or non-judicial sale, shall be held liable for the unpaid Assessments of the Owner whose Lot was acquired by the Mortgagee or Beneficiary under a Trust Deed. Delinquent Assessments will bear interest at the highest lawful consumer credit rate permitted under Utah law until paid.

2.7. Statement of Account. Any Owner may request the Association to provide a statement of his account to any lender or prospective buyer of that Lot showing the Assessments to be paid in full, or the amount of any past due Assessments and interest charges. The Buyer or lender for whom such a statement was prepared will be entitled to rely on its accuracy, and will not be held liable for any amounts not shown on the statement. The Association may charge a fee of \$25 or less for each such statement.

2.8. By-Laws. The day to day administration of the Association's affairs, including the manner in which Trustees are elected and their terms of office are set forth in the By-Laws of the Association, which may be amended from time to time by the Association as provided in those by-laws. No amendment of the By-Laws shall have the effect of releasing or amending these covenants, conditions, or restrictions.

2.9. Voting Rights. There shall be one vote appurtenant to each Lot, and each Owner, including the Declarant, shall be entitled to cast one vote for each Lot he or she owns. In the case of a Lot with multiple Owners, the Owners will agree among themselves how the vote applicable to that Lot will be cast, and if no agreement can be reached, no vote will be received from that Lot. Any of the multiple Owners appearing at the meeting in person or by proxy is deemed to be acting with proper authority for all of the other Owners of that Lot unless the other Owners are also present and object, or have filed written objections to that Owner's representation of the other Owners of the Lot in question. In matters presented to the Owners for a vote, a simple majority of those present at the meeting (if a quorum is present) will carry a motion, except as provided below for the purpose of making Improvements to the Open Space Parcel or amendment of this Declaration. A quorum will consist of 50% of the Lots. The Open Space Parcels have no voting rights.

2.10. Architectural Review. It is the intention and purpose of these covenants, conditions and restrictions to impose architectural standards on any Improvements made to any Lot that result in buildings which are architecturally compatible in terms of Lot

coverage, siting, proportion, materials, colors, and general appearance, while at the same time allowing for diversity in style and design appropriate for the mountain setting. To accomplish this goal, the Declarant hereby empowers the Board of Trustees to oversee and enforce the Architectural Design Standards set forth in this Declaration.

2.11. Architectural Committee Created. The Board of Trustees of the Association shall constitute the Architectural Committee, provided however that until such time as 75% of the Lots in the Subdivision have been conveyed by the Declarant to third parties, the Declarant shall appoint an interim Architectural Committee consisting of three members, who are not required to be Owners. At the time 25% of the Lots are sold to persons other than the Declarant, one member of the Committee will be appointed from the Owners, other than a representative of the Declarant. At the time that 75% of the Lots are sold to persons other than the Declarant, the functions of the Architectural Committee will be assumed by the Board of Trustees. The Trustees may employ the services of a design professional, such as an architect, land planner, or landscape architect to serve as one member of the Architectural Committee, and such design professional does not need to be an Owner or resident of the Subdivision. The remaining members of the Committee shall be members of the Board of Trustees. In any event, regardless of the number of Lots sold, all members of the Committee will be named by the Trustees following the fifth anniversary of the recording of this Declaration with the Summit County Recorder.

2.12. Approval by Committee. No Improvements of any kind, including without limitation the construction of any Dwelling, Accessory Dwelling, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag poles, trampolines, satellite dishes or antennae, solar panels, or any other permanent structure may be constructed, erected, or installed in the Subdivision without the prior written approval of the Architectural Committee. No excavation, grading, filling, draining, landscaping, or installation or removal of existing vegetation shall be made without the advance written approval of the Architectural Committee. A simple majority of the Committee members is required to approve any submission. Approval of the Committee will be sought in the following manner:

a. Plans submitted. Plans for the construction of any new Improvement must be submitted to the Committee for review. It is recommended that a preliminary plan be submitted before the expense of final construction drawings is incurred. The submission must include:

(i) a Site Plan showing the boundaries of the Lot, and the proposed Site Disturbance Area within the Lot. The Site Plan will also show the location of driveways, utility connections and lines, and any retaining walls, excavations, fills, or other modifications of the existing surface condition of the site; and

(ii) an Architectural Plan for the Dwelling or other Improvements in sufficient detail to show the detailed drawings of all elevations of all buildings (including existing Buildings or Improvements in the case of a subsequent addition or remodel) showing locations of windows, doors, roof pitches, decks and other exterior elements; a list of exterior siding and roofing materials and/or a sample, including color samples; and a landscape plan showing the location of driveways, walkways, patios, decks

and other hard surfaced or irrigated areas and the areas to be disturbed by construction and the means of restoring those areas. In the case of an addition or modification of an existing Dwelling, the Committee may waive any of the foregoing it feels are unnecessary to its review of the remodel or addition.

b. **Review Fee.** The applicant will pay a review fee to the Committee of \$500 for each new dwelling, \$100 for each addition or remodel, or, in the case of Improvements which cost less than \$1,000, or which make no structural changes, the applicant will pay a fee of \$10. The primary purpose of the fee is to document the date of submission, but the Committee may also use the proceeds to pay for its expenses in reviewing the plans and giving notice of meetings. No fee will be accepted until the Architectural Committee considers the submission complete.

c. **Review.** Within 15 business days from receipt of a complete submission and payment of the fee, the Committee will review plans and make an initial determination whether or not the plans comply with the conditions imposed by this Declaration. If they do not, the plans will be rejected. If they are in compliance, the Committee will approve the plans. The Committee may also approve the plans subject to specific modifications or conditions. Owners may desire to submit preliminary plans for review. The committee will review preliminary plans, without fee, and make its comments known to the Owner, provided, however, that no preliminary approval is to be considered a final approval, and no final approval will be granted on less than a complete submission. Upon approval, the Committee and the Owner will each sign copies of the plans, one of which shall be left with the Committee. No construction that is not in strict compliance with the plans approved will be permitted.

d. **Written Record.** The Committee will maintain a written record of its actions, and maintain in its files a copy of all plans approved or rejected for a period of five years. The Committee will also provide evidence of its approval for the City, if requested by the Owner.

e. **Failure to Act.** If the Committee has not approved or rejected any submission within 45 business days after payment of the review fee and submission of complete plans, the submission is deemed to have been approved, unless the approval process has been extended as provided in Section 2.14 for special review of some aspects of the proposal.

2.13. **Variances.** Variances to the design standards contained in this Declaration may be granted when strict application would create an unforeseen or unreasonable hardship to the Owner of any Lot. No variance may be granted without the consent of at least 25% of the Owners in the Subdivision at a meeting called for that purpose. The Architectural Committee, or the Owners as a whole, cannot grant any variance that has the effect of modifying applicable City zoning, building code regulations, or conditions of subdivision approval. The burden of obtaining a variance is entirely on the applicant, including the costs of notice.

2.14. **Extraordinary Costs.** Whenever it deems appropriate, the Committee may engage the services of an independent architect, civil or structural engineer, or other appropriate consultant to assist in its review of any proposed Improvements. All costs of

such additional review will be paid by the Applicant, provided however that no architect or engineer will be hired without advance notice to the Applicant of the intention to hire a review architect or engineer, and the aspects of the proposal that caused the Committee to believe that professional review was required, and the estimated cost of that review. If the applicant does not withdraw the proposal within five days after receipt of that notice, he is deemed to have consented to the Committee retaining such professional assistance. Whenever the Committee retains outside professional services in its review, the reviewing architect or engineer is acting only in an advisory capacity, and the applicant, for himself and his successors and assigns, waives any and all claims against the Committee and the Association in the event that advice from, or conditions imposed by, the reviewing professional prove ineffective, unnecessary, or inappropriate to the circumstances. The costs of such review will be billed directly to the applicant in advance, and the review of the plans will be suspended until the costs of the special review have been paid by the Applicant. The review period will be extended for a period of 30 days following payment of the special review costs to allow for the review.

2.15. General Design Review. The Committee will use its best efforts to provide a consistent pattern of development, and consistent application of the standards of this Declaration. These standards are, of necessity, general in nature, and it is the Committee should apply them in a manner that results in a high quality, attractive, and well designed community, and reflect the wide range of Lot sizes with the Subdivision.

2.16. Declarant, Trustees and Committee not Liable. The Declarant, the Trustees, and the Committee and its members shall not be liable to the applicant for any damages, or to the Owners of and Lots within the Subdivision for their actions, inactions, or approval or disapproval of any set of plans submitted to the Committee for review. In the absence of bad faith or malicious actions, the Owners shall have no claim against the Declarant or Committee as a result of the performance or failure to perform the duties created by this Declaration. Each Owner has the right to enforce these covenants against every other owner, and may seek independent redress if it believes the Committee has acted improperly.

2.17. Limitations on Review. The Committee's review is limited to those matters expressly granted in this Declaration. The Committee shall have no authority over the enforcement of building codes, zoning ordinances, or other statutes, laws, or ordinances affecting the development or improvement of real property and shall have no liability to any Owner whose plans were approved in a manner that included any such violation. Corrections or changes in plans required by the City to bring them into conformity with applicable codes must be re-submitted to, and approved by the Committee prior to construction. No additional fee will be assessed for reviewing such revisions to the original submission.

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ARTICLE III

RESTRICTIONS ON ALL LOTS

3. The following restrictions on use apply to all Lots within the Subdivision:

3.1. Zoning Regulations. The lawfully enacted zoning regulations of Park City, and any building, fire, and health codes are in full force and effect in the Subdivision, and no Lot may be occupied in a manner that is in violation of any such statute, law, or ordinance.

3.2. No Mining Uses. The property within the Subdivision shall be used for residential purposes only, and no surface occupation for mining, drilling, or quarrying activity will be permitted at any time on any Lot, Open Space, or the Amenity Parcel.

3.3. No Business or Commercial Uses. No portion of the Subdivision may be used for any commercial business use, provided however that nothing in this provision is intended to prevent (a) the Declarant from using one or more Lots for purposes of a construction office or sales office during the actual period of construction of the Subdivision Improvements, or (b) the use by any Owner of his Lot for a home occupation. No home occupation will be permitted, however, which requires or encourages the Owner's clients, customers, patients or others to come to the Lot to conduct business, or which requires any employees outside of the Owner's immediate family or household. No retail sales of any kind may be made in the Subdivision. No materials, machinery, equipment, or inventory associated with any home occupation may be stored outside on any Lot. No signs associated with any home occupation are permitted.

3.4. Restrictions on Signs. No signs will be permitted on any Lot or within the Subdivision, except for traffic control signs placed by the City, temporary signs warning of some immediate danger, or signs not in excess of six square feet identifying the contractor and/or architect of any Dwelling Unit while it is under construction. Signs indicating the Lot is for sale may be placed in accordance with City sign regulations, and no such sign may exceed six square feet. The Declarant may erect a sign of not more than thirty-two square feet at the entrance to the Subdivision for a period of no more than one year announcing the availability of Lots and giving sales information. No permanent signs stating the address or the name of the owner of the Lot may be installed without the advance consent of the Architectural Committee. Such signs will be limited to 6 square feet, and may be placed at the driveway intersection with the public street, set back to the property line of the Lot.

3.5. Completion Required Before Occupancy. No Dwelling Unit may be occupied prior to its completion and the issuance of at least a Temporary Certificate of Occupancy by the City of Park City.

3.6. Primary Dwelling to be Constructed First. No Accessory Dwelling, garage, storage unit, or other out building or Improvement may be constructed prior to the commencement of construction of the primary Dwelling on the Lot.

3.7. No Re-Subdivision. No Lot may be re-subdivided. No Accessory Dwelling may be leased for a period of more than 24 months.

3.8. No Time Interval Ownership. No Lot may be owned, leased, or otherwise held in a manner that divides either the legal title or the right of use into formal or informal time intervals or timeshare ownership, or any other contract, trust, partnership, or other arrangement that permits, allows, or as a practical matter, creates or establishes time interval ownership or use of the Lot that is indistinguishable from time interval ownership.

3.9. Underground Utilities. All gas, electrical, telephone, television, and any other utility lines in the Subdivision are to be underground, including lines within any Lot which service installations or Improvements entirely within that Lot. No propane tanks or oil tanks may be installed on any Lot except for temporary heat during construction. Notwithstanding this provision, there is an existing overhead electrical line as shown on the Plat which will remain in place as an overhead line.

3.10. Service Yards. All clothes lines, service yards, storage yards, and exterior mechanical equipment must be screened in a manner approved by the Architectural Committee so that they are not visible from adjoining Lots.

3.11. Maintenance of Property. All Lots, and the Improvements on them, shall be maintained in a clean, sanitary, attractive and marketable condition at all times. No Owner shall permit his Lot or the Improvements on it to fall into disrepair.

3.12. No Noxious or Offensive Activity. No noxious or offensive activity shall be carried out on any Lot, including the creation of loud or offensive noises or odors that detract from the reasonable enjoyment of nearby Lots.

3.13. No Hazardous Activity. No activity may be conducted on any Lot that is, or would be considered by a reasonable person to be unreasonably dangerous or hazardous, or which would cause the cancellation of conventional property casualty insurance. This includes, without limitation, the storage of caustic, toxic, flammable, explosive or hazardous materials in excess of those reasonable and customary for household uses, the discharge of firearms or fireworks, and setting open fires (other than properly supervised and contained barbecues). No Owner will occupy a Lot in a manner that is in violation of any State or Federal environmental protection law or regulation concerning the storage, disposal, or use of toxic or hazardous materials.

3.14. No Open Burning. The open burning of yard trimmings, construction waste, or other materials on the Lot is prohibited.

3.15. No Unsightliness. No unsightliness is permitted on any Lot. This shall include, without limitation, the open storage of any building materials (except during the construction of any Improvement, Dwelling or addition); open storage or parking of farm or construction equipment, inoperable motor vehicles, boats, campers, trailers, trucks larger than pick-up trucks (except during periods of actual loading and unloading); accumulations of lawn or tree clippings or trimmings; accumulations of construction debris or waste; household refuse or garbage except as stored in tight containers in an enclosure such as a garage; lawn or garden furniture except during the season of use; and the storage or accumulation of any other material, vehicle, or

equipment on the Lot in a manner that it is visible from any other Lot or any public street.

3.16. No Annoying Lights. Any outdoor lighting shall be subject to approval by the Architectural Committee, and no outdoor lighting shall be permitted except for lighting that is designed to aim downward and limit the field of light to the immediate vicinity of the Building or Improvement it is intended to serve. Lighted tennis courts, sport courts, and similar lighted recreation facilities are prohibited.

3.17. No Annoying Sounds. No speakers, or other noise making devices may be used or maintained on any Lot which create noise that might reasonably be expected to be unreasonably or annoyingly loud from adjoining Lots, except for properly operating and maintained security or fire alarms.

3.18. Drainage. No Owner shall alter the direction of natural drainage from his Lot, nor shall any Owner permit accelerated storm run-off to leave his Lot without first using reasonable means to dissipate the flow energy. Significant natural drainage areas are indicated on the Plat, and no Owner will construct Improvements in those areas that interfere with surface run off.

3.19. Vehicles Restricted to Roadways. No motor vehicle will be operated on the Subdivision except on improved roads and driveways. No snowmobiles or motorcycles will be operated on any Lot except for ingress and egress by duly licensed, "street legal" vehicles or while loading the equipment for lawful transport on public streets. The operation of any vehicle outside of the Site Disturbance Area of any Lot is strictly prohibited, even during periods of construction.

3.20. Kennels. No kennel or dog run may be placed closer than 50 feet to any Dwelling other than that of the Owner of the kennel.

3.21. No Transient Lodging Uses. The Lots are to be used for residential housing purposes only, and shall not be rented in whole or in part for transient lodging purposes, boarding house, "bed and breakfast," or other uses for providing accommodations to travelers. No lease of any Lot or Dwelling shall be for a period of less than one year. No Lot shall be subjected to time interval ownership.

3.22. No Firearms. No firearms of any kind, including b-b guns, pellet guns, or similar air-powered firearms may be discharged within the Subdivision.

3.23. Clearing and Grading. No portion of any Lot may be cleared of vegetation, graded, cut, or otherwise altered from its natural vegetative condition, except as specifically provided in this Declaration, and except in conjunction with the construction of the Primary Dwelling or other approved Improvements.

3.24. Public Trail Easements. There are public trails that cross through the Subdivision as shown on the Plat. These trails are for the use and benefit of the general public, and not just the Owners. They are dedicated public easements. No Owner shall obstruct or interfere with the use of the trails crossing his or her Lot. Subject to City regulations, trails will be open for use only during daylight hours. Trails are for non-motorized use only, and no motorcycle, all-terrain vehicle, snowmobile or other motorized vehicle (except for authorize maintenance vehicles or equipment) will be permitted on the trail system.

ARTICLE IV

RESTRICTIONS ON IMPROVEMENTS

4. All Improvements on any Lot shall be subject to the following restrictions and architectural design standards:

4.1. Number of Dwellings. Only one Dwelling may be constructed on any Lot; with the exception that Accessory Dwellings are permitted as described below. All Dwellings shall have an attached garage large enough to enclose 2 cars.

4.2. Site Disturbance Area; Placement of Buildings. In order to protect existing native vegetation, minimize landscape irrigation requirements, and maintain the feeling of open space within the subdivision, all construction and landscaping activity must be contained within the maximum Site Disturbance Area for each Lot. The Maximum Site Disturbance Area is comprised of the actual footprint of the house and garage, driveways and utility excavations as approved by the Association on the site plan, and the additional irrigated landscaped area around the house. The maximum size of the irrigated landscaped area for each lot is shown on Exhibit B. Within the Lot, subject to minimum front, side, and rear yard set back requirements, the Owner may propose any location for the Dwelling and the irrigated landscaped area around it. The location of the Dwelling and irrigated landscaped area should be selected to minimize removal of trees and oak brush or other significant vegetation. The placement of the Dwelling and other Improvements should also recognize historic drainage patterns and channels, if any, and avoid construction in locations that obstruct historic drainage. The shape of the Site Disturbance Area may be dictated by the proposed Dwelling, but shall be generally compact and in all cases, the areas disturbed by construction must be contiguous (and not linked by "cherry stems" that give the appearance of two areas of disturbance). Not included within the Site Disturbance Area are:

(a) Driveways not exceeding 20 feet in width connecting from the Site Disturbance Area to the abutting public street;

(b) Utility service lines, provided that utility service lines will be located immediately adjacent to or in the drive way whenever reasonable. If, because of grade considerations for sewer lines, it is not practical to install such lines within or adjacent to the driveway, only one additional utility access trench will be permitted, and it will be kept to the minimum width reasonably possible to minimize disturbance, and if possible, routed around areas of significant vegetation to minimize tree removal.

4.3. Construction Activity Confined to Site Disturbance Area. All construction activity, Improvements, and Dwellings are to be confined to the portion of the Lot identified as the Site Disturbance Area. The Site Disturbance Area will be physically staked on the ground, and fenced or roped off to prevent construction activity from extending beyond the established limits. No soil storage, excavation or backfill operations, or vehicular access is permitted outside of the Site Disturbance Area.

4.4. Building Setback. Regardless of the location of the Site Disturbance Area, all portions of the Dwelling or any other Improvements (except for access driveways and underground utilities) must maintain a minimum front yard set back from property line of 25 feet; a minimum side yard set back of 20 feet on each side of the Lot, and a

minimum rear yard set back of 15 feet from the rear Lot line. On Lots 4 through 26, the rear yard set back will be established from the Limit of Disturbance line shown on the Plat instead of the rear Lot line, and no Improvements may be constructed beyond that line. See Section 4.23 for additional restrictions on specific Lots.

4.5. Relation of Set Back to Site Disturbance Area. The Site Disturbance Area may extend into the Building set back areas, so that the minimum front, rear, and side yard set backs will determine the minimum set back for the exterior walls of any Dwelling or other Improvement, but allow for site disturbance beyond the exterior wall for construction purposes and/or irrigated landscaping.

4.6. Building Size. The sizes of the Lots within the Subdivision were intentionally varied. The maximum allowable Floor Area for the Dwelling and other buildings on the Lot are shown on the table in Exhibit "B". No Dwelling may be constructed which exceeds maximum building Floor Area stated for the Lot on which it is proposed, as shown on Exhibit B. The minimum Floor Area on the main level of any Dwelling shall be at least 2,500 square feet. Garages are not counted in the Floor Area, unless they exceed 600 square feet, in which case the area in excess of 600 square feet is counted.

4.7. Building Height. No structure on and Lot may exceed 28 feet in height as measured at the natural grade on the Lot prior to construction to a point half way between the eaves and the ridge line of the roof. The maximum ridge line height will be 33 feet above natural grade, with the intention being to have the building mass follow the natural, existing contour of the land. Building location and design should place buildings in a manner to minimize visibility from adjoining or adjacent Lots. See Section 4.23 for additional restrictions on specific Lots.

4.8. Roof Design. Roof pitches must be within a range of a 5/12 to a 7/12 slope. No more than one roof pitch may be used on any structure. Eaves and roofs must overhang by at least twenty-four inches. Shingles will be fire retardant material approved by the City. No wood shingles or shakes are permitted. Non-reflective metal roofing, and asphalt composite shingles weighing at least 270 pounds per 100 square feet are also permitted. Mansard, fake mansard, A-frame, gambrel, curvilinear, flat and domed roof designs are prohibited. All fascia boards must be at least twelve inches in width. Special attention will be paid to the south facing roof overhang to allow for adequate sun protection. All roof metal such as flashing, vent stacks, gutters and chimney caps will be made of anodized aluminum or painted galvanized metal, and in either case, will be painted an earth tone color.

4.9. Siding Materials. Unless specifically approved by the Architectural Committee, only the following exterior wall surface materials are allowed: cedar siding, redwood siding, stone, log, wood shingles, and stucco without "tudor" wood breaks. Textured plywood, metal, vinyl, masonite or similar manufactured siding materials are prohibited. There shall be no more than two separate exterior wall materials on any wall surface (excluding trim), and no more than three on any one Building. Exterior wall colors must harmonize with the site and surrounding buildings. The predominant tone should be earth tone, whether in the natural color or patina of the weathered color of the wall surface itself or the color of the stain or other coating. Bright or dramatic colors can be used for accent of exterior wall areas hidden from general view. Fascia and trim shall also remain in the earth tone spectrum.

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4.10. Windows. Windows must be either wood, bronze-tone aluminum clad wood, bronze tone aluminum, or dark metal. All windows must be at least double glazed. Any trapezoidal windows must parallel the shape of the walls or roofs surrounding them. No mirrored or reflective glass may be used.

4.11. Fireplaces, Chimneys. Only one wood-burning stove, fireplace, or other such appliance is permitted on each Lot. The primary heat source must be natural gas or solar rather than wood. No coal fired appliances may be use, and no coal shall be burned in fireplaces. Chimneys must be enclosed in an approved siding material with a spark arrester. No exposed metal flues are permitted.

4.12. Antennas. All antennas must be enclosed within a building, and not roof mounted. Any satellite dishes in excess of 24 inches in diameter must be located and screened in a manner approved in advance by the Architectural Committee so that they are not visible from either adjoining Lots or from outside the Subdivision.

4.13. Solar Panels. Solar panels will be permitted only with the consent of the Architectural Committee, and if permitted at all, must lie flat against the roof and may not differ in pitch from the roof surface on which they are mounted. No free standing solar panels will be permitted.

4.14. No Used or Temporary Structures. No previously erected, used, or temporary structure, mobile home, trailer house, or any other non-permanent structure may be installed or maintained on any Lot.

4.15. No Air Supported Structures. No air supported tennis or swimming pool bubbles or covers will be permitted on any Lot.

4.16. Balconies and Decks. The area under any deck or balcony that is more than twenty-four inches above natural grade must either be landscaped or screened from view so that the view from adjoining Lots or streets is not of the unfinished underside of the deck. The area under any deck shall not be used for storage of equipment, firewood, building material, or similar material. The underside of any deck more than four feet above grade must either be completely screened with vertical lattice or siding, or, if exposed (as in the case of a second story deck) painted or stained to match the house.

4.17. Fire Sprinklers. All dwellings must be equipped with an automatic fire sprinkler system in accordance with the ordinances of Park City or, in the absence of an ordinance, a system which meets standard 13-D of the National Fire Protection Association for residential applications. Owners constructing any portion of the Dwelling or other inhabitable structure more than 150 feet back from the public street may be required to install a dry standpipe from the edge of the street to the fire sprinkler system within the structure. The specifications for fire sprinkling equipment are established by City regulations, and it is the obligation of each Owner to comply with those specifications in the construction of the Dwelling.

4.18. Deer Valley Design Guidelines Incorporated. The Deer Valley Resort Architectural Design Guidelines, which are attached as Exhibit C are incorporated as general design requirements. In the event of conflicts, the specific provisions set forth in this Declaration shall control.

4.19. Fences. To minimize disturbance to native vegetation and disruption to wildlife habitat, fencing of the side and rear boundaries of any Lot shall not be permitted in the Subdivision. Limited interior fencing of the irrigated landscaped area is permitted subject to advance approval by the Architectural Committee. Chain link or other wire fencing is prohibited. With the advance consent of the Committee, an Owner whose Lot is bisected by, or abuts or adjoins a Public Trail Easement, as shown on the Plat or as later dedicated by the Owner, may fence the trail in a manner that is reasonable to prevent trespass. Fencing of trail easements may occur outside the Site Disturbance Area of the Lot. The design of such fencing should be typical of agricultural wire or wood rail fencing (not chain link) of a design that blends in with the surrounding vegetation, and not a highly visible privacy or screening type fence. The fencing material and height shall be of a design that will allow the free travel of wildlife, while discouraging human trespass. Any such fencing should be on the right of way boundary line, and placed in a manner that does not present safety hazards to trail users.

4.20. Entrance Gates. To the extent permitted by applicable City zoning, entrance gates are permitted on all Lots. The driveway width of any entrance gate may not exceed 20 feet in width. The decorative wall or other structure on either side of the gate, plus the width of the gate itself, may not exceed 75 feet in total length, or 30% of the frontage of the Lot, whichever is less. Fencing of the remainder of the Lot frontage is permitted, provided that fencing is of a decorative metal rather than chain link or other wire fencing, and is designed in a manner that blends into the natural landscaping. Decorative pillars on fencing are prohibited.

4.21. Driveway Access. Individual driveway accesses to each Lot must be approved by the Architectural Committee as part of the site plan of the Lot. Driveways should be located in a manner to minimize cuts and fills and the need for retaining walls. No driveway may exceed 12% slope. Driveways shall be wide enough to permit two cars to be parked side by side in front of the garage entrance, but shall not exceed 20 feet otherwise. Cut and fill slopes must be re-vegetated with native vegetation when occurring outside of the approved Site Disturbance Area. Main driveways must be hard surfaced.

4.22. Sewer Connection Required. All Lots are served by sanitary sewer service, and no cesspools, septic tanks, or other types of waste disposal systems are permitted for use with any Dwelling. All Dwellings must be connected to the sanitary sewer system. Owners of downhill Lots may encounter difficulty in providing gravity flow sewer connections to the street. The cost of private ejector systems will be borne by the individual Lot Owner, and not by the Declarant or the provider of sewer treatment service. Lots 25, 26, and 44 will probably require ejector pumps, and others may, depending on the placement and design of the Dwelling.

4.23. Exterior Lighting Standards. All exterior lighting must be adequately shielded and controlled to prevent glare and illumination to adjacent properties or streets. Bare light globe fixtures, such as flood and spot lights, are prohibited.

4.24. Special Restrictions on Some Lots. As a condition of approval by the City, additional restrictions have been imposed on some of the Lots:

(a) On Lots 4, 5, 9, 10, and 11, at least 65% of the total gross floor area, exclusive of the garage, is to be on the finished grade. The maximum Dwelling Height will be 25

feet to the midpoint of the roof and 28 feet to the ridgeline, as defined by the City Land Management Code.

(b) On Lots 10 and 11, the front yard set back will not exceed 100 feet from the front Lot line as defined by the City Land Management Code.

ARTICLE V

LANDSCAPE STANDARDS

5. The intent of this declaration is to conserve water, preserve the natural existing vegetation, and enhance wildlife habitat to the extent possible given the construction of the Subdivision. The use of each Lot is subject to the following Landscape Standards:

5.1. Irrigated Landscape Area. Within each Lot there is an area available for irrigated landscaping, including lawn areas. The size of this area within each Lot is listed on Exhibit B. The irrigated landscape area will be within the Maximum Site Disturbance Area of the Lot. The use of permanent irrigation systems is limited to this portion of the Lot.

5.2. Non-Irrigated Area. Outside of the Maximum Site Disturbance Area, the native vegetation will be preserved, and the following standards apply:

(a) Irrigation. No permanent irrigation is permitted in this area. Temporary irrigation as needed to repair damage to the natural vegetation as a result of construction activities, such as reclamation of utility trenches and areas along driveways, is permitted, but only for so long as necessary for restoration of vegetative cover. New plantings of native plants may be irrigated on a temporary basis to establish healthy growth. No permanent irrigation systems may be installed outside of the Maximum Site Disturbance Area.

(b) Plant Materials. It is the intention to preserve the native vegetation in the areas outside of the Maximum Site Disturbance Area. New plantings in that area will be of native species.

(c) Removal of Vegetation. No native vegetation, trees, or shrubbery may be cut or removed from the non-irrigated area of the Lot except as necessary to maintain healthy growth, remove diseased plants, or for approved utility trenches and driveways. Noxious weeds may be removed as required.

5.3. Uses of Non-Irrigated Area. No improvements of any kinds are permitted in the Non-Irrigated area of any Lot (with the exception of approved driveways and utility trenches). No swimming pool, tennis court, deck, spa, swing set, trampoline, play ground equipment, dog run, or similar structures, hard surfaced area, or improvement is permitted in the non-irrigated area of the Lot. With the consent of the Committee, Owners may clear additional trails in the non-irrigated area, provided that no trail will exceed 10 feet in width. No vehicles, snowmobiles, motorcycles, or all terrain vehicles will be used, stored, or operated on the non-irrigated portion of the Lot.

5.4. No Livestock. No horses or other livestock will be kept on any part of the Lot.

ARTICLE VI

ACCESSORY DWELLINGS

6. While the intention of the Declarant is to develop a subdivision of single family dwellings, the nature and use of such Dwellings in a resort context may make it desirable in some cases for the Owners of Lots to include an Accessory Dwelling in the Primary Dwelling on the Lot. Accessory Dwellings are permitted on each Lot, subject to the following conditions:

6.1. Size of Accessory Dwelling. The Accessory Dwelling may not exceed 25% of the floor area of the Primary Dwelling. Accessory Dwellings may not be less than 400 square feet in floor area, nor more than 800 square feet, and may contain no more than two bedrooms. The addition of an Accessory Dwelling will not increase either the maximum permitted Floor Area or the maximum Site Disturbance Area for each Lot as shown on Exhibit B.

6.2. One Accessory Dwelling Per Lot. Only one Accessory Dwelling is permitted on any Lot. The Accessory Dwelling may only be constructed in conjunction with, or after completion of the Primary Dwelling, but may not be constructed first.

6.3. Location of Accessory Dwelling. Accessory Dwellings must be incorporated into the Primary Dwelling, and no increase in the Site Disturbance Area is permitted for an Accessory Dwelling. The Site Disturbance Area may not be split into separate building sites for the Primary and Accessory Dwellings.

6.4. Ownership, Appurtenance. The Accessory Dwelling is an appurtenance to the Primary Dwelling, and is not to be separately sold, encumbered, leased for periods in excess of 2 years, or in any other way separated from the ownership and control of the Primary Dwelling. There will be no vote in the Association assigned to an Accessory Dwellings, and no assessment levied on Accessory Dwellings other than the assessment on the Lot.

6.5. Transient Lodging Prohibited. No Accessory Dwelling may be rented for transient lodging purposes. No rental agreement for less than 30 days will be permitted. This shall not preclude use by guests of the Owner for periods of shorter duration, but commercial rental on a nightly or short term basis is prohibited.

6.6. Parking. Accessory Dwellings must have one off-street, enclosed parking space per bedroom, in addition to the Parking for the Primary Dwelling.

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ARTICLE VII

OWNERS' MAINTENANCE OBLIGATIONS

7. It is the obligation of each Owner to maintain his Lot at all times in order to preserve and enhance the enjoyment of the Subdivision:

7.1. Duty to Maintain. It is the obligation of the Owner of each Lot to maintain his Lot and the Improvements to the Lot in a good state of repair and an attractive, safe, and healthy condition.

7.2. Repair by Association. In the event that an Owner permits his Lot or Improvements to fall into a state of disrepair that is dangerous, unsafe, unsanitary, or unsightly condition in violation of this Declaration, the Association may give written notice to the Owner describing the condition complained of and demanding that the Owner correct the condition within 30 days. If the Owner fails to take corrective action, the Association shall have the right, but not the obligation, to enter upon the offending Owner's Lot and take corrective action to abate the condition. All costs of abatement shall be charged to the Owner, who agrees to promptly pay the reasonable costs of any work performed under this provision. Unpaid amounts will bear interest at the lawful judgment rate under applicable state law.

7.3. Alterations of Exterior Appearance. The Owners will maintain their Lots and Improvements in substantially the same condition and appearance as that approved by the Architectural Committee. No subsequent exterior alterations, improvements or remodeling, whether structural or changes in landscaping, paint color or siding or trim materials will be made without the advance consent of the Committee.

7.4. Repair Following Damage. In the event of casualty loss or damage to the Improvements, the Owner will be entitled to reconstruct the Improvements as they existed prior to the damage or loss without review by the Committee, provided however that alterations or deviations from the originally approved plans will require review. Nothing in this Declaration is intended to prevent an Owner who has suffered property damage or loss from taking temporary measures to secure the property and prevent further damage, or to prevent injury or dangerous conditions following loss or damage, before re-construction begins. Such temporary measures may be taken without the consent or approval of the Architectural Committee, provided that any such measures must be of a temporary nature, and repair or reconstruction must begin as soon as circumstances will permit. No damaged structure will be permitted to remain on any Lot for more than 90 days without repairs commencing, and any damaged structure which does remain un-repaired after 90 days following the occurrence of damage is deemed a nuisance which may be abated by the Association at the expense of the Owner.

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ARTICLE VIII

CONSTRUCTION COVENANTS AND REGULATIONS

8. In order to insure that the natural vegetation outside of the maximum Site Disturbance Area is not damaged during any construction activities, and to minimize the inconvenience to adjoining Owners, the following construction regulations shall be enforced during the construction period. These regulations shall be made a part of the construction contract between the Owner and his or her contractor on any Improvements on a Lot. Each Owner shall be bound by these regulations, and violations committed by the contractor shall be deemed a violation by the Owner for which Owner is liable.

8.1. Marking Site Disturbance Area. Prior to the commencement of construction, the Owner shall cause the perimeter of the Site Disturbance Area to be surveyed and marked in conjunction with the staking of the foundation and other Improvements. The perimeter of the Site Disturbance Area will be marked with surveyors tape or fenced to prevent any intrusion beyond that area.

8.2. Portable Office or Trailer. Any Owner whose contractor desires to bring a portable office or trailer on to a Lot shall first apply for and receive written approval from the Architectural Committee. The Architectural Committee will work with the Owner to determine the best location for the portable office. The portable office will be located only in a location approved by the Architectural Committee, which shall be on the Owner's Lot and within the area that can be disturbed by construction or driveway areas.

8.3. Removal of Temporary Office. The temporary office may not be installed prior to the commencement of construction, and must be removed upon the first to occur of (i) the issuance of a Certificate of Occupancy, (ii) the termination, expiration, or cancellation of the Building Permit, or (iii) the suspension of construction activities for a period of 60 days.

8.4. Construction Debris Removal. Owners and their contractors must comply with Park City ordinances requiring the placement and maintenance of a trash container or dumpster on the Lot during construction. Owners and their contractors are responsible for collection of trash at the end of each work day and depositing construction trash, packing material, unusable scraps, and other debris in a suitable container. Lightweight material must be weighted down to prevent wind from blowing it away. Debris must be contained until removed from the Lot to an appropriate land fill. The dumpster must be regularly serviced. No trash may be burned, buried, or otherwise disposed of on the Lot. No concrete trucks may be cleaned out on any Lot, Open Space Parcel, or anywhere within the Subdivision.

8.5. Construction Area Appearance. The Lot must be maintained in a reasonably organized and neat condition at all times during the construction of Dwelling or any other Improvements. Materials must be stored in neat stacks and covered. No more material may be delivered to the site than can reasonably be consumed in a week's time, provided that once the Dwelling is enclosed, materials may be stored inside, out of sight, indefinitely.

8.6. Sanitary Facilities. Each Owner is responsible for the installation and maintenance of an approved portable toilet facility on the site during construction. The portable toilet must be located on the Lot at a location approved by the Architectural Committee, and removed from the site at such time as the permanent plumbing system is operational.

8.7. Removal of Mud. Owner and contractor are responsible for keeping mud from the construction site from being deposited on the roadways of the Subdivision. This may require cleaning of truck tires before leaving the site.

8.8. Duration of Construction. It is the obligation of the Owner to proceed with construction with all reasonable speed once construction has commenced, and in any event, all exterior surfaces of the building shall be substantially complete within a period of twelve months from commencement. All landscaping and soil stabilization work must be completed as soon as possible after completion of the exterior of the Dwelling, but in no event later than the summer following completion of the exterior of the Dwelling.

ARTICLE IX

OPEN SPACE AND AMENITY PARCELS

9. Within the Subdivision, there are areas designated on the plat as Open Space Parcels, and an area designated as the Amenity Parcel. Declarant has, or will convey the Open Space Parcels to the City. The use of the Open Space Parcels will be governed by this Declaration. The Amenity Parcel will be conveyed to the Association.

9.1. Use of Amenity Parcel. The Amenity Parcel will be owned by the Association. Its ultimate use is to be determined by the Association, consistent with these covenants. The Amenity Parcel may be used for a natural or landscaped park area, for the construction by the Association, at its expense, of a swimming pool, tennis courts, club house, or similar recreational amenity for the use and benefit of the Owners, or left in its natural condition. Prior to the construction by the Association of any Improvements costing more than \$15,000 on the Amenity Parcel, the Trustees will first present to proposal to the Owners, and receive the affirmative vote of 2/3rds of the Owners, excluding the Declarant. No such Improvements will be made until the Declarant has conveyed at least 2/3rds of the Lots to third parties, unless the Declarant otherwise consents in writing.

9.2. No Dwellings. The Amenity Parcel may not be used for, sold, or leased for the purpose of constructing Dwellings, office space, or commercial buildings. Any recreation amenity will be for the use of the Owners, and not open to the general public or for members other than Owners within the Hidden Meadows Subdivision. This shall not preclude the construction of a manager's dwelling of not more than 400 square feet in any club house facility constructed by the Association.

9.3. No Commercial Use. The Amenity Parcel may not be used for any commercial purpose, including the operation of a club house, restaurant, tennis club or pool facility open to the public or persons other than Owners or their guests. No vehicles, construction materials (other than those for the use and benefit of the Association), or equipment will be parked or stored on the Open Space Parcel, except

during Declarant's initial construction of the Subdivision Improvements, such as streets and utilities.

9.4. Culinary Water Well Site. Declarant's predecessor in interest has reserved the right to drill and operate a culinary water well within the Amenity Parcel. The location of that well will be coordinated with the Association to minimize site disturbance or interference with the Association's use of the Amenity Parcel, but also to provide access to sub-surface geologic structures which are believed to be advantageous locations for drilling a well. The well, if drilled, will be equipped with a surface pump house not to exceed 1,000 square feet, which will be sided, roofed, and landscaped in a manner consistent with these covenants.

9.5. Water Quality Protection. The Association will not do anything on the Amenity Parcel that might reasonably be expected to compromise water quality from the proposed well, including disposal or storage of hazardous materials, fuels or oils, insecticides or herbicides, or the use of other toxic or hazardous materials.

9.6. Open Space Parcels. Around the perimeter of the Subdivision there are larger areas designated on the Plat as Open Space. Declarant has, or will, convey these parcels to the City, subject to this Declaration and additional covenants contained in the deeds. The Owners may enforce these covenants against the City as owner of the Open Space, as the Open Space is created for the benefit of the Subdivision. The City is not deemed an Owner for purposes of participation in the Association, and shall not be subject to Assessment, nor entitled to vote. These covenants are not reciprocal as to the the Open Space, and the City will have no right to enforce these covenants against Lot Owners, provided that this shall not waive any powers that exist under City ordinances. The Open Space parcels are to be maintained in their natural condition, and no improvements of any kind will be permitted, except:

- (a) Trails, which will be public easements for non-motorized use;
- (b) Underground utilities, and such above ground controls, transformer boxes, and junction boxes as may be reasonably necessary;
- (c) The existing overhead power line.

No clearing, grading, excavation, or other site work is permitted that would alter the natural vegetation or natural appearance of the Open Space Parcels.

9.7. Additional Trails. The City may construct an additional trail that extends north through Open Space Parcel Number 4, provided that no new trail will be constructed closer to any Lot than the trail easement shown on the Plat north of the rear lot line of Lots 16 through 26.

ARTICLE XI

COMBINATION OF LOTS

10. Subject to the provisions of this Declaration and the limitations set forth in this Section, any Owner may combine two adjoining Lots with adjoining frontage on the same street within the Subdivision, subject to the approval of the Architectural

Committee and City. The following regulations will apply in the event of a combination:

10.1. Maximum Site Disturbance Area Revision. As a result of the combination of Lots, the maximum allowable Site Disturbance Area of the resulting combined Lot will be determined from the table in Exhibit B, but will not exceed 75% of the combined irrigated area allowed for the two lots. Siting of the Dwelling should spread the resulting building mass more or less evenly over the combined Lots, although may be more concentrated where good site planing practices dictate. In no event may the entire mass be constructed on a single Lot.

10.2. Maximum Floor Area. The maximum Floor Area for the Dwelling on the combined Lots shall not exceed 75% of the combined floor areas of the two individual Lots.

10.3. Architectural Committee May Deny Combination. The Architectural Committee has the power to deny the Owner's application to combine Lots on the basis that the resulting combination concentrates too much building mass on a single Lot, that the combination results in damage to significant natural features on the Property such as natural drainage courses or significant wooded areas, or results in a structure that violates the provisions of this Declaration.

10.4. Combination Deemed Permanent. The combination of Lots is deemed to be permanent and the Lots may not be independently sold once construction has commenced on the Improvements for the combined Lot.

10.5. Record Notice of Combination. The Owner of any Lots that have been combined will execute and deliver to the Architectural Committee a notice in recordable form, containing the name of the Owner and the legal description of the Lots combined, which Notice will state that the two Lots have been combined and cannot subsequently be subdivided. The Owner will also submit a current title report showing any lien holders, who will also be required to sign the Notice. The Committee shall record this Notice with the Summit County Recorder upon the commencement of construction.

10.6. Plat Amendment. The combination of Lots may also require a formal Plat Amendment process under applicable state or city regulations, all or which will be done at the sole expense of Owner.

ARTICLE XI

GENERAL PROVISIONS

11. The covenants, conditions, and restrictions contained in this Declaration may be enforced as follows:

11.1. Remedies.

(a) Any single or continuing violation of the covenants contained in this Declaration may be enjoined in an action brought by the Declarant (for so long as the

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Declarant is the Owner of any Lot), by any other Owner, or by the Association in its own name. In any action brought to enforce these covenants, the prevailing party shall be entitled to recover as part of its judgment all of the reasonable costs of enforcement, including attorneys fees and costs of court.

(b) Nothing in this Declaration shall be construed as limiting the rights and remedies that may exist at common law or under applicable federal, state, or local laws and ordinances for the abatement of nuisances, health and safety, or other matters. These covenants are to be construed as being in addition to those remedies available at law.

(c) The remedies available under this Declaration and at law or equity generally are not to be considered as exclusive, but rather as cumulative.

(d) The failure to take enforcement action shall not be construed as a waiver of the covenants contained in this Declaration in the future or against other similar violations.

11.2. Severability. Each of the covenants contained in this Declaration shall be independent of the others, and in the event that any one is found to be invalid, unenforceable, or illegal by a court of competent jurisdiction, the remaining covenants shall remain in full force and effect.

11.3. Limited Liability. Neither the Declarant, the Trustees, or the Architectural Committee or its individual members, nor any other Owner shall have personal liability to any other Owner for actions or inactions taken under these covenants, provided that any such actions or inactions are the result of the good faith exercise of their judgment or authority under these covenants, and without malice.

11.4. Term of Covenants, Renewal. This Declaration shall expire fifty years from the date it is first recorded with the Summit County Recorder, provided however that in the last year prior to expiration, the Owners of 90% of the Lots may, by written notice which is recorded with the Summit County Recorder, agree to extend the covenants for a period of an additional twenty years.

11.5. Amendment. At any time while this Declaration is in effect, the Owners of 75% of the Lots may amend the provisions of this Declaration. Any amendment must be in writing and be approved by 75% of the Owners at the time of the amendment. No amendment which has the effect of substantially or materially altering the size, nature, or use of the Improvements on any Lot permitted by this Declaration will be binding upon the holder of any mortgage or trust deed on any Lot unless the mortgage or trust deed holder joins in the amendment. These covenants may be repealed in whole or in part by amendment. No amendment which eliminates the rights of the Declarant under this Declaration will be effective without the consent of the Declarant.

11.6. Constructive Notice. Every person who owns, occupies, or acquires any right, title or interest in any Lot in the Subdivision is conclusively deemed to have notice of this Declaration and its contents, and to have consented to the application and enforcement of each of the covenants, conditions and restrictions against his Lot, whether or not there is any reference to this Declaration in the instrument by which he acquires his interest in any Lot.

11.7. Notices. All notices under this Declaration are deemed effective 5 business days after the date of mailing, whether delivery is proved or not, provided that any mailed notice must have postage pre-paid and be sent to the last known address of the party to receive notice. The address for notice may be taken from the latest available property tax assessment rolls if no other address for an Owner is known. Notices delivered by hand are effective upon delivery.

11.8. Liberal Interpretation. The provisions of this Declaration shall be interpreted liberally to further the goal of creating a uniform plan for the development of the Subdivision. Paragraph headings are inserted for convenience only and shall not be considered in interpretation of the provisions. Singular will include plural, and gender is intended to include masculine, feminine and neuter as well.

11.9. Covenants Run with the Land. The covenants, conditions, and restrictions in this Declaration are covenants running with the land, and shall burden and benefit the successors and assigns of the Declarant and the Owners for so long as the Declaration is in effect.

ARTICLE XII

EXPANSION OF PROJECT

12. The Declarant owns other land adjoining the Subdivision which is described on the attached Exhibit D. It is the intention of the Declarant to subdivide the additional land and to add it to the Subdivision and to these Covenants. Within a period of seven years from the date this Declaration is recorded, the additional land may be added to this Declaration and become a part of the Subdivision by the Declarant, or its successor in interest, recording a Subdivision Plat describing the additional land and the Lots created on it, and a Supplemental Declaration stating that it is the intention of the Declarant to add the additional land to the Subdivision, and to have that land be subject to these same covenants, conditions and restrictions.

12.1. No Obligation to Expand. The Declarant reserves the right to add some or all of the additional land to the Subdivision, but is under no obligation to do so. The additional land, if not added to the Subdivision, may be developed in a manner that is different from that described in this Declaration.

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12.2. Expansion in Phases. The Declarant may exercise its right to expand the project in one or more phases or stages, and the addition of some of the expansion area does not obligate the Declarant to add the balance of the land to the Subdivision.

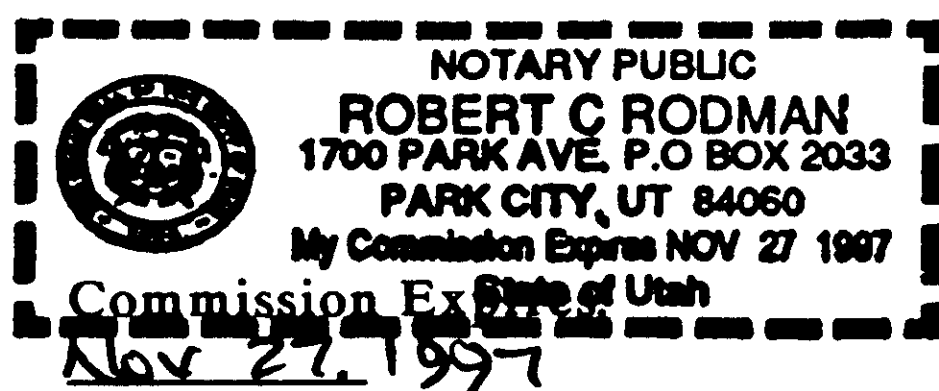
Executed on the date stated above.

BLUE LEDGE CORPORATION, a
Delaware
corporation

By: Hank Rothwell
Hank Rothwell, Pres.

STATE OF UTAH)
 :SS
COUNTY OF SUMMIT)

On the 17 day of July, 1995, Hank Rothwell appeared before me and acknowledged that he is the President of Blue Ledge Company, a Delaware corporation, which is the Declarant in the above instrument, and that he executed the same on behalf of the corporation with proper authority.



Robert C. Rodman
Notary Public
Residing at: Summit Co Utah

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EXHIBITS

EXHIBIT A PROPERTY DESCRIPTION

**EXHIBIT B TABLE FROM PLAT ON HOUSE SIZES AND BUILDING ZONE
MAXIMUMS, INCLUDE REFERENCE TO GARAGES AND SIDE
FRONT AND REAR SET BACKS**

EXHIBIT C AMENITY PARCEL DESCRIPTION

EXHIBIT D PHASE II PROPERTY

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EXHIBIT "A"

HIDDEN MEADOW SUBDIVISION PHASE 1
BOUNDARY DESCRIPTION
May 10, 1995

Beginning at a point on the northerly end line of the Emma mining claim North 77° 39' 13" West 251.53 feet from the Northeast corner of the Emma mining claim, said point is located North 4133.38 feet and East 2713.23 feet from the East Quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) North 77° 39' 13" West 1375.42 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) North 28° 59' 00" West 222.56 feet more or less; thence along the southerly side line of the Ina mining claim (Mineral Survey 5490) North 59° 06' 00" East 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) North 61° 01' 00" East 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim North 38° 40' 43" West 14.26 feet; thence along the Chatham Crossing Subdivision boundary (Recorded Instrument Number 179465 in the Office of the Summit County Recorder) the following four courses:) 1) North 61° 10' 55" East (Plat North 61° 05' 58" East) 46.56 feet; thence 2) North 41° 14' 05" West (Plat North 41° 19' 02" West) 1317.38 feet; thence 3) South 39° 55' 03" East (Plat East) 595.29 feet; thence 4) North 0° 04' 57" East (Plat North) 785.35 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) North 60° 10' 00" East 509.54 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim North 62° 56' 19" East 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) North 44° 04' 01" West 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) North 78° 41' 14" East 40.19 feet; thence along easterly side line of the Potosi mining claim North 53° 33' 00" East 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim South 41° 00' 00" East 643.43 feet more or less; thence along the easterly end line of the Glegg No. 2 mining claim South 39° 40' 23" East 393.40 feet; thence along the North line of Section 11 North 88° 47' 03" West 1240.30 feet to the Northwest corner of Section 11; thence South 0° 57' 03" West 714.42 feet; thence South 70° 48' 39" West 20.35 feet; thence South 89° 32' 18" West 124.80 feet; thence South 07° 11' 05" East 317.18 feet to a point on a 50.00 foot radius curve to the right, whose radius point bears South 04° 46' 56" East, thence along the arc of said curve 42.48 feet thru a central angle of 48° 40' 36" to a point on a 15.00 foot radius curve to the left, whose radius point bears North 43° 53' 40" East; thence along the arc

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of said curve 13.05 feet thru a central angle of 49° 51' 38" to a point on a 675.00 foot radius curve to the right, whose radius point bears South 05° 57' 58" East; thence along the arc of said curve 47.10 feet thru a central angle of 03° 59' 53"; thence South 0° 57' 03" West 1451.52 feet to a point on a 50.00 foot radius curve to the left, whose radius point bears North 89° 02' 57" West; thence along the arc of said curve 73.52 feet thru a central angle of 84° 14' 57"; thence North 10° 46' 33" West 34.02 feet; thence South 80° 37' 22" West 628.64 feet; thence North 16° 28' 35" West 238.32 feet; thence North 13° 36' 27" West 50.00 feet; thence South 76° 23' 33" West 64.47 feet to a point on a 290.15 foot radius curve to the left, whose radius point bears South 13° 36' 27" East; thence along the arc of said curve 48.67 feet thru a central angle 09° 36' 38"; thence North 31° 57' 40" West 225.19 feet; thence South 46° 41' 39" West 377.59 feet; thence South 07° 56' 32" East 319.08 feet; thence South 10° 24' 24" West 233.92 feet; thence South 41° 50' 49" West 137.01 feet; thence South 67° 45' 45" West 221.74 feet; thence South 14° 25' 20" East 246.82 feet; thence South 38° 35' 36" East 164.61 feet to the northeast corner of Phase 1, Parcel 1 of Royal Oaks Subdivision Phase I (Recorded instrument No. 352414 in the office of the Summit County Recorder); thence along the north line of said Parcel 1 South 79° 34' 34" West (Plat South 79° 36' 44" West) 160.00 feet; thence along the north line of said Parcel 1 South 69° 24' 48" West (Plat South 69° 26' 58" West) 65.28 feet; thence along The Oaks at Deer Valley (Recorded instrument No. 311418 in the office of the Summit County Recorder) boundary line South 68° 57' 50" West (Plat South 69° 00' 00" West) 59.25 feet; thence along The Oaks at Deer Valley boundary line South 48° 57' 50" West (Plat South 49° 00' 00" West) 300.00 feet; thence North 65° 36' 22" West 331.48 feet to a point on a 538.60 foot radius curve to the left, whose radius point bears South 60° 33' 01" East; thence along the arc of said curve 335.95 feet thru a central angle of 35° 44' 16"; thence South 06° 17' 17" East 477.78 feet to a point on a 125.00 foot radius curve to the left, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 18.63 feet thru a central angle of 08° 32' 16"; thence along The Oaks at Deer Valley boundary line South 81° 46' 37" West (Plat South 81° 48' 47" West) 50.24 feet to a point on a 175.00 foot radius curve to the right, whose radius point bears North 77° 03' 57" East; thence along the arc of said curve 20.30 feet thru a central angle of 06° 38' 46"; thence North 06° 17' 17" West 477.78 feet to a point on a 588.60 foot radius curve to the right, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 214.78 feet thru a central angle of 20° 54' 26"; thence North 68° 29' 02" West 229.73 feet; thence South 46° 04' 16" West 126.36 feet; thence South 11° 47' 28" West 170.03 feet to the point of beginning. Description contains 226.42 acres. The Basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.

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EXHIBIT "A"

HIDDEN MEADOW SUBDIVISION PHASE 2
BOUNDARY DESCRIPTION
April 19, 1995

Beginning at the Northwest corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11 South $88^{\circ} 47' 03''$ East 1240.30 feet; thence along the easterly end line of the Glegg No. 2 mining claim (Mineral Survey 6792) South $39^{\circ} 40' 23''$ East 215.18 feet; thence along the easterly end line of the Glegg No. 3 mining claim South $38^{\circ} 46' 13''$ East 606.70 feet; thence along the Southerly side line of the Glegg No. 3 mining claim South $75^{\circ} 52' 07''$ West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 mining claim South $63^{\circ} 17' 52''$ West 360.03 feet; thence North $0^{\circ} 57' 03''$ East 142.10 feet to a point on a 675.00 foot radius curve to the left, whose radius point bears South $01^{\circ} 58' 05''$ East; thence along the arc of said curve 47.10 feet thru a central angle of $03^{\circ} 59' 53''$ to a point on a 15.00 foot radius curve to the right, whose radius point bears North $05^{\circ} 57' 58''$ West; thence along the arc of said curve 13.05 feet thru a central angle of $49^{\circ} 51' 38''$ to a point on a 50.00 foot radius curve to the left, whose radius point bears South $43^{\circ} 53' 40''$ West; thence along the arc of said curve 42.48 feet thru a central angle of $48^{\circ} 40' 36''$; thence North $07^{\circ} 11' 05''$ West 317.18 feet; thence North $89^{\circ} 32' 18''$ East 124.80 feet; thence North $70^{\circ} 48' 39''$ East 20.35 feet; thence North $0^{\circ} 57' 03''$ East 714.42 feet to the point of beginning. Description contains 32.73 acres.

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TABLE B

EXHIBIT "B"

LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,303 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,388 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	80,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	60,918 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,722 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,458 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,089 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

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EXHIBIT "C"

HIDDEN MEADOW SUBDIVISION
RECREATION OPEN SPACE PARCEL 3

Beginning at a point North 5704.31 feet and East 3793.03 feet from the East Quarter Corner of Section 16, Township 2 South, Range 4 east, Salt Lake Base and Meridian; and running thence North 88° 19' 31" West 353.13 feet to a point on a 88.00 foot radius curve to the right, whose radius point bears North 1° 40' 29" East; thence along the arc of said curve 266.24 feet thru a central angle of 173° 20' 48"; thence North 85° 01' 17" East 339.08 feet to a point on a 148.70 foot radius curve to the right, whose radius point bears South 4° 58' 43" East; thence along the arc of said curve 119.05 feet thru a central angle of 45° 52' 18" to a point on a 15.00 foot radius curve to the right, whose radius point bears South 40° 53' 36"; thence along the arc of said curve 26.22 feet thru a central angle of 100° 08' 48" to a point on a 201.21 foot radius curve to the left, whose radius point bears South 51° 02' 24" West; thence along the arc of said curve 165.45 feet thru a central angle of 47° 06' 47" to a point on a 15.00 foot radius curve to the right, whose radius bears North 86° 04' 23" West; thence along the arc of said curve 22.97 feet thru a central angle of 87° 44' 52" to the point of beginning. Description contains 2.09 acres. The basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.

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EXHIBIT "D"

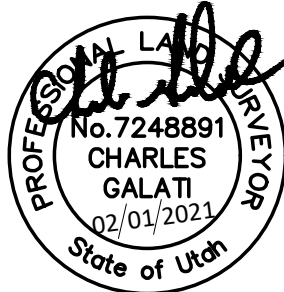
HIDDEN MEADOW SUBDIVISION PHASE 2
BOUNDARY DESCRIPTION
April 19, 1995

Beginning at the Northwest corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11 South $88^{\circ} 47' 03''$ East 1240.30 feet; thence along the easterly end line of the Glegg No. 2 mining claim (Mineral Survey 6792) South $39^{\circ} 40' 23''$ East 215.18 feet; thence along the easterly end line of the Glegg No. 3 mining claim South $38^{\circ} 46' 13''$ East 606.70 feet; thence along the Southerly side line of the Glegg No. 3 mining claim South $75^{\circ} 52' 07''$ West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 mining claim South $63^{\circ} 17' 52''$ West 360.03 feet; thence North $0^{\circ} 57' 03''$ East 142.10 feet to a point on a 675.00 foot radius curve to the left, whose radius point bears South $01^{\circ} 58' 05''$ East; thence along the arc of said curve 47.10 feet thru a central angle of $03^{\circ} 59' 53''$ to a point on a 15.00 foot radius curve to the right, whose radius point bears North $05^{\circ} 57' 58''$ West; thence along the arc of said curve 13.05 feet thru a central angle of $49^{\circ} 51' 38''$ to a point on a 50.00 foot radius curve to the left, whose radius point bears South $43^{\circ} 53' 40''$ West; thence along the arc of said curve 42.48 feet thru a central angle of $48^{\circ} 40' 36''$; thence North $07^{\circ} 11' 05''$ West 317.18 feet; thence North $89^{\circ} 32' 18''$ East 124.80 feet; thence North $70^{\circ} 48' 39''$ East 20.35 feet; thence North $0^{\circ} 57' 03''$ East 714.42 feet to the point of beginning. Description contains 32.73 acres.

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PARCEL
PCA-S-98-SEC-11
LOCATED IN THE NORTHWEST QUARTER OF SECTION 11,
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.

PARK CITY HEIGHTS PHASE 2
RECORDED: AUGUST 4, 2020
ENTRY NO.: 1138069

LEGEND

- Found Monument (As-Noted)
- Found Street Monument (As-Noted)
- Found Section monument (As-Noted)

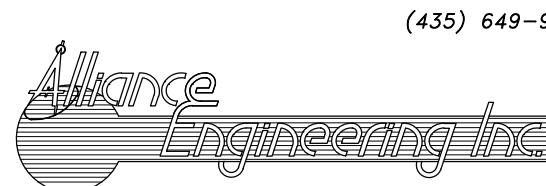
NARRATIVE/NOTES

- Basis of Bearing for this survey is between the found section monuments as shown on this plat.
- Field work for this survey was completed December 3, 2020, and is in compliance with generally accepted industry standards for accuracy.
- The purpose of this survey was to perform an Existing Conditions and Topography survey for the possibility of future improvements to the property.
- A Title Report was provided to the surveyor, File No. 27696 Dated November 13, 2018 prepared by Old Republic National Title Insurance Company, and only easements per said title report 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.
- County tax maps, recorded deeds, Hidden Meadow Subdivision Phase 1 (Entry N.: 436642), Park City Heights Phase 2 (Entry No. 1138069), Park City Heights Phase 3 (Entry No. 1120269), Grant of easement Entry No. 49018, Pole line easement Entry No. 497673, Pole line easement Entry No. 503332, and Record of Surveys S7180, S9447 (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.
- Easement Entry No. 49018 is a blanket easement and not addressed on this survey.
- Site Benchmark: Water Valve, Elevation=7104.86' as shown.
- The architect is responsible for verifying building setbacks, zoning requirements and building heights.
- Property corners were found as shown.
- Measured bearings and distances, when different than record, are shown in parenthesis. ()

LEGAL DESCRIPTION

The surface estate of those portions of the Woodrow No. 6, Clegg No. 2 and Clegg No. 3 patented Mining claims situated in the Northeast Quarter of Section 10 and the Northwest Quarter of Section 11, Township 2 South, Range 4 East, SLB&M, Summit County, Utah which real property is more particularly described as follows:

Beginning at the Northwest corner of Section 11, Township 2 south, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11, South 88°47'03" East 1240.30 feet; thence along the Easterly end line of the Clegg No. 3 Mining claim (Mineral Survey 6792) South 39°40'23" East 215.18 feet; thence along the Easterly end line of the Clegg No. 3 Mining claim South 38°46'13" East 606.70 feet, thence along the Southerly side line of the Clegg No. 3 Mining Claim South 75°52'07" West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 Mining claim South 63°17'52" West 358.92 feet; thence North 0°57'03" East 142.10 feet to a point of a 675.00 foot radius curve to the left whose radius point bears South 01°58'05" East; thence along the arc of said curve 47.10 feet thru a central angle of 03°59'53" to a point on a 15.00 foot radius curve to the right, whose radius point bears North 05°57'58" West; thence along the arc of said curve 13.05 feet thru a central angle of 49°51'38" to a point on a 50.00 foot radius curve to the left, whose radius point bears South 43°53'40" West; thence along the arc of said curve 42.48 feet thru a central angle of 48°40'36"; thence North 07°11'05" West 317.18 feet; thence North 89°32'18" East 124.80 feet; Thence North 70°48'39" East 20.35 feet, thence North 0°57'03" East 714.42 feet to the point of beginning.



CONSULTING ENGINEERS LAND PLANNERS SURVEYORS
323 Main Street P.O. Box 2664 Park City, Utah 84060-2664

(435) 649-9467

STAFF:
CHARLES GALATI
DUSTIN CARRISH
JASON WYNNE
TIM WILSON

DATE: 2/1/21

EXISTING CONDITIONS & TOPOGRAPHIC MAP
HIDDEN MEADOWS PARCELS

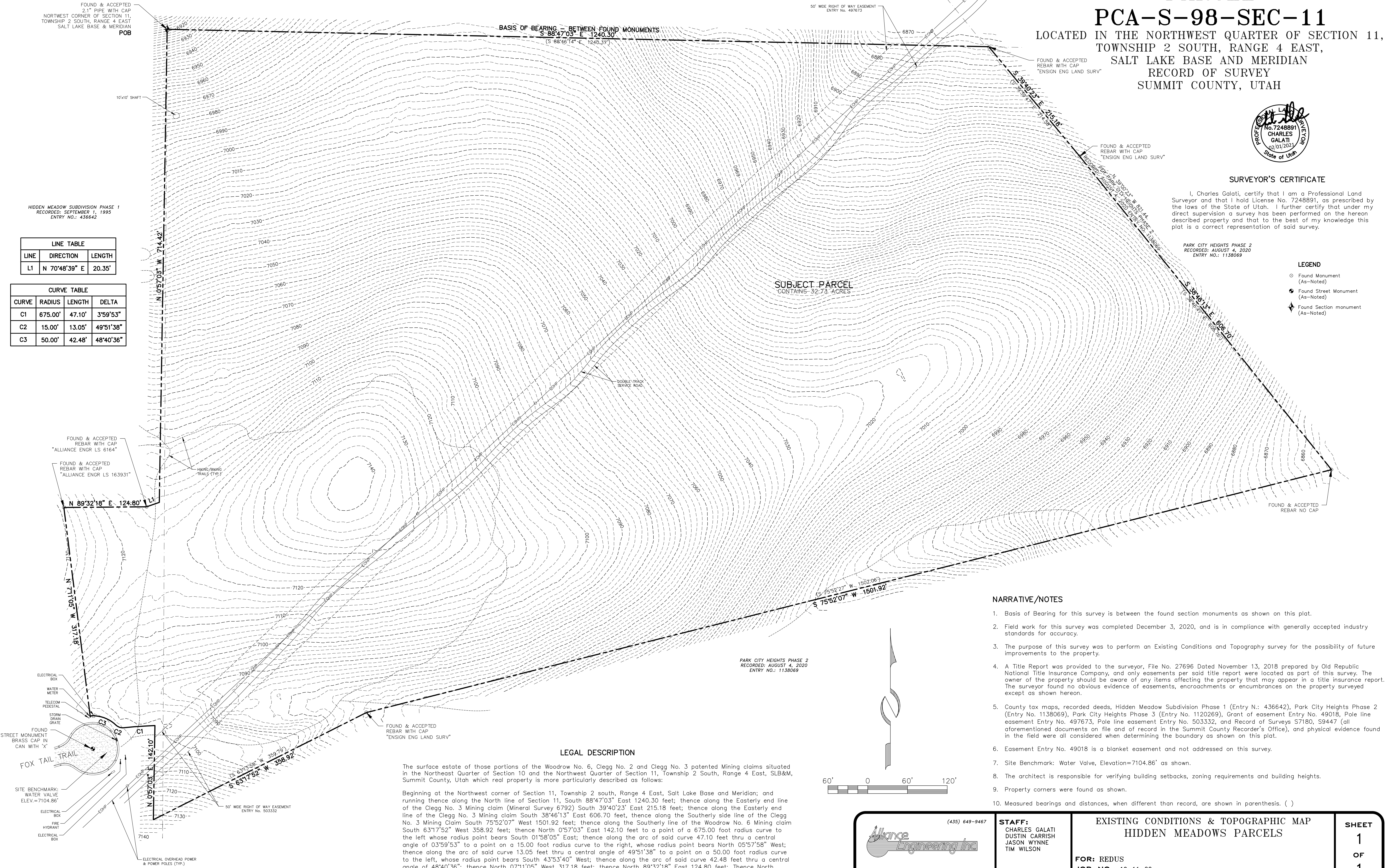
FOR: REDUS
JOB NO.: 19-11-20

FILE: X:\TheOaks\dwg\sr\svry2020\191120-Hidden Meadow Survey-Redus\191120-ros.dwg

SHEET
1
OF
1

LINE TABLE		
LINE	DIRECTION	LENGTH
L1	N 70°48'39" E	20.35'

CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
C1	675.00'	47.10'	3°59'53"
C2	15.00'	13.05'	49°51'38"
C3	50.00'	42.48'	48°40'36"



FOX TAIL SUBDIVISION, LOT 1

Tax Serial No. PCA-S-98-SEC-11

(the “Property”)

(3805 Fox Tail Trail)

PROPOSED REZONE AND PLAT

June 24, 2021

PROJECT INTENT

The Applicant proposes to create a single family residential lot, Fox Tail Subdivision, Lot 1 by platting the Property. The Property is located east of Hidden Meadow Subdivision Phase 1 and is included on the Hidden Meadow Annexation Plat recorded March 8, 1995, as Entry No. 425982. Hidden Meadow Subdivision Phase 1 was recorded September 1, 1995, as Entry No. 436642 in the Office of the Recorder, Summit County, Utah. The Property was not included in the Phase 1 plat.

Under the Hidden Meadow CC&Rs recorded September 1, 1995, as Entry No. 436643, the time for annexing the Property into the Hidden Meadow HOA has lapsed, so the Applicant is now proposing a single lot plat for the Property, independent of Hidden Meadows HOA.

At the time of annexation, a portion of the Property was zoned Estate, with the balance zoned ROS. Subsequent to the annexation, in 2007 Park City enacted the Sensitive Lands Ordinance (“SLO”) which rendered the Estate zoned portion of the Property as essentially unbuildable since the majority of the Estate zoned land is within the Ridgeline Area.

The Property contains 32.73 acres, 90% being in the Recreational Open Space zone. The remaining 10% is in the Estate zone. The Property is located at the end of the cul-de-sac on Fox

Tail Trail as shown on the Hidden Meadow Subdivision Phase 1 plat. The address shown above was assigned by the Summit County GIS Department.

At the time of development of Hidden Meadow Subdivision Phase 1, utility connections were provided for development of the Property.

Ridgeline Impact. The SLO was enacted to restrict development of homes visible breaking the skyline as seen from key view points. The SLO requires visual impact studies from identified locations including Treasure Mountain Junior High School and SR248 adjacent the Park City Studios. With careful site planning, a home could be located within the Estate Parcel such that it is not visible from either of these locations. However, the SLO also prohibits development within Ridgeline Areas which are defined as the area within 150' of either side of key ridges. The ridge between the Hidden Meadows Subdivision and SR248 is one such ridge, including the portion of that ridge on the Property. Further study has concluded that a home constructed on the south side of the ridge would be visible from SR248 adjacent Richardson Flat Road contrary to the intent of the SLO. Exhibit A attached shows the extreme limitations on development imposed by the ROS zoning, the Ridgeline Area exclusion created after the Property was annexed into the City and other constraints.

Alternate Home Site. Following discussions with Staff on the challenges developing within the Estate zoned portion of the Property, the Applicant has identified an alternate area south east of the Ridgeline Area where a home could be built without visual impacts. Slopes in the area of anticipated home development are 10 - 20% which is well suited for the planned use.

Proposed Rezoning. To facilitate development of a single family home on the Property without creating visual impacts, the Applicant is proposing to rezone the Ridgeline Area as ROS and to rezone the portion of the Property leading to and immediately adjacent the alternate home site as Estate.

Proposed Open Space Dedication. The Applicant is proposing to plat the Property to create an 8.84 acre Lot 1 and a 23.89 acre Parcel A. Upon recordation of the plat, the Applicant proposes dedication of Parcel A to Park City, subject to a conservation easement.

Trails. There are several existing trails on the Property for which no easements have been recorded. At the western end of the Property, the *Fox Tail Cut* crosses the property to reach the top of *Skid Row*. Circling the hilltop is the *Fox Tail Trail* (aka *Woodchip Trail*) which cuts right through the area proposed for rezoning from ROS to Estate. The *Fox Tail Access* is a jeep road near the SE edge of the property connecting to *Woodchip Trail* and a new trail connection to Park City Heights that has just been built. To limit impact on proposed Lot 1 while maintaining the integrity of the trail network, the Applicant is proposing to relocate *Fox Tail Cut* further to the

west, while maintaining climbing grades suitable for intermediate riders. *Woodchip Trail* will be closed, but the City will have the opportunity to reconstruct it at a lower elevation on Parcel A following dedication to the City. *Fox Tail Access* will be reconstructed in the trees along the SE property line. The Applicant has reviewed the proposed trail plan and open space dedication with the City's Trails and Open Space Program Manager who has indicated support for the proposed direction.

Summary

Approval of the proposed rezoning and plat will enable construction of one single family on the 32 acre property, as originally anticipated at time of plat recordation. To reach the alternate home site accommodated by the rezoning will require construction of a lengthy and costly driveway.

The proposed rezoning and plat achieves the SLO objective of mitigating visual impact by restricting development on prominent ridgelines such as that immediately south of SR 248, the main access road into Park City.

The integrity of the trail network will be maintained with recordation of two trail easements as proposed. The dedication of 24 acres of conservation open space land will create additional trails and recreational opportunities for the community. There is a beautiful lookout point on a gently sloping ridge top approximately 300' east of the proposed Lot 1.

Planning Commission Staff Report

Subject: Fox Tail Rezone
Application: PL-21-04865
Authors: Rebecca Ward
Browne Sebright
Date: July 28, 2021
Type of Item: Legislative – Zoning Map Amendment

Recommendation

(I) Review the proposal to reallocate and rezone the Estate and Recreation Open Space Zoning for Parcel PCA-S-98-SEC-11 to protect the designated Ridge Line Area while allowing for construction of a Single-Family Dwelling, (II) conduct a public hearing, and (III) consider forwarding a positive recommendation for City Council’s consideration on September 2, 2021, subject to the Findings of Fact, Conclusions of Law, and Conditions of Approval outlined in the draft Ordinance (Exhibit A).

Description

Applicant: REDUS Park City, LLC, represented by Douglas Ogilvy
Location: 3805 Fox Tail Trail
Zoning District: Estate and Recreation Open Space
Adjacent Land Uses: Residential and Open Space
Reason for Review: The Planning Commission reviews rezone applications and forwards a recommendation to the City Council for Final Action¹

Acronyms

LMC Land Management Code
ROS Recreation Open Space

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

Summary

The Applicant proposes reallocating the Estate and Recreation Open Space Zoning for Parcel PCA-S-98-SEC-11 to accommodate construction of a Single-Family Dwelling away from a Ridge Line Area.

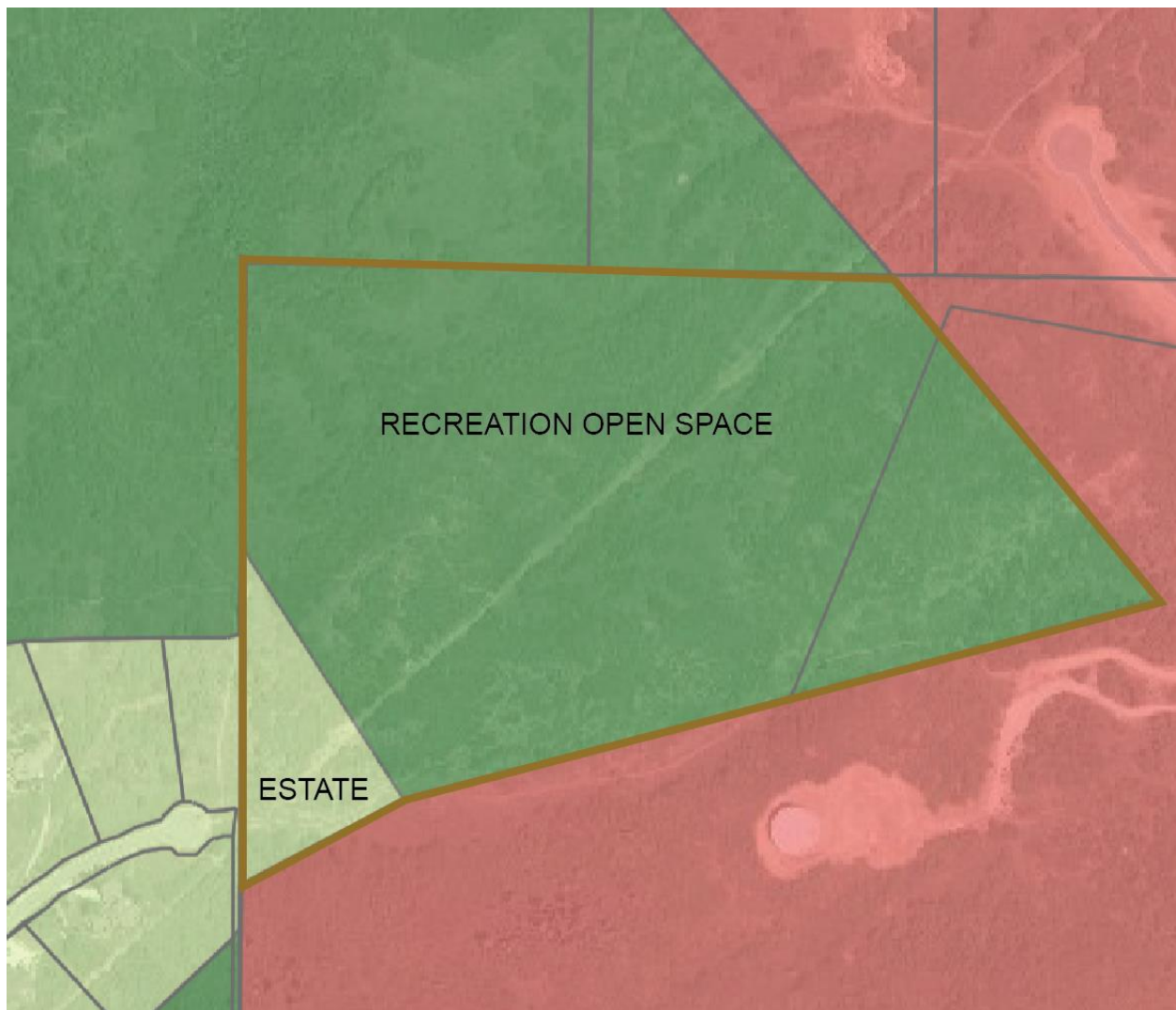
PCA-S-98-SEC-11 is a 32.73-acre Parcel in the Sensitive Land Overlay with 90% in the Recreation Open Space Zoning District (about 29 acres) and 10% in the Estate Zoning District (about three acres). A Ridge Line Area—defined as the top, ridge, or Crest of Hill or Slope plus the land located within one hundred fifty feet on both sides of the top,

¹ LMC [§ 15-1-7](#).

crest, or ridge²—is in the southwestern portion of the Lot in the Estate Zoning District. Due to the location of the Ridge Line Area and the topography of the site, the buildable area for a Single-Family Dwelling presents challenges.

As a result, 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 for Estate Zoning development of a Single-Family Dwelling and Recreation Open Space to prevent development in the Ridge Line Area, and to create a 23.89-acre Recreation Open Space Parcel to be dedicated to the City subject to recordation of a conservation easement (Exhibit B).

The image below is an excerpt from the existing Zoning Map, showing the Recreation Open Space (dark green) and Estate Zoning (light green) for the Parcel, which is outlined in orange:



² LMC [§ 15-15-1](#).

[illegible]

On February 3, 1994, the City Council adopted [Resolution No. 2-94](#), annexing 277.99 acres of Hidden Meadow, including Parcel PCA-S-98-SEC-11 (Exhibit C). On February 3, 1994, the City Council passed [Ordinance No. 94-2](#) (p. 279), amending the Zoning Map to include the Hidden Meadow Property under Resort [sic] Open Space³ and Estate Zoning.

The recorded Hidden Meadow Subdivision plat identifies 45 Lots. However, what was originally proposed to be Lot 26, identified as a Lot with 186,994 square feet, a

⁴ On February 11, 1998, Parcel 4 was conveyed to Park City Municipal Corporation (Parcel No. HM-1-ROS-4-X; Summit County Recorder Entry No. 499358).

maximum floor area of 10,000 square feet, and a maximum site disturbance of 16,000 square feet, included a portion of Parcel PCA-S-98-SEC-11 and was removed from the subdivision. The recorded plat contains 44 total Lots (Exhibit D).⁵

The Hidden Meadow CC&Rs Article XII, ¶ 12 provided a seven-year timeframe from the date of recordation for the Hidden Meadow Subdivision and Homeowner Association to expand to include Parcel PCA-S-98-SEC-11 (Exhibit E). The Declarant recorded the CC&Rs on September 1, 1995, and the potential expansion of the Hidden Meadow Subdivision and Homeowner Association has since expired.

In addition to the rezone request, the Applicant proposes creating the Fox Tail Subdivision to create an independent Lot that will not be part of the Hidden Meadow Subdivision or Homeowner Association, as well as dedicating a 23.89-acre Parcel to Park City under Recreation Open Space Zoning and a conservation easement (PL-21-04826, also under Planning Commission consideration).⁶

Analysis

The Planning Commission hears all requests for Zoning changes.⁷ The Planning Commission holds a public hearing on amendments to the Zoning Map and forwards a recommendation to the City Council. The City Council holds a public hearing and takes Final Action on Zoning Map amendments.⁸

(I) The proposal to reallocate Parcel PCA-S-98-SEC-11 Estate and Recreation Open Space Zoning complies with the annexation pursuant to Resolution No. 2-94.

The proposed reallocation of Estate and Recreation Open Space Zoning does not impact trails required by Resolution No. 2-94.

[Resolution No. 2-94](#) Exhibit B, ¶ 6 *Trails and Sidewalks*, states that trails shall be concurrently reviewed and approved with plats and shall be dedicated to Park City. The Resolution additionally states that “Park City reserves the right to develop additional trails in any open space areas which are dedicated to Park City.”

The Applicant’s Existing Conditions submission identifies two public trails on Parcel PCA-S-98-SEC-11 (Exhibit E). The Fox Tail Trail mountain biking trail forms a loop within the Parcel with two connector points accessed from the Fox Tail Trail cul-de-sac, shown below on an excerpt from the [Park City Interactive Summer Trail Map](#). Additionally, what is identified as “Private” on the map below is within the Recreation Open Space area proposed to be dedicated to Park City and will be relocated as a

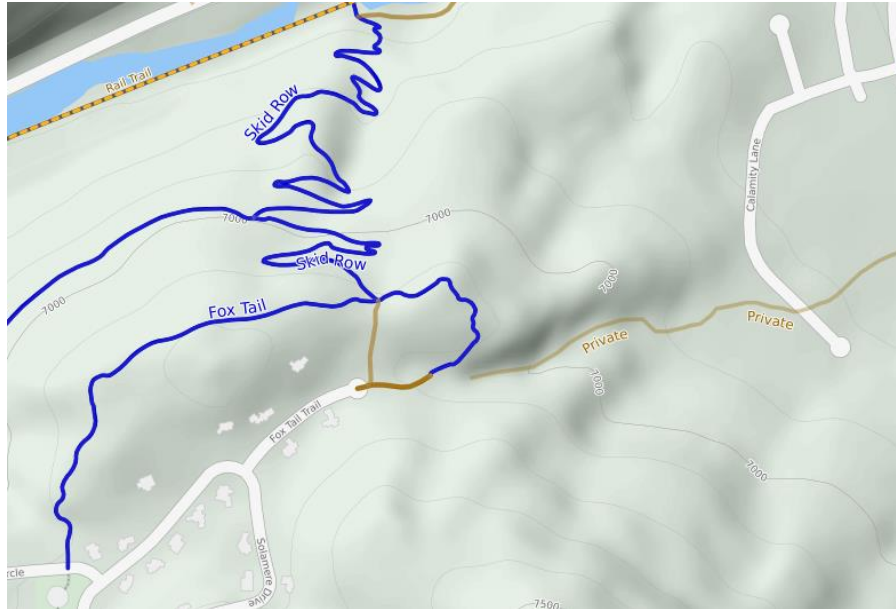
⁵ While the Subdivision removed Lot 26, the recorded Plat retained the Lot information in Table B regarding total square feet (186,994 square feet), Maximum Floor Area (10,000 square feet), and Maximum Site Disturbance (Limits of Disturbance – 16,000 square feet) for Lot 26.

⁶ Fox Tail Trail is a public street and [the City plows the street in the winter](#).

⁷ LMC [§ 15-12-15\(B\)\(3\)](#).

⁸ LMC [§ 15-1-7](#).

public trail as part of the Trails Master Plan for the area.



The Park City Trails and Open Space Manager reviewed the Applicant's proposal and notes that the proposed rezone will not impact existing public trails or proposed public trails in the area. As part of the Applicant's subdivision application, the Applicant proposes relocating Fox Tail Cut and trailhead to the west and relocating the Woodchip Trailhead to the south, and relocating the trail from the Estate portion of the Parcel to the Recreation Open Space portion of the Parcel.

Condition of Approval 2 requires the Applicant to dedicate 23.89 acres to Park City pursuant to a conservation easement within the Recreation Open Space, with the possibility to develop additional public trails within the acreage. The conservation easement must be completed and recorded prior to recordation of the proposed plat amendment.

(II) The proposal to reallocate the PCA-S-98-SEC-11 Estate and Recreation Open Space Zoning complies with the Estate and Recreation Open Space Zoning District Requirements, as well as the Sensitive Land Overlay.

The purposes of the Estate Zoning District include low density development that is environmentally sensitive and preserves ridge tops, meadows, and visible hillsides, preserves large, cohesive, unbroken open space, protects views along the City's entry corridors, and incorporates pedestrian trail linkages between and through neighborhoods.⁹

The area proposed to be rezoned is in the Sensitive Land Overlay. The purposes of the Overlay include protecting and preserving environmentally sensitive land, prohibiting

⁹ LMC [§ 15-2.10-1](#).

development on Ridge Line Areas, and encouraging the preservation of large expanses of open space.¹⁰ Significant Ridge Line Areas must be retained in a natural state and development cannot create a silhouette against the skyline or mountain backdrop when viewed from designated Vantage Points.¹¹ The Land Management Code prohibits development within 150 feet of a Ridge Line.¹²

The current Zoning for the Parcel significantly restricts the buildable area for the Single-Family Dwelling and impacts the viewsheds from the designated Vantage Points from State Road 248 at the turn-out one quarter mile west from HWY 40 and across valley view.¹³

The proposal to reallocate the Estate and Recreation Open Space Zoning for the Parcel is to protect the Ridge Line Area and viewsheds, to preserve Recreation Open Space, and to interconnect trail linkages in the area without increased density.

Additionally, the proposed reallocation of Estate and Recreation Open Space Zoning complies with the Lot and Site Requirements of the Estate Zoning District, outlined in the table below:¹⁴

Estate Zoning District Requirement	Proposal
Minimum Lot Size for Single-Family Dwelling is three acres	Complies If the City Council approves the reallocation of the Estate and Recreation Open Space Zoning and subsequent plat amendment, the Single-Family Dwelling is proposed to be located on an 8.84-acre Lot.
The minimum Lot width is 100 feet	Complies The portion of the proposed Lot along the Fox Tail Trail Court cul-de-sac exceeds 100 feet.

Prior to submitting a building permit application to construct a Single-Family Dwelling within the Estate Zoning District area, the Applicant must submit the materials outlined in Land Management Code [§ 15-2.10-6](#), *Sensitive Lands Review*, subject to Planning Director approval (Condition of Approval 3).

(III) The Development Review Committee reviewed the proposed reallocation of Estate and Recreation Open Space Zoning and did not identify any issues.

On July 20, 2021, the Development Review Committee reviewed the proposed rezone

¹⁰ LMC [§ 15-2.21-1](#).

¹¹ LMC [§ 15-2.21-5](#).

¹² LMC [§ 15-15-1](#).

¹³ LMC [§ 15-2.21-3](#).

¹⁴ LMC [§ 15-2.10-3](#).

and did not identify any issues.

Department Review

The Development Review Committee and Planning, Engineering, and Legal Departments reviewed this 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 and to Affected Entities on July 14, 2021. The *Park Record* published notice on July 14, 2021.¹⁵

Public Input

Staff did not receive any public input when the staff report was published.

Alternatives

- The Planning Commission may forward a positive recommendation to rezone Parcel PCA-S-98-SEC-11;
- The Planning Commission may forward a negative recommendation to rezone Parcel PCA-S-98-SEC-11, and direct staff to make findings for this recommendation; or
- The Planning Commission may continue the discussion to rezone Parcel PCA-S-98-SEC-11 a later date.

Exhibits

Exhibit A: Draft Ordinance

Exhibit B: Applicant's Statement

Exhibit C: Hidden Meadow Annexation Plat

Exhibit D: Hidden Meadow Subdivision

Exhibit E: Hidden Meadow CC&Rs

¹⁵ LMC [§ 15-1-21](#).

Ordinance No. 2021-XX

**AN ORDINANCE APPROVING A ZONING MAP AMENDMENT FOR PARCEL
NUMBER PCA-S-98-SEC-11 ZONED ESTATE AND RECREATION OPEN SPACE
LOCATED AT 3805 FOX TAIL TRAIL, PARK CITY, UTAH**

WHEREAS, the Applicant petitioned the City Council to reallocate the Estate and Recreation Open Space Zoning for Parcel Number PCA-S-98-SEC-11 with an address of 3805 Fox Tail Trail; and

WHEREAS, the current Estate Zoning for the Parcel allows for development on one Single-Family Dwelling, but a Ridge Line Area and site topography significantly restrict the buildable area for a Single-Family Dwelling and development on the Parcel would impact the viewsheds from designated Vantage Points; and

WHEREAS, the proposal to reallocate the Estate and Recreation Open Space Zoning for the Parcel is to protect the Ridge Line Area and viewsheds, to preserve Recreation Open Space, and to interconnect trail linkages in the area, while still allowing for the development of a Single-Family Dwelling; and

WHEREAS, on July 14, 2021, staff posted notice to the property and mailed notice to property owners within 300 feet and to Affected Entities according to the requirements of the Land Management Code; and

WHEREAS, the Park Record published legal notice on July 14, 2021, according to requirements of the Land Management Code; and

WHEREAS, the Planning Commission held a public hearing on July 28, 2021, to receive input on the Fox Tail Trail Zoning Map Amendment; and

WHEREAS, the Planning Commission forwarded a positive recommendation to City Council; and

WHEREAS, on September 2, 2021, the City Council held a public hearing to receive input on the Fox Tail Trail Zoning Map Amendment; and

WHEREAS there is Good Cause and it is in the best interest of Park City Utah, to approve the Amendment of the Zoning Map.

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

SECTION 1. APPROVAL. The Zoning Map Amendment as shown in Attachment 1 is approved subject to the following Findings of Facts, Conclusions of Law and Conditions of Approval.

Findings of Fact:

1. Parcel No. PCA-S-98-SEC-11 with an address of 3805 Fox Tail Trail contains 32.73 acres in the Sensitive Land Overlay.
2. Parcel No. PCA-S-98-SEC-11 is currently zoned Estate and Recreational Open Space. Approximately 90% of the property is in the Recreation Open Space Zoning District (about 29 acres) and about 10% is in the Estate Zoning District (about 3 acres).
3. Parcel No. PCA-S-98-SEC-11 is unimproved.
4. The Applicant proposes reallocating the Estate and Recreation Open Space Zoning for the property to create an 8.84-acre area for Estate Zoning development of a Single-Family Dwelling and Recreation Open Space to prevent development in the Ridge Line Area, and to create a 23.89-acre Recreation Open Space Parcel to be dedicated to the City subject to recordation of a conservation easement.
5. On February 3, 1994, the City Council adopted Resolution No. 2-94, annexing 277.99 acres of Hidden Meadow, including Parcel PCA-S-98-SEC-11.
6. On February 3, 1994, the City Council passed Ordinance No. 94-2, amending the Zoning Map to include the Hidden Meadow Property under Resort [sic] Open Space¹ and Estate Zoning.
7. On May 11, 1995, the City Council passed Ordinance No. 95-19, approving the Hidden Meadow Subdivision. On August 31, 1995, the City Council passed Ordinance No. 95-45, approving a revision to the Hidden Meadow Subdivision to remove 4.39 acres of open space from Parcel 4 to include and dedicate to the City as part of Phase II of the development.
8. The recorded Hidden Meadow Subdivision plat identifies 45 Lots. However, what was originally proposed to be Lot 26, identified as a Lot with 186,994 square feet, a maximum floor area of 10,000 square feet, and a maximum site disturbance of 16,000 square feet, included a portion of Parcel PCA-S-98-SEC-11 and was removed from the subdivision. The recorded plat contains 44 total Lots.
9. The Hidden Meadow CC&Rs Article XII, ¶ 12 provided a seven-year timeframe from the date of recordation for the Hidden Meadow Subdivision and Homeowner Association to expand to include Parcel PCA-S-98-SEC-11. The Declarant recorded the CC&Rs on September 1, 1995, and the potential expansion of the Hidden Meadow Subdivision and Homeowner Association has since expired.
10. In addition to the rezone request, the Applicant proposes creating the Fox Tail Subdivision to create an independent Lot that will not be part of the Hidden Meadow Subdivision or Homeowner Association, as well as dedicating a 23.89-acre Parcel to Park City under Recreation Open Space Zoning and a conservation easement (PL-21-04826, also under Planning Commission consideration).
11. The proposal to reallocate Parcel PCA-S-98-SEC-11 Estate and Recreation Open Space Zoning complies with the annexation pursuant to Resolution No. 2-94.

¹ Recreation Open Space.

12. The proposed reallocation of Estate and Recreation Open Space Zoning does not impact trails required by Resolution No. 2-94.
13. Resolution No. 2-94 Exhibit B, ¶ 6 *Trails and Sidewalks*, states that trails shall be concurrently reviewed and approved with plats and shall be dedicated to Park City. The Resolution additionally states that “Park City reserves the right to develop additional trails in any open space areas which are dedicated to Park City.”
14. The Applicant’s Existing Conditions submission identifies two public trails on Parcel PCA-S-98-SEC-11. The Fox Tail Trail mountain biking trail forms a loop within the Parcel with two connector points accessed from the Fox Tail Trail cul-de-sac.
15. Additionally, a private trail in the Recreation Open Space area proposed to be dedicated to Park City will be relocated as a public trail as part of the Trails Master Plan for the area.
16. The Park City Trails and Open Space Manager reviewed the Applicant’s proposal and notes that the proposed rezone will not impact existing public trails or proposed public trails in the area. As part of the Applicant’s subdivision application, the Applicant proposes relocating Fox Tail Cut and trailhead to the west and relocating the Woodchip Trailhead to the south, and relocating the trail from the Estate portion of the Parcel to the Recreation Open Space portion of the Parcel.
17. The proposal to reallocate the PCA-S-98-SEC-11 Estate and Recreation Open Space Zoning complies with the Estate and Recreation Open Space Zoning District Requirements, as well as the Sensitive Land Overlay.
18. The staff report is incorporated herein.

Conclusions of Law:

1. There is Good Cause for the Fox Tail Trail Zoning Map Amendment. The proposed Zoning Map Amendment complies with the Land Management Code requirements.
2. The Fox Tail Trail Zoning Map Amendment is consistent with the General Plan and the Management Code including Sections 15-1-7(2) and 15-12-15(B)(4) and (9) and applicable State Law regarding Zoning Map Amendments.
3. Approval of this Zoning Map Amendment promotes the general welfare of the citizens of Park City consistent with Utah Code Section 10-8-84.

Conditions of Approval:

1. The Planning Department, City Attorney’s Office, and GIS Specialist will review and approve the final form and content of the amended Zoning Map for compliance with State Law, the Land Management Code, and the Conditions of Approval, prior to the Mayor’s execution of the amended Official Zoning Map.
2. The Applicant shall dedicate 23.89 acres to Park City Municipal Corporation, subject to a conservation easement on the acreage prior to recordation of the proposed Fox Tail Subdivision.
3. Prior to submitting a building permit application to construct a Single-Family Dwelling within the new Estate Zoning District area, the Applicant must submit the materials

outlined in Land Management Code Section 15-2.10-6, *Sensitive Lands Review*, subject to Planning Director approval.

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

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

PARK CITY MUNICIPAL CORPORATION

MAYOR, Andy Beerman

ATTEST:

City Recorder, Michelle Kellogg

APPROVED AS TO FORM:

City Attorney's Office

FOX TAIL SUBDIVISION, LOT 1

Tax Serial No. PCA-S-98-SEC-11

(the “Property”)

(3805 Fox Tail Trail)

PROPOSED REZONE AND PLAT

June 24, 2021

PROJECT INTENT

The Applicant proposes to create a single family residential lot, Fox Tail Subdivision, Lot 1 by platting the Property. The Property is located east of Hidden Meadow Subdivision Phase 1 and is included on the Hidden Meadow Annexation Plat recorded March 8, 1995, as Entry No. 425982. Hidden Meadow Subdivision Phase 1 was recorded September 1, 1995, as Entry No. 436642 in the Office of the Recorder, Summit County, Utah. The Property was not included in the Phase 1 plat.

Under the Hidden Meadow CC&Rs recorded September 1, 1995, as Entry No. 436643, the time for annexing the Property into the Hidden Meadow HOA has lapsed, so the Applicant is now proposing a single lot plat for the Property, independent of Hidden Meadows HOA.

At the time of annexation, a portion of the Property was zoned Estate, with the balance zoned ROS. Subsequent to the annexation, in 2007 Park City enacted the Sensitive Lands Ordinance (“SLO”) which rendered the Estate zoned portion of the Property as essentially unbuildable since the majority of the Estate zoned land is within the Ridgeline Area.

The Property contains 32.73 acres, 90% being in the Recreational Open Space zone. The remaining 10% is in the Estate zone. The Property is located at the end of the cul-de-sac on Fox

Tail Trail as shown on the Hidden Meadow Subdivision Phase 1 plat. The address shown above was assigned by the Summit County GIS Department.

At the time of development of Hidden Meadow Subdivision Phase 1, utility connections were provided for development of the Property.

Ridgeline Impact. The SLO was enacted to restrict development of homes visible breaking the skyline as seen from key view points. The SLO requires visual impact studies from identified locations including Treasure Mountain Junior High School and SR248 adjacent the Park City Studios. With careful site planning, a home could be located within the Estate Parcel such that it is not visible from either of these locations. However, the SLO also prohibits development within Ridgeline Areas which are defined as the area within 150' of either side of key ridges. The ridge between the Hidden Meadows Subdivision and SR248 is one such ridge, including the portion of that ridge on the Property. Further study has concluded that a home constructed on the south side of the ridge would be visible from SR248 adjacent Richardson Flat Road contrary to the intent of the SLO. Exhibit A attached shows the extreme limitations on development imposed by the ROS zoning, the Ridgeline Area exclusion created after the Property was annexed into the City and other constraints.

Alternate Home Site. Following discussions with Staff on the challenges developing within the Estate zoned portion of the Property, the Applicant has identified an alternate area south east of the Ridgeline Area where a home could be built without visual impacts. Slopes in the area of anticipated home development are 10 - 20% which is well suited for the planned use.

Proposed Rezoning. To facilitate development of a single family home on the Property without creating visual impacts, the Applicant is proposing to rezone the Ridgeline Area as ROS and to rezone the portion of the Property leading to and immediately adjacent the alternate home site as Estate.

Proposed Open Space Dedication. The Applicant is proposing to plat the Property to create an 8.84 acre Lot 1 and a 23.89 acre Parcel A. Upon recordation of the plat, the Applicant proposes dedication of Parcel A to Park City, subject to a conservation easement.

Trails. There are several existing trails on the Property for which no easements have been recorded. At the western end of the Property, the *Fox Tail Cut* crosses the property to reach the top of *Skid Row*. Circling the hilltop is the *Fox Tail Trail* (aka *Woodchip Trail*) which cuts right through the area proposed for rezoning from ROS to Estate. The *Fox Tail Access* is a jeep road near the SE edge of the property connecting to *Woodchip Trail* and a new trail connection to Park City Heights that has just been built. To limit impact on proposed Lot 1 while maintaining the integrity of the trail network, the Applicant is proposing to relocate *Fox Tail Cut* further to the

west, while maintaining climbing grades suitable for intermediate riders. *Woodchip Trail* will be closed, but the City will have the opportunity to reconstruct it at a lower elevation on Parcel A following dedication to the City. *Fox Tail Access* will be reconstructed in the trees along the SE property line. The Applicant has reviewed the proposed trail plan and open space dedication with the City's Trails and Open Space Program Manager who has indicated support for the proposed direction.

Summary

Approval of the proposed rezoning and plat will enable construction of one single family on the 32 acre property, as originally anticipated at time of plat recordation. To reach the alternate home site accommodated by the rezoning will require construction of a lengthy and costly driveway.

The proposed rezoning and plat achieves the SLO objective of mitigating visual impact by restricting development on prominent ridgelines such as that immediately south of SR 248, the main access road into Park City.

The integrity of the trail network will be maintained with recordation of two trail easements as proposed. The dedication of 24 acres of conservation open space land will create additional trails and recreational opportunities for the community. There is a beautiful lookout point on a gently sloping ridge top approximately 300' east of the proposed Lot 1.

SURVEYOR'S CERTIFICATE

I, John Demkowicz, do hereby certify that I am a registered Land Surveyor and that I hold Certificate No. 163931 as prescribed under the laws of the State of Utah. I have made a survey of the tract of land shown on this map and described herein and subdivided said tract of land into lots, public easements, ROS parcels and public right-of-ways to be hereafter known as HIDDEN MEADOW SUBDIVISION PHASE 1 and that the same has been correctly surveyed on the ground as shown on this plat.

John Demkowicz
JOHN DEMKOWICZ L.S. NO. 163931

8-24-95
DATE

BOUNDARY DESCRIPTION

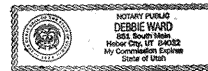
Beginning at a point on the northerly end line of the Emma mining claim North 77° 39' 13" West 251.53 feet from the Northeast corner of the Emma mining claim, said point is located North 4133.38 feet and East 2713.23 feet from the East Quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) North 77° 39' 13" West 1375.42 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) North 28° 58' 00" West 222.56 feet more or less; thence along the southerly side line of the Emma mining claim (Mineral Survey 5490) North 59° 06' 00" East 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) North 61° 01' 00" East 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim North 38° 40' 43" West 14.26 feet; thence along the Chatham Crossing Subdivision boundary (Recorded Instrument Number 179465 in the Office of the Summit County Recorder) the following four courses: 1) North 61° 10' 55" East (Pit North 61° 05' 56" East) 48.56 feet; thence 2) North 41° 14' 05" West (Pit North 41° 19' 02" West) 1317.38 feet; thence 3) South 89° 55' 03" East (Pit East) 595.29 feet; thence 4) North 0° 04' 57" East (Pit North) 785.35 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) North 60° 10' 00" East 509.54 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim North 52° 55' 19" East 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) North 44° 04' 01" West 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) North 78° 41' 14" East 40.19 feet; thence along easterly side line of the Potosi mining claim North 53° 33' 00" East 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim South 41° 00' 00" East 158.14 feet more or less; thence along the west line of the east half of the southwest quarter of the southwest quarter of section 2 South 00° 29' 39" West 656.87 feet more or less; thence along the North line of Section 11 North 88° 47' 03" West 664.97 feet more or less to the Northwest corner of Section 11; thence South 0° 57' 03" West 714.42 feet; thence South 70° 48' 36" West 20.35 feet; thence South 89° 32' 18" West 124.80 feet; thence South 07° 11' 05" East 317.18 feet to a point on a 50.00 foot radius curve to the right, whose radius point bears South 04° 46' 56" East, thence along the arc of said curve 42.48 feet thru a central angle of 48° 40' 36" to a point on a 15.00 foot radius curve to the left, whose radius point bears North 43° 53' 40" East; thence along the arc of said curve 13.05 feet thru a central angle of 49° 51' 38" to a point on a 675.00 foot radius curve to the right, whose radius point bears South 05° 57' 58" East; thence along the arc of said curve 47.10 feet thru a central angle of 03° 59' 53"; thence South 0° 57' 03" West 1415.52 feet to a point on a 50.00 foot radius curve to the left, whose radius point bears North 89° 02' 57" West; thence along the arc of said curve 73.52 feet thru a central angle of 84° 14' 57"; thence North 10° 48' 33" West 34.02 feet; thence South 80° 37' 22" West 628.64 feet; thence North 16° 28' 35" West 238.32 feet; thence North 13° 36' 27" West 50.00 feet; thence South 76° 23' 33" West 64.47 feet to a point on a 290.15 foot radius curve to the left, whose radius point bears South 13° 36' 27" East; thence along the arc of said curve 48.67 feet thru a central angle 09° 36' 38"; thence North 31° 57' 40" West 225.19 feet; thence South 46° 41' 39" West 377.59 feet; thence South 07° 56' 32" East 319.08 feet; thence South 10° 24' 24" West 233.92 feet; thence South 41° 50' 49" West 137.01 feet; thence South 67° 45' 45" West 221.74 feet; thence South 14° 25' 20" East 246.82 feet; thence South 38° 35' 36" East 164.61 feet to the northeast corner of Phase 1, Parcel 1 of Royal Oaks Subdivision Phase 1 (Recorded instrument No. 352414 in the office of the Summit County Recorder); thence along the north line of said Parcel 1 South 79° 34' 34" West (Pit South 79° 36' 44" West) 160.00 feet; thence along the north line of said Parcel 1 South 69° 24' 48" West (Pit South 69° 26' 58" West) 65.28 feet; thence along the Oaks at Deer Valley (Recorded instrument No. 311418 in the office of the Summit County Recorder) boundary line South 68° 57' 50" West (Pit South 69° 00' 00" West) 59.25 feet; thence along the Oaks at Deer Valley boundary line South 48° 57' 50" West (Pit South 49° 00' 00" West) 500.00 feet; thence North 65° 36' 22" West 331.48 feet to a point on a 536.60 foot radius curve to the left, whose radius point bears South 69° 33' 01" East; thence along the arc of said curve 335.95 feet thru a central angle of 35° 44' 16"; thence South 06° 17' 17" East 477.78 feet to a point on a 125.00 foot radius curve to the left, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 18.63 feet thru a central angle of 08° 32' 16"; thence along the Oaks at Deer Valley boundary line South 81° 46' 37" West (Pit South 81° 48' 47" West) 50.24 feet to a point on a 175.00 foot radius curve to the right, whose radius point bears North 77° 03' 57" East; thence along the arc of said curve 20.30 feet thru a central angle of 06° 38' 46"; thence North 06° 17' 17" West 477.78 feet to a point on a 588.60 foot radius curve to the right, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 214.78 feet thru a central angle of 20° 54' 26"; thence North 68° 29' 02" West 229.73 feet; thence South 48° 04' 16" West 126.36 feet; thence South 11° 47' 28" West 170.03 feet to the point of beginning. Description contains 222.03 acres more or less. The Basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.

OWNER'S DEDICATION AND CONSENT TO RECORD

KNOW ALL MEN BY THESE PRESENTS: That the undersigned is the owner of the herein described tract of land, having caused the same to be subdivided into lots, ROS parcels and public right-of-ways, together with easements as set forth on this Record of Survey Plat to be known hereafter as HIDDEN MEADOW SUBDIVISION, does hereby dedicate for the perpetual use of the public, all parcels of land as intended for public use and further consents to the recordation of this Record of Survey Plat in accordance with Utah Law. ALSO, the owner hereby dedicates to Snyderville Basin Sewer Improvement District, Park City Fire Protection District, and Summit County a non-exclusive easement over the utility easements shown on this plat for the purpose of providing access for utility installation, maintenance, use and eventual replacement. The owner, or his representative, 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 subdivision plat and construction plans in accordance with an irrevocable offer of dedication.

IN WITNESS WHEREOF, the undersigned set his hand this 24th day of August, 1995.

BLUE LEDGE CORPORATION
A Delaware Corporation
[Signature]
Mark Rothwell
Its President



ACKNOWLEDGEMENT

STATE OF UTAH)
COUNTY OF SUMMIT)

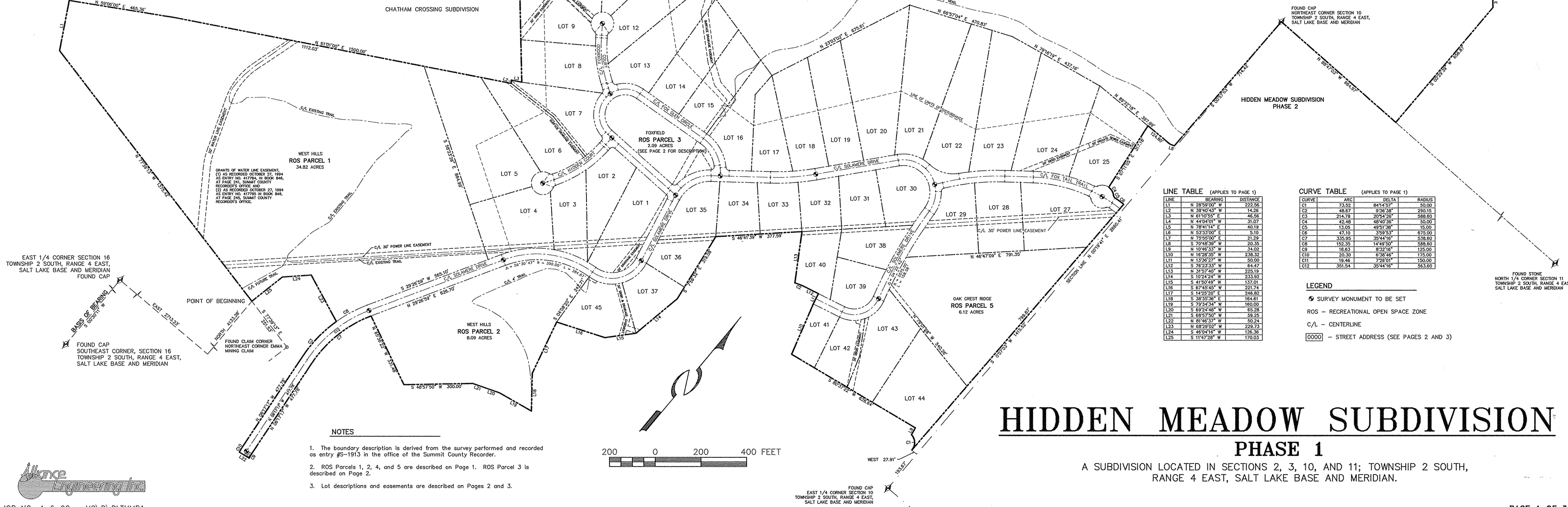
On the 24 day of August, 1995, Hank Rothwell, appeared before me and acknowledged that he is the President of Blue Ledge Corporation, A Delaware Corporation, and that he executed the same on behalf of the Corporation with proper authority.

[Signature]
Notary Public

Residing at: *[Signature]*
Commission Expires: May 30, 1999

TABLE B

LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,383 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,383 S.F.	7,250 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	89,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	46,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,772 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,468 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,033 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.



LINE TABLE (APPLIES TO PAGE 1)

LINE	BEARING	DISTANCE
L1	N 28°59'00" W	222.56
L2	N 38°40'33" W	14.26
L3	N 61°10'55" E	46.56
L4	N 44°04'01" W	31.07
L5	N 78°41'14" E	40.19
L6	N 53°33'00" E	5.10
L7	N 75°55'00" E	21.29
L8	S 70°48'36" W	20.35
L9	N 10°48'33" W	34.02
L10	N 16°28'35" W	238.32
L11	N 13°36'27" W	50.00
L12	S 76°23'33" W	64.47
L13	N 31°57'40" W	225.19
L14	S 10°24'24" W	233.92
L15	S 41°50'49" W	137.01
L16	S 67°45'45" W	221.74
L17	S 14°25'20" E	246.82
L18	S 38°35'36" E	164.61
L19	S 73°04'34" W	160.00
L20	S 69°24'48" W	65.28
L21	S 88°57'50" W	59.25
L22	N 81°46'37" W	50.24
L23	N 68°29'02" W	229.73
L24	S 48°04'16" W	126.36
L25	S 11°47'28" W	170.03

CURVE TABLE (APPLIES TO PAGE 1)

CURVE	ARC	DELTA	RADIUS
C1	73.52	84°14'57"	50.00
C2	48.67	92°51'38"	200.15
C3	214.78	205°42'26"	588.60
C4	42.48	48°40'36"	50.00
C5	13.05	49°51'38"	15.00
C6	47.10	3°59'53"	675.00
C7	335.95	35°44'16"	536.60
C8	192.35	14°48'59"	588.60
C9	18.63	8°32'16"	125.00
C10	20.30	6°38'46"	175.00
C11	19.46	7°29'01"	126.00
C12	351.54	35°44'16"	563.60

LEGEND

- ☉ SURVEY MONUMENT TO BE SET
- ROS - RECREATIONAL OPEN SPACE ZONE
- C/L - CENTERLINE
- 00000 - STREET ADDRESS (SEE PAGES 2 AND 3)

HIDDEN MEADOW SUBDIVISION PHASE 1

A SUBDIVISION LOCATED IN SECTIONS 2, 3, 10, AND 11; TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

JOB NO. 4-6-92 VCD,PLTHMP1

ALLIANCE ENGINEERING INC.
P.O. BOX 2664
323 MAIN STREET
PARK CITY, UTAH 84060
(801) 649-9467

SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT
REVIEWED FOR CONFORMANCE TO SNYDERVILLE BASIN SEWER IMPROVEMENT DISTRICT STANDARDS ON THIS 30th DAY OF August, 1995 A.D.
BY *James R. Baird*
S.B.S.I.D.

PLANNING COMMISSION
APPROVED BY THE PARK CITY PLANNING COMMISSION THIS 30th DAY OF August, 1995 A.D.
BY *[Signature]*
CHAIRMAN

ENGINEERS CERTIFICATE
I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS 30th DAY OF August, 1995 A.D.
BY *Eric W. Oetken*
PARK CITY ENGINEER

APPROVAL AS TO FORM
APPROVED AS TO FORM THIS 1st DAY OF September, 1995 A.D.
BY *Maeda*
PARK CITY ATTORNEY

CERTIFICATE OF ATTEST
I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS 31st DAY OF August, 1995 A.D.
BY *Julia L. Sheldon*
PARK CITY RECORDER

COUNCIL APPROVAL AND ACCEPTANCE
APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS 31st DAY OF September, 1995 A.D.
BY *[Signature]*
MAYOR

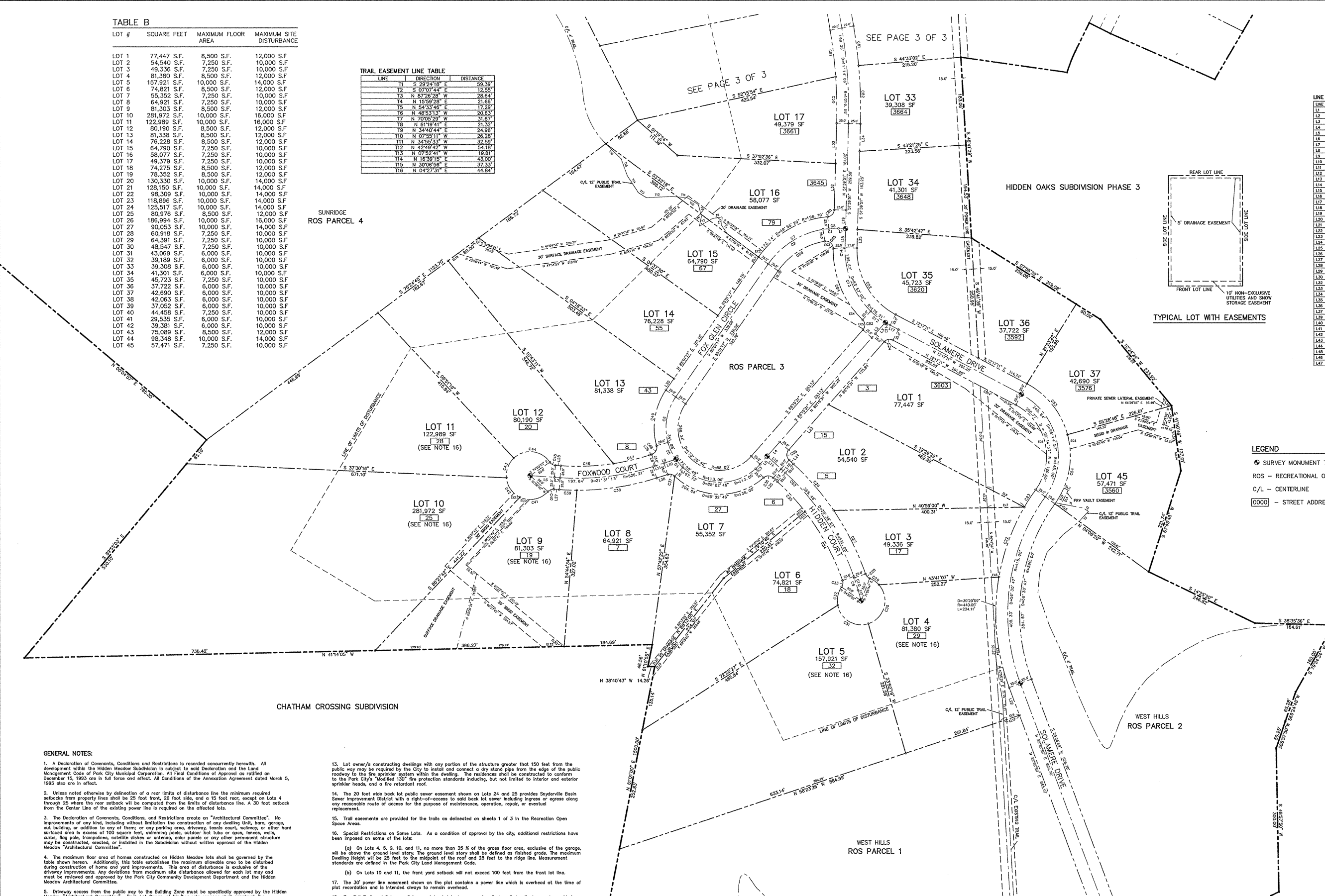
RECORDED
436442
STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF *Coalition Title Co.*
DATE 9-1-95 TIME 17:00 PM BOOK PAGE
139.00 FEE *Alan Spriggs* RECORDER

LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
-------	-------------	--------------------	--------------------------

LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,580 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,934 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,490 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,003 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,998 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	81,003 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,338 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,477 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	133,320 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,399 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	68,118 S.F.	7,250 S.F.	10,000 S.F.
LOT 25	20,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	61,818 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,351 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	45,089 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	37,228 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,228 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,663 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	37,228 S.F.	6,000 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	43,722 S.F.	6,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

LINE	DIRECTION	DISTANCE
T1	S 29°24'18" E	59.39'
T2	S 07°07'44" E	12.55'
T3	N 87°26'28" W	28.64'
T4	N 15°59'28" E	21.66'
T5	N 54°33'46" E	17.29'
T6	N 48°53'13" W	20.83'
T7	N 70°05'29" W	31.67'
T8	N 61°19'41" E	21.32'
T9	N 34°40'44" E	24.96'
T10	N 07°55'11" W	26.28'
T11	N 34°55'33" W	32.59'
T12	N 42°49'42" W	54.18'
T13	N 07°52'41" W	19.81'
T14	N 16°39'15" E	43.00'
T15	N 30°06'56" E	37.33'
T16	N 04°27'31" E	44.84'

LINE	DIRECTION	DISTANCE
T1	S 29°24'18" E	59.39'
T2	S 07°07'44" E	12.55'
T3	N 87°26'28" W	28.64'
T4	N 15°59'28" E	21.66'
T5	N 54°33'46" E	17.29'
T6	N 48°53'13" W	20.83'
T7	N 70°05'29" W	31.67'
T8	N 61°19'41" E	21.32'
T9	N 34°40'44" E	24.96'
T10	N 07°55'11" W	26.28'
T11	N 34°55'33" W	32.59'
T12	N 42°49'42" W	54.18'
T13	N 07°52'41" W	19.81'
T14	N 16°39'15" E	43.00'
T15	N 30°06'56" E	37.33'
T16	N 04°27'31" E	44.84'



LINE	LINE BEARING	DISTANCE
11	N 30°59'51" E	15.50
12	N 88°53'13" W	26.64
13	N 88°53'13" W	26.64
14	N 88°53'13" W	26.64
15	N 88°53'13" W	26.64
16	S 30°52'01" E	15.53
17	S 30°52'01" E	15.53
18	S 30°52'01" E	15.53
19	S 30°52'01" E	15.53
20	S 30°52'01" E	15.53
21	N 30°52'31" W	24.06
22	N 33°55'31" E	22.68
23	N 33°55'31" E	22.68
24	N 33°55'31" E	22.68
25	N 33°55'31" E	22.68
26	N 33°55'31" E	22.68
27	N 121°17'11" W	19.93
28	N 50°50'34" E	40.50
29	N 50°50'34" E	40.50
30	N 36°50'47" E	15.46
31	N 36°50'47" E	15.46
32	N 36°50'47" E	15.46
33	N 88°53'13" W	138.36
34	N 88°53'13" W	138.36
35	N 88°53'13" W	138.36
36	N 88°53'13" W	138.36
37	N 88°53'13" W	138.36
38	S 30°52'31" E	24.06
39	S 30°52'31" E	24.06
40	S 30°52'31" E	24.06
41	S 30°52'31" E	24.06
42	S 30°52'31" E	24.06
43	S 30°52'31" E	24.06
44	S 30°52'31" E	24.06
45	S 30°52'31" E	24.06
46	S 30°52'31" E	24.06
47	S 30°52'31" E	24.06
48	S 30°52'31" E	24.06
49	S 30°52'31" E	24.06
50	S 30°52'31" E	24.06
51	S 30°52'31" E	24.06
52	S 30°52'31" E	24.06
53	S 30°52'31" E	24.06
54	S 30°52'31" E	24.06
55	S 30°52'31" E	24.06
56	S 30°52'31" E	24.06
57	S 30°52'31" E	24.06
58	S 30°52'31" E	24.06
59	S 30°52'31" E	24.06
60	S 30°52'31" E	24.06
61	S 30°52'31" E	24.06
62	S 30°52'31" E	24.06
63	S 30°52'31" E	24.06
64	S 30°52'31" E	24.06
65	S 30°52'31" E	24.06
66	S 30°52'31" E	24.06
67	S 30°52'31" E	24.06
68	S 30°52'31" E	24.06
69	S 30°52'31" E	24.06
70	S 30°52'31" E	24.06
71	S 30°52'31" E	24.06
72	S 30°52'31" E	24.06
73	S 30°52'31" E	24.06
74	S 30°52'31" E	24.06
75	S 30°52'31" E	24.06
76	S 30°52'31" E	24.06
77	S 30°52'31" E	24.06
78	S 30°52'31" E	24.06
79	S 30°52'31" E	24.06
80	S 30°52'31" E	24.06
81	S 30°52'31" E	24.06
82	S 30°52'31" E	24.06
83	S 30°52'31" E	24.06
84	S 30°52'31" E	24.06
85	S 30°52'31" E	24.06
86	S 30°52'31" E	24.06
87	S 30°52'31" E	24.06
88	S 30°52'31" E	24.06
89	S 30°52'31" E	24.06
90	S 30°52'31" E	24.06
91	S 30°52'31" E	24.06
92	S 30°52'31" E	24.06
93	S 30°52'31" E	24.06
94	S 30°52'31" E	24.06
95	S 30°52'31" E	24.06
96	S 30°52'31" E	24.06
97	S 30°52'31" E	24.06
98	S 30°52'31" E	24.06
99	S 30°52'31" E	24.06
100	S 30°52'31" E	24.06

LINE	LINE BEARING	DISTANCE
L1	N 30°59'51" E	15.50
L2	N 88°53'13" W	26.64
L3	N 88°53'13" W	26.64
L4	N 88°53'13" W	26.64
L5	N 88°53'13" W	26.64
L6	S 30°52'31" E	15.53
L7	S 30°52'31" E	15.53
L8	S 30°52'31" E	15.53
L9	S 30°52'31" E	15.53
L10	S 30°52'31" E	15.53
L11	N 57°52'31" W	24.06
L12	N 33°52'31" E	22.68
L13	N 33°52'31" E	22.68
L14	N 33°52'31" E	22.68
L15	N 33°52'31" E	22.68
L16	N 33°52'31" E	22.68
L17	N 121°17'11" W	19.93
L18	N 50°50'31" E	40.50
L19	N 50°50'31" E	40.50
L20	N 36°50'31" E	15.46
L21	N 36°50'31" E	15.46
L22	N 36°50'31" E	15.46
L23	N 88°53'13" W	138.36
L24	N 88°53'13" W	138.36
L25	N 88°53'13" W	138.36
L26	N 57°52'31" W	24.06
L27	N 57°52'31" W	24.06
L28	N 36°50'31" E	15.53
L29	N 36°50'31" E	15.53
L30	S 37°52'31" E	20.63
L31	S 37°52'31" E	20.63
L32	N 30°52'31" E	16.64
L33	N 30°52'31" E	16.64
L34	N 30°52'31" E	16.64
L35	S 30°59'51" W	36.85
L36	N 40°52'31" E	61.47
L37	N 40°52'31" E	61.47
L38	N 50°50'31" E	26.21
L39	N 50°50'31" E	26.21
L40	N 50°50'31" E	26.21
L41	N 50°50'31" E	26.21
L42	N 50°50'31" E	26.21
L43	N 50°50'31" E	26.21
L44	N 50°50'31" E	26.21
L45	N 79°23'31" E	19.98
L46	N 40°52'31" E	104.99
L47	N 40°52'31" E	104.99

CURVE	INC	DELTA	RADIUS
C01	136.66	10°48'58"	173.75
C02	136.66	10°48'58"	173.75
C03	13.37	8°42'57"	113.00
C04	23.50	11°24'37"	113.00
C05	35.88	10°45'08"	113.00
C06	69.30	50°20'56"	113.00
C07	69.30	49°20'39"	113.00
C08	26.37	8°43'02"	173.75
C09	30.01	21°14'5"	153.00
C10	30.01	21°14'5"	153.00
C11	11.18	2°39'44"	176.21
C12	38.88	10°53'05"	176.21
C13	104.68	41°06'47"	176.21
C14	1.92	0°37'27"	176.21
C15	30.37	12°59'23"	140.00
C16	30.37	12°59'23"	140.00
C17	90.18	36°56'49"	140.00
C18	88.37	36°56'49"	140.00
C19	23.90	8°43'04"	173.75
C20	23.90	8°43'04"	173.75
C21	67.21	7°41'5"	850.00
C22	194.48	20°52'42"	850.00
C23	43.33	5°58'56"	440.00
C24	18.89	1°02'07"	440.00
C25	23.56	8°17'44"	556.08
C26	128.68	18°16'44"	556.08
C27	141.10	12°01'44"	556.08
C28	13.07	49°50'56"	50.00
C29	23.84	27°28'50"	50.00
C30	23.84	11°37'57"	50.00
C31	64.48	96°49'18"	50.00
C32	39.82	45°45'15"	50.00
C33	15.24	5°42'22'33"	50.00
C34	85.67	18°36'36"	506.08
C35	10.45	3°31'45"	506.08
C36	10.45	1°56'57"	506.08
C37	15.98	61°03'12"	15.00
C38	17.08	17°40'17"	50.51
C39	17.03	2°50'56"	50.51
C40	13.62	5°50'10'12"	15.00
C41	64.50	72°52'40"	50.00
C42	15.84	50°27'57"	50.00
C43	45.44	55°03'13"	50.00
C44	85.51	90°07'48"	50.00
C45	1.62	5°50'56"	50.00
C46	10.86	8°46'58"	15.00
C47	92.57	50°20'56"	138.00
C48	77.20	49°20'39"	138.00
C49	15.33	6°53'37"	50.51
C50	17.66	3°35'34"	50.51
C51	67.77	63°57'09"	16.21
C52	168.77	47°13'09"	16.21
C53	11.42	47°13'09"	170.00
C54	15.81	51°03'52"	170.00
C55	11.38	42°23'27"	165.00
C56	11.44	42°23'27"	165.00
C57	44.66	05°26'30"	1054.33
C58	158.86	65°57'58"	1054.33
C59	14.73	47°13'09"	675.00
C60	118.94	10°50'46"	675.00
C61	13.05	49°51'08"	15.00
C62	12.20	50°48'49"	15.00
C63	42.48	46°42'36"	50.00
C64	15.20	49°51'08"	15.00
C65	15.35	72°59'58"	15.00
C66	39.02	72°59'58"	635.00
C67	14.34	54°23'20"	15.00
C68	14.79	90°27'54"	15.00
C69	14.79	90°27'54"	15.00
C70	14.79	90°27'54"	15.00
C71	135.86	74°03'33"	1054.33
C72	20.20	70°09'37"	15.00
C73	10.40	36°56'49"	15.00
C74	15.68	4°22'43"	2075.00
C75	156.52	13°03'09"	2075.00
C76	14.33	14°13'31"	14.33
C77	148.18	45°50'10"	14.73
C78	148.18	30°09'43"	92.73
C79	144.31	22°27'55"	92.73
C80	93.31	3°30'58"	2125.00
C81	82.79	23°51'14"	1041.66
C82	14.47	1°47'02"	1041.66
C83	22.97	87°44'54"	15.00
C84	185.45	47°06'47"	20.21
C85	10.22	30°09'48"	15.00
C86	111.95	45°52'18"	148.70
C87	45.83	41°08'46"	635.00
C88	14.80	81°01'50"	635.00
C89	78.77	41°02'42"	1

CURVE	INC	DELTA	RADIUS
C01	136.66	10°48'58"	173.75
C02	136.66	10°48'58"	173.75
C03	13.37	8°42'57"	113.00
C04	23.50	11°24'37"	113.00
C05	35.88	10°45'08"	113.00
C06	69.30	50°20'56"	113.00
C07	69.30	49°20'39"	113.00
C08	26.37	8°43'02"	173.75
C09	30.01	21°14'5"	153.00
C10	30.01	21°14'5"	153.00
C11	11.18	3°39'44"	176.21
C12	38.88	10°53'00"	176.21
C13	104.68	41°06'47"	176.21
C14	1.92	0°37'27"	176.21
C15	30.37	12°59'23"	140.00
C16	30.37	12°59'23"	140.00
C17	90.18	36°56'49"	140.00
C18	88.37	36°56'49"	140.00
C19	23.90	8°43'04"	173.75
C20	23.90	8°43'04"	173.75
C21	67.23	7°41'5"	850.00
C22	194.48	20°52'42"	850.00
C23	43.33	5°58'56"	440.00
C24	18.89	10°02'00"	440.00
C25	23.56	8°17'44"	556.08
C26	128.68	18°16'44"	556.08
C27	141.10	12°01'44"	556.08
C28	13.07	49°50'56"	50.00
C29	23.84	27°28'50"	50.00
C30	23.84	11°37'57"	50.00
C31	64.48	96°49'18"	50.00
C32	39.82	45°45'15"	50.00
C33	14.24	54°22'33"	50.00
C34	85.67	18°36'36"	506.08
C35	10.45	7°31'45"	506.08
C36	10.45	17°56'37"	506.08
C37	15.98	61°03'12"	15.00
C38	17.08	17°40'17"	50.51
C39	17.03	27°07'56"	50.51
C40	13.62	55°10'12"	15.00
C41	64.25	72°52'40"	50.00
C42	15.84	50°27'27"	50.00
C43	45.44	55°10'13"	50.00
C44	85.51	90°10'48"	50.00
C45	1.62	55°10'13"	50.00
C46	110.55	12°38'18"	501.21
C47	72.70	48°37'37"	501.21
C48	15.84	55°10'13"	50.00
C49	67.27	50°27'27"	138.00
C50	15.84	55°10'13"	50.00
C51	97.66	35°35'34"	191.85
C52	168.77	63°57'09"	191.21
C53	11.62	47°11'00"	170.00
C54	15.81	55°10'32"	170.00
C55	11.48	42°23'27"	165.00
C56	11.44	42°23'27"	165.00
C57	44.66	05°26'30"	1054.33
C58	158.86	63°57'08"	1054.33
C59	11.79	47°11'00"	675.00
C60	118.94	10°05'46"	675.00
C61	13.05	49°51'08"	15.00
C62	12.20	50°48'49"	15.00
C63	42.48	46°42'36"	50.00
C64	15.20	49°51'08"	15.00
C65	15.19	72°59'08"	15.00
C66	39.02	72°59'08"	635.00
C67	14.24	54°23'20"	15.00
C68	14.24	90°27'54"	15.00
C69	13.14	72°59'08"	15.00
C70	135.86	74°03'33"	1054.33
C71	30.20	70°09'37"	15.00
C72	20.20	70°09'37"	15.00
C73	10.40	36°56'49"	15.00
C74	15.68	42°22'43"	2075.00
C75	15.62	143°00'39"	2075.00
C76	141.33	143°13'01"	2075.00
C77	148.18	45°50'10"	142.73
C78	148.18	30°29'43"	92.73
C79	144.31	22°27'55"	92.73
C80	93.31	37°30'58"	2125.00
C81	82.79	42°53'14"	1041.66
C82	141.47	14°26'53"	1041.66
C83	22.97	87°44'54"	15.00
C84	185.45	47°06'47"	20.23
C85	18.22	190°48'46"	15.00
C86	111.95	45°52'18"	148.70
C87	45.83	41°28'46"	635.00
C88	18.80	81°18'55"	635.00
C89	78.77	41°02'	1052.33
C90	295.18	22°27'46"	650.00
C91	14.98	23°30'39"	650.00
C92	287.22	28°27'32"	531.06
C93	73.52	84°15'46"	50.00
C94	136.37	23°30'39"	50.00

SURVEY MONUMENT TO BE SET
 ROS - RECREATIONAL OPEN SPACE ZONE
 C/L - CENTERLINE
 0000 - STREET ADDRESS

a. Declaration of Covenants, Conditions, and Restrictions recorded concurrently herewith.

b. The Declaration within the Hidden Meadow Subdivision is subject to said Declaration and the All Easement and Right of Park City Municipal Corporation. The conditions of the Declaration are amended on December 15, 1982 are in full force and effect. All Conditions of the Annexation Agreement dated March 5, 1982 are in effect.

2. Unless noted otherwise by definition of a rear limits of distance line the maximum required setbacks from private lot lines shall be 25 foot front, 20 feet side and 15 foot rear along Lots 4 through 26 where the rear setback will be computed from the limits of distance line. A 30 foot setback from the nearest line of the existing power line is required on the affected lots.

3. The Declaration of Covenants, Conditions, and Restrictions created on "Architectural Committee". No improvements of any kind, including without limitation the construction of any dwelling unit, barn, garage, addition or extension of same or any other building, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, cars, dogs, pile, trampolines, satellite dishes or antenna, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Hidden Meadow Architectural Committee.

4. The maximum floor area of homes constructed on Hidden Meadow lots shall be governed by the table shown hereinafter. Additionally, this table establishes the maximum allowable area to be disturbed during construction of home and yard improvements. This area of disturbance is exclusive of the dry/drainage deviations from master plan and easements established for each lot and may and must be reviewed and approved by the Park City Community Development Department and the Hidden Meadow Architectural Committee.

5. Driveway access from the public way to the Building Zone must be specifically approved by the Hidden Meadow Architectural Committee. Each Lot Owner, at his/her sole expense, shall construct the driveway/driveways/curb intersection to comply with applicable Park City Municipal Corporation specifications.

6. Unless noted otherwise a 10 foot wide non-exclusive public utility and storm storage easement is hereby dedicated along all front lot lines. A five foot wide drainage easement is hereby dedicated along all side lot lines.

7. The Limits of Disturbance Line shown on Lots 4 through 26 indicates a non-disturbance zone within the lot which expressly prohibits the construction of pools, tennis courts, garages, or any other structures or facilities.

8. Park City ordinances in effect at the time of approval of Hidden Meadow Subdivision require payment of wastewater water development and water connection fees at the time of building permit issuance. Park City does not sell snow until such time as 50% of the lots have legally occupied single family dwellings. Snow sale costs are prorated until that time is satisfied.

9. Owners of downsized Lots may incur difficulty in dealing with a home with gravity flow to the sanitary sewer laterals. Owners of such lots at their sole expense, will be required to install private individual ejector systems. Lot 25 will require an ejector system.

10. The Lot owner shall identify and maintain historic drainage channels (if any) in conjunction with construction on the property.

11. The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions and on the table herein.

12. The City requires that a modified type 120 fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Hidden Meadow Subdivision.

13. Lot owner/a constructing dwellings with any portion of the structure greater than 150 feet from the edge of the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's Modified 120 fire protection standards including, but not limited to interior and exterior sprinklers, hose, and a fire retardant roof.

14. The 20 foot wide back lot public sewer easement shown on Lots 24 and 25 provides Snyderline Basin Sewer Improvement District with a right-of-access to said back lot sewer including bypass or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.

15. Trail easements are provided for the trails as delineated on sheets 1 of J 3 in the Recreation Open Space Areas.

16. Special Restrictions on Some Lots. As a condition of approval by the city, additional restrictions have been imposed on some of the lots:

(a) On Lots 4, 5, 9, 10, and 11, no more than 35 % of the gross floor area, exclusive of the garage, will be above the ground level story. The ground level story shall be defined as finished grade. The maximum Dwelling Height will be 25 feet to the midpoint of the roof and 28 feet to the ridge line. Measurement standards are defined in the Park City Land Management Code.

(b) On Lots 10 and 11, the front yard setback will not exceed 100 feet from the front lot line.

17. The 30' power line easement shown on the plot contains a power line which is overhead at the time of plat recording and is intended always to remain overhead.

18. Fox Tail Trail and Salamander Drive are intended to become a heavily travelled corridor road, provided lands to the East are duly annexed.

19. No building permits will be issued until roads are paved.

LINE	DIRECTION	DISTANCE
EL1	S 76°24'45" E	17.33
EL2	N 85°01'17" E	15.90
EL3	S 12°58'30" E	10.32
EL4	S 77°03'40" W	16.40
EL5	N 04°08'20" W	14.25
EL6	N 12°29'22" E	90.67
EL7	N 40°59'00" W	77.94
EL8	N 43°41'07" E	16.73
EL9	N 58°23'56" E	43.83
EL10	S 80°37'22" W	28.75
EL11	S 80°37'22" E	16.75
EL12	S 62°06'37" E	18.41
EL13	N 48°50'55" W	12.37
EL14	N 48°41'08" E	16.75
EL15	N 00°57'03" E	8.92
EL16	S 88°00'50" E	8.16
EL17	N 58°32'26" E	45.67
EL18	S 76°24'45" E	25.33
EL19	S 61°01'00" W	21.88
EL20	N 38°56'43" W	12.37
EL21	N 48°48'19" E	39.84
EL22	N 41°14'05" E	36.94
EL23	S 70°05'00" E	16.75

LINE	DIRECTION	DISTANCE
EL1	S 76°24'45" E	17.33
EL2	N 85°01'17" E	15.90
EL3	S 12°58'30" E	10.32
EL4	S 77°03'40" W	16.40
EL5	N 04°08'20" W	14.25
EL6	N 12°29'22" E	90.67
EL7	N 40°59'00" W	77.94
EL8	N 43°41'07" E	16.73
EL9	N 58°23'56" E	43.83
EL10	S 80°37'22" W	28.75
EL11	S 80°37'22" E	16.75
EL12	S 62°06'37" E	18.41
EL13	N 48°50'55" W	12.37
EL14	N 48°41'08" E	16.75
EL15	N 00°57'03" E	8.92
EL16	S 88°00'50" E	8.16
EL17	N 58°32'26" E	45.67
EL18	S 76°24'45" E	25.33
EL19	S 61°01'00" W	21.88
EL20	N 38°46'43" W	12.37
EL21	N 48°48'19" E	39.84
EL22	N 41°14'05" E	36.94
EL23	S 70°05'00" E	16.75

CURVE	RADIUS	LENGTH	DELTA
EC1	50.00'	20.99	24'02.51"
EC2	198.70'	15.00	04'19.36"
EC3	15.00'	78.62	78'62.00"
EC4	201.21'	41.26	11'45.00"
EC5	15.00'	21.31	81'23.26"
EC6	120.00'	49.42	23'35.55"
EC7	170.00'	38.77	12'53.49"
EC8	170.00'	30.18	10'10.14"
EC9	142.73'	24.30	09'45.13"
EC10	142.73'	17.44	07'00.01"
EC11	142.73'	17.93	07'11.58"
EC12	506.08'	10.01	01'07.55"
EC13	506.08'	10.01	01'07.58"
EC14	603.92'	15.27	15'27.00"
EC15	50.00'	15.27	15'27.00"

CURVE	RADIUS	LENGTH	DELTA
EC1	50.00'	20.99	24'02.51"
EC2	198.70'	15.00	04'19.36"
EC3	15.00'	78.62	78'62.00"
EC4	201.21'	41.26	11'45.00"
EC5	15.00'	21.31	81'23.26"
EC6	120.00'	49.42	23'35.55"
EC7	170.00'	38.77	12'53.49"
EC8	170.00'	30.18	10'10.14"
EC9	142.73'	24.30	09'45.13"
EC10	142.73'	17.44	07'00.01"
EC11	142.73'	17.93	07'11.58"
EC12	506.08'	10.01	01'07.55"
EC13	506.08'	10.01	01'07.58"
EC14	603.92'	15.27	15'27.00"
EC15	50.00'	15.27	15'27.00"

A SUBDIVISION LOCATED IN SECTIONS 10 AND SECTION 11, TOWNSHIP 2 SOUTH,
RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

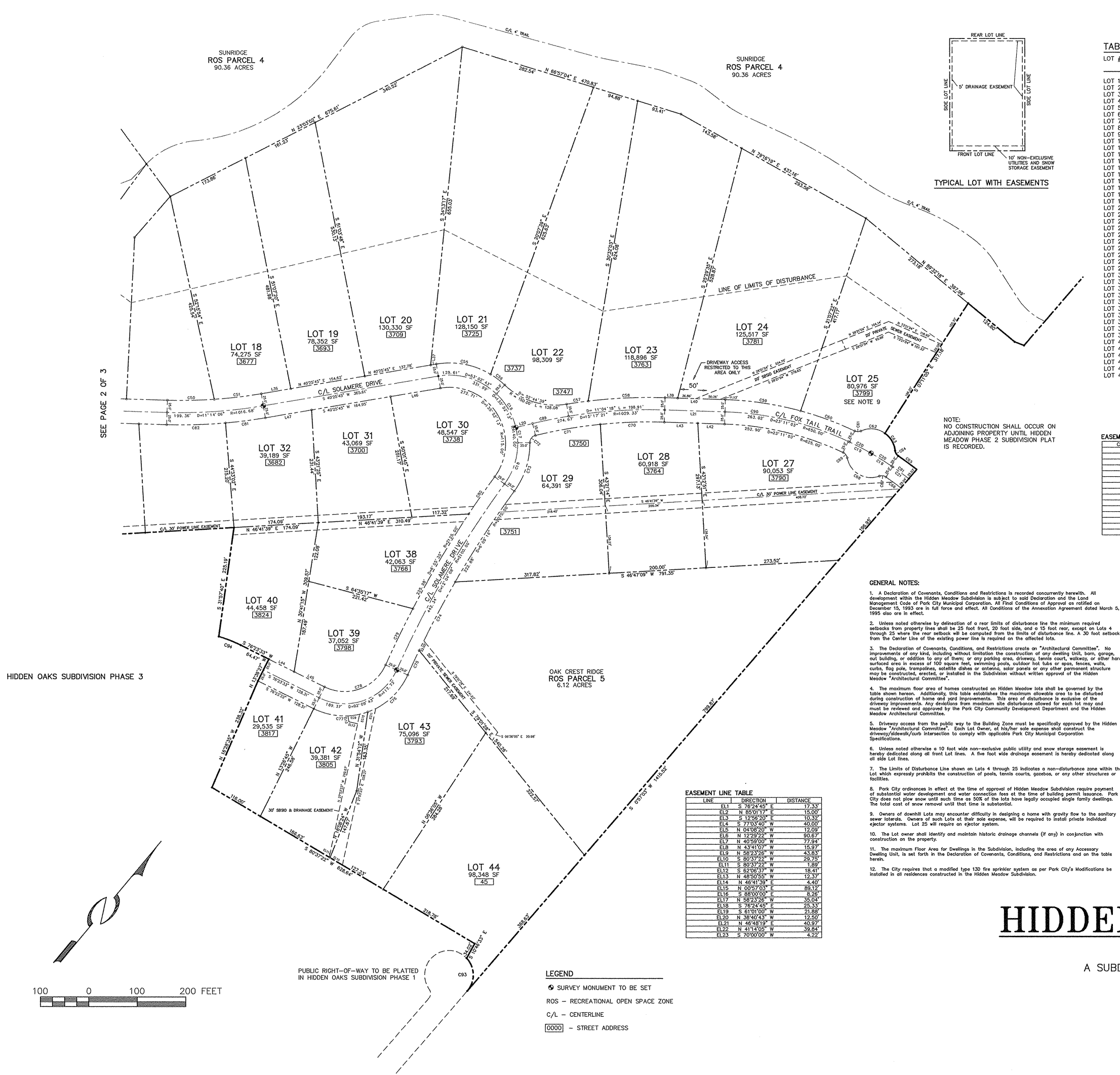


TABLE B			
LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,303 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,338 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	76,392 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	80,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,984 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	60,918 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	6,000 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,722 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,458 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,089 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

LINE TABLE		
LINE	BEARING	DISTANCE
L1	N 34°00'00" E	13.00
L2	S 88°19'31" W	43.67
L3	N 88°19'31" W	21.64
L4	N 88°19'31" W	39.51
L5	N 88°19'31" W	22.43
L6	S 36°02'08" E	61.23
L7	S 36°02'08" E	11.53
L8	S 73°32'21" E	5.06
L9	S 73°32'21" E	45.14
L10	N 57°32'21" W	26.14
L11	N 57°32'21" W	24.98
L12	N 57°32'21" E	23.88
L13	N 22°21'13" E	12.19
L14	N 22°21'13" E	39.43
L15	S 22°21'13" W	29.51
L16	S 22°21'13" W	13.11
L17	N 12°17'11" W	19.83
L18	N 81°09'31" E	40.00
L19	N 81°09'31" E	26.53
L20	N 36°30'47" E	35.50
L21	N 36°30'47" E	124.46
L22	N 22°21'13" E	61.81
L23	N 88°19'31" W	126.38
L24	S 22°21'13" W	12.11
L25	N 22°21'13" E	12.19
L26	N 57°32'21" W	24.09
L27	N 57°32'21" E	11.53
L28	S 36°02'08" E	11.53
L29	S 73°32'21" E	5.06
L30	N 88°19'31" E	39.51
L31	S 81°09'31" E	96.64
L32	N 57°32'21" E	84.38
L33	N 57°32'21" W	12.19
L34	N 57°32'21" E	12.19
L35	S 81°09'31" E	38.85
L36	N 42°02'45" E	61.47
L37	N 42°02'45" E	13.74
L38	N 81°09'31" E	26.21
L39	N 81°09'31" E	124.46
L40	N 81°09'31" E	127.01
L41	S 81°09'31" E	55.01
L42	S 81°09'31" E	60.00
L43	S 81°09'31" E	58.33
L44	S 81°09'31" E	66.98
L45	S 42°02'45" E	104.09
L46	S 42°02'45" E	66.57

CURVE TABLE			
CURVE	ARC	DELTA	RADIUS
C1	33.65	10°46'16"	173.79
C2	138.07	43°30'18"	173.79
C3	13.37	6°48'37"	113.00
C4	167.73	89°02'46"	113.00
C5	22.50	11°24'34"	113.00
C6	28.96	19°45'58"	113.00
C7	99.30	56°29'56"	113.00
C8	151.36	49°53'09"	113.00
C9	29.37	6°43'09"	173.79
C10	36.01	2°14'16"	503.06
C11	29.91	2°54'07"	503.06
C12	11.26	2°38'44"	176.21
C13	38.60	12°33'58"	176.21
C14	144.89	47°08'17"	176.21
C15	1.92	0°37'37"	176.21
C16	80.73	33°03'39"	140.00
C17	31.37	12°59'23"	140.00
C18	90.28	36°56'49"	140.00
C19	52.80	13°04'48"	650.00
C20	52.80	43°04'48"	650.00
C21	40.92	2°36'55"	650.00
C22	198.49	29°22'47"	440.00
C23	43.36	5°38'58"	440.00
C24	41.91	7°03'07"	15.00
C25	23.38	8°17'16"	15.00
C26	128.88	13°18'44"	558.08
C27	149.10	12°27'44"	558.08
C28	13.07	49°55'06"	15.00
C29	23.34	27°29'52"	50.00
C30	89.48	11°02'12"	50.00
C31	64.49	96°46'16"	50.00
C32	39.83	42°45'15"	50.00
C33	14.24	5°22'33"	15.00
C34	164.67	18°36'36"	506.68
C35	85.35	5°39'48"	506.68
C36	21.87	8°78'07"	15.00
C37	15.98	61°03'12"	15.00
C38	170.51	17°40'12"	301.51
C39	37.93	8°17'16"	50.00
C40	13.82	5°01'12"	15.00
C41	44.05	7°23'40"	50.00
C42	51.86	59°27'07"	50.00
C43	45.44	52°03'33"	50.00
C44	85.35	96°07'48"	50.00
C45	13.82	52°01'12"	15.00
C46	110.56	12°38'18"	501.51
C47	77.79	12°38'18"	501.51
C48	22.98	87°46'18"	15.00
C49	121.27	50°29'58"	158.00
C50	96.79	2°39'33"	991.68
C51	97.66	5°38'14"	991.68
C52	188.77	83°57'52"	191.75
C53	140.06	47°11'05"	170.00
C54	151.51	51°03'52"	170.00
C55	116.33	42°23'27"	165.00
C56	36.44	12°39'19"	165.00
C57	44.88	02°29'50"	1954.33
C58	159.66	63°37'06"	1954.33
C59	157.47	12°22'00"	675.00
C60	118.94	10°05'46"	675.00
C61	13.05	49°51'06"	15.00
C62	52.30	59°48'48"	30.00
C63	45.48	48°40'36"	30.00
C64	13.05	49°51'06"	15.00
C65	47.10	35°53'33"	675.00
C66	39.02	42°29'58"	675.00
C67	11.24	5°27'58"	15.00
C68	86.79	96°27'04"	50.00
C69	14.24	5°23'07"	15.00
C70	130.14	7°31'18"	1004.33
C71	130.86	7°49'33"	1004.33
C72	30.20	7°18'37"	15.00
C73	106.40	36°56'49"	185.00
C74	159.58	42°22'43"	2075.00
C75	56.82	13°09'00"	2075.00
C76	115.19	46°14'35"	142.73
C77	114.39	45°53'10"	142.73
C78	149.16	81°08'43"	82.73
C79	129.31	32°27'35"	2125.00
C80	81.31	2°37'58"	2125.00
C81	82.79	43°31'14"	1041.68
C82	121.47	6°40'53"	1041.68
C83	33.93	87°46'18"	15.00
C84	165.45	47°06'47"	201.51
C85	28.22	10°05'48"	15.00
C86	119.65	42°57'16"	143.79
C87	43.83	41°26'06"	625.00
C88	21.80	82°16'50"	15.00
C89	75.77	4°17'02"	1009.33
C90	286.18	23°27'48"	650.00
C91	44.08	33°33'04"	650.00
C92	262.32	28°18'52"	51.68
C93	73.52	84°14'57"	50.00
C94	45.67	5°38'38"	201.51

EASEMENT CURVE TABLE			
CURVE	RADIUS	LENGTH	DELTA
EC1	50.00	20.39	24°02'31"
EC2	158.70	15.00	04°19'31"
EC3	15.00	20.61	78°42'31"
EC4	207.21	41.28	11°43'00"
EC5	15.00	21.31	81°23'29"
EC6	120.00	49.42	23°35'55"
EC7	70.00	38.27	12°53'49"
EC8	170.00	30.18	10°10'14"
EC9	142.73	24.30	09°45'13"
EC10	142.73	14.44	07°00'01"
EC11	142.73	17.93	07°11'46"
EC12	506.68	10.00	01°07'26"
EC13	101.01	10.00	01°07'26"
EC14	403.72	107.11	15°12'01"
EC15	50.00	15.27	17°29'36"

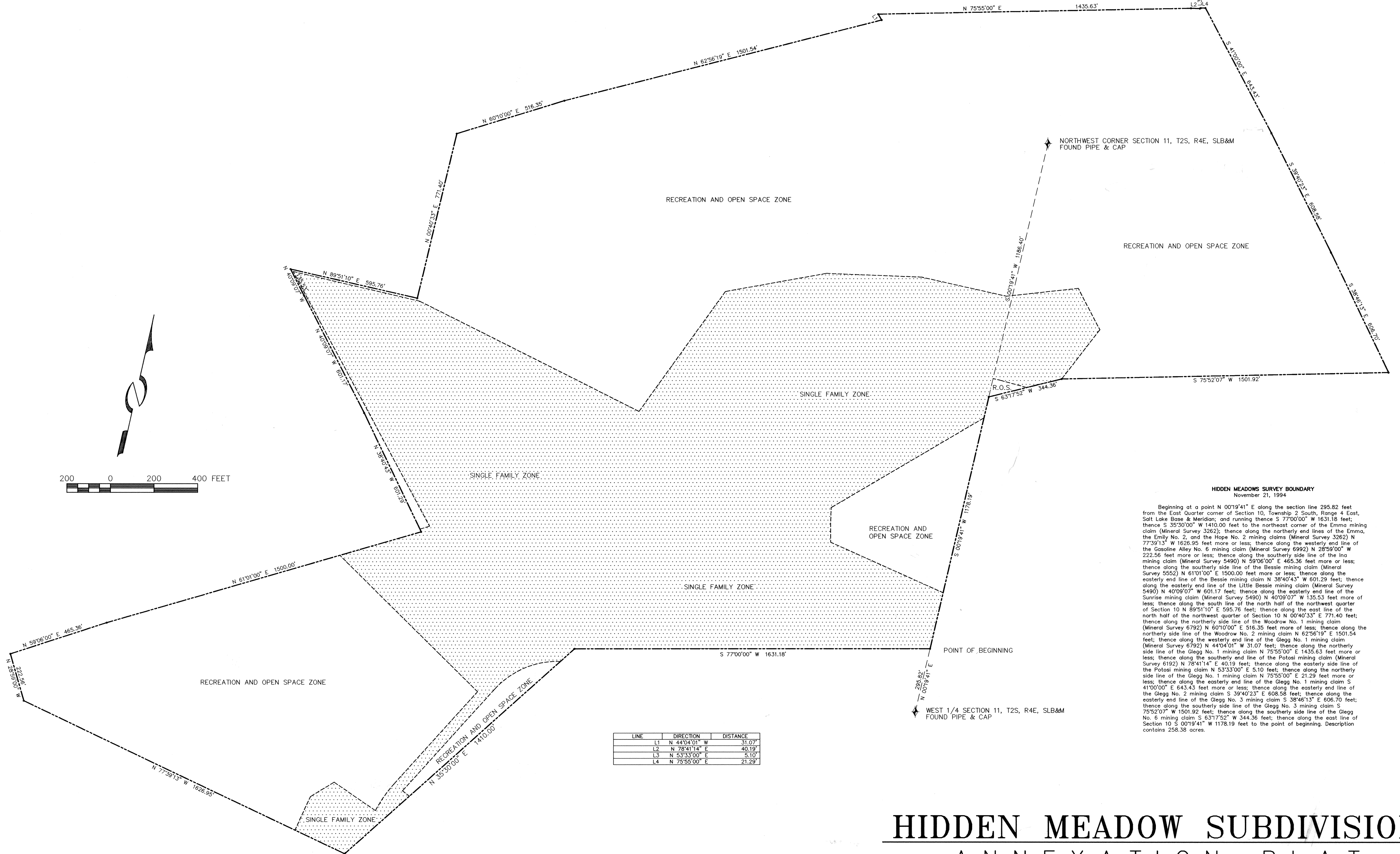
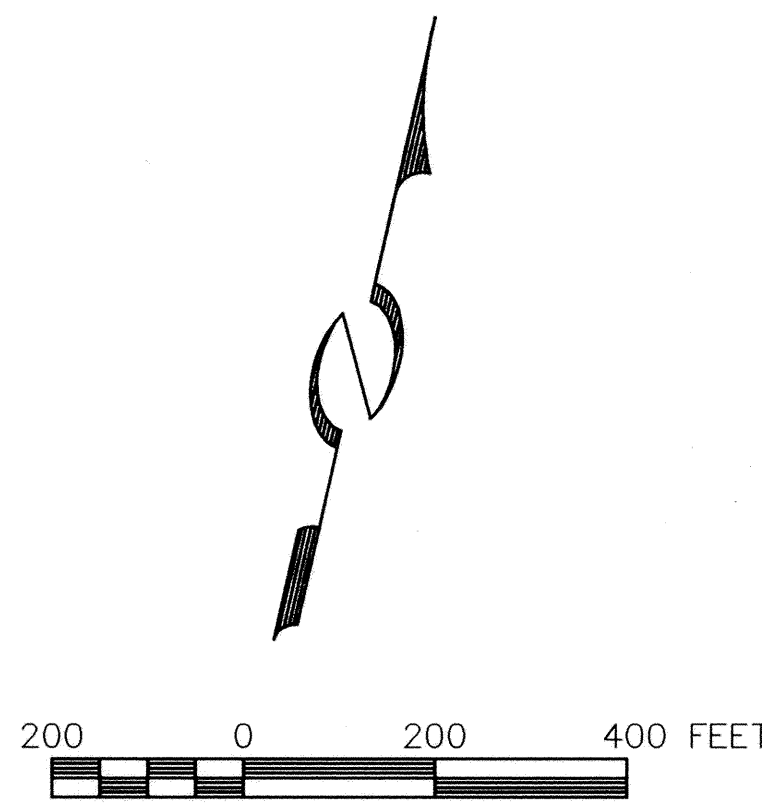
- GENERAL NOTES:
- A Declaration of Covenants, Conditions and Restrictions is recorded concurrently herewith. All declaration within the Hidden Meadow Subdivision is subject to said Declaration and the Land Management Code of Park City Municipal Corporation. All Final Conditions of Approval as rolled on December 15, 1993 are in full force and effect. All Conditions of the Annexation Agreement dated March 5, 1995 also are in effect.
 - Unless noted otherwise by delineation of a rear limits of disturbance line the minimum required setbacks from property lines shall be 25 foot front, 20 foot side, and a 15 foot rear, except on Lots 4 through 25 where the rear setback will be computed from the limits of disturbance line. A 30 foot setback from the Center Line of the existing power line is required on the affected lots.
 - The Declaration of Covenants, Conditions, and Restrictions create an "Architectural Committee". No improvements of any kind, including without limitation the construction of any dwelling unit, barn, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag poles, trampolines, satellite dishes or antennas, solar panels or any other permanent structure may be constructed, erected, or installed in the Subdivision without written approval of the Hidden Meadow Architectural Committee.
 - The maximum floor area of homes constructed on Hidden Meadow lots shall be governed by the table shown herein. Additionally, this table establishes the maximum allowable area to be disturbed during construction of home and yard improvements. This area of disturbance is exclusive of the driveway improvements. Any deviations from maximum site disturbance allowed for each lot may and must be reviewed and approved by the Park City Community Development Department and the Hidden Meadow Architectural Committee.
 - Driveway access from the public way to the Building Zone must be specifically approved by the Hidden Meadow Architectural Committee. Each Lot Owner, at his/her sole expense shall construct the driveway/sidewalk/curb intersection to comply with applicable Park City Municipal Corporation Specifications.
 - Unless noted otherwise a 10 foot wide non-exclusive public utility and snow storage easement is hereby dedicated along all front lot lines. A five foot wide drainage easement is hereby dedicated along all side lot lines.
 - The Limits of Disturbance Line shown on Lots 4 through 25 indicates a non-disturbance zone within the Lot which expressly prohibits the construction of pools, tennis courts, gazebos, or any other structures or facilities.
 - Park City ordinances in effect at the time of approval of Hidden Meadow Subdivision require payment of substantial water development and water connection fees at the time of building permit issuance. Park City does not allow snow until such time as 50% of the lots have legally occupied single family dwellings. The total cost of snow removal until that time is substantial.
 - Owners of downhill Lots may encounter difficulty in designing a home with gravity flow to the sanitary sewer laterals. Owners of such Lots at their sole expense, will be required to install private individual ejector systems. Lot 25 will require an ejector system.
 - The Lot owner shall identify and maintain historic drainage channels (if any) in conjunction with construction on the property.
 - The maximum Floor Area for Dwellings in the Subdivision, including the area of any Accessory Dwelling Unit, is set forth in the Declaration of Covenants, Conditions, and Restrictions and on the table herein.
 - The City requires that a modified type 130 fire sprinkler system as per Park City's Modifications be installed in all residences constructed in the Hidden Meadow Subdivision.
 - Lot owner's constructing dwellings with any portion of the structure greater than 150 feet from the public way may be required by the City to install and connect a dry stand pipe from the edge of the public roadway to the fire sprinkler system within the dwelling. The residences shall be constructed to conform to the Park City's "Modified 130" fire protection standards including, but not limited to interior and exterior sprinkler heads, and a fire retardant roof.
 - The 20 foot wide back lot public sewer easement shown on Lots 24 and 25 provides Snyderville Basin Sewer Improvement District with a right-of-access to said back lot sewer including ingress or egress along any reasonable route of access for the purpose of maintenance, operation, repair, or eventual replacement.
 - Trail easements are provided for the trails as delineated on sheets 1 of 3 in the Recreation Open Space Areas.
 - Special Restrictions on Some Lots. As a condition of approval by the city, additional restrictions have been imposed on the lots:
 - (a) On Lots 4, 5, 9, 10, and 11, no more than 35 % of the gross floor area, exclusive of the garage, will be above the ground level story. The ground level story shall be defined as finished grade. The maximum Dwelling Height will be 25 feet to the midpoint of the roof and 28 feet to the ridge line. Measurement standards are defined in the Park City Land Management Code.
 - (b) On Lots 10 and 11, the front yard setback will not exceed 100 feet from the front lot line.
 - The 30' power line easement shown on the plat contains a power line which is overhead at the time of plot recordation and is intended to remain overhead.
 - Fox Tail Trail and Solomere Drive are intended to become a heavily traveled collector road, provided lands to the East are duly annexed.
 - No building permits will be issued until roads are paved.

HIDDEN MEADOW SUBDIVISION

PHASE 1

A SUBDIVISION LOCATED IN SECTIONS 10 AND SECTION 11, TOWNSHIP 2 SOUTH, RANGE 4 EAST, SALT LAKE BASE AND MERIDIAN.

RECORDED
436442
STATE OF UTAH COUNTY OF SUMMIT AND FILED
AT THE REQUEST OF COALITION TITLE Co.
DATE 9-1-95 TIME 1:00 PM BOOK PAGE
139.00
FEE
RECORDER



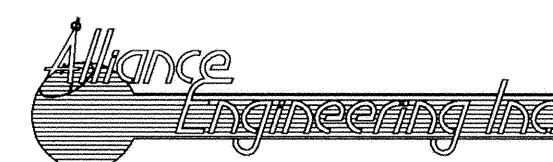
HIDDEN MEADOWS SURVEY BOUNDARY
November 21, 1994

Beginning at a point N 00°19'41" E along the section line 295.82 feet from the East Quarter corner of Section 10, Township 2 South, Range 4 East, Salt Lake Base & Meridian; and running thence S 77°00'00" W 1631.18 feet; thence S 35°30'00" W 1410.00 feet to the northeast corner of the Emma mining claim (Mineral Survey 3262); thence along the northerly end lines of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) N 77°39'13" W 1626.95 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) N 28°59'00" W 222.56 feet more or less; thence along the southerly side line of the Ida mining claim (Mineral Survey 5490) N 59°06'00" E 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) N 61°01'00" E 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim N 38°40'43" W 601.29 feet; thence along the easterly end line of the Little Bessie mining claim (Mineral Survey 5490) N 40°09'07" W 601.17 feet; thence along the easterly end line of the Sunrise mining claim (Mineral Survey 5490) N 40°09'07" W 135.53 feet more or less; thence along the south line of the north half of the northwest quarter of Section 10 N 89°51'10" E 595.76 feet; thence along the east line of the north half of the northwest quarter of Section 10 N 00°40'33" E 771.40 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) N 60°10'00" E 516.35 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim N 62°56'19" E 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) N 44°04'01" W 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim N 75°55'00" E 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) N 78°41'14" E 40.19 feet; thence along the easterly side line of the Potosi mining claim N 53°33'00" E 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim N 75°55'00" E 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim S 41°00'00" E 643.43 feet more or less; thence along the easterly end line of the Glegg No. 2 mining claim S 39°40'23" E 608.58 feet; thence along the easterly end line of the Glegg No. 3 mining claim S 38°46'13" E 606.70 feet; thence along the southerly side line of the Glegg No. 3 mining claim S 75°52'07" W 1501.92 feet; thence along the southerly side line of the Glegg No. 5 mining claim S 63°17'52" W 344.36 feet; thence along the east line of Section 10 S 00°19'41" W 1178.19 feet to the point of beginning. Description contains 258.38 acres.

LINE	DIRECTION	DISTANCE
L1	N 44°04'01" W	31.07'
L2	N 78°41'14" E	40.19'
L3	N 53°33'00" E	5.10'
L4	N 75°55'00" E	21.29'

HIDDEN MEADOW SUBDIVISION

ANNEXATION PLAT

 ALLIANCE ENGINEERING INC. P.O. BOX 2664 323 MAIN STREET PARK CITY, UTAH 84060 (801) 649-9467	PLANNING COMMISSION APPROVED BY THE PARK CITY PLANNING COMMISSION THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Alison Chiles</u> CHAIRMAN	ENGINEERS CERTIFICATE I FIND THIS PLAT TO BE IN ACCORDANCE WITH INFORMATION ON FILE IN MY OFFICE THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Eric W. DeHaan PE</u> PARK CITY ENGINEER	APPROVAL AS TO FORM APPROVED AS TO FORM THIS <u>3RD</u> DAY OF <u>MARCH</u> , 199 <u>4</u> A.D. BY <u>Mark D. Hye</u> PARK CITY ATTORNEY	CERTIFICATE OF ATTEST I CERTIFY THIS RECORD OF SURVEY MAP WAS APPROVED BY PARK CITY COUNCIL THIS <u>3RD</u> DAY OF <u>FEBRUARY</u> , 199 <u>4</u> A.D. BY <u>Antia L. Sheldon</u> PARK CITY RECORDER	COUNCIL APPROVAL AND ACCEPTANCE APPROVAL AND ACCEPTANCE BY THE PARK CITY COUNCIL THIS <u>3RD</u> DAY OF <u>FEBRUARY</u> , 199 <u>4</u> A.D. BY <u>David J. Quinn</u> MAYOR	RECORDED # <u>425892</u> STATE OF UTAH COUNTY OF SUMMIT AND FILED AT THE REQUEST OF <u>Park City Municipal Corp.</u> DATE <u>03-01-95</u> TIME <u>08:21 AM</u> BOOK <u> </u> PAGE <u> </u> N/C FEE <u> </u> RECORDER <u> </u>
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PLOT DATE: 2-24-95 JOB NO. 25-8-91 Y:\CE\DHMANEX

When Recorded, Mail to:

Blue Ledge Corporation
P.O. Box 1450
Park City, Utah 84060

**DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTIONS FOR
HIDDEN MEADOWS SUBDIVISION
PARK CITY, UTAH**

**Blue Ledge Corporation
PARK CITY, UTAH**

MARCH 1995

00436643 Bk00905 Pg00449-00484

**ALAN SPRIGGS, SUMMIT COUNTY RECORDER
1995 SEP 01 17:00 PM FEE \$125.00 BY DMG
REQUEST: COALITION TITLE**

125.00

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**DECLARATION OF COVENANTS, CONDITIONS
AND RESTRICTIONS FOR
HIDDEN MEADOWS SUBDIVISION
PARK CITY, UTAH**

THIS DECLARATION IS MADE THIS 17th July, 1995, by Blue Ledge Corporation, a Delaware corporation, referred to below as "Declarant:"

RECITALS:

A. Declarant is the owner of the following described real Property located in Park City, Summit County, Utah:

See the attached Exhibit A

B. Declarant intends to develop a residential subdivision on the Property. Declarant will develop and convey all of the Lots and other land within the Property subject to a general plan of development, and subject to certain protective covenants, conditions and restrictions all as set forth in this Declaration, and which are deemed to be covenants running with the land mutually burdening and benefiting each of the Lots and the other Property conveyed.

C. Declarant hereby declares that all of the Lots, Open Space Parcels, and the Amenity Parcel shall be held, sold, conveyed, encumbered, leased, used, occupied and improved subject to the protective covenants, conditions, restrictions and equitable servitudes, all of which are created for the mutual benefit of the Owners of the Lots. It is the intention of the Declarant in imposing these covenants, conditions and restrictions to create a generally uniform pattern of development, to protect and enhance the property values and aesthetic values of the Lots by eliminating inconsistent uses or improvements, all for the mutual protection and benefit of the Owners of the Lots. The covenants, conditions and restrictions are intended to, and shall in all cases run with the title of the land, and be binding upon the successors, assigns, heirs, lien holders, and any other person holding any interest in the Lots, and shall inure to the benefit of all other Lots in the Subdivision. The covenants, conditions and restrictions shall be binding upon the Declarant as well as its successors in interest, and may be enforced by the Declarant, while it is an Owner, the Association, or by any Owner.

Notwithstanding the foregoing, no provisions of this Declaration shall prevent the Declarant from completing the Subdivision Improvements, or from using any Lot owned by the Declarant as a model home, temporary construction or sales office, nor limit Declarant's right to post signs incidental to sales or construction which are in compliance with applicable City ordinances.

ARTICLE I
DEFINITIONS

1. Unless the context clearly requires the application of a more general meaning, the following terms, when used in this Declaration, shall have the following meanings:

1.1. "Accessory Dwelling" shall mean a separate, self-contained dwelling unit complete with cooking, sleeping, and sanitary facilities, and accessible without entering the Primary Dwelling. Fire separations, independent ventilation systems, and other building code requirements for separate, attached dwelling units must be complied with.

1.2. "Amenity Parcel" shall mean that parcel of land within the Subdivision designated as the Amenity Parcel on the Plat.

1.3. "Architectural Committee" shall mean the design review committee created under this Declaration.

1.4. "Association" shall mean the Hidden Meadows Subdivision Homeowners Association, whether incorporated or not, and as the context requires, the officers and directors of that Association.

1.5. "City" shall mean the City of Park City, Utah, and its appropriate departments, officials, and boards. Although the City will be conveyed title to the Open Space Parcels, and those Parcels will be subject to these covenants, the City is not an Owner for purposes of this Declaration, and no voting rights in the Association will be appurtenant to the Open Space Parcels.

1.6. "Declarant" shall mean and refer to Blue Ledge Corporation, a Delaware corporation having its principal place of business in Park City, Utah.

1.7. "Declaration" shall mean this Declaration of covenants, conditions and restrictions, together with any subsequent amendments or additions. The Subdivision Plat for Hidden Meadows, limits of disturbance, easements and other matters shown on that Plat, are also incorporated into this Declaration by reference.

1.8. "Dwelling" shall mean the primary single family residence built or to be built on any Lot.

1.9. "Floor Area" shall mean the total of the horizontal floor surfaces within the Dwelling, including bathrooms and mechanical areas, and decks, courtyards, or balconies that are under roof and enclosed by walls on three or more sides. Floor Area shall not include basements as defined by the Uniform Building Code or the first 600 square feet of any garage space.

1.10. "Improvement" shall mean all structures and appurtenances of every type and kind, including but not limited to buildings, Dwellings, Accessory Apartments, garages, storage buildings, and additions to them; walkways, retaining walls, gazebos, fences, driveways, landscaping, pools, decks, tennis courts, hard surfaced areas, stairs,

poles, lighting, signs, satellite dishes or other antennas, and any mechanical equipment located on the exterior or any building.

1.11. "Lot" shall mean any building Lot shown on the official plat of the Hidden Meadows Subdivision.

1.12. "Open Space Parcels" shall mean those areas designated on the plat as Open Space which will be conveyed to the City subject to the covenants contained in this Declaration. The Open Space Parcels are not subject to assessments by the Association.

1.13. "Owner" shall mean the person or persons having title to any Lot. Owner shall mean the person holding fee simple title, including the Declarant, and buyers under any contract for deed, but shall exclude any person or entity holding title only for purposes of securing performance of an obligation, unless that entity has taken possession. "Owner" shall not include the City or any other person or entity having an interest in the Open Space or Amenity Parcels.

1.14. "Person" shall mean a natural person or any legal entity with a right to hold title to real property in its own name in the State of Utah.

1.15. "Plat" shall mean the official subdivision plat of the Hidden Meadows Subdivision as approved by the City of Park City and recorded in the office of the Summit County Recorder, as it may be amended from time to time.

1.16. "Site Disturbance Area" means the portion of a Lot which may be disturbed by construction activity, including the physical limits of the Dwelling or any other Structure. The area allowable for each Lot is shown on Exhibit B.

1.17. "Subdivision" shall mean the Hidden Meadows Subdivision, and all Lots, Open Space Parcels and Amenity Parcel within the Subdivision as shown on the Plat.

1.18. "Trustees" shall mean the duly elected and acting board of trustees of the Hidden Meadows Homeowners Association.

ARTICLE II

HOMEOWNERS ASSOCIATION

2. To effectively enforce these Covenants, the Declarant has created a Utah Non-Profit corporation called Hidden Meadows Homeowners Association. The Association shall be comprised of the Owners of Lots within the Hidden Meadows Subdivision, and is established to perform the following functions and exercise the following rights and powers for the benefit of the Owners and the enforcement of these covenants. Membership in the Association is deemed an appurtenance to the Lot, and is transferrable only in conjunction with the transfer of the title to the Lot. The Association shall have and exercise, as necessary, the following powers:

2.1. Enforcement Powers. The Association shall have the power to enforce these covenants by actions in law or equity brought in its own name, the power to retain professional services needed for the enforcement of these covenants and to incur expenses for that purpose. The Trustees of the Association shall have the authority to compromise claims and litigation on behalf of the Association resulting from the enforcement of these covenants. The Trustees shall have the exclusive right to initiate enforcement actions in the name of the Association, however this shall not limit the individual rights of Lot Owners to personally enforce these Covenants in their own name. The Association may appear and represent the interests of the Subdivision at all public meetings concerning zoning, variances, or other matters of general application and interest to the Owners. Owners may appear individually.

2.2. Management of Open Space. Following the conveyance from Declarant to the Association, the Association shall have ownership and control over the Amenity Parcel, and be responsible for its maintenance, insurance, property taxes, and, consistent with the terms of this Declaration, be able to determine the nature of any Improvements made to the Amenity Parcel by the Association, and at its expense, as provided in Article VIII of this Declaration. The Trustees of the Association may also grant utility or similar easements through the Amenity Parcel.

2.3. Snow Removal. The ordinances of Park City require the Association to provide snow removal service within the Subdivision until 50% of the Lots in the Subdivision have been improved by the construction of a completed Dwelling. Because of the length of road outside the boundaries of the Subdivision that serves only this Subdivision, and will have to be plowed at Association expense, this will be a substantial annual expense to the Association. Until such time as the snow removal service has been assumed by the City, the Association shall be responsible for the costs of private snow removal service, and shall have the power to make assessments against the Owners, including the Owners of unimproved Lots, for purposes of providing this service.

2.4. Indemnity of Association Trustees and Officers. The Association will indemnify the officers, agents and trustees of the association against any and all claims arising against them personally which are a result of the good faith exercise of the powers, duties and responsibilities of their office under this Declaration. To the extent the Association deems it appropriate, it may purchase liability insurance covering the Trustees with Association funds.

2.5. Assessments. The Association has the power to levy Assessments against each Lot as necessary to carry out these functions. Assessments will be equal on all Lots, whether vacant or improved. Assessments will be made annually to meet the anticipated and recurring expenses of the Association including, but not limited to, the costs of snow removal (until assumed by the City), insurance, property taxes on the Amenity Parcel, reimbursement of expenses incurred by the Trustees and Architectural Committee in performance of their obligations, enforcement of these covenants, and the initial construction costs, maintenance and operation of any Improvements made by the Association on the Amenity Parcel. Notice of the Assessment and the proposed amount of the annual Assessment will be given in advance with the notice of the annual meeting of the Association, provided that the amount of the proposed Assessment may be increased or decreased at the meeting in which it is approved by the Owners. The Association may also levy special Assessments to cover unanticipated expenses or shortfalls. No special Assessment will be levied without approval of the Owners in a

meeting called for that purpose. The Trustees will provide the Owners with an annual accounting of Assessments collected and expenditures.

2.6. Assessments Constitute Lien, Mortgagee Protection. Any validly imposed Assessment by the Association shall constitute a lien against the Lots in the Subdivision. The Association shall have the right to foreclose on that lien when any Assessment remains unpaid for a period of more than 90 days from the date the Assessment was levied, but if the lien is not foreclosed upon, it may be renewed from year to year by recording a new notice of the lien, together with accumulated interest. The lien of the Association against any Lot shall have priority from the date that the first Notice of Lien on a specific Lot is recorded in the office of the Summit County Recorder, and is subordinate to any previously recorded liens or encumbrances filed against that Lot, specifically including any purchase money mortgage or trust deed. Notwithstanding the lien rights of the Association, the obligation to pay Assessments is a personal obligation of the Owner of each Lot, and the Association may proceed to collect against the Owner, or the prior Owner of any Lot in the event of a sale. No Mortgagee or Beneficiary under a Trust Deed who takes title by foreclosure or non-judicial sale, or accepts in lieu of foreclosure or non-judicial sale, shall be held liable for the unpaid Assessments of the Owner whose Lot was acquired by the Mortgagee or Beneficiary under a Trust Deed. Delinquent Assessments will bear interest at the highest lawful consumer credit rate permitted under Utah law until paid.

2.7. Statement of Account. Any Owner may request the Association to provide a statement of his account to any lender or prospective buyer of that Lot showing the Assessments to be paid in full, or the amount of any past due Assessments and interest charges. The Buyer or lender for whom such a statement was prepared will be entitled to rely on its accuracy, and will not be held liable for any amounts not shown on the statement. The Association may charge a fee of \$25 or less for each such statement.

2.8. By-Laws. The day to day administration of the Association's affairs, including the manner in which Trustees are elected and their terms of office are set forth in the By-Laws of the Association, which may be amended from time to time by the Association as provided in those by-laws. No amendment of the By-Laws shall have the effect of releasing or amending these covenants, conditions, or restrictions.

2.9. Voting Rights. There shall be one vote appurtenant to each Lot, and each Owner, including the Declarant, shall be entitled to cast one vote for each Lot he or she owns. In the case of a Lot with multiple Owners, the Owners will agree among themselves how the vote applicable to that Lot will be cast, and if no agreement can be reached, no vote will be received from that Lot. Any of the multiple Owners appearing at the meeting in person or by proxy is deemed to be acting with proper authority for all of the other Owners of that Lot unless the other Owners are also present and object, or have filed written objections to that Owner's representation of the other Owners of the Lot in question. In matters presented to the Owners for a vote, a simple majority of those present at the meeting (if a quorum is present) will carry a motion, except as provided below for the purpose of making Improvements to the Open Space Parcel or amendment of this Declaration. A quorum will consist of 50% of the Lots. The Open Space Parcels have no voting rights.

2.10. Architectural Review. It is the intention and purpose of these covenants, conditions and restrictions to impose architectural standards on any Improvements made to any Lot that result in buildings which are architecturally compatible in terms of Lot

coverage, siting, proportion, materials, colors, and general appearance, while at the same time allowing for diversity in style and design appropriate for the mountain setting. To accomplish this goal, the Declarant hereby empowers the Board of Trustees to oversee and enforce the Architectural Design Standards set forth in this Declaration.

2.11. Architectural Committee Created. The Board of Trustees of the Association shall constitute the Architectural Committee, provided however that until such time as 75% of the Lots in the Subdivision have been conveyed by the Declarant to third parties, the Declarant shall appoint an interim Architectural Committee consisting of three members, who are not required to be Owners. At the time 25% of the Lots are sold to persons other than the Declarant, one member of the Committee will be appointed from the Owners, other than a representative of the Declarant. At the time that 75% of the Lots are sold to persons other than the Declarant, the functions of the Architectural Committee will be assumed by the Board of Trustees. The Trustees may employ the services of a design professional, such as an architect, land planner, or landscape architect to serve as one member of the Architectural Committee, and such design professional does not need to be an Owner or resident of the Subdivision. The remaining members of the Committee shall be members of the Board of Trustees. In any event, regardless of the number of Lots sold, all members of the Committee will be named by the Trustees following the fifth anniversary of the recording of this Declaration with the Summit County Recorder.

2.12. Approval by Committee. No Improvements of any kind, including without limitation the construction of any Dwelling, Accessory Dwelling, garage, out building, or addition to any of them; or any parking area, driveway, tennis court, walkway, or other hard surfaced area in excess of 100 square feet, swimming pools, outdoor hot tubs or spas, fences, walls, curbs, flag poles, trampolines, satellite dishes or antennae, solar panels, or any other permanent structure may be constructed, erected, or installed in the Subdivision without the prior written approval of the Architectural Committee. No excavation, grading, filling, draining, landscaping, or installation or removal of existing vegetation shall be made without the advance written approval of the Architectural Committee. A simple majority of the Committee members is required to approve any submission. Approval of the Committee will be sought in the following manner:

a. Plans submitted. Plans for the construction of any new Improvement must be submitted to the Committee for review. It is recommended that a preliminary plan be submitted before the expense of final construction drawings is incurred. The submission must include:

(i) a Site Plan showing the boundaries of the Lot, and the proposed Site Disturbance Area within the Lot. The Site Plan will also show the location of driveways, utility connections and lines, and any retaining walls, excavations, fills, or other modifications of the existing surface condition of the site; and

(ii) an Architectural Plan for the Dwelling or other Improvements in sufficient detail to show the detailed drawings of all elevations of all buildings (including existing Buildings or Improvements in the case of a subsequent addition or remodel) showing locations of windows, doors, roof pitches, decks and other exterior elements; a list of exterior siding and roofing materials and/or a sample, including color samples; and a landscape plan showing the location of driveways, walkways, patios, decks

and other hard surfaced or irrigated areas and the areas to be disturbed by construction and the means of restoring those areas. In the case of an addition or modification of an existing Dwelling, the Committee may waive any of the foregoing it feels are unnecessary to its review of the remodel or addition.

b. **Review Fee.** The applicant will pay a review fee to the Committee of \$500 for each new dwelling, \$100 for each addition or remodel, or, in the case of Improvements which cost less than \$1,000, or which make no structural changes, the applicant will pay a fee of \$10. The primary purpose of the fee is to document the date of submission, but the Committee may also use the proceeds to pay for its expenses in reviewing the plans and giving notice of meetings. No fee will be accepted until the Architectural Committee considers the submission complete.

c. **Review.** Within 15 business days from receipt of a complete submission and payment of the fee, the Committee will review plans and make an initial determination whether or not the plans comply with the conditions imposed by this Declaration. If they do not, the plans will be rejected. If they are in compliance, the Committee will approve the plans. The Committee may also approve the plans subject to specific modifications or conditions. Owners may desire to submit preliminary plans for review. The committee will review preliminary plans, without fee, and make its comments known to the Owner, provided, however, that no preliminary approval is to be considered a final approval, and no final approval will be granted on less than a complete submission. Upon approval, the Committee and the Owner will each sign copies of the plans, one of which shall be left with the Committee. No construction that is not in strict compliance with the plans approved will be permitted.

d. **Written Record.** The Committee will maintain a written record of its actions, and maintain in its files a copy of all plans approved or rejected for a period of five years. The Committee will also provide evidence of its approval for the City, if requested by the Owner.

e. **Failure to Act.** If the Committee has not approved or rejected any submission within 45 business days after payment of the review fee and submission of complete plans, the submission is deemed to have been approved, unless the approval process has been extended as provided in Section 2.14 for special review of some aspects of the proposal.

2.13. **Variances.** Variances to the design standards contained in this Declaration may be granted when strict application would create an unforeseen or unreasonable hardship to the Owner of any Lot. No variance may be granted without the consent of at least 25% of the Owners in the Subdivision at a meeting called for that purpose. The Architectural Committee, or the Owners as a whole, cannot grant any variance that has the effect of modifying applicable City zoning, building code regulations, or conditions of subdivision approval. The burden of obtaining a variance is entirely on the applicant, including the costs of notice.

2.14. **Extraordinary Costs.** Whenever it deems appropriate, the Committee may engage the services of an independent architect, civil or structural engineer, or other appropriate consultant to assist in its review of any proposed Improvements. All costs of

such additional review will be paid by the Applicant, provided however that no architect or engineer will be hired without advance notice to the Applicant of the intention to hire a review architect or engineer, and the aspects of the proposal that caused the Committee to believe that professional review was required, and the estimated cost of that review. If the applicant does not withdraw the proposal within five days after receipt of that notice, he is deemed to have consented to the Committee retaining such professional assistance. Whenever the Committee retains outside professional services in its review, the reviewing architect or engineer is acting only in an advisory capacity, and the applicant, for himself and his successors and assigns, waives any and all claims against the Committee and the Association in the event that advice from, or conditions imposed by, the reviewing professional prove ineffective, unnecessary, or inappropriate to the circumstances. The costs of such review will be billed directly to the applicant in advance, and the review of the plans will be suspended until the costs of the special review have been paid by the Applicant. The review period will be extended for a period of 30 days following payment of the special review costs to allow for the review.

2.15. General Design Review. The Committee will use its best efforts to provide a consistent pattern of development, and consistent application of the standards of this Declaration. These standards are, of necessity, general in nature, and it is the Committee should apply them in a manner that results in a high quality, attractive, and well designed community, and reflect the wide range of Lot sizes with the Subdivision.

2.16. Declarant, Trustees and Committee not Liable. The Declarant, the Trustees, and the Committee and its members shall not be liable to the applicant for any damages, or to the Owners of and Lots within the Subdivision for their actions, inactions, or approval or disapproval of any set of plans submitted to the Committee for review. In the absence of bad faith or malicious actions, the Owners shall have no claim against the Declarant or Committee as a result of the performance or failure to perform the duties created by this Declaration. Each Owner has the right to enforce these covenants against every other owner, and may seek independent redress if it believes the Committee has acted improperly.

2.17. Limitations on Review. The Committee's review is limited to those matters expressly granted in this Declaration. The Committee shall have no authority over the enforcement of building codes, zoning ordinances, or other statutes, laws, or ordinances affecting the development or improvement of real property and shall have no liability to any Owner whose plans were approved in a manner that included any such violation. Corrections or changes in plans required by the City to bring them into conformity with applicable codes must be re-submitted to, and approved by the Committee prior to construction. No additional fee will be assessed for reviewing such revisions to the original submission.

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ARTICLE III

RESTRICTIONS ON ALL LOTS

3. The following restrictions on use apply to all Lots within the Subdivision:

3.1. Zoning Regulations. The lawfully enacted zoning regulations of Park City, and any building, fire, and health codes are in full force and effect in the Subdivision, and no Lot may be occupied in a manner that is in violation of any such statute, law, or ordinance.

3.2. No Mining Uses. The property within the Subdivision shall be used for residential purposes only, and no surface occupation for mining, drilling, or quarrying activity will be permitted at any time on any Lot, Open Space, or the Amenity Parcel.

3.3. No Business or Commercial Uses. No portion of the Subdivision may be used for any commercial business use, provided however that nothing in this provision is intended to prevent (a) the Declarant from using one or more Lots for purposes of a construction office or sales office during the actual period of construction of the Subdivision Improvements, or (b) the use by any Owner of his Lot for a home occupation. No home occupation will be permitted, however, which requires or encourages the Owner's clients, customers, patients or others to come to the Lot to conduct business, or which requires any employees outside of the Owner's immediate family or household. No retail sales of any kind may be made in the Subdivision. No materials, machinery, equipment, or inventory associated with any home occupation may be stored outside on any Lot. No signs associated with any home occupation are permitted.

3.4. Restrictions on Signs. No signs will be permitted on any Lot or within the Subdivision, except for traffic control signs placed by the City, temporary signs warning of some immediate danger, or signs not in excess of six square feet identifying the contractor and/or architect of any Dwelling Unit while it is under construction. Signs indicating the Lot is for sale may be placed in accordance with City sign regulations, and no such sign may exceed six square feet. The Declarant may erect a sign of not more than thirty-two square feet at the entrance to the Subdivision for a period of no more than one year announcing the availability of Lots and giving sales information. No permanent signs stating the address or the name of the owner of the Lot may be installed without the advance consent of the Architectural Committee. Such signs will be limited to 6 square feet, and may be placed at the driveway intersection with the public street, set back to the property line of the Lot.

3.5. Completion Required Before Occupancy. No Dwelling Unit may be occupied prior to its completion and the issuance of at least a Temporary Certificate of Occupancy by the City of Park City.

3.6. Primary Dwelling to be Constructed First. No Accessory Dwelling, garage, storage unit, or other out building or Improvement may be constructed prior to the commencement of construction of the primary Dwelling on the Lot.

3.7. No Re-Subdivision. No Lot may be re-subdivided. No Accessory Dwelling may be leased for a period of more than 24 months.

3.8. No Time Interval Ownership. No Lot may be owned, leased, or otherwise held in a manner that divides either the legal title or the right of use into formal or informal time intervals or timeshare ownership, or any other contract, trust, partnership, or other arrangement that permits, allows, or as a practical matter, creates or establishes time interval ownership or use of the Lot that is indistinguishable from time interval ownership.

3.9. Underground Utilities. All gas, electrical, telephone, television, and any other utility lines in the Subdivision are to be underground, including lines within any Lot which service installations or Improvements entirely within that Lot. No propane tanks or oil tanks may be installed on any Lot except for temporary heat during construction. Notwithstanding this provision, there is an existing overhead electrical line as shown on the Plat which will remain in place as an overhead line.

3.10. Service Yards. All clothes lines, service yards, storage yards, and exterior mechanical equipment must be screened in a manner approved by the Architectural Committee so that they are not visible from adjoining Lots.

3.11. Maintenance of Property. All Lots, and the Improvements on them, shall be maintained in a clean, sanitary, attractive and marketable condition at all times. No Owner shall permit his Lot or the Improvements on it to fall into disrepair.

3.12. No Noxious or Offensive Activity. No noxious or offensive activity shall be carried out on any Lot, including the creation of loud or offensive noises or odors that detract from the reasonable enjoyment of nearby Lots.

3.13. No Hazardous Activity. No activity may be conducted on any Lot that is, or would be considered by a reasonable person to be unreasonably dangerous or hazardous, or which would cause the cancellation of conventional property casualty insurance. This includes, without limitation, the storage of caustic, toxic, flammable, explosive or hazardous materials in excess of those reasonable and customary for household uses, the discharge of firearms or fireworks, and setting open fires (other than properly supervised and contained barbecues). No Owner will occupy a Lot in a manner that is in violation of any State or Federal environmental protection law or regulation concerning the storage, disposal, or use of toxic or hazardous materials.

3.14. No Open Burning. The open burning of yard trimmings, construction waste, or other materials on the Lot is prohibited.

3.15. No Unsightliness. No unsightliness is permitted on any Lot. This shall include, without limitation, the open storage of any building materials (except during the construction of any Improvement, Dwelling or addition); open storage or parking of farm or construction equipment, inoperable motor vehicles, boats, campers, trailers, trucks larger than pick-up trucks (except during periods of actual loading and unloading); accumulations of lawn or tree clippings or trimmings; accumulations of construction debris or waste; household refuse or garbage except as stored in tight containers in an enclosure such as a garage; lawn or garden furniture except during the season of use; and the storage or accumulation of any other material, vehicle, or

equipment on the Lot in a manner that it is visible from any other Lot or any public street.

3.16. No Annoying Lights. Any outdoor lighting shall be subject to approval by the Architectural Committee, and no outdoor lighting shall be permitted except for lighting that is designed to aim downward and limit the field of light to the immediate vicinity of the Building or Improvement it is intended to serve. Lighted tennis courts, sport courts, and similar lighted recreation facilities are prohibited.

3.17. No Annoying Sounds. No speakers, or other noise making devices may be used or maintained on any Lot which create noise that might reasonably be expected to be unreasonably or annoyingly loud from adjoining Lots, except for properly operating and maintained security or fire alarms.

3.18. Drainage. No Owner shall alter the direction of natural drainage from his Lot, nor shall any Owner permit accelerated storm run-off to leave his Lot without first using reasonable means to dissipate the flow energy. Significant natural drainage areas are indicated on the Plat, and no Owner will construct Improvements in those areas that interfere with surface run off.

3.19. Vehicles Restricted to Roadways. No motor vehicle will be operated on the Subdivision except on improved roads and driveways. No snowmobiles or motorcycles will be operated on any Lot except for ingress and egress by duly licensed, "street legal" vehicles or while loading the equipment for lawful transport on public streets. The operation of any vehicle outside of the Site Disturbance Area of any Lot is strictly prohibited, even during periods of construction.

3.20. Kennels. No kennel or dog run may be placed closer than 50 feet to any Dwelling other than that of the Owner of the kennel.

3.21. No Transient Lodging Uses. The Lots are to be used for residential housing purposes only, and shall not be rented in whole or in part for transient lodging purposes, boarding house, "bed and breakfast," or other uses for providing accommodations to travelers. No lease of any Lot or Dwelling shall be for a period of less than one year. No Lot shall be subjected to time interval ownership.

3.22. No Firearms. No firearms of any kind, including b-b guns, pellet guns, or similar air-powered firearms may be discharged within the Subdivision.

3.23. Clearing and Grading. No portion of any Lot may be cleared of vegetation, graded, cut, or otherwise altered from its natural vegetative condition, except as specifically provided in this Declaration, and except in conjunction with the construction of the Primary Dwelling or other approved Improvements.

3.24. Public Trail Easements. There are public trails that cross through the Subdivision as shown on the Plat. These trails are for the use and benefit of the general public, and not just the Owners. They are dedicated public easements. No Owner shall obstruct or interfere with the use of the trails crossing his or her Lot. Subject to City regulations, trails will be open for use only during daylight hours. Trails are for non-motorized use only, and no motorcycle, all-terrain vehicle, snowmobile or other motorized vehicle (except for authorize maintenance vehicles or equipment) will be permitted on the trail system.

ARTICLE IV

RESTRICTIONS ON IMPROVEMENTS

4. All Improvements on any Lot shall be subject to the following restrictions and architectural design standards:

4.1. Number of Dwellings. Only one Dwelling may be constructed on any Lot; with the exception that Accessory Dwellings are permitted as described below. All Dwellings shall have an attached garage large enough to enclose 2 cars.

4.2. Site Disturbance Area; Placement of Buildings. In order to protect existing native vegetation, minimize landscape irrigation requirements, and maintain the feeling of open space within the subdivision, all construction and landscaping activity must be contained within the maximum Site Disturbance Area for each Lot. The Maximum Site Disturbance Area is comprised of the actual footprint of the house and garage, driveways and utility excavations as approved by the Association on the site plan, and the additional irrigated landscaped area around the house. The maximum size of the irrigated landscaped area for each lot is shown on Exhibit B. Within the Lot, subject to minimum front, side, and rear yard set back requirements, the Owner may propose any location for the Dwelling and the irrigated landscaped area around it. The location of the Dwelling and irrigated landscaped area should be selected to minimize removal of trees and oak brush or other significant vegetation. The placement of the Dwelling and other Improvements should also recognize historic drainage patterns and channels, if any, and avoid construction in locations that obstruct historic drainage. The shape of the Site Disturbance Area may be dictated by the proposed Dwelling, but shall be generally compact and in all cases, the areas disturbed by construction must be contiguous (and not linked by "cherry stems" that give the appearance of two areas of disturbance). Not included within the Site Disturbance Area are:

(a) Driveways not exceeding 20 feet in width connecting from the Site Disturbance Area to the abutting public street;

(b) Utility service lines, provided that utility service lines will be located immediately adjacent to or in the drive way whenever reasonable. If, because of grade considerations for sewer lines, it is not practical to install such lines within or adjacent to the driveway, only one additional utility access trench will be permitted, and it will be kept to the minimum width reasonably possible to minimize disturbance, and if possible, routed around areas of significant vegetation to minimize tree removal.

4.3. Construction Activity Confined to Site Disturbance Area. All construction activity, Improvements, and Dwellings are to be confined to the portion of the Lot identified as the Site Disturbance Area. The Site Disturbance Area will be physically staked on the ground, and fenced or roped off to prevent construction activity from extending beyond the established limits. No soil storage, excavation or backfill operations, or vehicular access is permitted outside of the Site Disturbance Area.

4.4. Building Setback. Regardless of the location of the Site Disturbance Area, all portions of the Dwelling or any other Improvements (except for access driveways and underground utilities) must maintain a minimum front yard set back from property line of 25 feet; a minimum side yard set back of 20 feet on each side of the Lot, and a

minimum rear yard set back of 15 feet from the rear Lot line. On Lots 4 through 26, the rear yard set back will be established from the Limit of Disturbance line shown on the Plat instead of the rear Lot line, and no Improvements may be constructed beyond that line. See Section 4.23 for additional restrictions on specific Lots.

4.5. Relation of Set Back to Site Disturbance Area. The Site Disturbance Area may extend into the Building set back areas, so that the minimum front, rear, and side yard set backs will determine the minimum set back for the exterior walls of any Dwelling or other Improvement, but allow for site disturbance beyond the exterior wall for construction purposes and/or irrigated landscaping.

4.6. Building Size. The sizes of the Lots within the Subdivision were intentionally varied. The maximum allowable Floor Area for the Dwelling and other buildings on the Lot are shown on the table in Exhibit "B". No Dwelling may be constructed which exceeds maximum building Floor Area stated for the Lot on which it is proposed, as shown on Exhibit B. The minimum Floor Area on the main level of any Dwelling shall be at least 2,500 square feet. Garages are not counted in the Floor Area, unless they exceed 600 square feet, in which case the area in excess of 600 square feet is counted.

4.7. Building Height. No structure on and Lot may exceed 28 feet in height as measured at the natural grade on the Lot prior to construction to a point half way between the eaves and the ridge line of the roof. The maximum ridge line height will be 33 feet above natural grade, with the intention being to have the building mass follow the natural, existing contour of the land. Building location and design should place buildings in a manner to minimize visibility from adjoining or adjacent Lots. See Section 4.23 for additional restrictions on specific Lots.

4.8. Roof Design. Roof pitches must be within a range of a 5/12 to a 7/12 slope. No more than one roof pitch may be used on any structure. Eaves and roofs must overhang by at least twenty-four inches. Shingles will be fire retardant material approved by the City. No wood shingles or shakes are permitted. Non-reflective metal roofing, and asphalt composite shingles weighing at least 270 pounds per 100 square feet are also permitted. Mansard, fake mansard, A-frame, gambrel, curvilinear, flat and domed roof designs are prohibited. All fascia boards must be at least twelve inches in width. Special attention will be paid to the south facing roof overhang to allow for adequate sun protection. All roof metal such as flashing, vent stacks, gutters and chimney caps will be made of anodized aluminum or painted galvanized metal, and in either case, will be painted an earth tone color.

4.9. Siding Materials. Unless specifically approved by the Architectural Committee, only the following exterior wall surface materials are allowed: cedar siding, redwood siding, stone, log, wood shingles, and stucco without "tudor" wood breaks. Textured plywood, metal, vinyl, masonite or similar manufactured siding materials are prohibited. There shall be no more than two separate exterior wall materials on any wall surface (excluding trim), and no more than three on any one Building. Exterior wall colors must harmonize with the site and surrounding buildings. The predominant tone should be earth tone, whether in the natural color or patina of the weathered color of the wall surface itself or the color of the stain or other coating. Bright or dramatic colors can be used for accent of exterior wall areas hidden from general view. Fascia and trim shall also remain in the earth tone spectrum.

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4.10. Windows. Windows must be either wood, bronze-tone aluminum clad wood, bronze tone aluminum, or dark metal. All windows must be at least double glazed. Any trapezoidal windows must parallel the shape of the walls or roofs surrounding them. No mirrored or reflective glass may be used.

4.11. Fireplaces, Chimneys. Only one wood-burning stove, fireplace, or other such appliance is permitted on each Lot. The primary heat source must be natural gas or solar rather than wood. No coal fired appliances may be use, and no coal shall be burned in fireplaces. Chimneys must be enclosed in an approved siding material with a spark arrester. No exposed metal flues are permitted.

4.12. Antennas. All antennas must be enclosed within a building, and not roof mounted. Any satellite dishes in excess of 24 inches in diameter must be located and screened in a manner approved in advance by the Architectural Committee so that they are not visible from either adjoining Lots or from outside the Subdivision.

4.13. Solar Panels. Solar panels will be permitted only with the consent of the Architectural Committee, and if permitted at all, must lie flat against the roof and may not differ in pitch from the roof surface on which they are mounted. No free standing solar panels will be permitted.

4.14. No Used or Temporary Structures. No previously erected, used, or temporary structure, mobile home, trailer house, or any other non-permanent structure may be installed or maintained on any Lot.

4.15. No Air Supported Structures. No air supported tennis or swimming pool bubbles or covers will be permitted on any Lot.

4.16. Balconies and Decks. The area under any deck or balcony that is more than twenty-four inches above natural grade must either be landscaped or screened from view so that the view from adjoining Lots or streets is not of the unfinished underside of the deck. The area under any deck shall not be used for storage of equipment, firewood, building material, or similar material. The underside of any deck more than four feet above grade must either be completely screened with vertical lattice or siding, or, if exposed (as in the case of a second story deck) painted or stained to match the house.

4.17. Fire Sprinklers. All dwellings must be equipped with an automatic fire sprinkler system in accordance with the ordinances of Park City or, in the absence of an ordinance, a system which meets standard 13-D of the National Fire Protection Association for residential applications. Owners constructing any portion of the Dwelling or other inhabitable structure more than 150 feet back from the public street may be required to install a dry standpipe from the edge of the street to the fire sprinkler system within the structure. The specifications for fire sprinkling equipment are established by City regulations, and it is the obligation of each Owner to comply with those specifications in the construction of the Dwelling.

4.18. Deer Valley Design Guidelines Incorporated. The Deer Valley Resort Architectural Design Guidelines, which are attached as Exhibit C are incorporated as general design requirements. In the event of conflicts, the specific provisions set forth in this Declaration shall control.

4.19. Fences. To minimize disturbance to native vegetation and disruption to wildlife habitat, fencing of the side and rear boundaries of any Lot shall not be permitted in the Subdivision. Limited interior fencing of the irrigated landscaped area is permitted subject to advance approval by the Architectural Committee. Chain link or other wire fencing is prohibited. With the advance consent of the Committee, an Owner whose Lot is bisected by, or abuts or adjoins a Public Trail Easement, as shown on the Plat or as later dedicated by the Owner, may fence the trail in a manner that is reasonable to prevent trespass. Fencing of trail easements may occur outside the Site Disturbance Area of the Lot. The design of such fencing should be typical of agricultural wire or wood rail fencing (not chain link) of a design that blends in with the surrounding vegetation, and not a highly visible privacy or screening type fence. The fencing material and height shall be of a design that will allow the free travel of wildlife, while discouraging human trespass. Any such fencing should be on the right of way boundary line, and placed in a manner that does not present safety hazards to trail users.

4.20. Entrance Gates. To the extent permitted by applicable City zoning, entrance gates are permitted on all Lots. The driveway width of any entrance gate may not exceed 20 feet in width. The decorative wall or other structure on either side of the gate, plus the width of the gate itself, may not exceed 75 feet in total length, or 30% of the frontage of the Lot, whichever is less. Fencing of the remainder of the Lot frontage is permitted, provided that fencing is of a decorative metal rather than chain link or other wire fencing, and is designed in a manner that blends into the natural landscaping. Decorative pillars on fencing are prohibited.

4.21. Driveway Access. Individual driveway accesses to each Lot must be approved by the Architectural Committee as part of the site plan of the Lot. Driveways should be located in a manner to minimize cuts and fills and the need for retaining walls. No driveway may exceed 12% slope. Driveways shall be wide enough to permit two cars to be parked side by side in front of the garage entrance, but shall not exceed 20 feet otherwise. Cut and fill slopes must be re-vegetated with native vegetation when occurring outside of the approved Site Disturbance Area. Main driveways must be hard surfaced.

4.22. Sewer Connection Required. All Lots are served by sanitary sewer service, and no cesspools, septic tanks, or other types of waste disposal systems are permitted for use with any Dwelling. All Dwellings must be connected to the sanitary sewer system. Owners of downhill Lots may encounter difficulty in providing gravity flow sewer connections to the street. The cost of private ejector systems will be borne by the individual Lot Owner, and not by the Declarant or the provider of sewer treatment service. Lots 25, 26, and 44 will probably require ejector pumps, and others may, depending on the placement and design of the Dwelling.

4.23. Exterior Lighting Standards. All exterior lighting must be adequately shielded and controlled to prevent glare and illumination to adjacent properties or streets. Bare light globe fixtures, such as flood and spot lights, are prohibited.

4.24. Special Restrictions on Some Lots. As a condition of approval by the City, additional restrictions have been imposed on some of the Lots:

(a) On Lots 4, 5, 9, 10, and 11, at least 65% of the total gross floor area, exclusive of the garage, is to be on the finished grade. The maximum Dwelling Height will be 25

feet to the midpoint of the roof and 28 feet to the ridgeline, as defined by the City Land Management Code.

(b) On Lots 10 and 11, the front yard set back will not exceed 100 feet from the front Lot line as defined by the City Land Management Code.

ARTICLE V

LANDSCAPE STANDARDS

5. The intent of this declaration is to conserve water, preserve the natural existing vegetation, and enhance wildlife habitat to the extent possible given the construction of the Subdivision. The use of each Lot is subject to the following Landscape Standards:

5.1. Irrigated Landscape Area. Within each Lot there is an area available for irrigated landscaping, including lawn areas. The size of this area within each Lot is listed on Exhibit B. The irrigated landscape area will be within the Maximum Site Disturbance Area of the Lot. The use of permanent irrigation systems is limited to this portion of the Lot.

5.2. Non-Irrigated Area. Outside of the Maximum Site Disturbance Area, the native vegetation will be preserved, and the following standards apply:

(a) Irrigation. No permanent irrigation is permitted in this area. Temporary irrigation as needed to repair damage to the natural vegetation as a result of construction activities, such as reclamation of utility trenches and areas along driveways, is permitted, but only for so long as necessary for restoration of vegetative cover. New plantings of native plants may be irrigated on a temporary basis to establish healthy growth. No permanent irrigation systems may be installed outside of the Maximum Site Disturbance Area.

(b) Plant Materials. It is the intention to preserve the native vegetation in the areas outside of the Maximum Site Disturbance Area. New plantings in that area will be of native species.

(c) Removal of Vegetation. No native vegetation, trees, or shrubbery may be cut or removed from the non-irrigated area of the Lot except as necessary to maintain healthy growth, remove diseased plants, or for approved utility trenches and driveways. Noxious weeds may be removed as required.

5.3. Uses of Non-Irrigated Area. No improvements of any kinds are permitted in the Non-Irrigated area of any Lot (with the exception of approved driveways and utility trenches). No swimming pool, tennis court, deck, spa, swing set, trampoline, play ground equipment, dog run, or similar structures, hard surfaced area, or improvement is permitted in the non-irrigated area of the Lot. With the consent of the Committee, Owners may clear additional trails in the non-irrigated area, provided that no trail will exceed 10 feet in width. No vehicles, snowmobiles, motorcycles, or all terrain vehicles will be used, stored, or operated on the non-irrigated portion of the Lot.

5.4. No Livestock. No horses or other livestock will be kept on any part of the Lot.

ARTICLE VI

ACCESSORY DWELLINGS

6. While the intention of the Declarant is to develop a subdivision of single family dwellings, the nature and use of such Dwellings in a resort context may make it desirable in some cases for the Owners of Lots to include an Accessory Dwelling in the Primary Dwelling on the Lot. Accessory Dwellings are permitted on each Lot, subject to the following conditions:

6.1. Size of Accessory Dwelling. The Accessory Dwelling may not exceed 25% of the floor area of the Primary Dwelling. Accessory Dwellings may not be less than 400 square feet in floor area, nor more than 800 square feet, and may contain no more than two bedrooms. The addition of an Accessory Dwelling will not increase either the maximum permitted Floor Area or the maximum Site Disturbance Area for each Lot as shown on Exhibit B.

6.2. One Accessory Dwelling Per Lot. Only one Accessory Dwelling is permitted on any Lot. The Accessory Dwelling may only be constructed in conjunction with, or after completion of the Primary Dwelling, but may not be constructed first.

6.3. Location of Accessory Dwelling. Accessory Dwellings must be incorporated into the Primary Dwelling, and no increase in the Site Disturbance Area is permitted for an Accessory Dwelling. The Site Disturbance Area may not be split into separate building sites for the Primary and Accessory Dwellings.

6.4. Ownership, Appurtenance. The Accessory Dwelling is an appurtenance to the Primary Dwelling, and is not to be separately sold, encumbered, leased for periods in excess of 2 years, or in any other way separated from the ownership and control of the Primary Dwelling. There will be no vote in the Association assigned to an Accessory Dwellings, and no assessment levied on Accessory Dwellings other than the assessment on the Lot.

6.5. Transient Lodging Prohibited. No Accessory Dwelling may be rented for transient lodging purposes. No rental agreement for less than 30 days will be permitted. This shall not preclude use by guests of the Owner for periods of shorter duration, but commercial rental on a nightly or short term basis is prohibited.

6.6. Parking. Accessory Dwellings must have one off-street, enclosed parking space per bedroom, in addition to the Parking for the Primary Dwelling.

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ARTICLE VII

OWNERS' MAINTENANCE OBLIGATIONS

7. It is the obligation of each Owner to maintain his Lot at all times in order to preserve and enhance the enjoyment of the Subdivision:

7.1. Duty to Maintain. It is the obligation of the Owner of each Lot to maintain his Lot and the Improvements to the Lot in a good state of repair and an attractive, safe, and healthy condition.

7.2. Repair by Association. In the event that an Owner permits his Lot or Improvements to fall into a state of disrepair that is dangerous, unsafe, unsanitary, or unsightly condition in violation of this Declaration, the Association may give written notice to the Owner describing the condition complained of and demanding that the Owner correct the condition within 30 days. If the Owner fails to take corrective action, the Association shall have the right, but not the obligation, to enter upon the offending Owner's Lot and take corrective action to abate the condition. All costs of abatement shall be charged to the Owner, who agrees to promptly pay the reasonable costs of any work performed under this provision. Unpaid amounts will bear interest at the lawful judgment rate under applicable state law.

7.3. Alterations of Exterior Appearance. The Owners will maintain their Lots and Improvements in substantially the same condition and appearance as that approved by the Architectural Committee. No subsequent exterior alterations, improvements or remodeling, whether structural or changes in landscaping, paint color or siding or trim materials will be made without the advance consent of the Committee.

7.4. Repair Following Damage. In the event of casualty loss or damage to the Improvements, the Owner will be entitled to reconstruct the Improvements as they existed prior to the damage or loss without review by the Committee, provided however that alterations or deviations from the originally approved plans will require review. Nothing in this Declaration is intended to prevent an Owner who has suffered property damage or loss from taking temporary measures to secure the property and prevent further damage, or to prevent injury or dangerous conditions following loss or damage, before re-construction begins. Such temporary measures may be taken without the consent or approval of the Architectural Committee, provided that any such measures must be of a temporary nature, and repair or reconstruction must begin as soon as circumstances will permit. No damaged structure will be permitted to remain on any Lot for more than 90 days without repairs commencing, and any damaged structure which does remain un-repaired after 90 days following the occurrence of damage is deemed a nuisance which may be abated by the Association at the expense of the Owner.

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ARTICLE VIII

CONSTRUCTION COVENANTS AND REGULATIONS

8. In order to insure that the natural vegetation outside of the maximum Site Disturbance Area is not damaged during any construction activities, and to minimize the inconvenience to adjoining Owners, the following construction regulations shall be enforced during the construction period. These regulations shall be made a part of the construction contract between the Owner and his or her contractor on any Improvements on a Lot. Each Owner shall be bound by these regulations, and violations committed by the contractor shall be deemed a violation by the Owner for which Owner is liable.

8.1. Marking Site Disturbance Area. Prior to the commencement of construction, the Owner shall cause the perimeter of the Site Disturbance Area to be surveyed and marked in conjunction with the staking of the foundation and other Improvements. The perimeter of the Site Disturbance Area will be marked with surveyors tape or fenced to prevent any intrusion beyond that area.

8.2. Portable Office or Trailer. Any Owner whose contractor desires to bring a portable office or trailer on to a Lot shall first apply for and receive written approval from the Architectural Committee. The Architectural Committee will work with the Owner to determine the best location for the portable office. The portable office will be located only in a location approved by the Architectural Committee, which shall be on the Owner's Lot and within the area that can be disturbed by construction or driveway areas.

8.3. Removal of Temporary Office. The temporary office may not be installed prior to the commencement of construction, and must be removed upon the first to occur of (i) the issuance of a Certificate of Occupancy, (ii) the termination, expiration, or cancellation of the Building Permit, or (iii) the suspension of construction activities for a period of 60 days.

8.4. Construction Debris Removal. Owners and their contractors must comply with Park City ordinances requiring the placement and maintenance of a trash container or dumpster on the Lot during construction. Owners and their contractors are responsible for collection of trash at the end of each work day and depositing construction trash, packing material, unusable scraps, and other debris in a suitable container. Lightweight material must be weighted down to prevent wind from blowing it away. Debris must be contained until removed from the Lot to an appropriate land fill. The dumpster must be regularly serviced. No trash may be burned, buried, or otherwise disposed of on the Lot. No concrete trucks may be cleaned out on any Lot, Open Space Parcel, or anywhere within the Subdivision.

8.5. Construction Area Appearance. The Lot must be maintained in a reasonably organized and neat condition at all times during the construction of Dwelling or any other Improvements. Materials must be stored in neat stacks and covered. No more material may be delivered to the site than can reasonably be consumed in a week's time, provided that once the Dwelling is enclosed, materials may be stored inside, out of sight, indefinitely.

8.6. Sanitary Facilities. Each Owner is responsible for the installation and maintenance of an approved portable toilet facility on the site during construction. The portable toilet must be located on the Lot at a location approved by the Architectural Committee, and removed from the site at such time as the permanent plumbing system is operational.

8.7. Removal of Mud. Owner and contractor are responsible for keeping mud from the construction site from being deposited on the roadways of the Subdivision. This may require cleaning of truck tires before leaving the site.

8.8. Duration of Construction. It is the obligation of the Owner to proceed with construction with all reasonable speed once construction has commenced, and in any event, all exterior surfaces of the building shall be substantially complete within a period of twelve months from commencement. All landscaping and soil stabilization work must be completed as soon as possible after completion of the exterior of the Dwelling, but in no event later than the summer following completion of the exterior of the Dwelling.

ARTICLE IX

OPEN SPACE AND AMENITY PARCELS

9. Within the Subdivision, there are areas designated on the plat as Open Space Parcels, and an area designated as the Amenity Parcel. Declarant has, or will convey the Open Space Parcels to the City. The use of the Open Space Parcels will be governed by this Declaration. The Amenity Parcel will be conveyed to the Association.

9.1. Use of Amenity Parcel. The Amenity Parcel will be owned by the Association. Its ultimate use is to be determined by the Association, consistent with these covenants. The Amenity Parcel may be used for a natural or landscaped park area, for the construction by the Association, at its expense, of a swimming pool, tennis courts, club house, or similar recreational amenity for the use and benefit of the Owners, or left in its natural condition. Prior to the construction by the Association of any Improvements costing more than \$15,000 on the Amenity Parcel, the Trustees will first present to proposal to the Owners, and receive the affirmative vote of 2/3rds of the Owners, excluding the Declarant. No such Improvements will be made until the Declarant has conveyed at least 2/3rds of the Lots to third parties, unless the Declarant otherwise consents in writing.

9.2. No Dwellings. The Amenity Parcel may not be used for, sold, or leased for the purpose of constructing Dwellings, office space, or commercial buildings. Any recreation amenity will be for the use of the Owners, and not open to the general public or for members other than Owners within the Hidden Meadows Subdivision. This shall not preclude the construction of a manager's dwelling of not more than 400 square feet in any club house facility constructed by the Association.

9.3. No Commercial Use. The Amenity Parcel may not be used for any commercial purpose, including the operation of a club house, restaurant, tennis club or pool facility open to the public or persons other than Owners or their guests. No vehicles, construction materials (other than those for the use and benefit of the Association), or equipment will be parked or stored on the Open Space Parcel, except

during Declarant's initial construction of the Subdivision Improvements, such as streets and utilities.

9.4. Culinary Water Well Site. Declarant's predecessor in interest has reserved the right to drill and operate a culinary water well within the Amenity Parcel. The location of that well will be coordinated with the Association to minimize site disturbance or interference with the Association's use of the Amenity Parcel, but also to provide access to sub-surface geologic structures which are believed to be advantageous locations for drilling a well. The well, if drilled, will be equipped with a surface pump house not to exceed 1,000 square feet, which will be sided, roofed, and landscaped in a manner consistent with these covenants.

9.5. Water Quality Protection. The Association will not do anything on the Amenity Parcel that might reasonably be expected to compromise water quality from the proposed well, including disposal or storage of hazardous materials, fuels or oils, insecticides or herbicides, or the use of other toxic or hazardous materials.

9.6. Open Space Parcels. Around the perimeter of the Subdivision there are larger areas designated on the Plat as Open Space. Declarant has, or will, convey these parcels to the City, subject to this Declaration and additional covenants contained in the deeds. The Owners may enforce these covenants against the City as owner of the Open Space, as the Open Space is created for the benefit of the Subdivision. The City is not deemed an Owner for purposes of participation in the Association, and shall not be subject to Assessment, nor entitled to vote. These covenants are not reciprocal as to the Open Space, and the City will have no right to enforce these covenants against Lot Owners, provided that this shall not waive any powers that exist under City ordinances. The Open Space parcels are to be maintained in their natural condition, and no improvements of any kind will be permitted, except:

- (a) Trails, which will be public easements for non-motorized use;
- (b) Underground utilities, and such above ground controls, transformer boxes, and junction boxes as may be reasonably necessary;
- (c) The existing overhead power line.

No clearing, grading, excavation, or other site work is permitted that would alter the natural vegetation or natural appearance of the Open Space Parcels.

9.7. Additional Trails. The City may construct an additional trail that extends north through Open Space Parcel Number 4, provided that no new trail will be constructed closer to any Lot than the trail easement shown on the Plat north of the rear lot line of Lots 16 through 26.

ARTICLE XI

COMBINATION OF LOTS

10. Subject to the provisions of this Declaration and the limitations set forth in this Section, any Owner may combine two adjoining Lots with adjoining frontage on the same street within the Subdivision, subject to the approval of the Architectural

Committee and City. The following regulations will apply in the event of a combination:

10.1. Maximum Site Disturbance Area Revision. As a result of the combination of Lots, the maximum allowable Site Disturbance Area of the resulting combined Lot will be determined from the table in Exhibit B, but will not exceed 75% of the combined irrigated area allowed for the two lots. Siting of the Dwelling should spread the resulting building mass more or less evenly over the combined Lots, although may be more concentrated where good site planing practices dictate. In no event may the entire mass be constructed on a single Lot.

10.2. Maximum Floor Area. The maximum Floor Area for the Dwelling on the combined Lots shall not exceed 75% of the combined floor areas of the two individual Lots.

10.3. Architectural Committee May Deny Combination. The Architectural Committee has the power to deny the Owner's application to combine Lots on the basis that the resulting combination concentrates too much building mass on a single Lot, that the combination results in damage to significant natural features on the Property such as natural drainage courses or significant wooded areas, or results in a structure that violates the provisions of this Declaration.

10.4. Combination Deemed Permanent. The combination of Lots is deemed to be permanent and the Lots may not be independently sold once construction has commenced on the Improvements for the combined Lot.

10.5. Record Notice of Combination. The Owner of any Lots that have been combined will execute and deliver to the Architectural Committee a notice in recordable form, containing the name of the Owner and the legal description of the Lots combined, which Notice will state that the two Lots have been combined and cannot subsequently be subdivided. The Owner will also submit a current title report showing any lien holders, who will also be required to sign the Notice. The Committee shall record this Notice with the Summit County Recorder upon the commencement of construction.

10.6. Plat Amendment. The combination of Lots may also require a formal Plat Amendment process under applicable state or city regulations, all or which will be done at the sole expense of Owner.

ARTICLE XI

GENERAL PROVISIONS

11. The covenants, conditions, and restrictions contained in this Declaration may be enforced as follows:

11.1. Remedies.

(a) Any single or continuing violation of the covenants contained in this Declaration may be enjoined in an action brought by the Declarant (for so long as the

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Declarant is the Owner of any Lot), by any other Owner, or by the Association in its own name. In any action brought to enforce these covenants, the prevailing party shall be entitled to recover as part of its judgment all of the reasonable costs of enforcement, including attorneys fees and costs of court.

(b) Nothing in this Declaration shall be construed as limiting the rights and remedies that may exist at common law or under applicable federal, state, or local laws and ordinances for the abatement of nuisances, health and safety, or other matters. These covenants are to be construed as being in addition to those remedies available at law.

(c) The remedies available under this Declaration and at law or equity generally are not to be considered as exclusive, but rather as cumulative.

(d) The failure to take enforcement action shall not be construed as a waiver of the covenants contained in this Declaration in the future or against other similar violations.

11.2. Severability. Each of the covenants contained in this Declaration shall be independent of the others, and in the event that any one is found to be invalid, unenforceable, or illegal by a court of competent jurisdiction, the remaining covenants shall remain in full force and effect.

11.3. Limited Liability. Neither the Declarant, the Trustees, or the Architectural Committee or its individual members, nor any other Owner shall have personal liability to any other Owner for actions or inactions taken under these covenants, provided that any such actions or inactions are the result of the good faith exercise of their judgment or authority under these covenants, and without malice.

11.4. Term of Covenants, Renewal. This Declaration shall expire fifty years from the date it is first recorded with the Summit County Recorder, provided however that in the last year prior to expiration, the Owners of 90% of the Lots may, by written notice which is recorded with the Summit County Recorder, agree to extend the covenants for a period of an additional twenty years.

11.5. Amendment. At any time while this Declaration is in effect, the Owners of 75% of the Lots may amend the provisions of this Declaration. Any amendment must be in writing and be approved by 75% of the Owners at the time of the amendment. No amendment which has the effect of substantially or materially altering the size, nature, or use of the Improvements on any Lot permitted by this Declaration will be binding upon the holder of any mortgage or trust deed on any Lot unless the mortgage or trust deed holder joins in the amendment. These covenants may be repealed in whole or in part by amendment. No amendment which eliminates the rights of the Declarant under this Declaration will be effective without the consent of the Declarant.

11.6. Constructive Notice. Every person who owns, occupies, or acquires any right, title or interest in any Lot in the Subdivision is conclusively deemed to have notice of this Declaration and its contents, and to have consented to the application and enforcement of each of the covenants, conditions and restrictions against his Lot, whether or not there is any reference to this Declaration in the instrument by which he acquires his interest in any Lot.

11.7. Notices. All notices under this Declaration are deemed effective 5 business days after the date of mailing, whether delivery is proved or not, provided that any mailed notice must have postage pre-paid and be sent to the last known address of the party to receive notice. The address for notice may be taken from the latest available property tax assessment rolls if no other address for an Owner is known. Notices delivered by hand are effective upon delivery.

11.8. Liberal Interpretation. The provisions of this Declaration shall be interpreted liberally to further the goal of creating a uniform plan for the development of the Subdivision. Paragraph headings are inserted for convenience only and shall not be considered in interpretation of the provisions. Singular will include plural, and gender is intended to include masculine, feminine and neuter as well.

11.9. Covenants Run with the Land. The covenants, conditions, and restrictions in this Declaration are covenants running with the land, and shall burden and benefit the successors and assigns of the Declarant and the Owners for so long as the Declaration is in effect.

ARTICLE XII

EXPANSION OF PROJECT

12. The Declarant owns other land adjoining the Subdivision which is described on the attached Exhibit D. It is the intention of the Declarant to subdivide the additional land and to add it to the Subdivision and to these Covenants. Within a period of seven years from the date this Declaration is recorded, the additional land may be added to this Declaration and become a part of the Subdivision by the Declarant, or its successor in interest, recording a Subdivision Plat describing the additional land and the Lots created on it, and a Supplemental Declaration stating that it is the intention of the Declarant to add the additional land to the Subdivision, and to have that land be subject to these same covenants, conditions and restrictions.

12.1. No Obligation to Expand. The Declarant reserves the right to add some or all of the additional land to the Subdivision, but is under no obligation to do so. The additional land, if not added to the Subdivision, may be developed in a manner that is different from that described in this Declaration.

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12.2. Expansion in Phases. The Declarant may exercise its right to expand the project in one or more phases or stages, and the addition of some of the expansion area does not obligate the Declarant to add the balance of the land to the Subdivision.

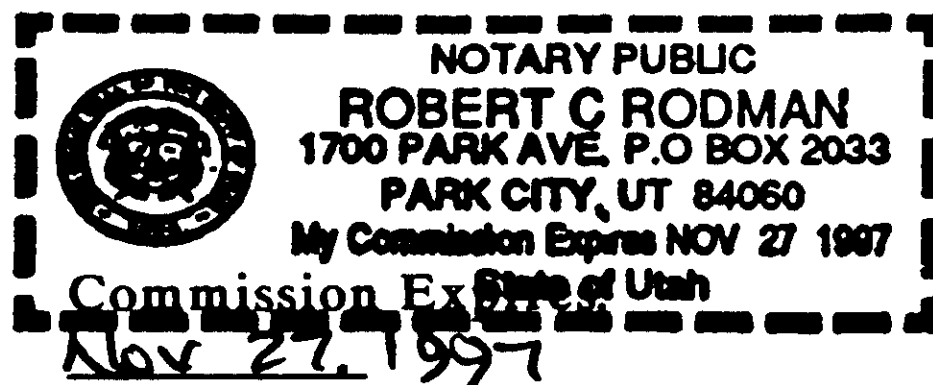
Executed on the date stated above.

BLUE LEDGE CORPORATION, a
Delaware
corporation

By: Hank Rothwell
Hank Rothwell, Pres.

STATE OF UTAH)
 :SS
COUNTY OF SUMMIT)

On the 17 day of July, 1995, Hank Rothwell appeared before me and acknowledged that he is the President of Blue Ledge Company, a Delaware corporation, which is the Declarant in the above instrument, and that he executed the same on behalf of the corporation with proper authority.



Robert C. Rodman
Notary Public
Residing at: Summit Co Utah

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EXHIBITS

EXHIBIT A PROPERTY DESCRIPTION

**EXHIBIT B TABLE FROM PLAT ON HOUSE SIZES AND BUILDING ZONE
MAXIMUMS, INCLUDE REFERENCE TO GARAGES AND SIDE
FRONT AND REAR SET BACKS**

EXHIBIT C AMENITY PARCEL DESCRIPTION

EXHIBIT D PHASE II PROPERTY

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EXHIBIT "A"

HIDDEN MEADOW SUBDIVISION PHASE 1
BOUNDARY DESCRIPTION
May 10, 1995

Beginning at a point on the northerly end line of the Emma mining claim North 77° 39' 13" West 251.53 feet from the Northeast corner of the Emma mining claim, said point is located North 4133.38 feet and East 2713.23 feet from the East Quarter corner of Section 16, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the northerly end of the Emma, the Emily No. 2, and the Hope No. 2 mining claims (Mineral Survey 3262) North 77° 39' 13" West 1375.42 feet more or less; thence along the westerly end line of the Gasoline Alley No. 6 mining claim (Mineral Survey 6992) North 28° 59' 00" West 222.56 feet more or less; thence along the southerly side line of the Ina mining claim (Mineral Survey 5490) North 59° 06' 00" East 465.36 feet more or less; thence along the southerly side line of the Bessie mining claim (Mineral Survey 5552) North 61° 01' 00" East 1500.00 feet more or less; thence along the easterly end line of the Bessie mining claim North 38° 40' 43" West 14.26 feet; thence along the Chatham Crossing Subdivision boundary (Recorded Instrument Number 179465 in the Office of the Summit County Recorder) the following four courses:) 1) North 61° 10' 55" East (Plat North 61° 05' 58" East) 46.56 feet; thence 2) North 41° 14' 05" West (Plat North 41° 19' 02" West) 1317.38 feet; thence 3) South 39° 55' 03" East (Plat East) 595.29 feet; thence 4) North 0° 04' 57" East (Plat North) 785.35 feet; thence along the northerly side line of the Woodrow No. 1 mining claim (Mineral Survey 6792) North 60° 10' 00" East 509.54 feet more or less; thence along the northerly side line of the Woodrow No. 2 mining claim North 62° 56' 19" East 1501.54 feet; thence along the westerly end line of the Glegg No. 1 mining claim (Mineral Survey 6792) North 44° 04' 01" West 31.07 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 1435.63 feet more or less; thence along the southerly end line of the Potosi mining claim (Mineral Survey 6192) North 78° 41' 14" East 40.19 feet; thence along easterly side line of the Potosi mining claim North 53° 33' 00" East 5.10 feet; thence along the northerly side line of the Glegg No. 1 mining claim North 75° 55' 00" East 21.29 feet more or less; thence along the easterly end line of the Glegg No. 1 mining claim South 41° 00' 00" East 643.43 feet more or less; thence along the easterly end line of the Glegg No. 2 mining claim South 39° 40' 23" East 393.40 feet; thence along the North line of Section 11 North 88° 47' 03" West 1240.30 feet to the Northwest corner of Section 11; thence South 0° 57' 03" West 714.42 feet; thence South 70° 48' 39" West 20.35 feet; thence South 89° 32' 18" West 124.80 feet; thence South 07° 11' 05" East 317.18 feet to a point on a 50.00 foot radius curve to the right, whose radius point bears South 04° 46' 56" East, thence along the arc of said curve 42.48 feet thru a central angle of 48° 40' 36" to a point on a 15.00 foot radius curve to the left, whose radius point bears North 43° 53' 40" East; thence along the arc

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of said curve 13.05 feet thru a central angle of 49° 51' 38" to a point on a 675.00 foot radius curve to the right, whose radius point bears South 05° 57' 58" East; thence along the arc of said curve 47.10 feet thru a central angle of 03° 59' 53"; thence South 0° 57' 03" West 1451.52 feet to a point on a 50.00 foot radius curve to the left, whose radius point bears North 89° 02' 57" West; thence along the arc of said curve 73.52 feet thru a central angle of 84° 14' 57"; thence North 10° 46' 33" West 34.02 feet; thence South 80° 37' 22" West 628.64 feet; thence North 16° 28' 35" West 238.32 feet; thence North 13° 36' 27" West 50.00 feet; thence South 76° 23' 33" West 64.47 feet to a point on a 290.15 foot radius curve to the left, whose radius point bears South 13° 36' 27" East; thence along the arc of said curve 48.67 feet thru a central angle 09° 36' 38"; thence North 31° 57' 40" West 225.19 feet; thence South 46° 41' 39" West 377.59 feet; thence South 07° 56' 32" East 319.08 feet; thence South 10° 24' 24" West 233.92 feet; thence South 41° 50' 49" West 137.01 feet; thence South 67° 45' 45" West 221.74 feet; thence South 14° 25' 20" East 246.82 feet; thence South 38° 35' 36" East 164.61 feet to the northeast corner of Phase 1, Parcel 1 of Royal Oaks Subdivision Phase I (Recorded instrument No. 352414 in the office of the Summit County Recorder); thence along the north line of said Parcel 1 South 79° 34' 34" West (Plat South 79° 36' 44" West) 160.00 feet; thence along the north line of said Parcel 1 South 69° 24' 48" West (Plat South 69° 26' 58" West) 65.28 feet; thence along The Oaks at Deer Valley (Recorded instrument No. 311418 in the office of the Summit County Recorder) boundary line South 68° 57' 50" West (Plat South 69° 00' 00" West) 59.25 feet; thence along The Oaks at Deer Valley boundary line South 48° 57' 50" West (Plat South 49° 00' 00" West) 300.00 feet; thence North 65° 36' 22" West 331.48 feet to a point on a 538.60 foot radius curve to the left, whose radius point bears South 60° 33' 01" East; thence along the arc of said curve 335.95 feet thru a central angle of 35° 44' 16"; thence South 06° 17' 17" East 477.78 feet to a point on a 125.00 foot radius curve to the left, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 18.63 feet thru a central angle of 08° 32' 16"; thence along The Oaks at Deer Valley boundary line South 81° 46' 37" West (Plat South 81° 48' 47" West) 50.24 feet to a point on a 175.00 foot radius curve to the right, whose radius point bears North 77° 03' 57" East; thence along the arc of said curve 20.30 feet thru a central angle of 06° 38' 46"; thence North 06° 17' 17" West 477.78 feet to a point on a 588.60 foot radius curve to the right, whose radius point bears North 83° 42' 43" East; thence along the arc of said curve 214.78 feet thru a central angle of 20° 54' 26"; thence North 68° 29' 02" West 229.73 feet; thence South 46° 04' 16" West 126.36 feet; thence South 11° 47' 28" West 170.03 feet to the point of beginning. Description contains 226.42 acres. The Basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.

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EXHIBIT "A"

HIDDEN MEADOW SUBDIVISION PHASE 2
BOUNDARY DESCRIPTION
April 19, 1995

Beginning at the Northwest corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11 South $88^{\circ} 47' 03''$ East 1240.30 feet; thence along the easterly end line of the Glegg No. 2 mining claim (Mineral Survey 6792) South $39^{\circ} 40' 23''$ East 215.18 feet; thence along the easterly end line of the Glegg No. 3 mining claim South $38^{\circ} 46' 13''$ East 606.70 feet; thence along the Southerly side line of the Glegg No. 3 mining claim South $75^{\circ} 52' 07''$ West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 mining claim South $63^{\circ} 17' 52''$ West 360.03 feet; thence North $0^{\circ} 57' 03''$ East 142.10 feet to a point on a 675.00 foot radius curve to the left, whose radius point bears South $01^{\circ} 58' 05''$ East; thence along the arc of said curve 47.10 feet thru a central angle of $03^{\circ} 59' 53''$ to a point on a 15.00 foot radius curve to the right, whose radius point bears North $05^{\circ} 57' 58''$ West; thence along the arc of said curve 13.05 feet thru a central angle of $49^{\circ} 51' 38''$ to a point on a 50.00 foot radius curve to the left, whose radius point bears South $43^{\circ} 53' 40''$ West; thence along the arc of said curve 42.48 feet thru a central angle of $48^{\circ} 40' 36''$; thence North $07^{\circ} 11' 05''$ West 317.18 feet; thence North $89^{\circ} 32' 18''$ East 124.80 feet; thence North $70^{\circ} 48' 39''$ East 20.35 feet; thence North $0^{\circ} 57' 03''$ East 714.42 feet to the point of beginning. Description contains 32.73 acres.

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TABLE B

EXHIBIT "B"

LOT #	SQUARE FEET	MAXIMUM FLOOR AREA	MAXIMUM SITE DISTURBANCE
LOT 1	77,447 S.F.	8,500 S.F.	12,000 S.F.
LOT 2	54,540 S.F.	7,250 S.F.	10,000 S.F.
LOT 3	49,336 S.F.	7,250 S.F.	10,000 S.F.
LOT 4	81,380 S.F.	8,500 S.F.	12,000 S.F.
LOT 5	157,921 S.F.	10,000 S.F.	14,000 S.F.
LOT 6	74,821 S.F.	8,500 S.F.	12,000 S.F.
LOT 7	55,352 S.F.	7,250 S.F.	10,000 S.F.
LOT 8	64,921 S.F.	7,250 S.F.	10,000 S.F.
LOT 9	81,303 S.F.	8,500 S.F.	12,000 S.F.
LOT 10	281,972 S.F.	10,000 S.F.	16,000 S.F.
LOT 11	122,989 S.F.	10,000 S.F.	16,000 S.F.
LOT 12	80,190 S.F.	8,500 S.F.	12,000 S.F.
LOT 13	81,388 S.F.	8,500 S.F.	12,000 S.F.
LOT 14	76,228 S.F.	8,500 S.F.	12,000 S.F.
LOT 15	64,790 S.F.	7,250 S.F.	10,000 S.F.
LOT 16	58,077 S.F.	7,250 S.F.	10,000 S.F.
LOT 17	49,379 S.F.	7,250 S.F.	10,000 S.F.
LOT 18	74,275 S.F.	8,500 S.F.	12,000 S.F.
LOT 19	78,352 S.F.	8,500 S.F.	12,000 S.F.
LOT 20	130,330 S.F.	10,000 S.F.	14,000 S.F.
LOT 21	128,150 S.F.	10,000 S.F.	14,000 S.F.
LOT 22	98,309 S.F.	10,000 S.F.	14,000 S.F.
LOT 23	118,896 S.F.	10,000 S.F.	14,000 S.F.
LOT 24	125,517 S.F.	10,000 S.F.	14,000 S.F.
LOT 25	80,976 S.F.	8,500 S.F.	12,000 S.F.
LOT 26	186,994 S.F.	10,000 S.F.	16,000 S.F.
LOT 27	90,053 S.F.	10,000 S.F.	14,000 S.F.
LOT 28	60,918 S.F.	7,250 S.F.	10,000 S.F.
LOT 29	64,391 S.F.	7,250 S.F.	10,000 S.F.
LOT 30	48,547 S.F.	7,250 S.F.	10,000 S.F.
LOT 31	43,069 S.F.	6,000 S.F.	10,000 S.F.
LOT 32	39,189 S.F.	6,000 S.F.	10,000 S.F.
LOT 33	39,308 S.F.	6,000 S.F.	10,000 S.F.
LOT 34	41,301 S.F.	6,000 S.F.	10,000 S.F.
LOT 35	45,723 S.F.	7,250 S.F.	10,000 S.F.
LOT 36	37,722 S.F.	6,000 S.F.	10,000 S.F.
LOT 37	42,690 S.F.	6,000 S.F.	10,000 S.F.
LOT 38	42,063 S.F.	6,000 S.F.	10,000 S.F.
LOT 39	37,052 S.F.	6,000 S.F.	10,000 S.F.
LOT 40	44,458 S.F.	7,250 S.F.	10,000 S.F.
LOT 41	29,535 S.F.	6,000 S.F.	10,000 S.F.
LOT 42	39,381 S.F.	6,000 S.F.	10,000 S.F.
LOT 43	75,089 S.F.	8,500 S.F.	12,000 S.F.
LOT 44	98,348 S.F.	10,000 S.F.	14,000 S.F.
LOT 45	57,471 S.F.	7,250 S.F.	10,000 S.F.

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EXHIBIT "C"

HIDDEN MEADOW SUBDIVISION
RECREATION OPEN SPACE PARCEL 3

Beginning at a point North 5704.31 feet and East 3793.03 feet from the East Quarter Corner of Section 16, Township 2 South, Range 4 east, Salt Lake Base and Meridian; and running thence North 88° 19' 31" West 353.13 feet to a point on a 88.00 foot radius curve to the right, whose radius point bears North 1° 40' 29" East; thence along the arc of said curve 266.24 feet thru a central angle of 173° 20' 48"; thence North 85° 01' 17" East 339.08 feet to a point on a 148.70 foot radius curve to the right, whose radius point bears South 4° 58' 43" East; thence along the arc of said curve 119.05 feet thru a central angle of 45° 52' 18" to a point on a 15.00 foot radius curve to the right, whose radius point bears South 40° 53' 36"; thence along the arc of said curve 26.22 feet thru a central angle of 100° 08' 48" to a point on a 201.21 foot radius curve to the left, whose radius point bears South 51° 02' 24" West; thence along the arc of said curve 165.45 feet thru a central angle of 47° 06' 47" to a point on a 15.00 foot radius curve to the right, whose radius bears North 86° 04' 23" West; thence along the arc of said curve 22.97 feet thru a central angle of 87° 44' 52" to the point of beginning. Description contains 2.09 acres. The basis of Bearing for the above description is South 00° 30' 11" West between the East Quarter corner and the southeast corner of Section 16.

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EXHIBIT "D"

HIDDEN MEADOW SUBDIVISION PHASE 2
BOUNDARY DESCRIPTION
April 19, 1995

Beginning at the Northwest corner of Section 11, Township 2 South, Range 4 East, Salt Lake Base and Meridian; and running thence along the North line of Section 11 South 88° 47' 03" East 1240.30 feet; thence along the easterly end line of the Glegg No. 2 mining claim (Mineral Survey 6792) South 39° 40' 23" East 215.18 feet; thence along the easterly end line of the Glegg No. 3 mining claim South 38° 46' 13" East 606.70 feet; thence along the Southerly side line of the Glegg No. 3 mining claim South 75° 52' 07" West 1501.92 feet; thence along the Southerly line of the Woodrow No. 6 mining claim South 63° 17' 52" West 360.03 feet; thence North 0° 57' 03" East 142.10 feet to a point on a 675.00 foot radius curve to the left, whose radius point bears South 01° 58' 05" East; thence along the arc of said curve 47.10 feet thru a central angle of 03° 59' 53" to a point on a 15.00 foot radius curve to the right, whose radius point bears North 05° 57' 58" West; thence along the arc of said curve 13.05 feet thru a central angle of 49° 51' 38" to a point on a 50.00 foot radius curve to the left, whose radius point bears South 43° 53' 40" West; thence along the arc of said curve 42.48 feet thru a central angle of 48° 40' 36"; thence North 07° 11' 05" West 317.18 feet; thence North 89° 32' 18" East 124.80 feet; thence North 70° 48' 39" East 20.35 feet; thence North 0° 57' 03" East 714.42 feet to the point of beginning. Description contains 32.73 acres.

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Planning Commission Staff Report



Subject: 199 Daly Avenue
Application: PL-21-04837
Author: Rebecca Ward
Date: July 28, 2021
Type of Item: Steep Slope Conditional Use Permit

Recommendation

(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 Permits¹

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 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.

¹ LMC [§ 15-1-8\(G\)](#).

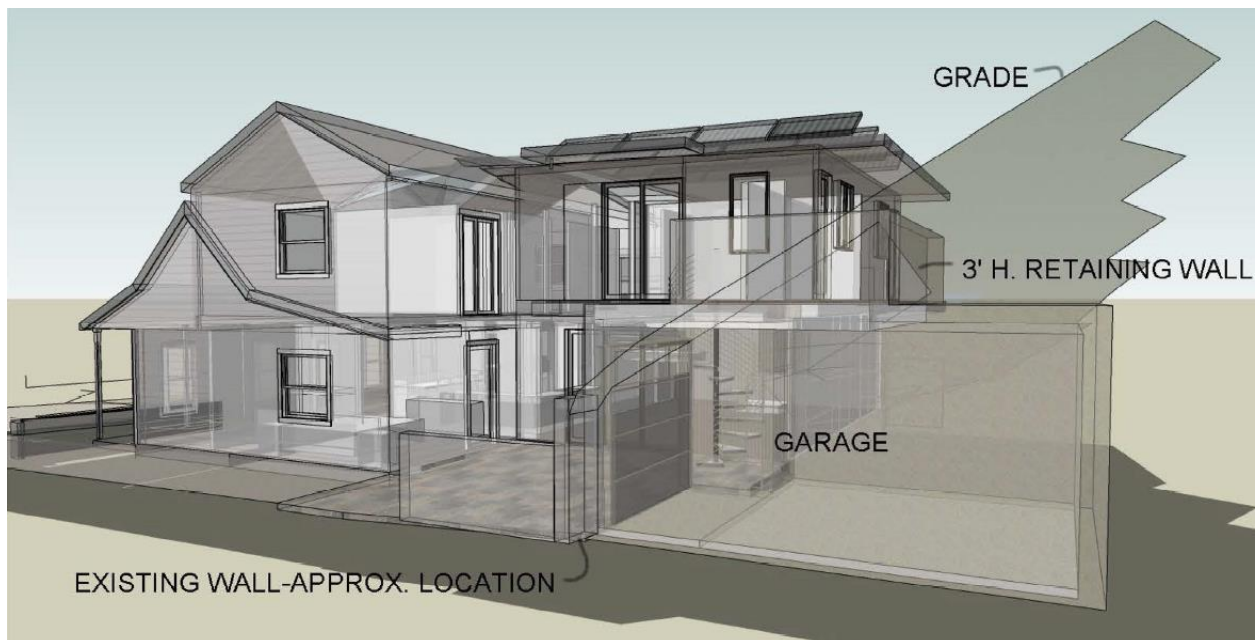
² LMC [§ 15-2.2-6\(B\)\(1\)](#).

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 to the south at the rear of the property, built into a steep slope, illustrated below:



Analysis

(I) The proposed detached garage 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.³

The HR – 1 Zoning District requires the following Lot and Site requirements for the Significant Historic Structure:⁴

Zoning Requirement	Analysis of Proposal
Minimum Lot size for a Single-Family Dwelling is 1,875 square feet	Complies The Lot is 5,750 square feet
Minimum Lot width is 25 feet	Complies The Lot width is 57.5-feet wide
Maximum Building Footprint for a 5,750-square-foot Lot is 2,081 square feet ⁵	Complies The Building Footprint is 1,460 square feet
Front and Rear Setbacks for Lots up to 100 feet in length are 12 feet and 13 feet for a total of 25 feet	Complies The Front Setback exceeds 30 feet; the Rear Setback is 12 feet
Side Setbacks for Lots up to 62.5 feet wide are five feet for a total of 14 feet	Complies The northern Side Setback is five feet; the southern Side Setback is 8.9 feet. Pursuant to LMC § 15-2.2-4 , Historic Structures that do not meet Setback requirements are valid Non-Complying Structures. New construction must comply with Setbacks.

(II) The proposed detached garage is an Accessory Building allowed with Setback exceptions.

LMC [§ 15-15-1](#) defines an Accessory Building as “[a] Building on the same Lot as the principal Building and that is:

- A. clearly incidental to, and customarily found in connection with such principal Building, such as detached garages . . .
- B. operated and maintained for the benefit of the principle Use,

³ LMC [§ 15-2.2-1](#).

⁴ LMC [§ 15-2.2-3](#).

⁵ MAXIMUM FP = (A/2) x 0.9^{A/1875} where FP = maximum Building Footprint and A = Lot Area.

C. not a Dwelling Unit . . .

The proposed detached garage is incidental to the Significant Historic Structure and is proposed to provide parking for the Site; the detached garage is proposed to be operated and maintained for the benefit of the Single-Family Dwelling, and no Dwelling Unit is proposed to be included in the detached garage (Condition of Approval 5 states that the detached garage shall not be converted to a Dwelling Unit).

The HR – 1 Zoning District establishes the following Setback exceptions for Accessory Buildings:⁶

Zoning Exceptions	Analysis of Proposal
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.	Complies 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.
Side Setback Exceptions include one private driveway leading to a garage.	Complies
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.	Complies 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.

(III) 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 Review Chapter 15-5.⁷

Planning Commission approval is required for Steep Slope Conditional Use Permits on

⁶ LMC [§ 15-2.2-3\(G\), \(H\), and \(J\)](#).

Lots greater than 3,750 square feet.⁸ 199 Daly Avenue is a 5,750-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.	The detached garage is proposed to be located at the rear of the site within the steep slope to mitigate the visual impact. Condition of Approval 6 To mitigate the environmental impact, the Engineering Department requires that prior to submitting a building permit, the Applicant submit a plan demonstrating how they will provide the temporary shoring needed during construction, subject to City Engineer approval. Condition of Approval 7 The Engineering Department requires that the Applicant 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. Condition of Approval 8 The Engineering Department requires that the Applicant provide soil stabilization details documenting how the disturbed area will be restored and stabilized, to be approved by the City Engineer prior to submission of a building permit.
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. Condition of Approval 9 The Engineering Department requires that the Applicant provide a landscape bond to ensure the stabilization and vegetation rehabilitation is complete prior to submission of a building permit.

⁸ LMC [§ 15-2.2-6\(B\)\(1\)](#).

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. Condition of Approval 10 The Engineering Department requires that the Applicant 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. Condition of Approval 11 The Building Department requires the Applicant complete an Access Agreement allowing property access to adjacent properties to complete construction proposed within five feet or less from the Lot line or the proposed site is a steep slope. Condition of Approval 11 requires the Applicant to complete the Access Agreement requirements prior to submitting for a building permit (Exhibit F).
TERRACING – the project may include terraced retaining Structures if necessary to regain Natural Grade.	Complies The Applicant proposes construction of a four-foot retaining wall above the accessory garage to provide terracing and to stabilize the slope.
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.	Please see the Applicant's Streetscape submission, Exhibit I, to view the adjacent Daly Avenue properties. The driveway will be constructed along the Side Setback on the relatively level portion of the Site. 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. Condition of Approval 12 The Applicant must reduce the front yard concrete walk and replace it with additional landscaping pursuant to the Historic District Design Review approval.
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.
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.
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.⁹ The proposed garage dimensions are 14.6 feet in width by 19.6 feet in depth. Condition of Approval 13 The Applicant shall comply with required garage depth in compliance with Building and Fire Codes.
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	The Significant Historic Site is below the 27-foot height limit and the detached garage is proposed to be 14 feet in height.

⁹ LMC [§ 15-3-4\(A\)\(1\)](#).

between a proposed Structure and the Historic character of the neighborhood's existing residential Structures.	
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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, 2021.¹⁰

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

¹⁰ LMC [§ 15-1-21](#).



July 28, 2021

Steven Swanson
sasarchitect.pc@gmail.com

CC: Cary Kinross-Wright

NOTICE OF [PLANNING COMMISSION OR PLANNING DIRECTOR] 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

Date of Final Action: July 28, 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 July 28, 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 July 15, 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 proposed steep slope prior to submitting a building permit.
12. The Applicant must reduce the front yard concrete walk and replace it with additional landscaping pursuant to the Historic District Design Review approval.
13. The Applicant shall work with the Planning and Building staff to comply with the required garage depth in compliance with Building and Fire Codes.

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
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ANYTIME

Lewis Wolcott
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www.lwds.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

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect

2524 Lucky John Drive
Park City, UT 84060
435-513-1079

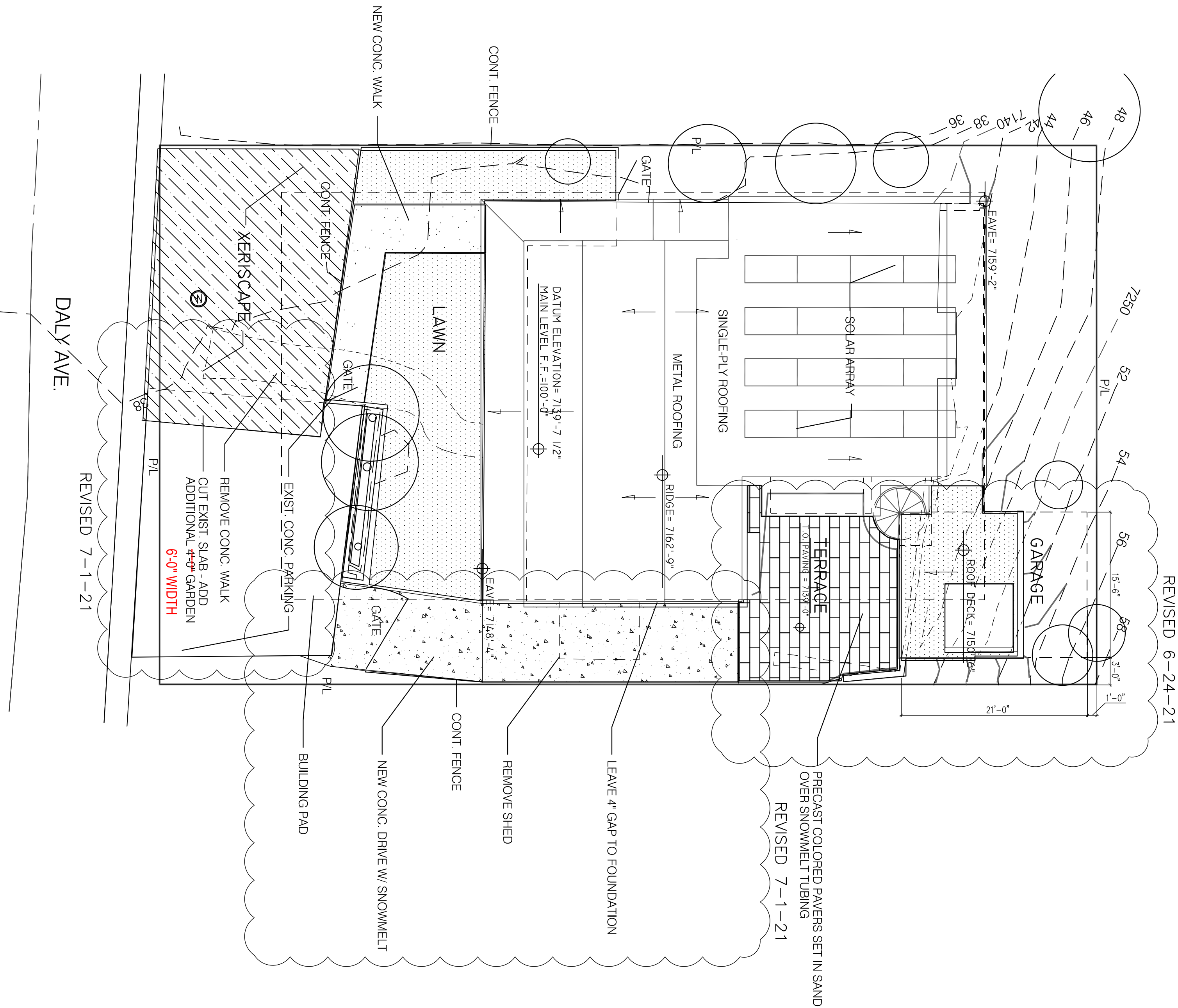
Site & Grading Plan

New Residence for
John & Carole Wurmlinger
328 Woodside Ave.
Park City UT

PROJECT NUMBER
2011

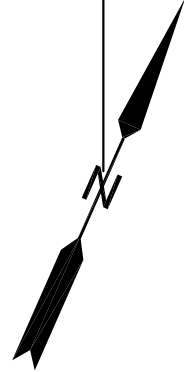
DATE
7-1-21

SHEET NUMBER
A-1.0



Site/ Grading Plan

SCALE: 1/8" = 1'-0"



PROJECT DATA

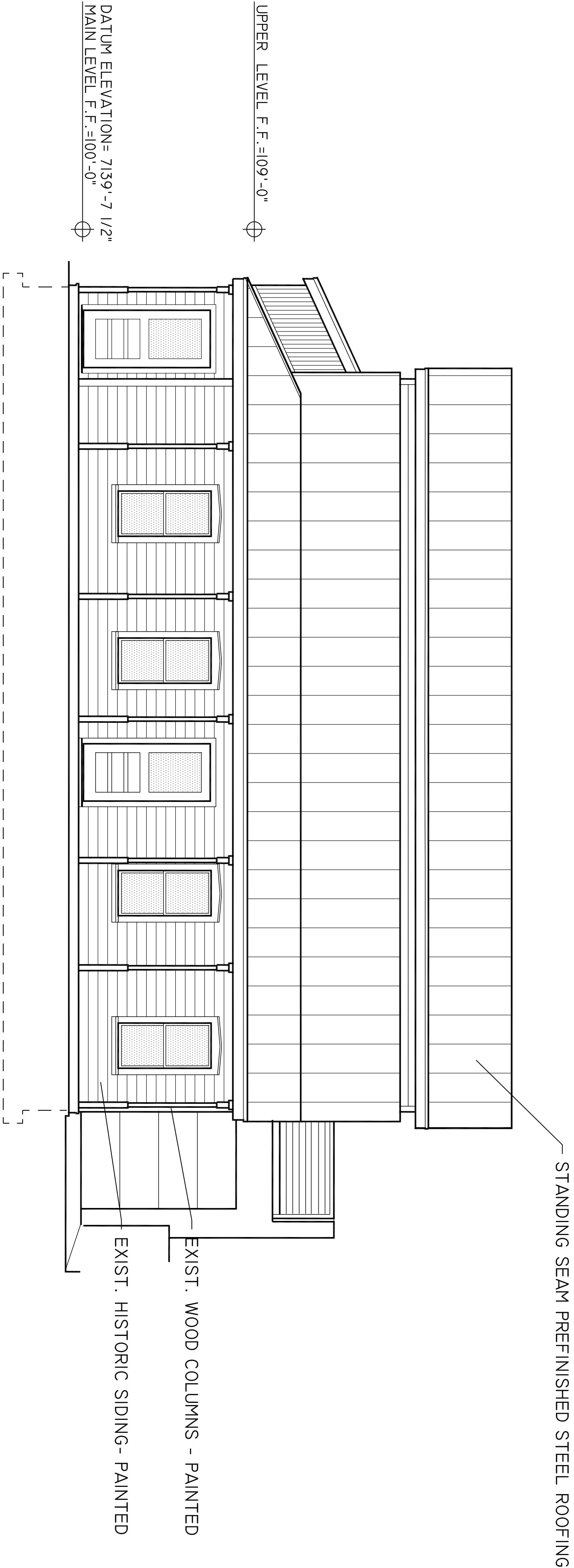
199 DALY AVE.
PARCEL # 199 -DALY-ALL LOT AREA 5,750 SF./ 0.13 A
ZONING - HR-1
SIDE YARD SETBACK - MIN. 5/ 14 FEET TOTAL
FRONT YARD SETBACK - MIN. 12/ TOTAL 25 FEET
REAR YARD SETBACK - MIN. 12/ TOTAL 25 FEET
MAXIMUM HEIGHT - 27 FEET
PARKING - 2 SPACES REQUIRED
BUILDING PAD - 3282 SF.
BUILDING F.P. - 1810 SF. < 2096 SF. ALLOWABLE

PROJECT AREA RECAP

SITE:	
ROOF AREA	2030 SF
STAIRS, PAVING & DRIVE	1350 SF
PERMEABLE & LANDSCAPED	1500 SF
BUILDING:	
MAIN LEVEL	1460 SF
UPPER LEVEL	630 SF EXIST. 600 SF NEW
GARAGE	305 SF
TOTAL LIVING AREA	2690 SF

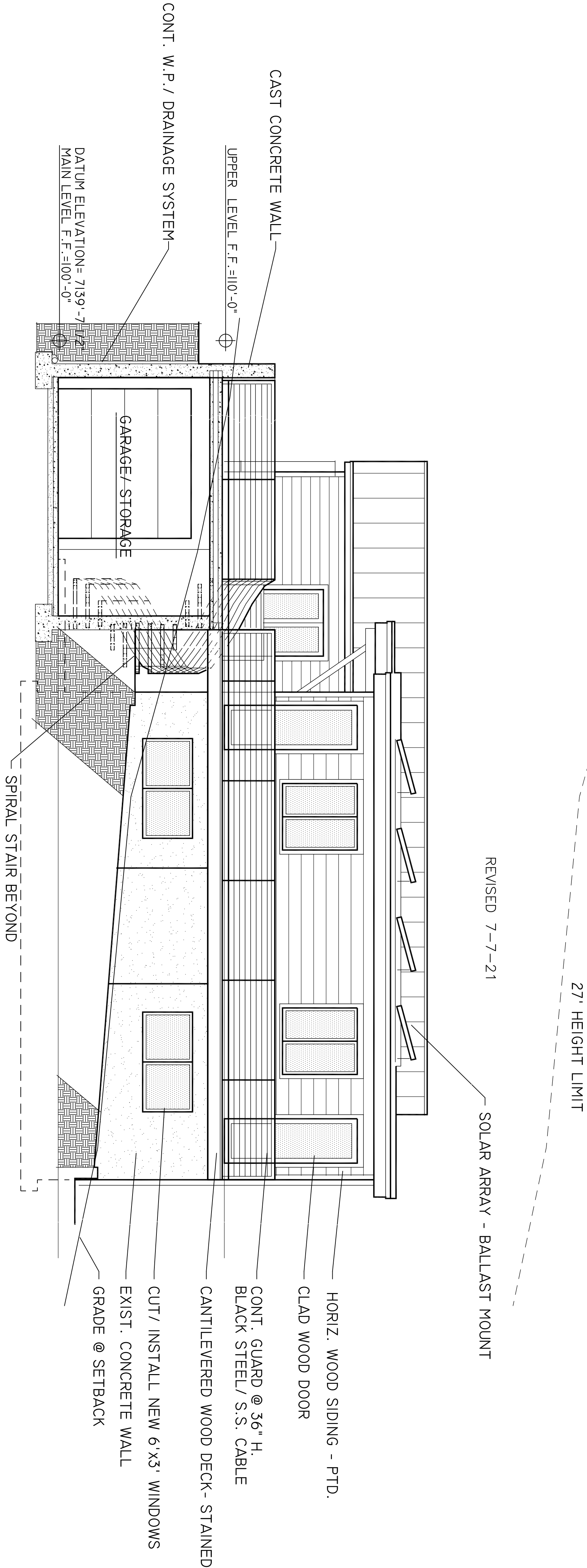
SITE PLAN/ UTILITIES NOTES

1. VERIFY DIMENSIONS & CONDITIONS IN THE FIELD.
2. CB = CATCH BASIN FOR SURFACE TO SUBGRADE DRAINAGE
3. PROVIDE TEMPORARY SUPPORT FOR STRUCTURAL ELEMENTS.
4. PROTECT EXISTING PLANTING AND TREES.
5. GRADE SLOPE TO DRAIN AWAY FROM BUILDING MIN. 6" FOR THE FIRST 10'-0"
6. CONDUCT STORM WATER VIA SURFACE/ SUB-DRAIN TO APPROVED COLLECTION BASIN - RETAIN STORM WATER ON SITE
7. PROVIDE DRIP IRRIGATION SYSTEM



Front Elevation

SCALE: 1/4"=1'-0"



Side Elevation

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 7-7-21
SHEET NUMBER A-2.2

REV. NO.	DESCRIPTION	DATE

Steven A. Swanson Architect
2524 Lucky John Drive
Park City, UT 84060
435-513-1079

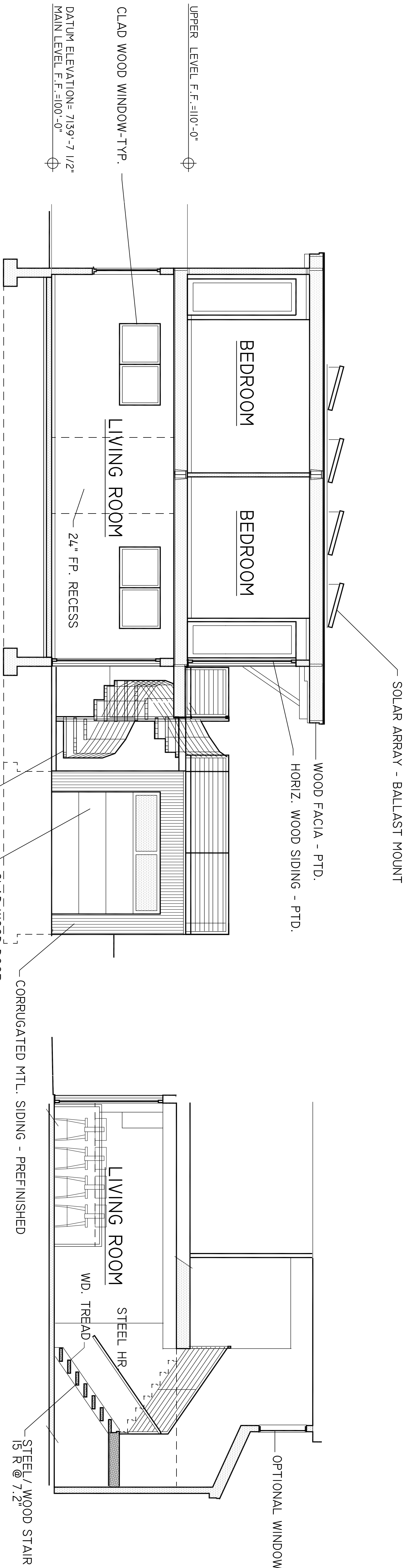
Building Sections

**Addition & Remodel
for Cary Kinross-Wright
199 Daly Ave.
Park City UT**

PROJECT NUMBER
2013
DATE
7-7-21

SHEET NUMBER

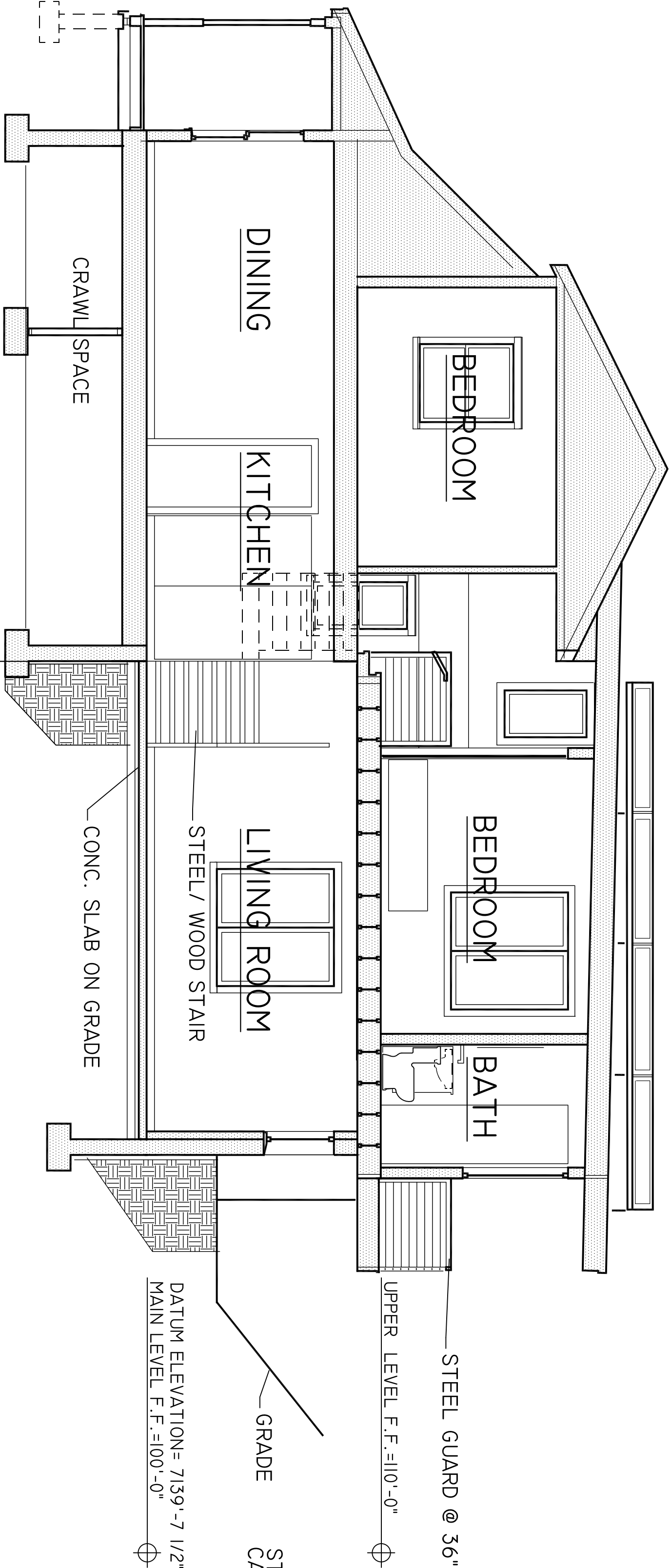
A-3.1



Garage Elevation/ Bldg. Section

SCALE: 1/4"=1'-0"

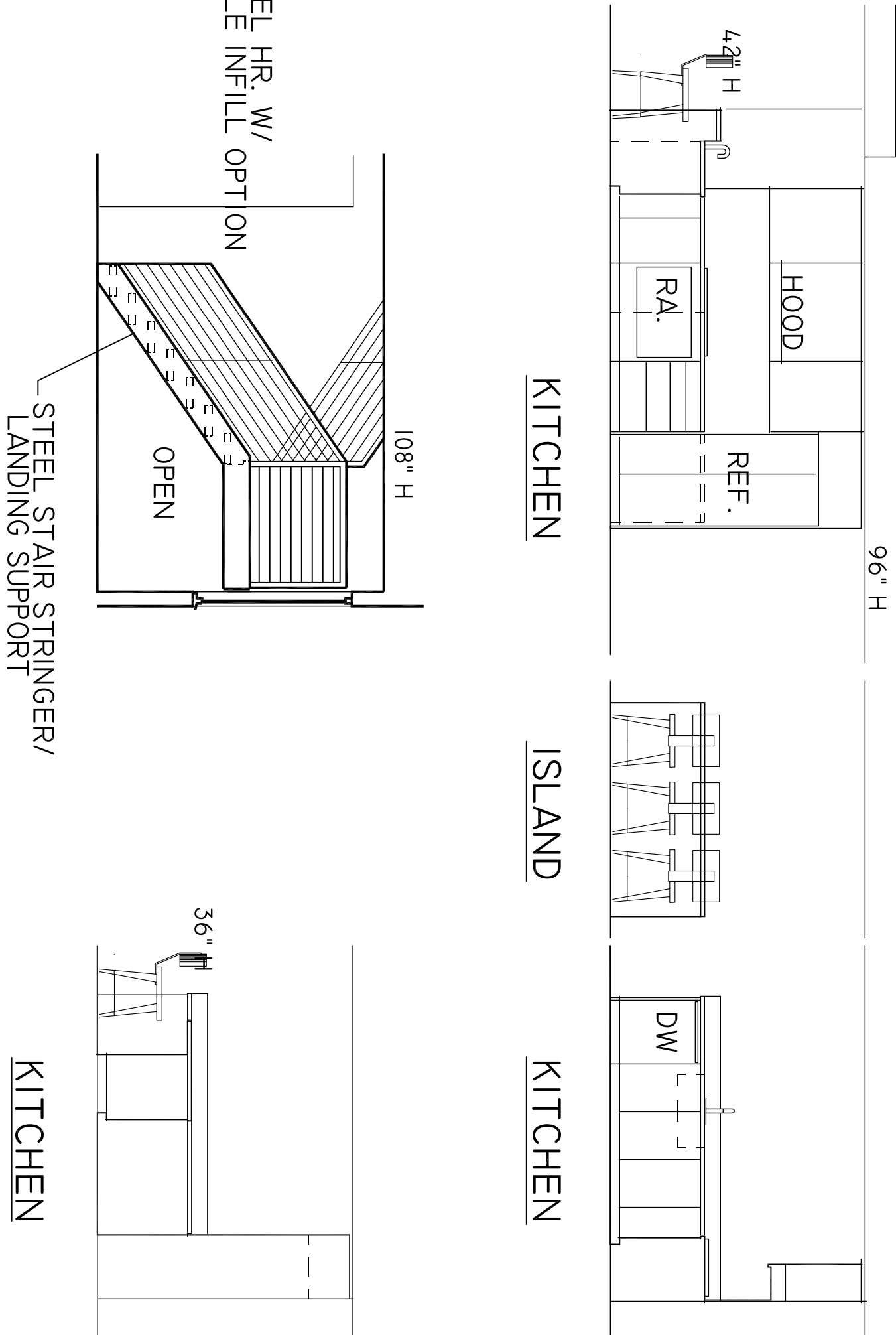
A-3.1



Building/ Stair Section

SCALE: 1/4"=1'-0"

A-3.1

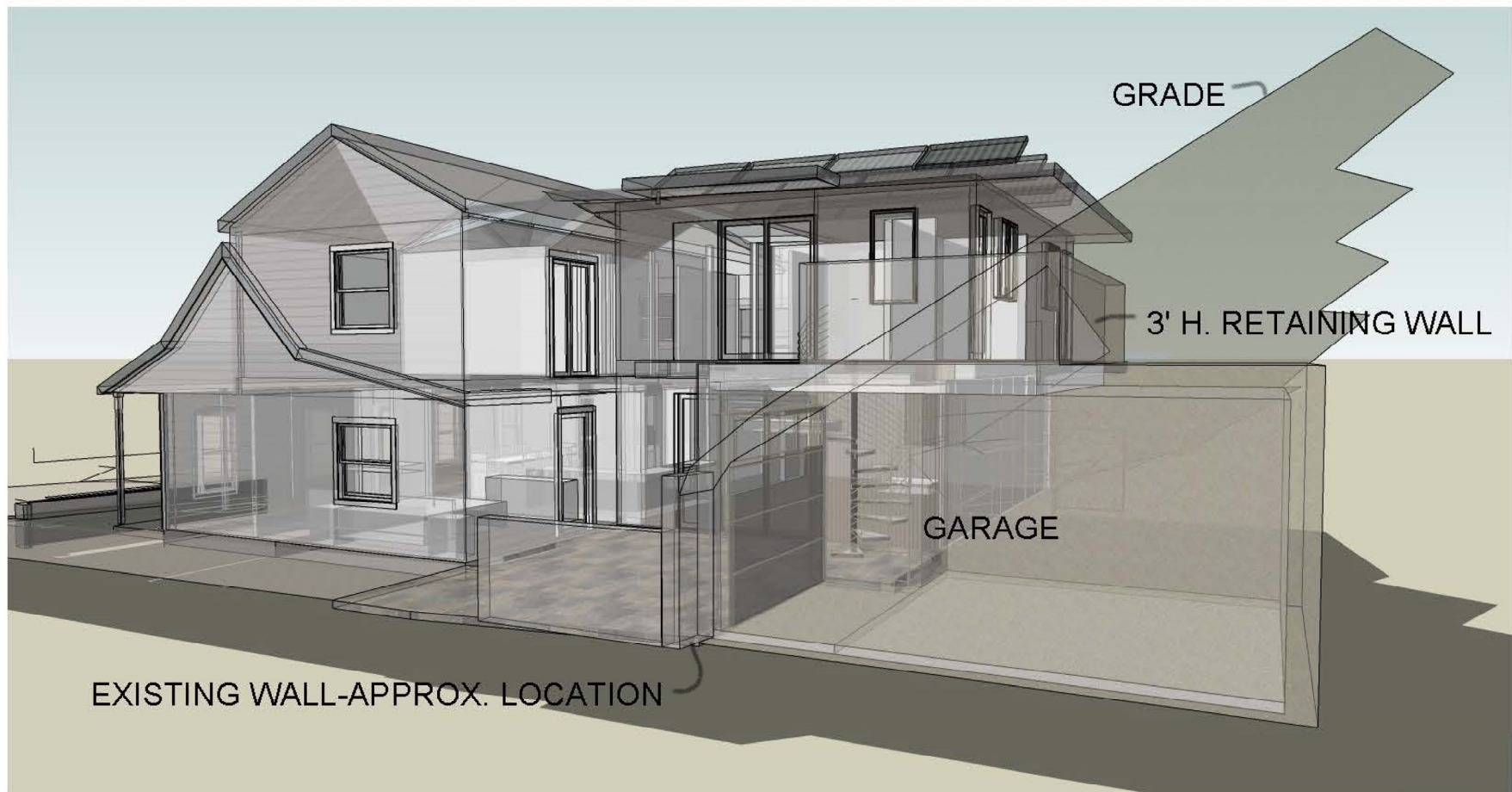


Interior Elevations

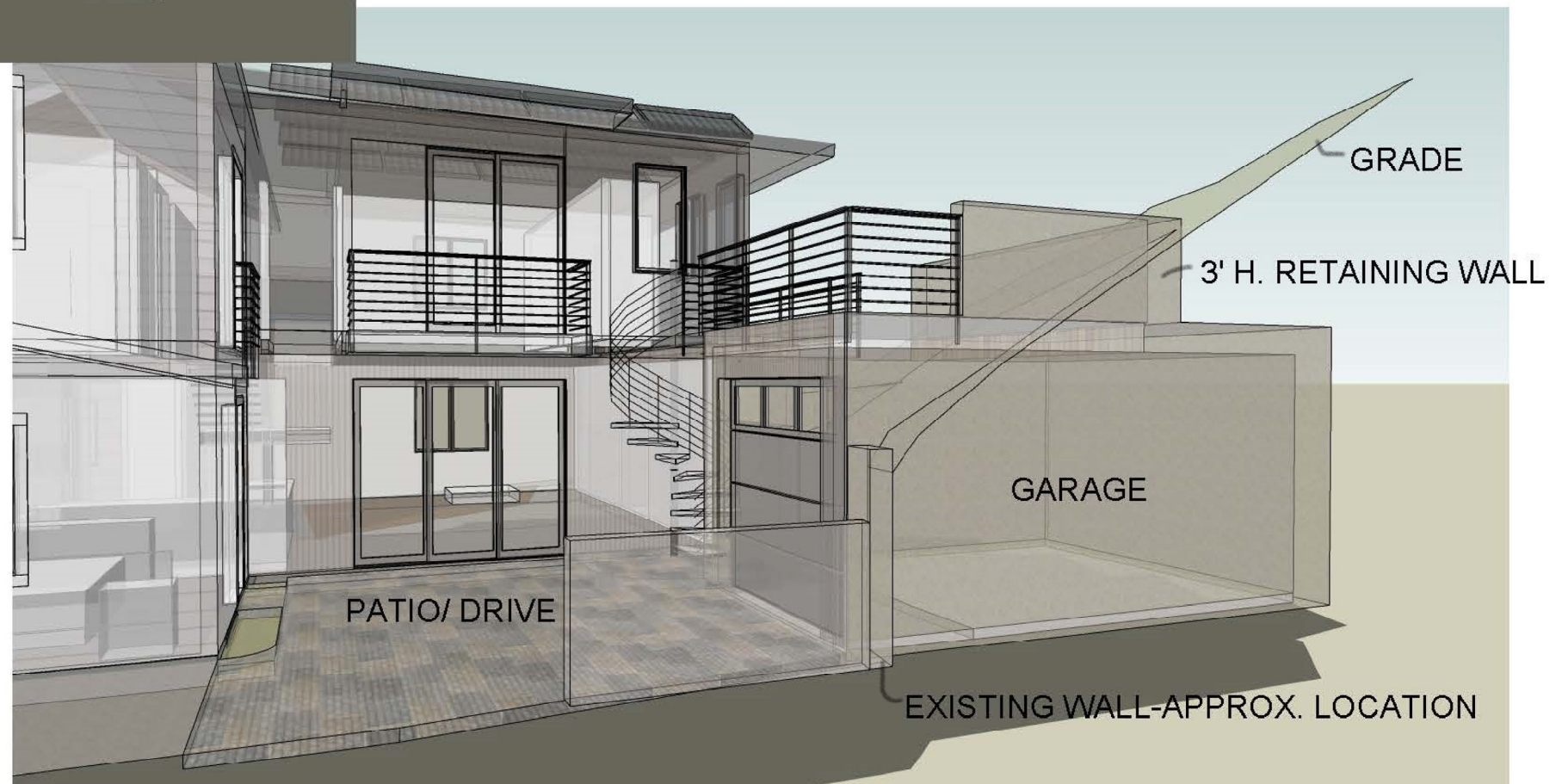
SCALE: 1/4"=1'-0"

UN

A-3.1



Section / Elevation looking North

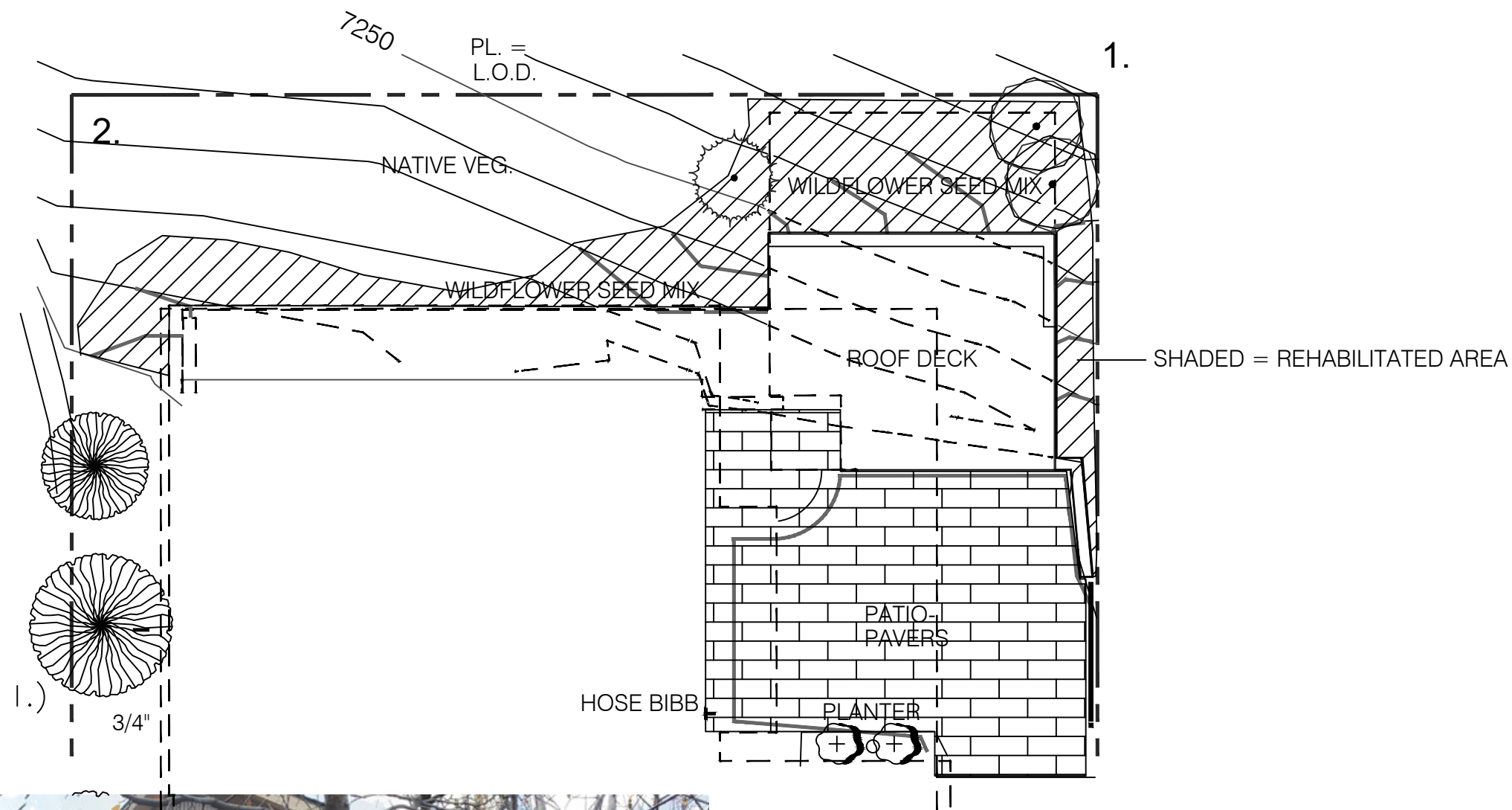


Kinross-Wright Residence
199 Daly Ave.

Garage
6-24-21



2. From SE Corner -showing existing wall & garage location



2. From NE Corner -showing hillside degradation/ erosion

The garage construction as an accessory structure would displace approx. 150 SF of hillside - converting it to use as a deck. Approx. 330 SF of degraded & eroded hillside would be rehabilitated, utilizing best practices for steep hillsides.

Rock work, soil structure, native & cover planting along with limited drip irrigation are techniques that would be utilized, along with limited re-grading (filling) @ the toe of the slope nearest the rear of the the house.

Kinross-Wright Residence
199 Daly Ave.

Garage
6-26-21



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



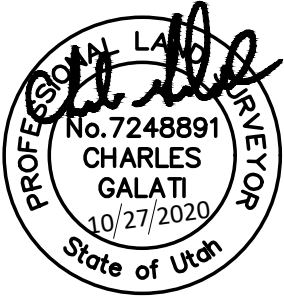
Southeast Corner

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

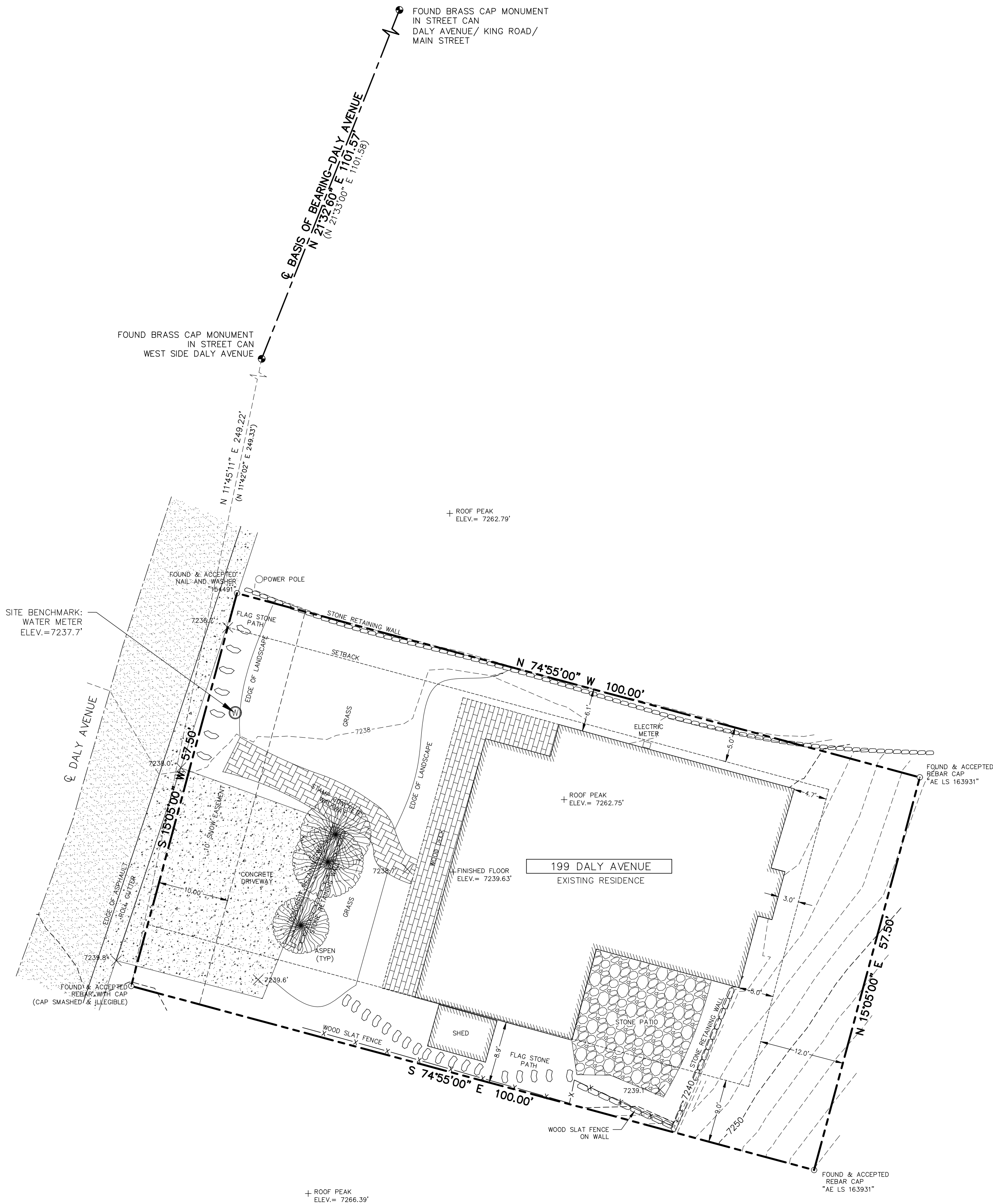
I, Charles Galati, certify that I am a Professional Land Surveyor and that I hold License No. 7248891, as prescribed by the laws of the State of Utah. I further certify that under my direct supervision a survey has been performed on the hereon described property and that to the best of my knowledge this 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.

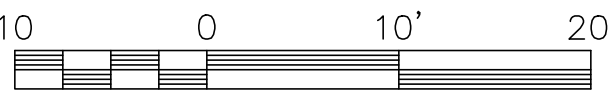
NARRATIVE/NOTES

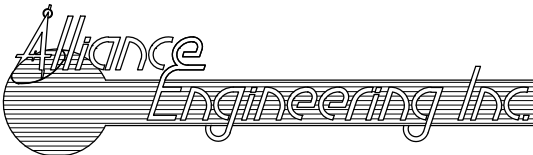
1. Basis of Bearing for this survey is between the found street monuments as shown on this plat.
2. The purpose of this survey is to prepare a boundary, topography, existing condition survey for the possibility of future improvements.
3. Field work for this survey was completed October 9, 2020, and is 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. ()

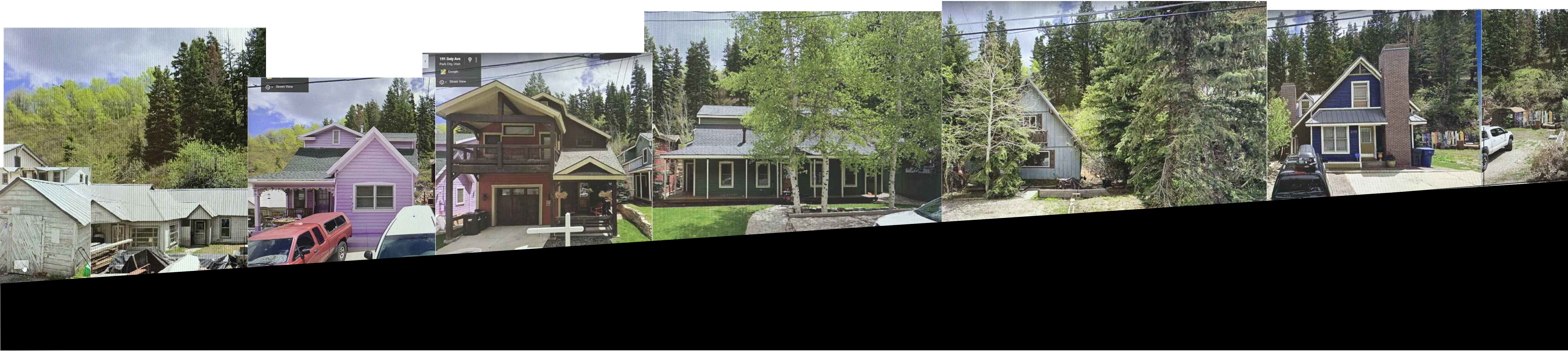


LEGEND

- Found Monument (As-Noted)
- Found Street Monument (As-Noted)



 (435) 649-9467 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



Streetscape Elevation

SCALE: 1/8"=1'-0"

REV. NO.	DESCRIPTION	DATE

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

Planning Commission Work Session Staff Report

Subject: Deer Valley Snow Park Base Area Development
Project #: PL-21-04811
Author: Alexandra Ananth – Senior Planner
Date: July 28, 2021
Type of Item: Work Session – Project Orientation



Recommendation

Hold a Work Session consisting of an orientation and history of the Snow Park Base Area and Deer Valley Master Planned Development by the Planning Department (10 minutes) and an introduction to the proposed project by Deer Valley Resort (30 minutes). After the project overview, there will be an opportunity for discussion and questions from the Planning Commission (20 minutes).

The next Planning Commission meeting for this project is scheduled for August 25, 2021.

In addition, [LMC § 15-6-4\(E\), ADDITIONAL STUDIES](#), allows the Commission to require Applicants to submit and fund additional studies for Master Planned Development proposals that significantly increase the Density and intensity of Use of a Site. The Applicant submitted a Transportation Analysis, and the ***Transportation Department and City Engineer recommend the applicant fund an independent 3rd party review of this study. At the July Work Session, the Commission should consider if any additional studies are warranted to thoroughly review the impacts of this project.***

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)
Recreation Commercial (RC)
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](#).

Executive Summary

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).
- Phase 3: North Parcel Parking Structure with Residential and Commercial Development (future CUP).

Also proposed is a retail-based addition to Snow Park Lodge although it is not clear which phase this addition is part of.

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 Scape 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.

Separately, but related, DVR had a pending MPD 13th Amendment application filed on

December 1, 2020, which was withdrawn on June 3, 2021.

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. ***The Planning Commission should consider if there are any updates to technical reports the Commission would like submitted for the development of the Snow Park Village parcel in addition to their Transportation Analysis.***

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.

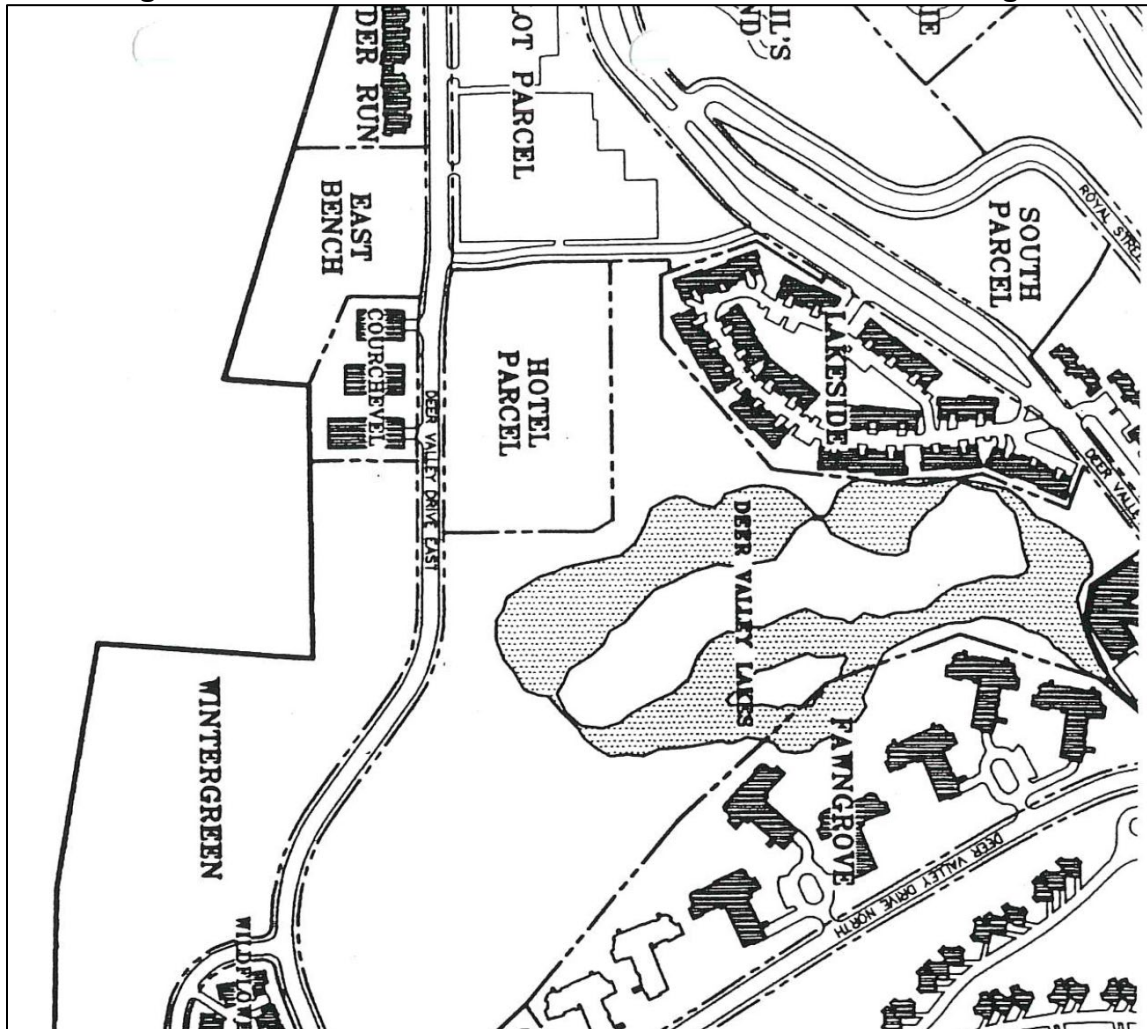
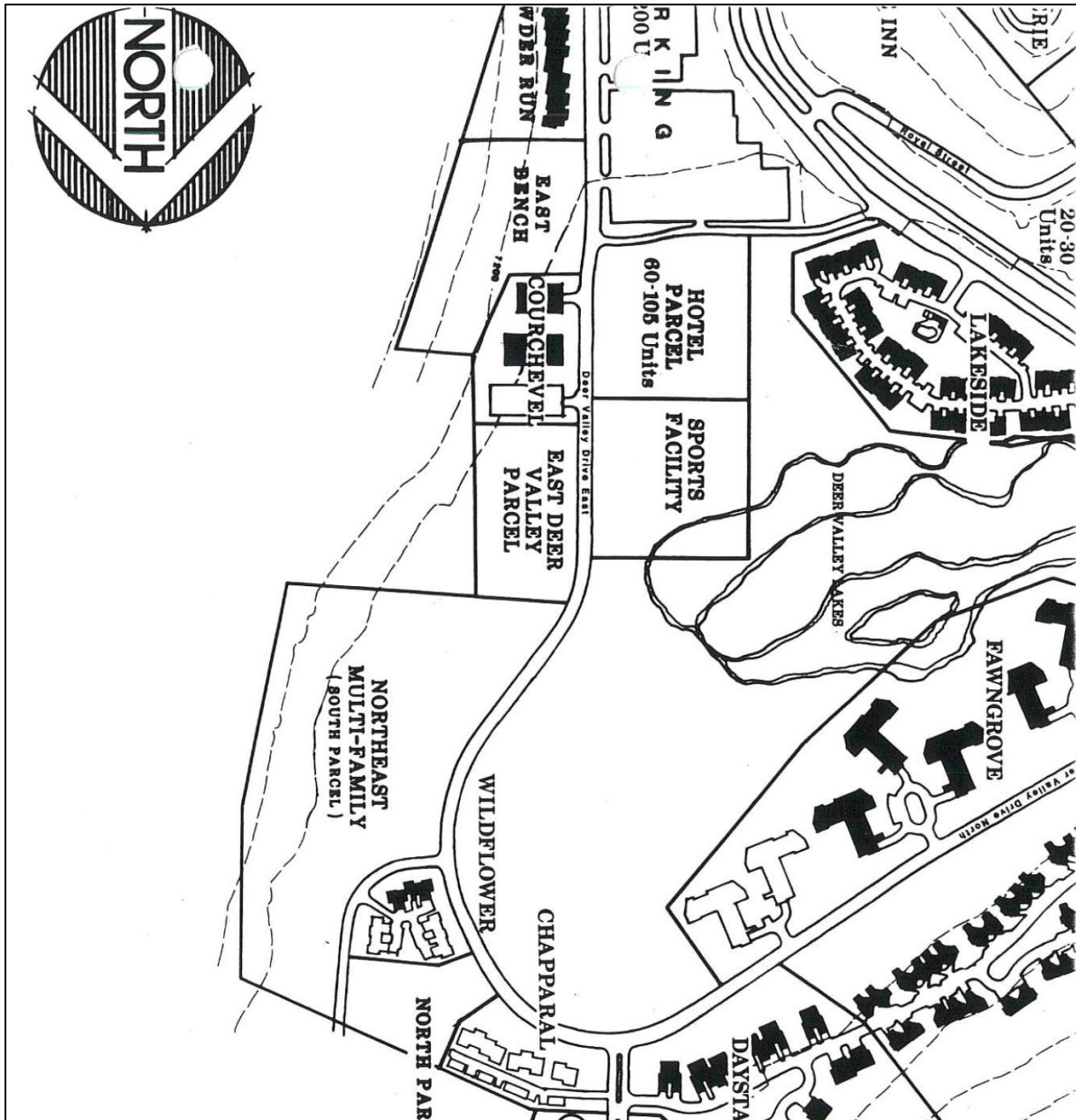


Figure 2: Snow Park Hotel and Sports Facility Parcel prior to 1991 Zone Change.



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).

Analysis

This work session is intended as an introduction to the project, an opportunity to outline specific issues for Commission consideration, and an opportunity to consider if any additional information is necessary. The applicant should be expected to address at a high level how their project meets the Park City's 2014 General Plan including the objectives of the [Lower Deer Valley Neighborhood](#); and Park City's Adopted [Transportation Plans](#) the five Strategic Pillars from the [Park City Vision 2020 process](#).

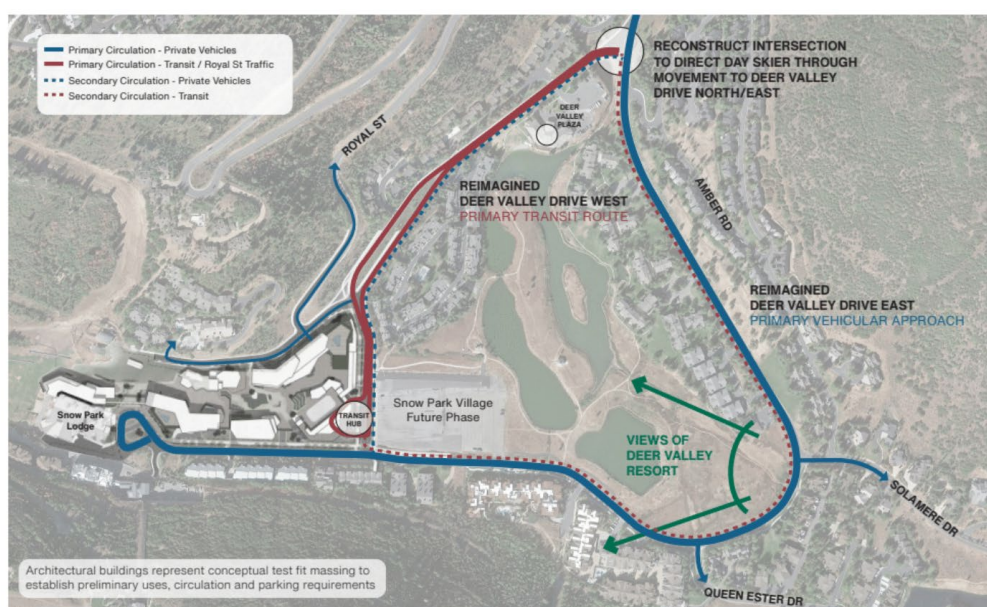
Density

As noted earlier, the entire Snow Park Village development is allocated 209.75 Unit Equivalents which the applicant has stated they will not exceed. The Conceptual South

Parcel development is expected to utilize 135.96 UEs totaling 459,200 square feet. The remaining 73.79 Unit Equivalents will be assigned to the Phase 3 North parking parcel.

Deer Valley Drive East and West Reconfiguration

The proposed plan separates City transit, private transportation services, and general traffic. The applicant is proposing that Deer Valley Drive West will serve as the primary transit route and will also provide general traffic access to Royal Street and the Trail's End development. Deer Valley Drive east would serve as the primary vehicular access for all other vehicles looking for access to the general Deer Valley residential neighborhoods and the base area development, including the proposed parking structure for day skier parking. This is a significant change to the existing traffic circulation that must be addressed further. Improvements to the Y intersection separating Deer Valley Drive East and West are proposed.



Contextual Circulation Plan



Parking Structure Access and Departure

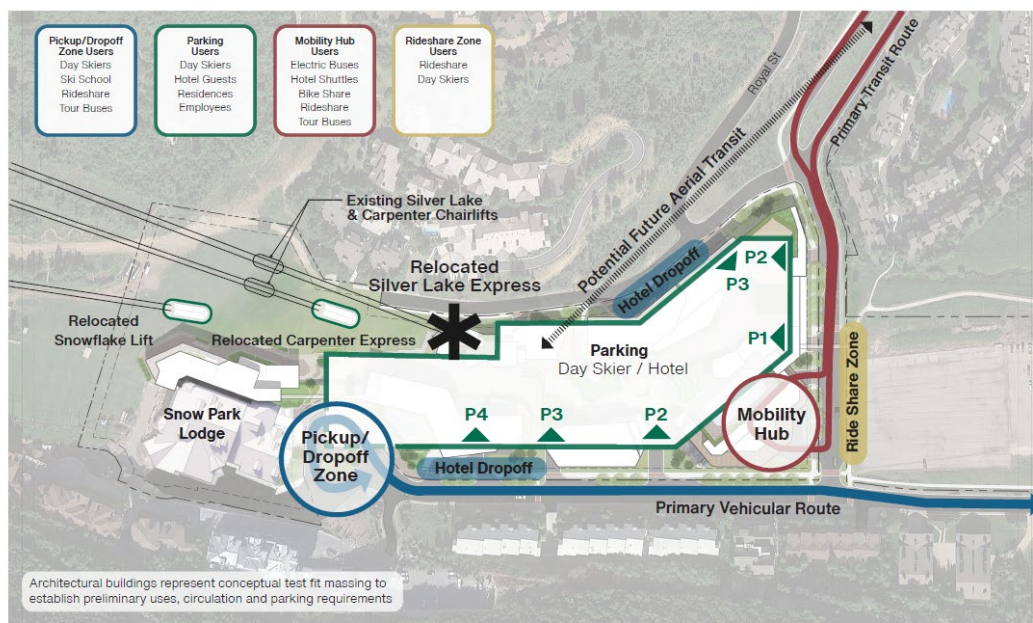
Primary vehicular access to the proposed parking structure will be from Deer Valley Drive East. The reimagined arrival experience would allow guests to self-park or to elect valet parking. A paid parking system is expected to be implemented.

The entire conceptual Snow Park Village development is expected to trigger 2,262 Off-Street Parking stalls. 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 vehicular parking to 1,810 parking spaces, a 452 stall, or a 20% parking exception. The Phase 1 parking structure would contain 1,360 parking spaces and the Phase 2 parking structure will contain 450 parking spaces. The applicant believes the transition to paid parking, shared parking, and the new Transit and Mobility

Center justify the requested parking exceptions assuming transportation demand management (TDM) strategies are implemented.

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 with access to Doe Pass Road. A separate rideshare zone is also located on Doe Pass Road, and a drop-off/pick-up zone is located in front of the Snow Park Lodge. Hotel drop-off is proposed to be located on Deer Valley Drive South and Deer Valley Drive East. Elevators, escalators, and pedestrian routes are proposed throughout the site to connect the expanded base area to the existing base area. In addition, the applicant has identified an area that can harbor a future gondola terminal.



Concept Parking Structure and Arrival Sequence Master Plan



Process

For the August 18, 2021 Planning Commission meeting, 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, will be completed. Staff and the Applicant are still discussing whether an amendment to the MPD needs to proceed/run concurrently with CUP review.

Exhibits

- Exhibit A – Snow Park Village Redevelopment Conditional Use Permit Submittal and Narrative Phase 1 Overall Site Plan, Parking Structure, and Transit and Mobility Hub
- Exhibit B – Deer Valley Resort Twelfth Amended and Restated Large Scale Master

Exhibit C - Planned Development Permit
 Snow Park Village Transportation Analysis



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 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

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

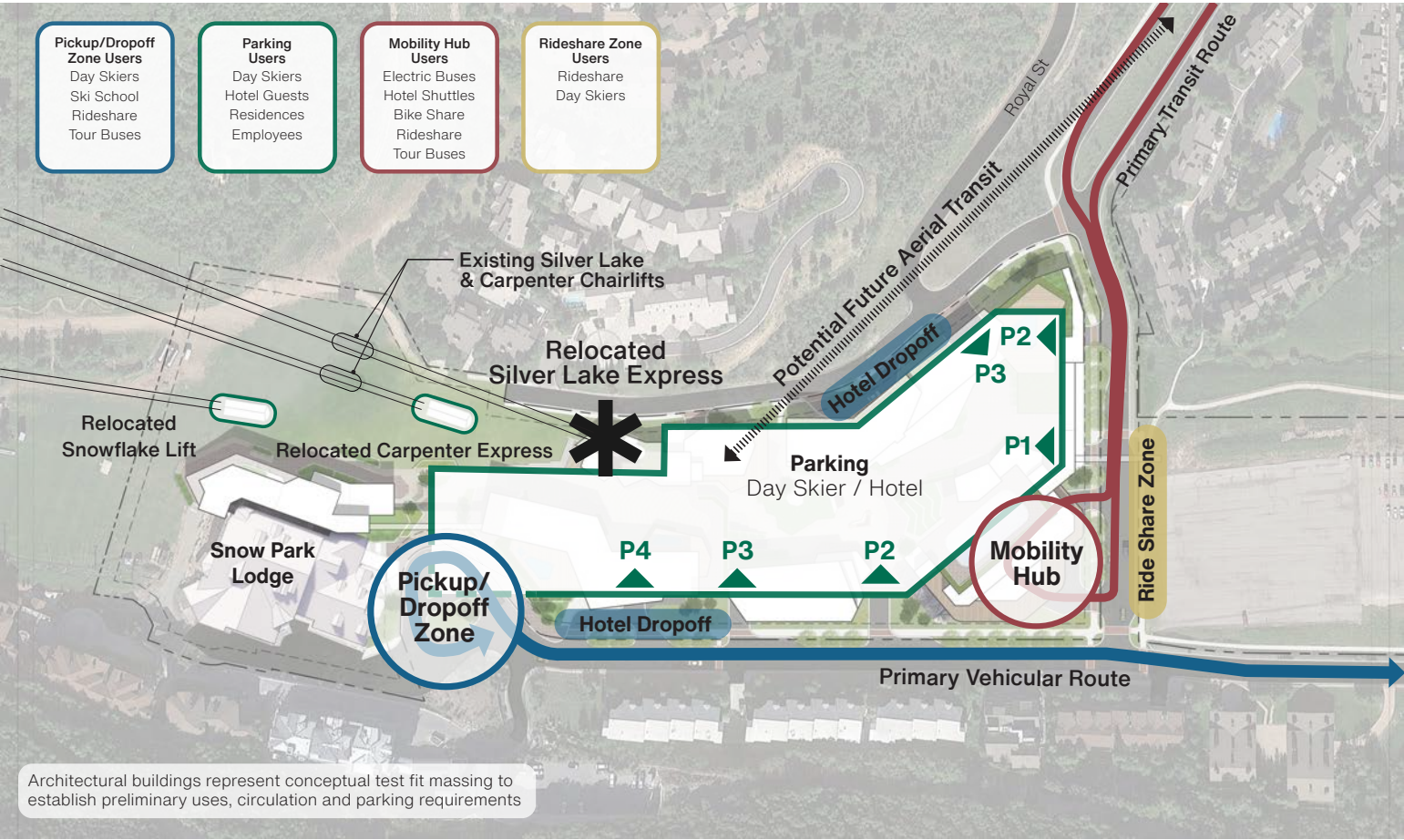
Applicant:	Deer Valley Resort
Project Address:	2250 Deer Valley Drive S.
Parcel(s):	PC-745-11, PC-745, PC-900-4, PC-900-3
Application Types(s)	Conditional Use Permit - Overall Site Plan and South Parcel Parking Structure, and Transit and Mobility Hub Plat Amendment
Zoning:	Residential Development-Master 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.

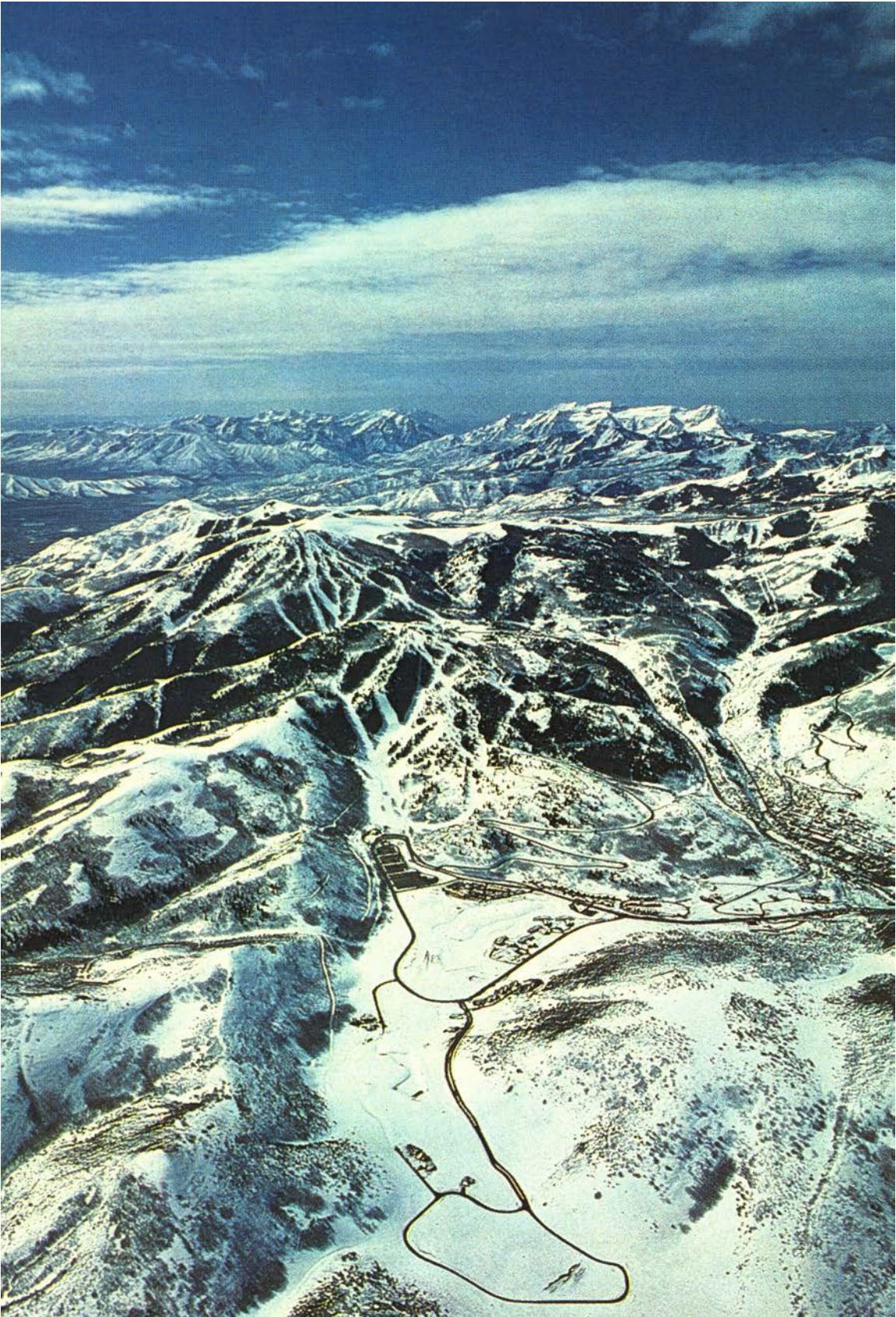
The Sterns' background in the hospitality industry and their other guest service experiences laid the groundwork for Deer Valley's concept. The Sterns first visited Park City in 1968 and purchased the existing Treasure Mountain Ski Area (now Park City Mountain) in 1971, along with other land that would 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

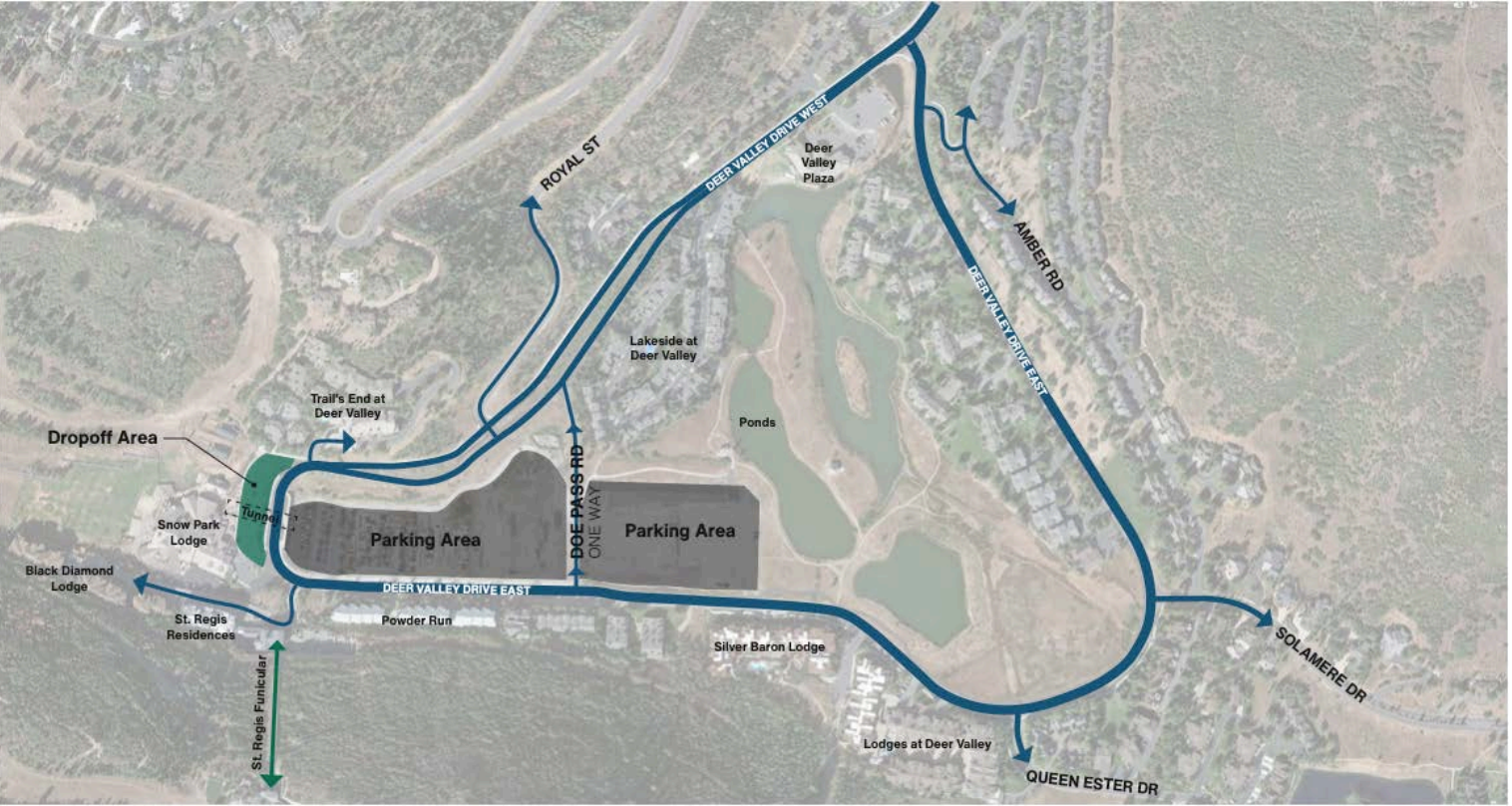
Pedestrian and Bicycle Mobility

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.

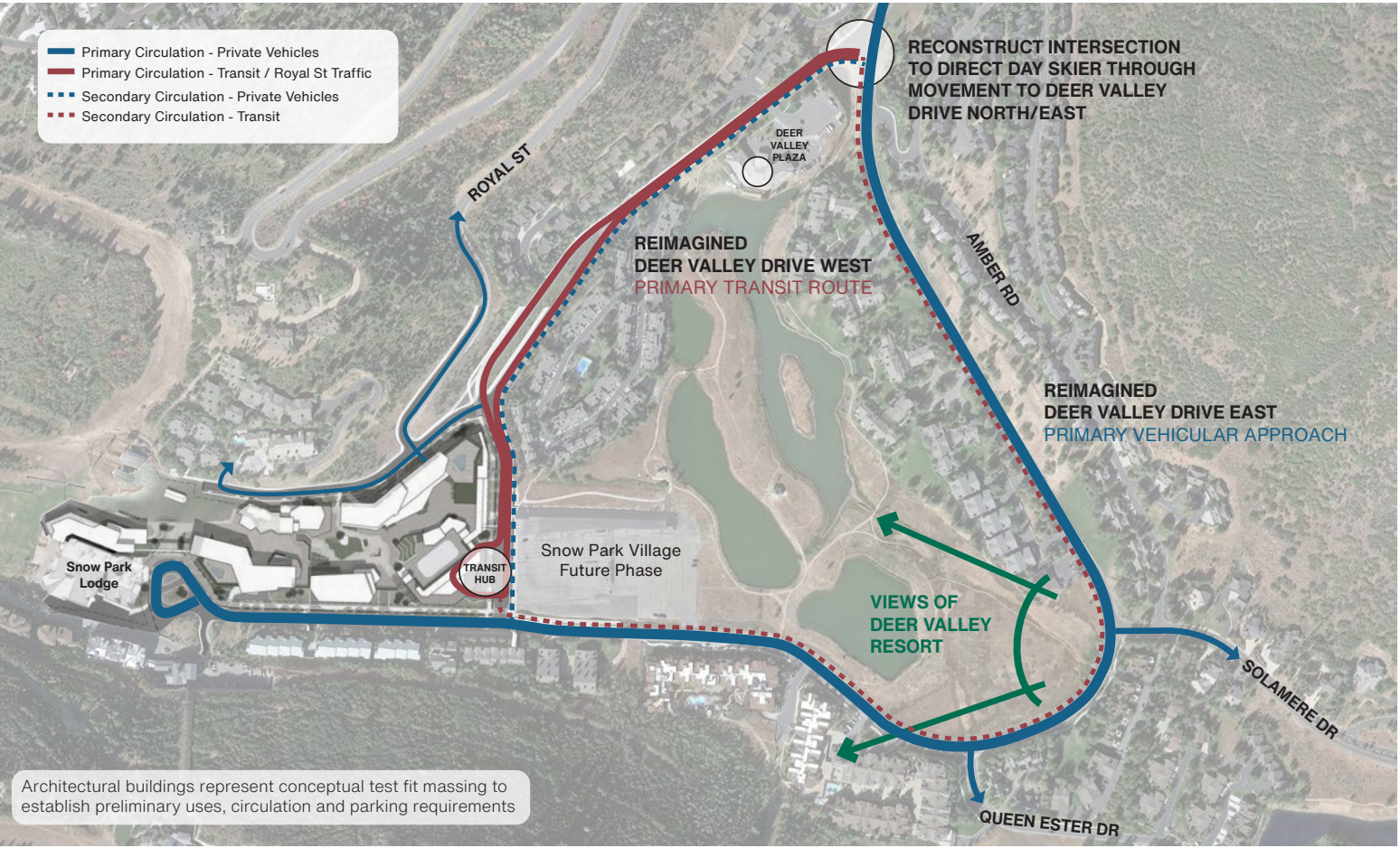
Each one of these arrival points is integral to providing our guests with easy access to the amenities and on-mountain transportation system. We have provided a series of elevators and stairs that provide access to the future plaza and on-mountain transit system directly from the arrival points and key 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

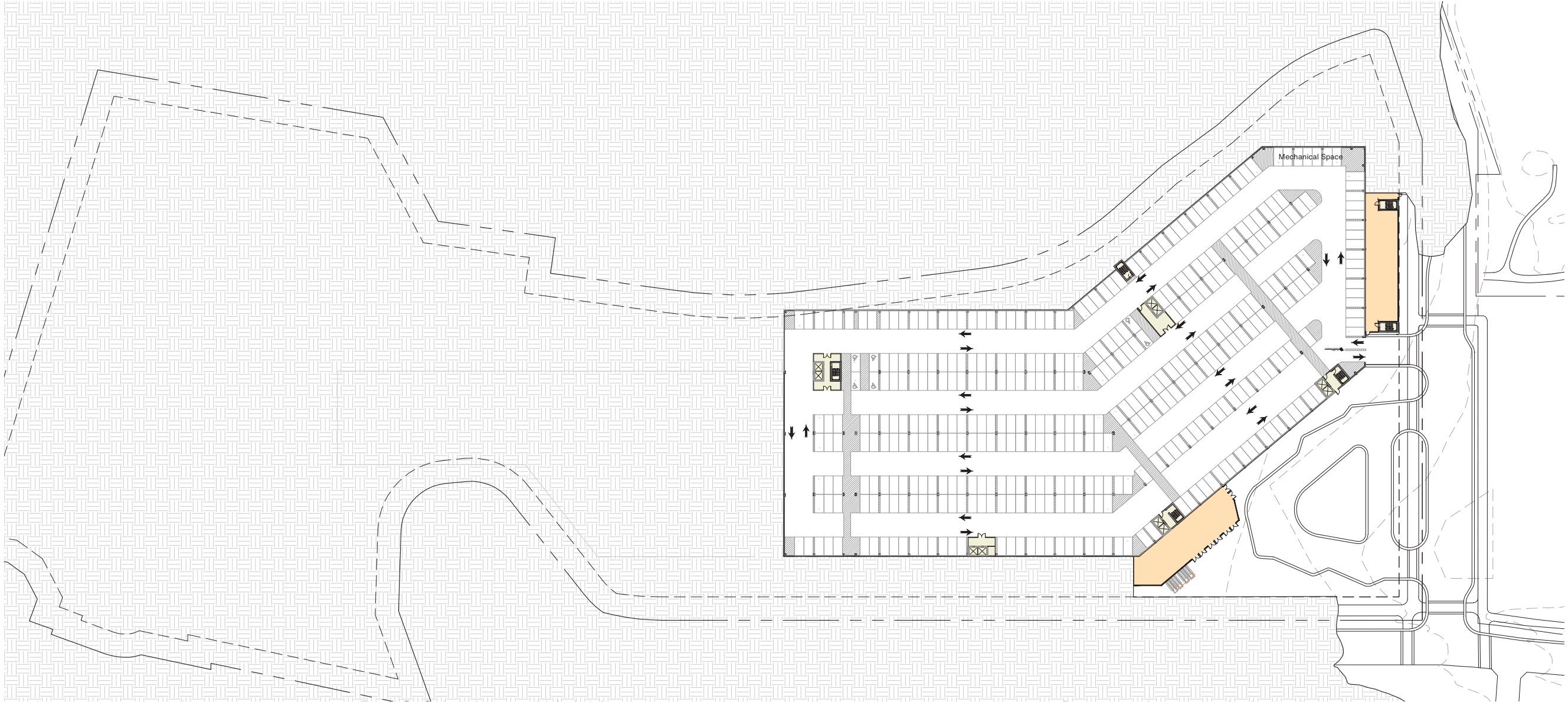
Fehr and Peers recommended Parking Reduction for Paid Parking and Share Use Parking

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



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

Snow Park Village
April 08, 2021

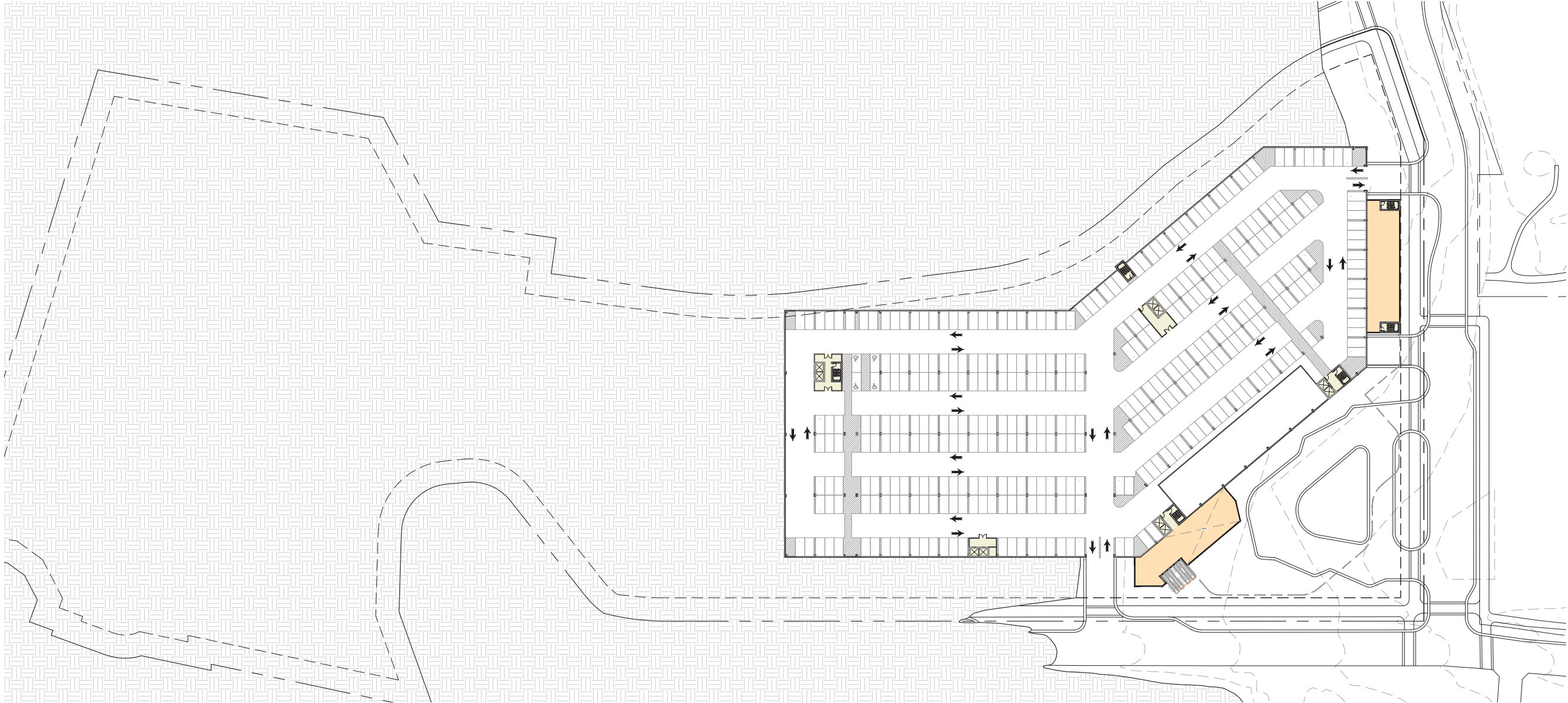
Exhibit 10: **Parking Garage & Floor Plans** **P1 - Elevation 7150'**

0 200 400 Feet



Project # 126789





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

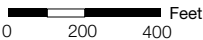
P2 - Parking	
z	Stalls
180,000	368



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

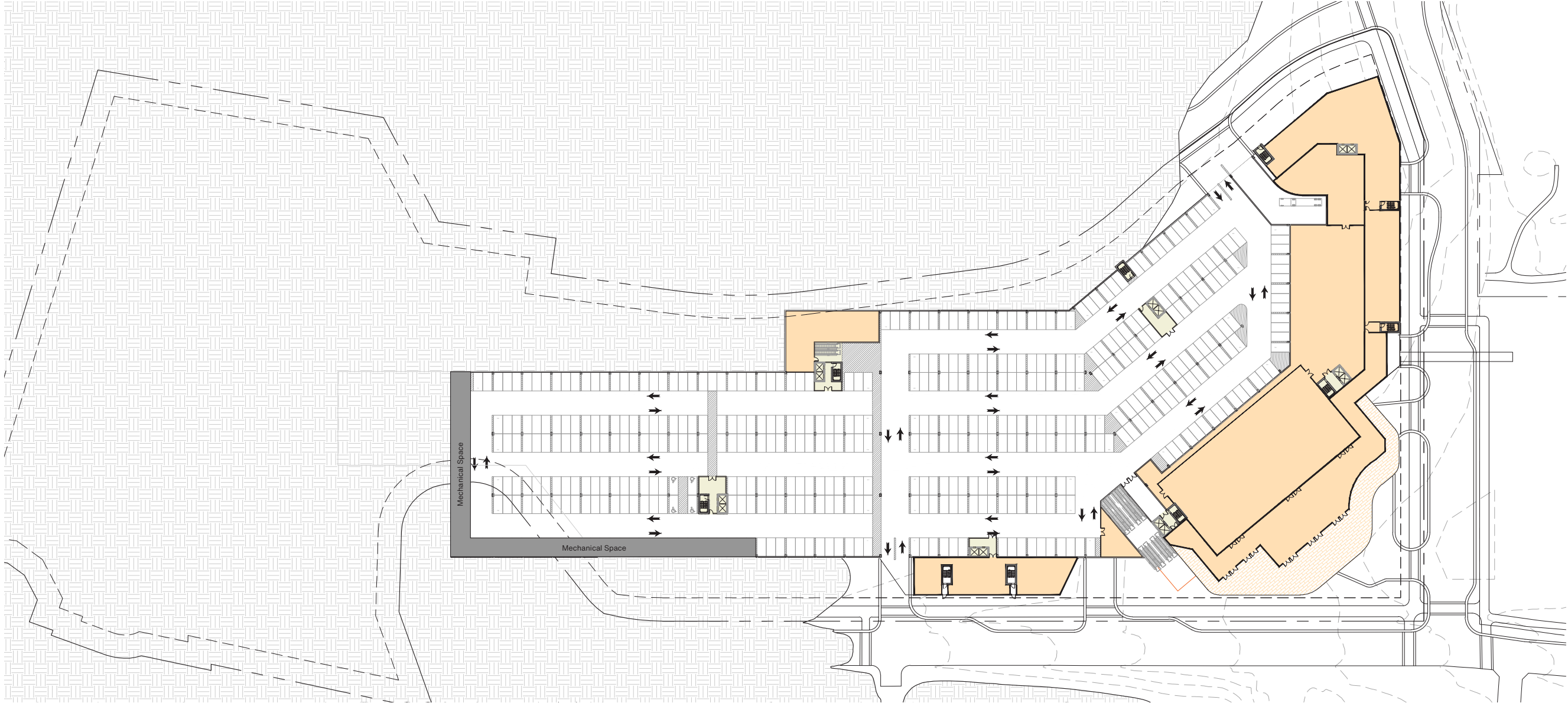
Snow Park Village
April 08, 2021

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



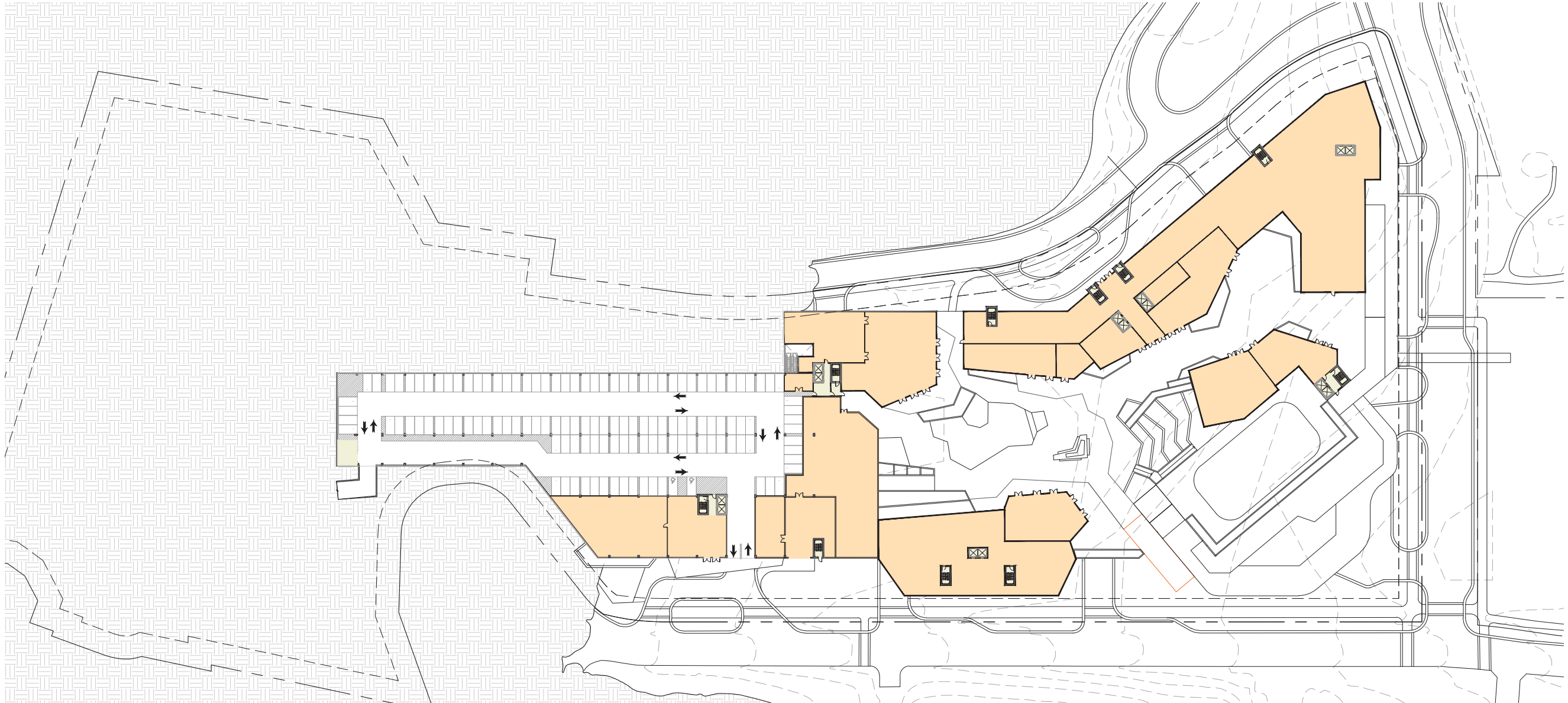
Project # 126789





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

P3 - Parking	
Square Footage	Stalls
207,800	455



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

P4 - Parking	
Square Footage	Stalls
64,700	131

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:

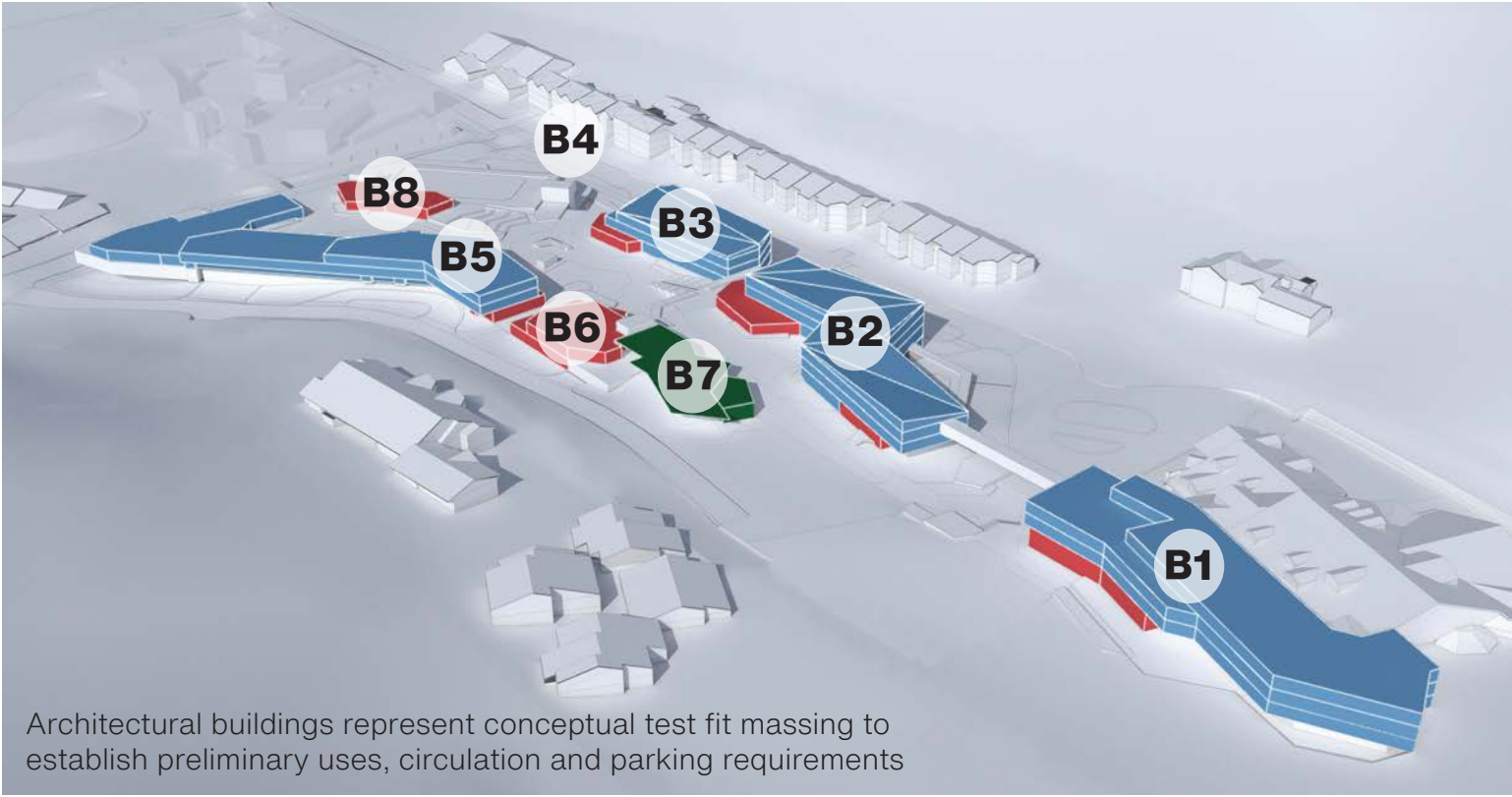
LAND MANAGEMENT CODE 15-6-8 REQUIREMENT	RESPONSE
Support Uses and accessory meeting space use Unit Equivalents as outlined in Section 15-6-8(C) and (D) below.	
A. CALCULATING RESIDENTIAL UNIT SQUARE FOOTAGE. Unit square footage shall be measured from the interior of the exterior unit walls. All bathrooms, 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
Permitee 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.

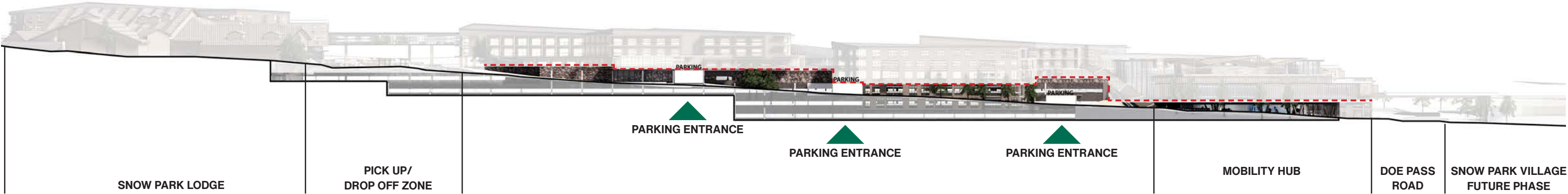
5.4 Lot and Site Requirements

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

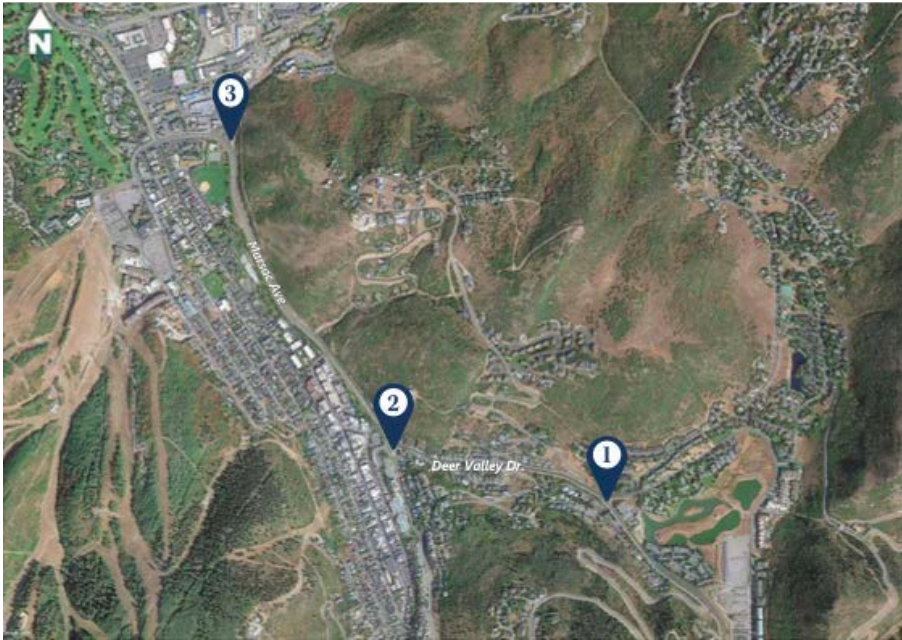
Ferh and Peers prepared a thorough Traffic Impact Study Transportation Analysis (Attachment 5). The study provides a summary of the potential transportation-related impacts from the proposed Snow Park Village development. The project location map identifies the study area. The study analyzes the traffic 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

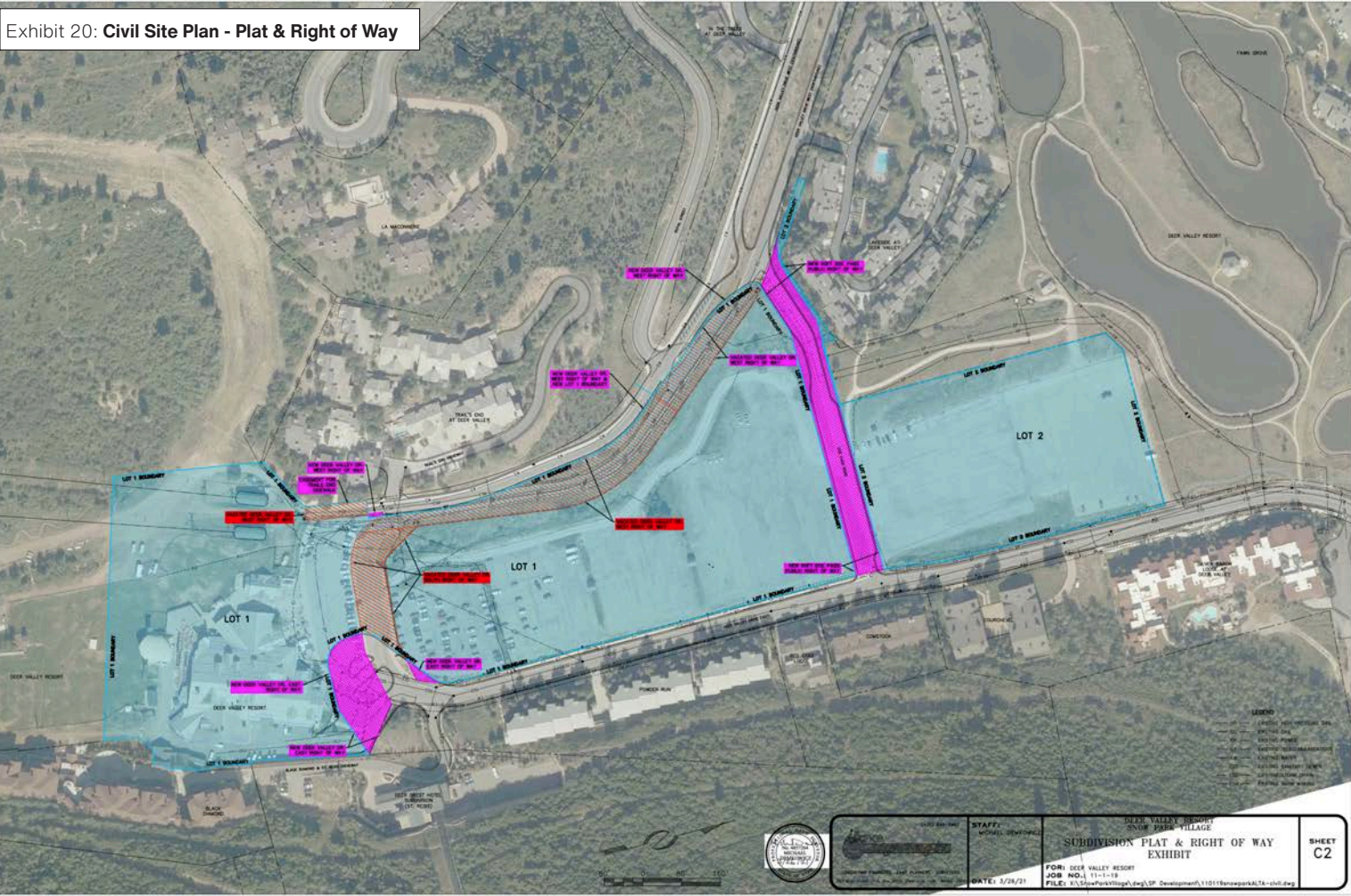
6.5 Civil Infrastructure and Utilities

Property

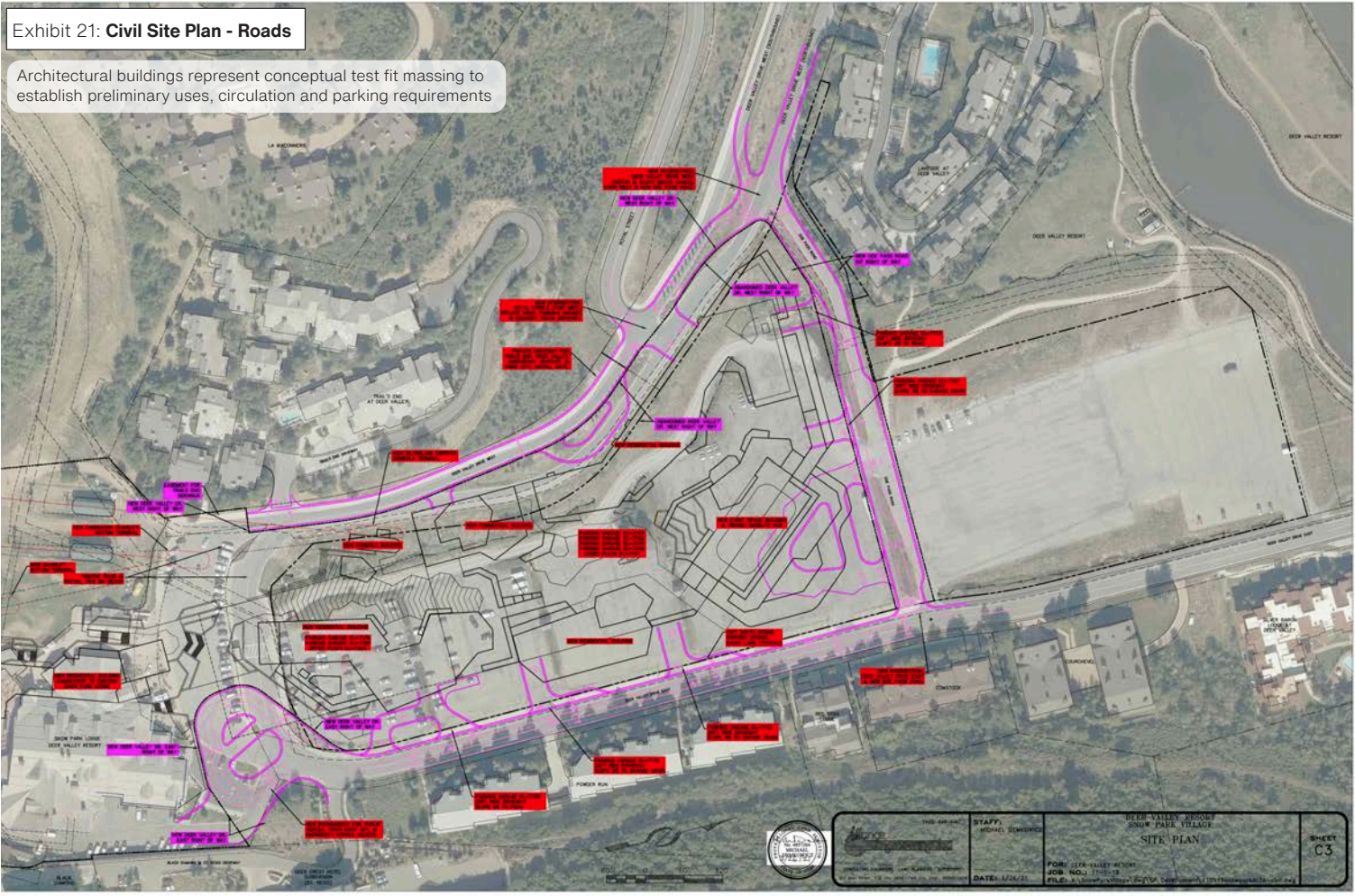
Alliance Engineering provided an ALTA survey for the Snow Park Village parcel. The boundary is adjacent to a public road right of way on the East, South and West sides of the parcel. The north boundary and the portion of boundary that surrounds the northern parking lot are adjacent to additional land 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.

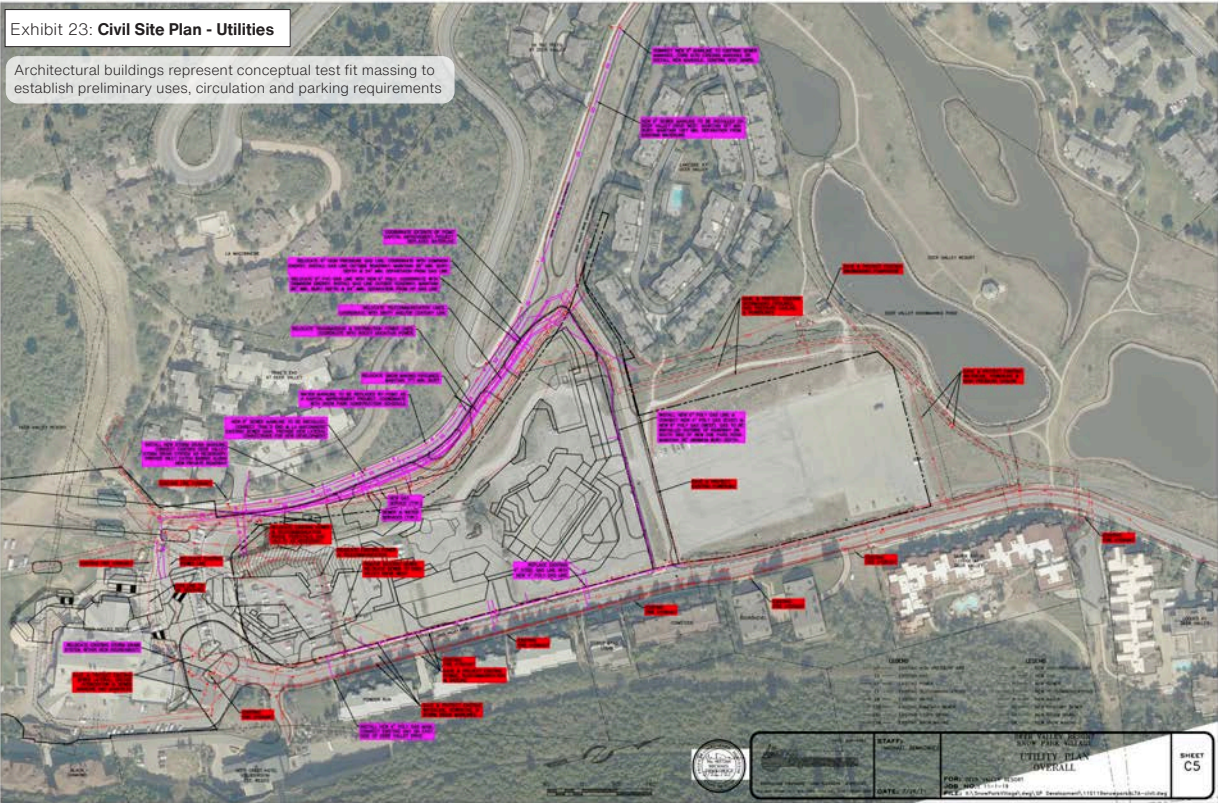
Storm Water

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.

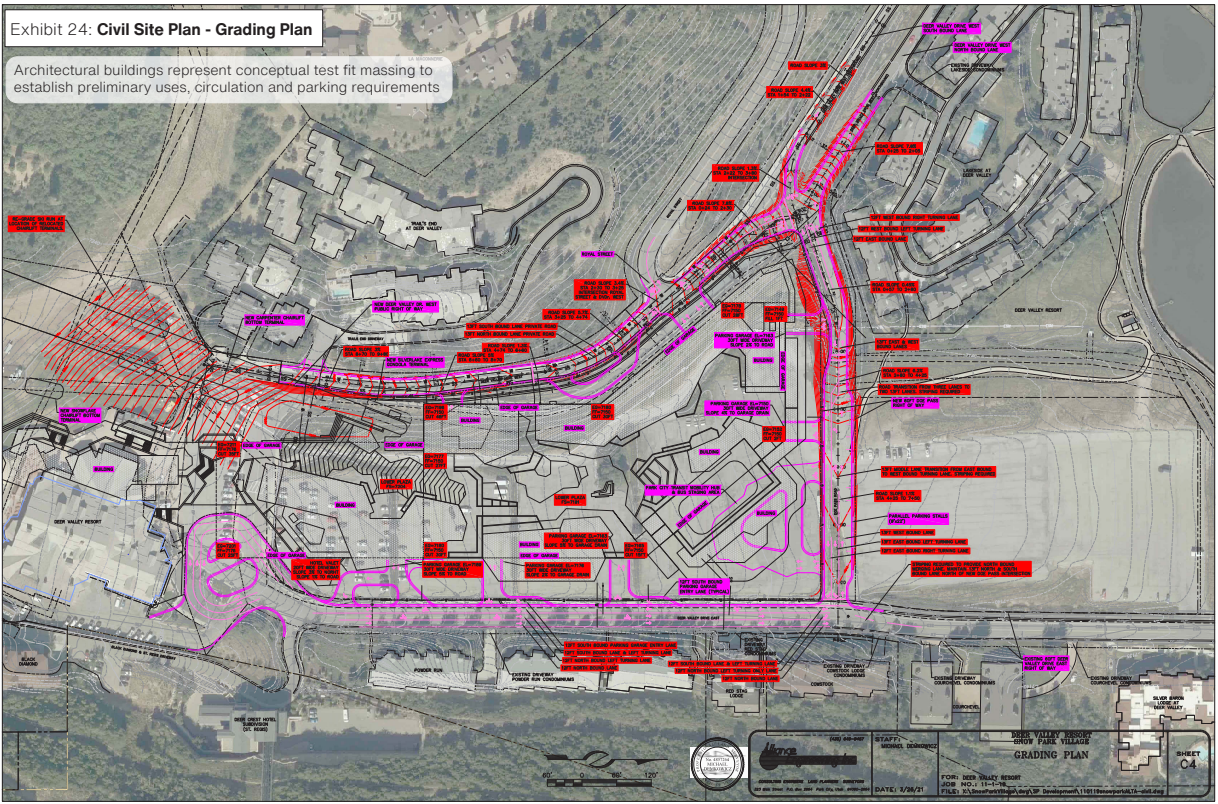
The storm drain pipes will need to be connected further south and at an elevation well above the current parking lots. It will be necessary to provide a significant amount of new storm drain pipe to maintain ski resort snow melt drainage through the new development improvements.

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

When recorded, Mail to:
Park City Recorder
PO Box 1480
Park City, UT 84060

**DEER VALLEY RESORT TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
November 30, 2016**

WHEREAS, Royal Street Land Company, a Utah corporation ("Royal Street") heretofore submitted to the Planning Commission of Park City ("Commission") certain items with relation to a residential, commercial, and recreational development project known as Deer Valley / Lake Flat Area Development ("Project") which items were listed in the original Permit granted for the Project by Commission and are incorporated herein by reference; and

WHEREAS, Commission found that such items submitted by Royal Street complied with and satisfied all applicable requirements of the Park City Land Management Code as then in force, to permit the construction of the Project as a planned unit development pursuant to the planned unit development exception then contained in the Park City Land Management Code; and

WHEREAS, Commission heretofore issued to Royal Street a Special Exception Permit dated September 27, 1977, with relation to the Project, which Special Exception Permit was amended by an Amended Special Exception Permit dated June 27, 1979 issued to Royal Street and by a Second Amended and Restated Special Exception Permit dated January 27, 1982, a Third Amendment to Special Exception Permit dated May 17, 1984, a Fourth Amendment to Special Exception Permit dated February 21, 1985, a Fifth Amended and Restated Special Exception Permit dated December 23, 1986, a First Amendment to Fifth Amended and Restated Special Exception Permit dated November 29, 1989, a Second Amendment to Fifth Amended and Restated Special Exception Permit dated April 11, 1990, a Sixth Amended and Restated Special Exception Permit dated October 10, 1990, a Seventh Amended and Restated Large Scale Master Planned Development Permit dated April 14, 1993, an Eighth Amended and Restated Large Scale Master Planned Development Permit dated April 25, 2001, a Ninth Amended and Restated Large Scale Master Planned Development Permit dated June 28, 2006, a Tenth Amended and Restated Large Scale Master Planned Development Permit dated August 12, 2009, and an Eleventh Amended and Restated Large Scale Master Planned Development Permit dated March 23, 2011, which were issued to Deer Valley Resort Company ("Permittee"), as assignee and successor to the rights of Royal Street under the Special Exception Permit; and

WHEREAS, Permittee and Commission desire to further amend and restate the Large Scale Master Planned Development Permit to reflect actions approved by the Commission with respect to the combination of vacant Deer Valley MPD Silver Lake Village Lots F, G, and H into one Lot I and to transfer 843 square feet of existing residential density (0.4215 unit equivalents (UE)) from Deer Valley MPD Silver Lake Village Lot D (existing Goldener Hirsh Inn) to the new Deer Valley MPD Silver Lake Village Lot I, to accommodate connection, access and circulation between the Goldener Hirsch Inn on Parcel D and the future Goldener Hirsch Residences proposed on Parcel I.

WHEREAS, Permittee has requested modification to the Large Scale Master Planned Development Permit and Commission is willing to grant said modifications as herein set forth; and

WHEREAS, Commission finds that it is in the best interest of Park City and its citizens that Permittee be granted the right to construct and develop the Project as a Master Planned Development in accordance with the Park City Land Management Code passed and adopted December 22, 1983, effective January 1, 1984 as the same has been amended by Ordinance to the date hereof (herein designated the "Code") and in accordance with the Large Scale Master Planned Development Permit as amended and restated hereby.

NOW THEREFORE, the Large Scale Master Planned Development Permit is hereby amended and restated to authorize and grant the right, and Permittee is hereby authorized and granted the right, to develop and construct the Project, subject to Planning Commission approval of any required Conditional Use Permits for site specific development and City Council approval and recordation of any required subdivision plats, as outlined and detailed in this: (A) Twelfth Amended and Restated Large Scale Master Planned Development Permit ("Permit") including the Exhibits hereto and those documents and items submitted by Permittee as aforesaid, as a Master Planned Development pursuant to the Master Planned Development provisions contained in the Code; and, (B) the Agreement dated July 12, 1978, between Park City, as "City", and Royal Street, as "Royal Street", as amended by an Amendment to Agreement dated May 29, 1978, a Second Amendment to Agreement dated April 3, 1980, a Third Amendment to Agreement dated August 21, 1980, as amended and restated in its entirety by a Fourth Amendment and Restatement of Agreement, a Fifth Amendment to Agreement dated May 17, 1984, and a Sixth Amendment to Agreement dated February 21, 1985, and all subsequent amendments, which are all incorporated herein by reference and which Agreement as so amended is herein referred to as the "Agreement", and as such Agreement may hereafter be further amended from time to time. Park City is hereinafter referred to in this Permit as "City".

A. **Densities.** For purposes of determining densities in the Project:

(1) Insofar as the following portions of the Project are concerned, the authorized densities shall be as follows:

<u>Parcel Designation</u>	<u>Authorized Dwelling Units</u>
Northwest Multi-Family (Fawn grove)	80
North Entrance Multi-Family (Pinnacle)	40
North Hillside Multi-Family (Pinnacle)	46
Southwest Multi-Family (Aspenwood)	30
Southwest Multi-Family (Courchevel)	13.5
Northwest Hillside Multi-Family (Daystar)	24
South Entrance Multi-Family (Stonebridge)	50
South Multi-Family (Lakeside)	60
West Multi-Family (Pine Inn and Trails End)	40
Total	383.5

For purposes of determining densities on the parcels designated in this Subparagraph (1), a single family home or an apartment containing two bedrooms or more constituted a dwelling

Unit, a one-bedroom apartment constituted one-half of a dwelling Unit, and a hotel room or lodge room constituted one-half of a dwelling Unit. The parcels in this subparagraph have all been developed as of the date hereof.

(2) Insofar as all portions of the Project other than the nine parcels containing 383.5 dwelling Units identified in Subparagraph A. (1) above are concerned, an apartment Unit containing one bedroom or more shall constitute a dwelling Unit and a hotel room or lodge room shall constitute one-half of a dwelling Unit.

(3) If approved in advance by Commission and Permittee, the owner of any development parcel in the Project shall have the right to have the densities permitted on said development parcel calculated in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) or in accordance with the Unit Equivalent formula contained in Section 10.12 of the Code, as said Unit Equivalent formula may from time to time be amended or modified. In the event of election of an owner to utilize said Unit Equivalent formula and approval thereof by Commission and Permittee, the maximum number of Unit Equivalents which may be contained in the structures built upon said development parcel shall not exceed the permitted number of dwelling Units to be constructed thereon determined in accordance with Subparagraph A. (1) or Subparagraph A. (2) above and/or with Exhibit 1 attached hereto (whichever is applicable) and the number of Unit Equivalents as constructed on said development parcel shall for all purposes hereof be deemed the number of units constructed thereon. Approval of use of the Unit Equivalent formula by Commission and Permittee shall not, and cannot, alter or release any private land use covenants between the owner and Deer Valley, or others, concerning development of the property or the density permitted thereon.

(4) Insofar as the following portions of the Project are concerned, the authorized densities, permitted on the development parcels are required to be calculated in accordance with the Unit Equivalent Formula contained in Section 10.12 of the Code as said Unit Equivalent formula may from time to time be amended or modified:

<u>Parcel Designation</u>	<u>Authorized Unit Equivalents</u>
Snow Park Village	209.75
Total	209.75

B. Unit Size. Except for units with relation to which the owner elected or elects to or is required to utilize the Unit Equivalent formula, there shall be no size limitation for Units constructed on any parcel provided that following construction the parcel proposed to be developed contains a minimum of 60% open space and otherwise complies with MPD and all applicable zoning regulations.

C. Development Parcel Designations. Development parcel designations, prescribed densities, parcel sizes, building height limitations (the height limitation for each parcel will be determined by reference to the Code in effect at time of application for approval of the development of the parcel) and the status of development of the parcels as of the date hereof are reflected on Exhibit 1. Permittee shall have the right to develop a total of 2,110 residential Units (exclusive of employee housing Units) within the Project. Permittee shall have the right to develop 209.75 Unit Equivalents within the Snow Park Village, subject to the conditions and

requirements of the Park City Design Guidelines, the Deer Valley Design Guidelines, and the following:

(1) **Conditional Use Review.** Prior to the sale by Permittee of the Snow Park Village, Permittee shall submit a site-specific plan with relation to such parcel to the Commission requesting approval for construction on the parcel. In addition, the Permittee shall request the establishment of building site conditions with relation to the parcel. Accordingly, Permittee or persons acting on its behalf shall file with the Community Development Department of City a completed application form supported by the information set forth in Section 15-6 of the Code, as the same may be amended from time to time. The procedure for the approval or disapproval of any site-specific plan shall be based upon the provisions of this Permit and the conditional use criteria of the Code in effect on the date of application. Components of the Project, other than land development parcels, are listed on Exhibits 2 and 3.

D. Subdivision of Development Parcels. Prior to the sale of any individual lots on any parcel listed on Exhibit 1 developed for residential use as a "subdivision" as defined by the City subdivision ordinance and state statute, the party electing to establish a subdivision on said parcel shall comply with all applicable provisions of the City subdivision ordinance in effect at the time of application. The procedure for the approval or disapproval of any subdivision application shall be based upon the procedure provided in the City subdivision ordinance in effect at the time of application.

Prior to the filing of a record of survey map and declaration of condominium to establish a condominium on any parcel listed on Exhibit 1, the party electing to establish a condominium shall comply with all applicable provisions of any City condominium ordinance in effect at the time of application. The procedure for the approval or disapproval of any condominium shall be based upon the Utah Code and any City condominium ordinance in effect at the time of application.

E. Applicability of Sensitive Area Overlay Zone. For projects within the Deer Valley Large Scale Master Planned Development, 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. Site planning standards can be applied only to the extent that they do not unequivocally reduce vested density. Limits of disturbance, vegetation protection, and building design standards do apply.

F. Relationship to National Standards. The provisions of the Code and any other applicable zoning and development ordinances including national standards with respect to engineering or building requirements as adopted by City, in effect in City on the date hereof, shall govern the development within the Project, except as otherwise provided herein.

G. Off-Street Parking. Parking required with relation to each portion of the Project shall be based upon Code as in effect at the time application for a building permit for such portion of the Project as is filed with City. For purposes of calculating required parking, the Project shall be deemed to be zoned Residential Development District (RD) Master Planned Developments (MPD). Parking for each separate development parcel in the Project shall be determined in accordance with the Code at the time of application for Conditional Use approval. Any additional parking shall not encroach into zoned open space.

If the capacity of the surface parking lots in the Snow Park Community is exceeded on 10% or more of the days during any single ski season the need for constructing additional parking in said area shall be reviewed by the Commission.

H. Commercial Space, Support Commercial, and Meeting Space. Exhibit 2 hereto lists commercial and support space allotted to the Project. The General Snow Park Commercial category is restricted in utilization within the Project to the following parcels in the Snow Park area:

- Pine Inn Multi-Family Parcel
- Snow Park Lodge Multi-Family Parcel (Black Diamond Lodge)
- Snow Park Village (Combination of Snow Park Hotel Parcel and Snow Park Parking Area Parcel)
- Snow Park Day Center Parcel

Utilization of portions of the General Snow Park Commercial category within any of the above listed parcels is subject to the specific approval of both Permittee and Commission.

In addition to the Exhibit 2 Commercial Space permitted in the Project, Support Commercial shall be permitted and used as defined in the Code, as amended, at the time of application.

I. Employee Housing. Permittee has been required to cause the development of 112 employee (affordable) housing units pursuant to prior editions of this Permit. Prior to the date of this Permit, Permittee has developed or caused to be developed units qualifying under the low and moderate income housing exception of the Code as follows:

<u>Project Location</u>	<u>Number of Qualifying Units</u>
A. Units in Deer Valley:	
Little Belle Manager Unit	1
Stag Lodge Manager Unit	1
Sterlingwood Manager Unit	1
Bald Eagle Caretaker Units	2
Mt. Cervin Manager Unit	1
Deer Valley Club Manager Unit	1
B. Units Other Than in Deer Valley:	
Parkside Apartments	42
Fireside Apartments / Condos	42
Washington Mill Apts.	8
Peace House	3
Aspen Villas / Silver Meadows (Participation)	9
Fawn grove Employee Unit	1
Total	112

Deer Valley shall be obligated to comply with all applicable ordinances of City relating to the creation and construction of employee housing, including ordinances that are adopted after the date of this Permit. Deer Valley will be given credit for the previously developed units

identified above when computing the employee housing obligation under applicable ordinances. The City acknowledges full satisfaction of Deer Valley's current obligation in the Employee Housing Agreement dated October 6, 1995 executed in conjunction with Deer Valley's contribution to the Silver Meadows project. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing employee / affordable housing units built by Deer Valley or persons acting on its behalf exceeds the number of units required by the new ordinance, credit shall be given against the ordinance imposed obligation, but in no event shall City be obligated to reimburse Deer Valley for any excess, or to permit the assignment of the excess to other parties with a similar employee housing requirement. If, at the time a new employee / affordable housing ordinance is adopted, the number of existing units built by Deer Valley or those acting on its behalf falls short of the newly imposed ratio of employee units to conventional units, Deer Valley agrees to be bound by the provisions of the newly adopted ordinance; provided, however, that the new ordinance shall apply only to those Units on which site specific approval is granted after the adoption of the employee / affordable housing ordinance.

J. Technical Reports. Permittee shall submit updated technical reports with regard to traffic monitoring, water systems, and sewer systems for review by 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.

K. Public Use of Ski Facilities. 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 to members of any private club. Furthermore, all charges, fees and costs paid by the general public for the use of such facilities shall not exceed the charges, fees and costs paid by owners of property located in Deer Valley.

L. Trails .There are 4 types of trails in Deer Valley:

- (1) Bicycle paths located within street rights-of-way;
- (2) Pedestrian paths connecting parcels together within a community;
- (3) Connecting paths connecting communities together; and
- (4) Hiking trails to provide access to the mountain.

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 the City Trails Master Plan.

Pedestrian paths shall be hard surfaced, a minimum of five feet wide, a maximum of six feet wide and built to public sidewalk specifications. These paths shall connect development parcels together and connect development parcels to commercial nodes. At the time of conditional use approval of a particular development parcel, the developer of said parcel shall provide a pedestrian path across said parcel connecting to the paths on the adjoining parcels. The location of these paths shall be determined by the parcel developer and by City staff with the Deer Valley Trails Master Plan used as a guide. The locations shall be modified as necessary to take into consideration topography and existing trails, and shall tie into the bus system which serves Deer Valley. These paths shall form a year-round system. Maintenance shall be the responsibility of the parcel owner. A 10 to 15 foot wide easement (easement size

shall be determined at the time of site specific conditional use approval) for each pedestrian path shall be dedicated to City and is required to be shown on the recorded plat for the applicable development parcel.

It is recognized by the parties that the property within the Deer Valley Resort is private property. Public access to ski runs is at the discretion of Permittee. Summer public access and non-destructive summer use which includes casual hiking on ski runs shall be allowed by Permittee subject to reasonable rules and regulations.

In the event that City in its sole discretion determines that City should hold any easements for hiking, City shall make a request that an easement be granted for any or all of the hiking trails that City desires to hold within or adjacent to ski runs shown on the Trails Master Plan. In the event that City obtains a formal agreement, City agrees to maintain such hiking trails, and Permittee will provide legal descriptions, signage and grant to City an easement (minimum of 10 feet to maximum of 15 feet wide) to maintain such hiking trails without hard surface and without winter maintenance. If City desires to upgrade the hiking trails beyond that which currently exists, City agrees to bear the cost of those improvements. The Trails Master Plan shall serve as a general guide in determining the final location of said hiking trails. In the event City obtains and holds formal easements for hiking trails, City shall indemnify and hold Permittee and its successors and assigns harmless from and against any loss, damage, injury or responsibility with relation to any such trail and any claims, demands or causes of action from any person resulting from injuries sustained while utilizing any hiking trails for which City has obtained and holds easements. Said public easement shall also be subject to such additional reasonable rules and regulations as Permittee deems appropriate to eliminate possible interference with the operation and maintenance of the ski resort, or in the interest of safety or security.

M. Open Space. With the exception of those parcels identified on Exhibit 1 and those areas and items listed on Exhibit 2 as "commercial and support space", all remaining property in the Project is hereby designated "landscaped open space" as that term is defined in the Code as presently in effect and shall remain substantially free from structures, roads and parking lots except as otherwise approved by City or permitted by the Code as presently in effect. The "landscaped open space" shall be maintained and operated by Permittee at Permittee's sole cost and expense.

N. Fire Considerations. All buildings or structures located within the Bald Eagle, Silver Lake, and North Silver Lake Communities shall be fire sprinkled in accordance with UBC 38-1-82.

O. Water Improvements .Permittee agrees that, as a condition of and concurrently with issuance to Permittee of a building permit for the construction of any buildings or structures comprising a portion of the Project, Permittee shall be obligated to agree in writing to 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 the time of issuance of said building permit, to the extent necessary to store and transmit culinary water, irrigation water, and water for fire flows to the buildings and structures covered by the building permit and to connect the same to the water system of City, and shall evidence to the satisfaction of City the ability of Permittee to comply with such agreements.

Permittee agrees that completion of the action required by this Section O with relation to any building or structure included in the Project shall be deemed a condition precedent to the

right to occupy and utilize the building or structure. Commission and Permittee agree that the general level of water facilities construction for the Project required by this Section O has been heretofore accomplished by Permittee.

The existing agreement relating to water rights and water facilities for Deer Valley development entered into November 17, 1988 between Permittee as "DVRC", Royal Street as "Royal Street", and City as "Park City" and the Deer Valley Water Facilities Improvement Agreement dated March 31, 1994 between City, Royal Street and Permittee (as "DVRC") and the Amendment to the 1994 Deer Valley Water Facilities Improvement Agreement dated May 12, 2006 between City as "Park City", Royal Street and Permittee (as "DVRC") are made a part of this Permit by reference.

P. Sewer Considerations Although City has no responsibility for sewer approvals; the Snyderville Basin Sewer Improvement District has indicated the following with respect to sewerage in Deer Valley: Projected flow calculations are based on average wastewater flow from residential units and make no distinction regarding size. In other words, the Sewer District does not follow the "unit equivalent" concept as does City.

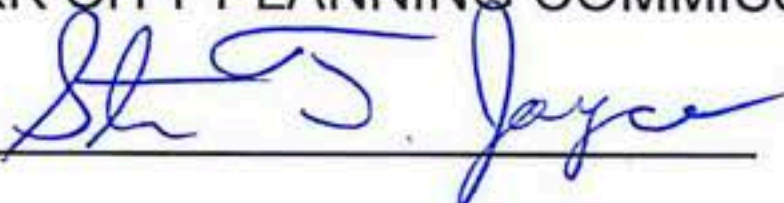
The Sewer District has previously reviewed both the Upper and Lower Deer Valley sewer systems and made the following comments: Upper System (American Flag / Silver Lake Community) - There are two sections of sewer within the American Flag Subdivision that limit upstream, new growth to approximately 325 additional residential units. There are several sections with only slightly greater capacity. This concern or limitation was eliminated by construction of a new sewer trunk line from Royal Street through the Westview Parcel in 1988. Lower System (Solamere, Queen Esther, Fawn grove) - A portion of the trunk sewer serving this area was replaced in 1985 to provide greater capacity for Hanover and Park Con projects as well as Deer Valley's. These three developers executed an agreement with the District which identified their anticipated development and the percentage of the cost they would fund to "reserve" capacity in the sewer system. Of the present sewer capacity of approximately 1385 units, Deer Valley has approximately 200 units available for future development. However, there are downstream sections of sewer that have less capacity than the new Deer Valley North Road sewer. This problem will be pursued with the developers as necessary.

Q. Separability If any provision or provisions of this Permit shall be held or deemed to be, or shall, in fact, be illegal, inoperative, or unenforceable, the same shall not affect any other provision or provisions herein contained or render the same invalid, inoperative or unenforceable to any extent, whatsoever.

R. Term of Permit The term of this Permit is governed by the Twenty-Ninth Edition of the Land Management Code of Park City as revised as of April 1, 1993.

Approved this 30th day of November, 2016.

PARK CITY PLANNING COMMISSION

By 

Planning Commission Chair

**DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS**

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
DEER VALLEY COMMUNITY					
Stonebridge & Boulder Creek Multi-Family	50	54	1	28	10.23
Aspenwood Multi-Family	30	30		28	9.21
Pine Inn & Trails End Multi-Family	40	45	1	35	8.52
In The Trees (South Multi-Family) Multi-Family	14	14		28-45	2.87
Black Diamond Lodge (Snow Park Lodge Multi-Family)	29	27		28-75	5.70
Courcheval Multi-Family	13.5	27	1	35	1.82
Daystar Multi-Family	24	24		28	9.84
Fawngrove Multi-Family	50	50		28	12.05
Chateaux Fawngrove Multi-Family	10.5	11	2	28	Incl
Bristlecone Multi-Family	20	20		28	Incl
Lakeside Multi-Family	60	60		28	6.49
Solamere Single Family (includes Oaks, Royal Oaks & Hidden Oaks)	274	274		28	237.81
Pinnacle Multi-Family	86	86		28	36.80
Comstock Lodge (East Bench Multi-Family)	10.5	21	1	35	3.50
Red Stag Lodge	8.5	11	1	35	Incl
Powder Run Multi-Family	25	33	1	35	3.20
Wildflower (Deer Valley North Lot 1 Multi-Family)	11	14	1	28	1.04
Glenfiddich (Deer Valley North Lot 2 Multi-Family)	12	12		28	1.45
Chapparal (Deer Valley North Lot 3 Multi-Family)	15	20	1	28	1.44
Northeast Multi-Family:					12.65
Lodges @ Deer Valley	73.25	85	3	28-35	
Silver Baron Lodge	42.75	50	12	28-35	
Snow Park Village (Snow Park Hotel & Parking Sites)	209.75	0	4	28-45	14.93
Total Deer Valley Community	1108.75				
AMERICAN FLAG COMMUNITY					
American Flag Single Family	93	93		28	83.04
LaMaconnerie Multi-Family	15	15		28	6.19
Total American Flag Community	108				
NORTH SILVER LAKE COMMUNITY					
Westview Single Family	15	1		28	40.69
Evergreen Single Family	36	36		28	27.60
NSL Homesite Parcel #1	1	1		35	1.90
Belletre Single Family	10	10		28	11.42
Bellevue Townhomes (NSL Subdivision Lot 1)	24	14	10	28	4.62
Bellefont Townhomes (NSL Subdivision Lots 2A and 2A-1)	18	12	10	28	3.75
NSL Subdivision Lot 2B	54	0		45	5.96
BelleArbor Townhomes (NSL Subdivision Lot 2C)	43	21	10	28-35	8.25
NSL Subdivision Lot 2D Open Space Lot	0	0	5	0	4.03
Total North Silver Lake Community	201				
SILVER LAKE COMMUNITY					
Stag Lodge Multi-Family	50	52	6	28-35	7.34
Cache Multi-Family	12	12		28	1.77
Sterlingwood Multi-Family	18	18		28-35	2.48
Deer Valley Club	20	30	1	28-45	1.53
Double Eagle (SL East Parcel 2 Multi-Family)	18	18		28-35	2.26
Stein Eriksen Lodge Multi-Family	66.75	65	11	28-35	10.86
Little Belle Multi-Family	20	20		28	3.66
Chateaux At Silver Lake Lot 23 Deer Valley Club Estates Subdivision)	65	78	1	28-45	3.24
Sterling Lodge (Lot 2 Silver Lake East Subdivision)	14	14		28-45	0.61
Royal Plaza Multi-Family (Silver Lake Village Lot A)	7.6215	13	1	59 (A)	0.48
Mt. Cervin Plaza Multi-Family (Silver Lake Village Lot B)	7.5	7		59 (A)	0.54
Inn at Silver Lake (Silver Lake Village Lot C)	10	8		59 (A)	0.50
Goldener Hirsch Inn (Silver Lake Village Lot D)	5.5785	18	1	59 (A)	0.35
Mt Cervin Multi-Family (Silver Lake Village Lot E)	16	15		59 (A)	0.53
Silver Lake Village Lot F	0	0		59 (A)	0.35
Silver Lake Village Lot G	0	0		59 (A)	0.38
Silver Lake Village Lot H	0	0		59 (A)	0.44
Silver Lake Village Lot I (combination of Silver Lake Village lots F, G, H)	34.4215	38	13,14,15	59 (A)	1.17
SL Knoll Condominiums	4	4		35	0.76
Knoll Estates Single Family	21	21		35	9.90
Black Bear Lodge (Lot 22 Deer Valley Club Estates Subdivision)	51	51		35	1.39
Knollheim Single Family	20	5	7	35	1.84
Alpen Rose Single Family	2	2		35	0.66
Silverbird Multi-Family	6	6		35	0.80
Ridge Multi-Family	24	24		35	2.34

**DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 1
DEVELOPMENT PARCELS**

PARCEL NAME	PERMITTED DENSITY (UNITS)	DEVELOPED DENSITY (UNITS)	NOTES	HEIGHT (FEET)	PARCEL SIZE (ACRES)
Enclave Multi-Family	17	17		28-35	1.79
Twin Pines Multi-Family	8	8		28-35	1.33
Cottages Single Family	11	11		28	7.06
Alta Vista Subdivision	7	7		35	6.02
Woods Multi-Family	16	7	8	28-35	2.41
Trailside Multi-Family	9	9		28-35	1.46
Aspen Hollow Multi-Family	16	16		28-35	3.18
Ridgepoint Multi-Family	38	38		28-35	5.60
Total Silver Lake Community	614.8715				
BALD EAGLE COMMUNITY					
Bald Eagle Single Family	78	58	9	28	35.65
Total Bald Eagle Community	78				
TOTAL CONVENTIONAL UNITS	2110.6215				
EMPLOYEE HOUSING UNITS					
Little Belle	1				
Slag Lodge	1				
Sterlingwood	1				
Bald Eagle	2				
Mt. Cervin	1				
Deer Valley Club	1				
TOTAL EMPLOYEE HOUSING UNITS	7				

NOTES:

1. These projects have been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density than base permitted density.
2. One small unit was separately permitted in this project using .5 unit of density.
3. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (85) than base permitted density (73.25).
4. This parcel is required to use the Unit Equivalent Formula contained in Section 10.12 of the Code.
5. This parcel has been platted as open space, with the open space applying to the open space requirement of Lot 2B.
6. Two additional units were permitted in this project on land that was not a part of the Deer Valley MPD.
7. This parcel was originally permitted as 20 MF units but subsequently developed as 5 single family homesites.
8. This parcel was permitted as 16 units. Subsequently 9 of the unit development rights were acquired by the homeowners and dedicated as open space.
9. This parcel was originally permitted as a combination of single family and multi-family. The multi-family uses were converted to single family with a density reduction from 78 to 58 units.
10. The development density on these parcels is less than the original permitted density at the election of the developer.
11. The transfer of 1.75 Unit Equivalents to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on June 28, 2006.
12. This project has been approved under the Unit Equivalent Formula contained in Section 10.12 of the Code, resulting in a different developed density (50) than base permitted density (42.75). The transfer of 1 Unit Equivalent to this parcel from the Snow Park Village parcel was authorized by the Planning Commission on March 23, 2011.
13. Prior to issuance of a building permit on Lot I, the Property owner shall submit an Historic Mine Waste report.
If Historic Mine Waste is located on the site, a mitigation plan shall also be submitted compliant with the Park City Soils Boundary Ordinance.
14. Building on Lot I shall be designed to be broken into more than one volumetric mass above final grade, exhibiting both horizontal and vertical articulation. Common underground parking is permitted.
15. The transfer of 0.4215 UE from Lot D to Lot I was approved by Planning Commission on November 30, 2016.

A. Lots in the Silver Lake Village Subdivision have a development height limitation tied to a base elevation of 8122' with peak of roof not to exceed elevation 8186'.

DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 2
COMMERCIAL AND SUPPORT SPACE

LOCATION	RETAIL	RESTAURANT (3)	COMM'L OFFICES	ADMIN., SUPPORT & OTHER	TOTAL	TRANSFER TO RESIDENTIAL	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
SILVER LAKE LODGE	1200	29160		15790	46150		46150	0
EMPIRE LODGE (4)		22456		12544	35000		30453	4547
SILVER LAKE COMMUNITY (2)	27962		4265	12938	45165	1243	31954	11968
NORTH SILVER LAKE COMMUNITY	8000			6525	14525		0	14525
MAINTENANCE, WHSE, & SHOPS				31724	31724		31724	0
TOTAL	75959	78574	20265	174391	349189		295016	52930

NOTES:

(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) 10125 square feet of Silver Lake Community commercial has previously been allocated to and is included in totals for Silver Lake Lodge (1994 Silver Lake Lodge expansion 6990 sf and 1998 Silver Lake Lodge expansion 3135 sf).

Remainder of Silver Lake Community commercial consists of:

Developed Space:

Royal Plaza	14312
Mt. Cervin Plaza	8080
Goldener Hirsch Inn	2062 (see note #5)
Chateaux at Silver Lake	7500
Total	31954

Transferred to Royal Plaza Residential

1243

Allocated but Undeveloped Space:

Silver Lake Village Lot C	7000
Remainder Unallocated	4968
Total	45165

(3) Includes kitchen, receiving and storage.

(4) Maximum size of Empire Lodge is 35000 sf of which 30453 sf has been developed.

(5) Commercial uses on Silver Lake Village Lot D includes 2,062 sf as allocated from this Amended and Restated Large Scale MPD, plus support commercial uses.



DEER VALLEY RESORT
TWELFTH AMENDED AND RESTATED
LARGE SCALE MASTER PLANNED DEVELOPMENT PERMIT
EXHIBIT 3
OTHER PROJECT COMPONENTS

ITEM	WITHIN PARK CITY	OUTSIDE PARK CITY
SKI AREA (1)		
CHAIRLIFTS	15	5
GONDOLA		1
SKI TRAILS AND BOWLS	63	34
SNOWMAKING	X	X
SKI PATROL / UTILITY STATIONS:		
BALD EAGLE MTN.	X	
BALD MTN.	X	
FLAGSTAFF MTN.	X	
LITTLE BALDY		X
JORDANELLE BASE		X
EMPIRE CANYON	X	
AMENITIES		
SNOW PARK LAKES & MEADOWS	X	
SNOW PARK PARKING LOTS	X	
PEDESTRIAN TRAIL SYSTEM	X	X
MOUNTAIN BIKING TRAILS SYSTEM	X	X
SOLAMERE SWIM & TENNIS FACILITY	X	
SNOWSHOE TOMMYS CABIN	X	
CUSHINGS CABIN	X	
BIRDSEYE CABIN	X	
JORDANELLE BASE		X
SNOW PARK CONCERT AMPHITHEATRE	X	

(1) ADDITIONAL SKI AREA FACILITIES AS DEMAND DICTATES, SUBJECT TO PROVISIONS OF PARK CITY LAND MANAGEMENT CODE AND OTHER APPLICABLE JURISDICTIONS.



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

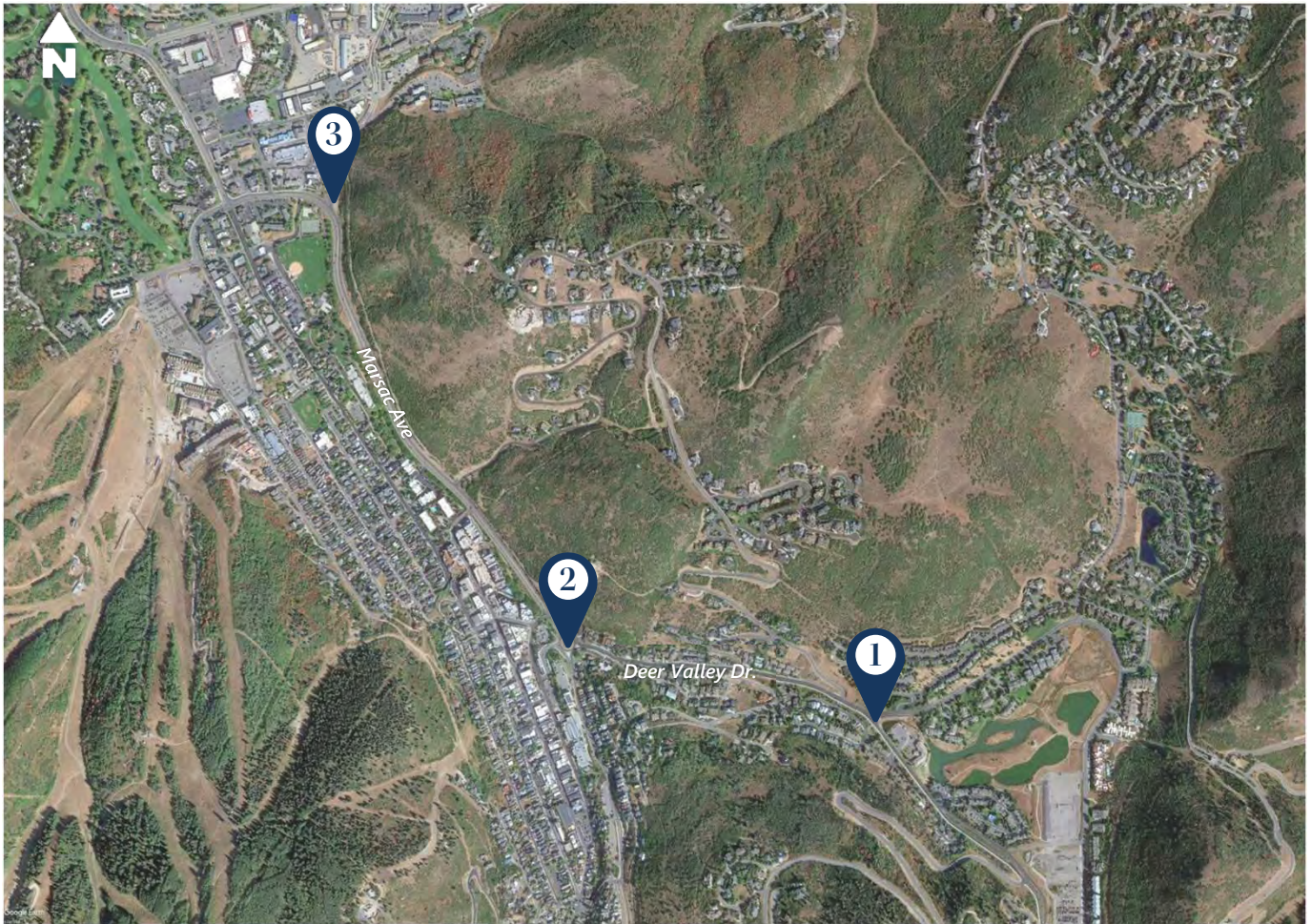


Figure 1
Project Site 

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

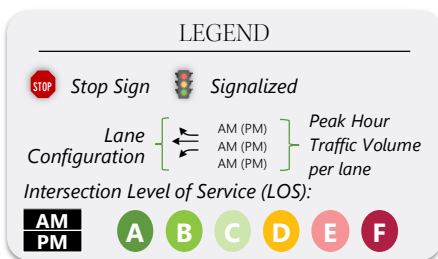
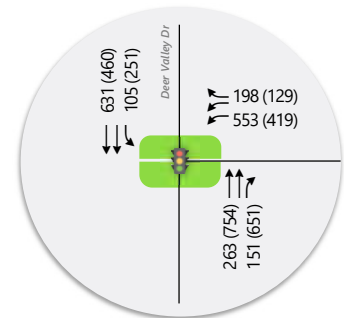
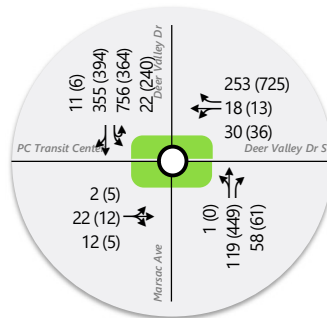
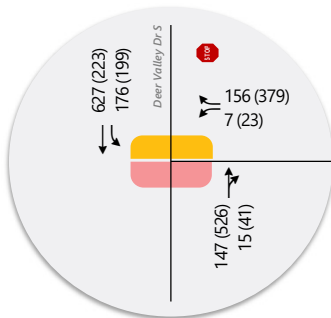


Figure 2
Existing 2020 Background Saturday AM & PM
Peak Hour Traffic Conditions

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.

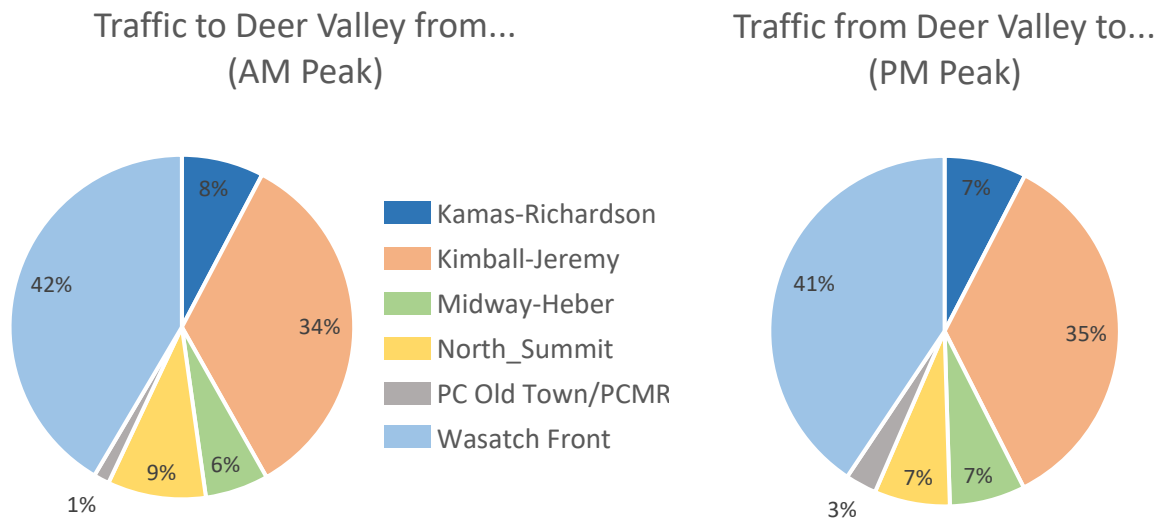


3.5 Mitigation Measures

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.

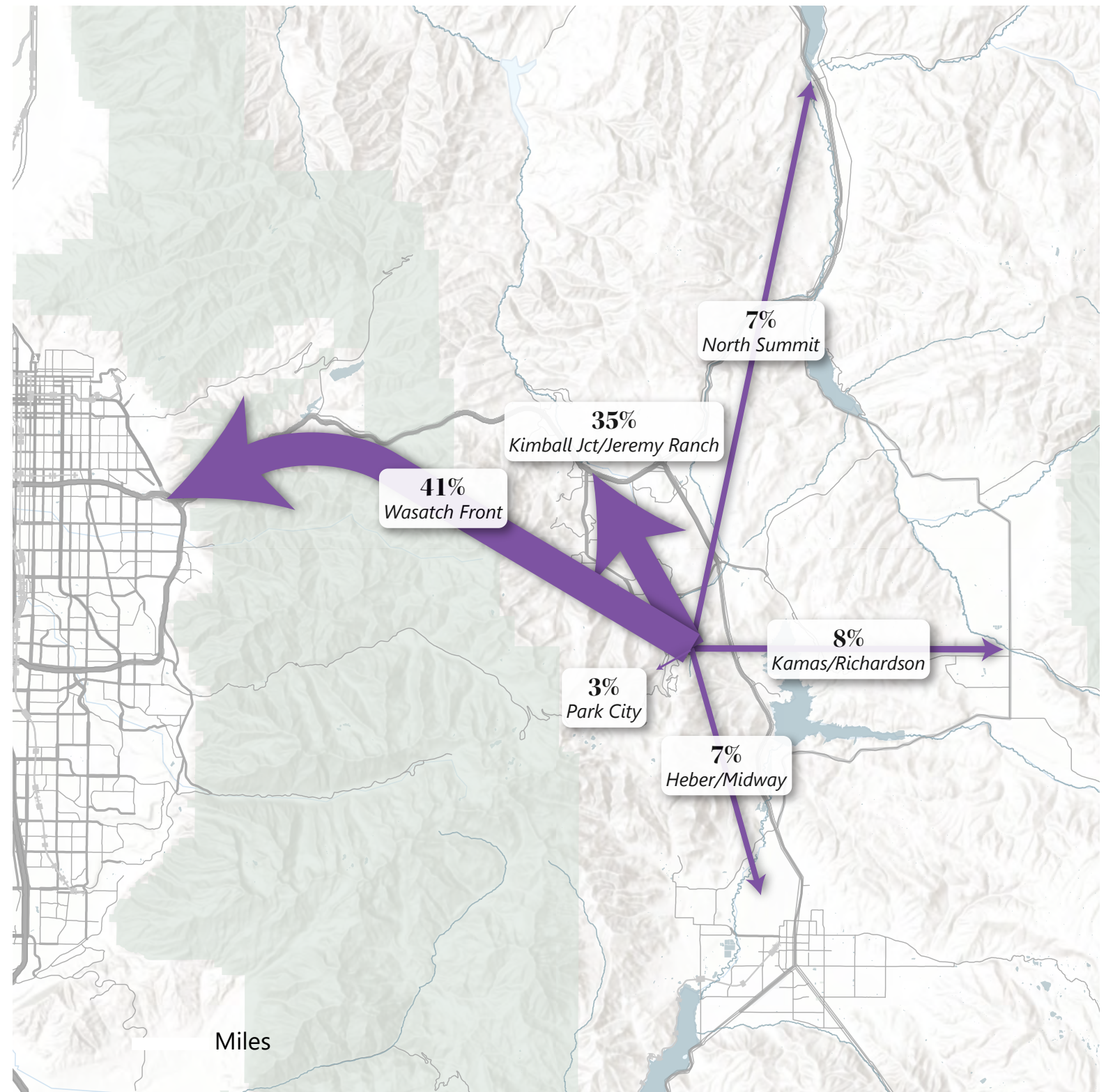
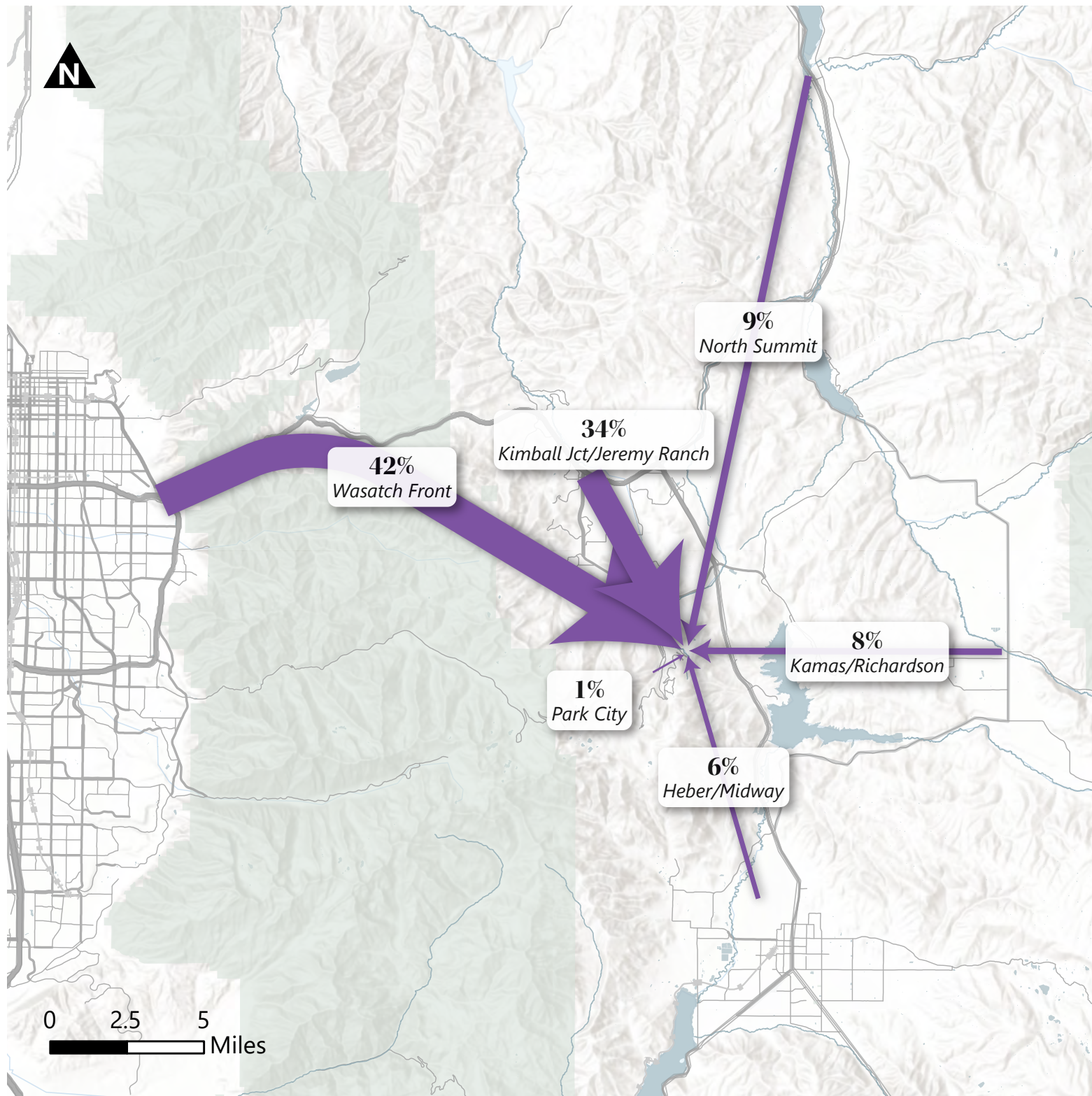


Figure 3
Deer Valley Origin-Destination AM Incoming - PM Outgoing Trends





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

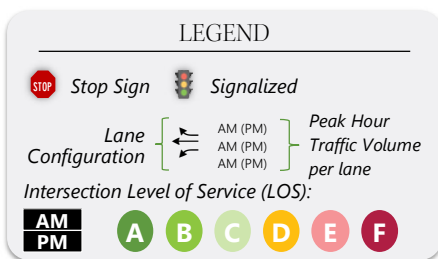
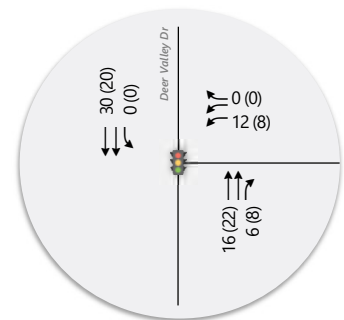
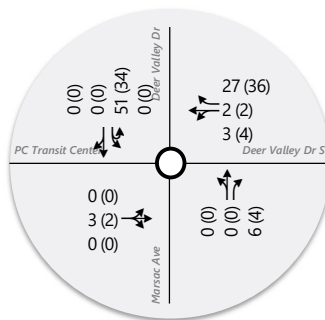
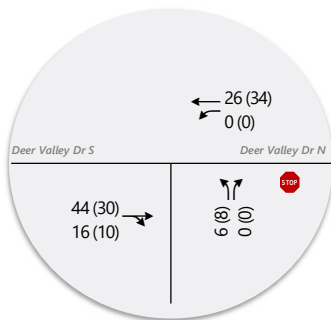


Figure 4
Saturday AM & PM Peak Hour Trip Generation



5. Existing 2020 plus Project Conditions

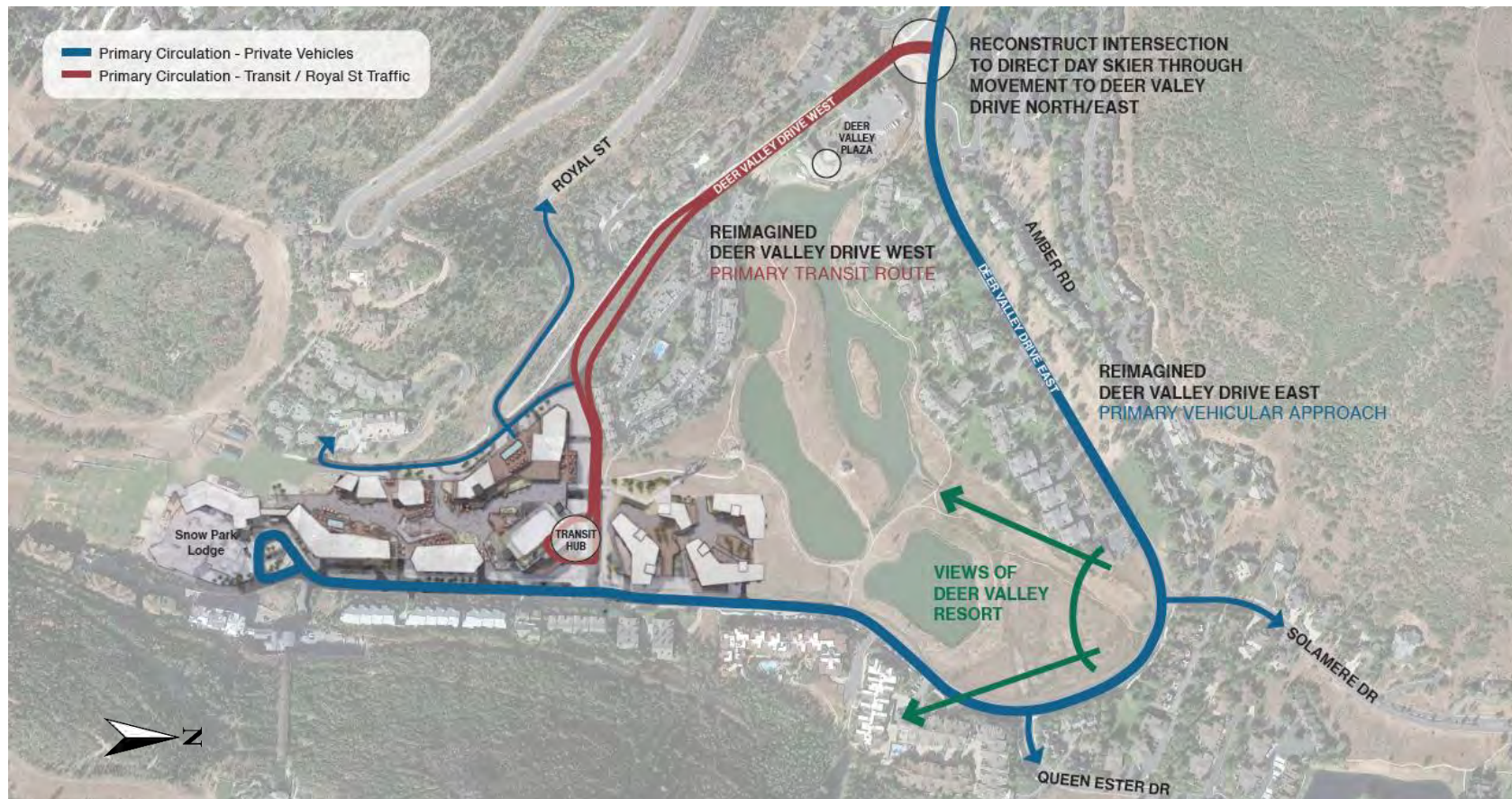
5.1 Purpose

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

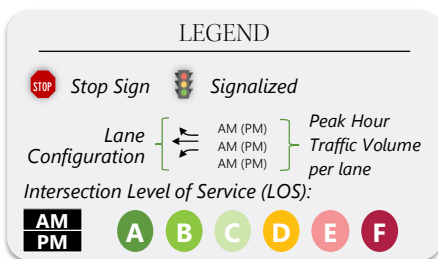
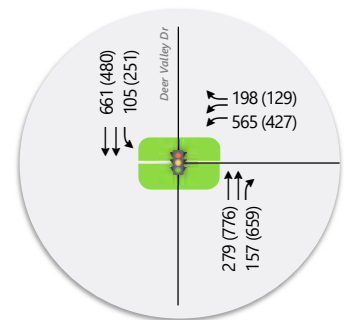
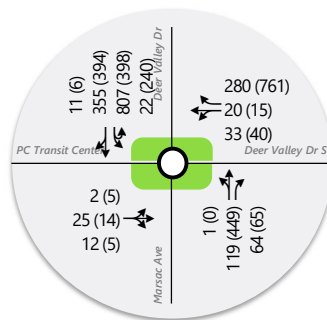
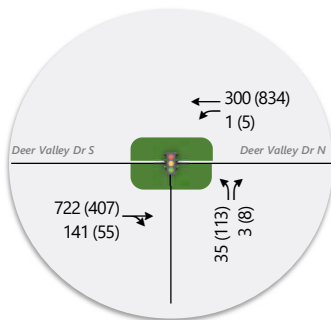


Figure 5
Existing 2020 plus Project Saturday AM & PM
Peak Hour Traffic Conditions



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

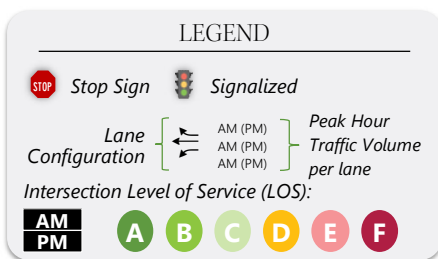
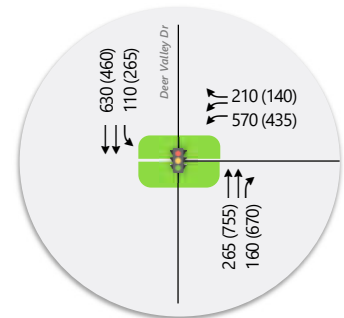
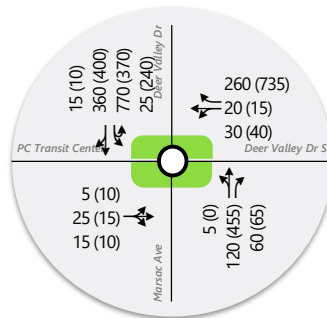
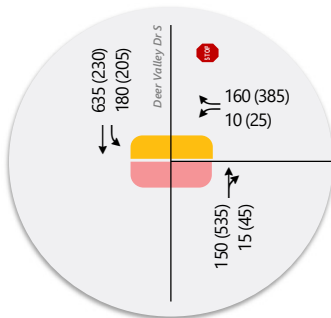


Figure 6
Opening Year 2022 Background Saturday AM & PM
Peak Hour Traffic Conditions



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

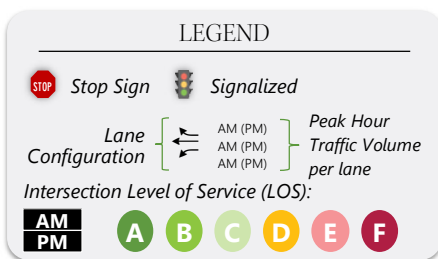
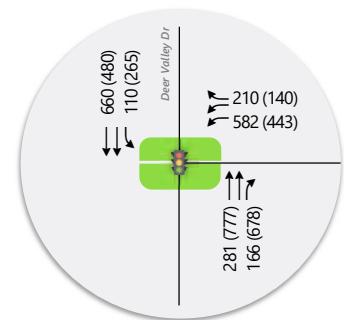
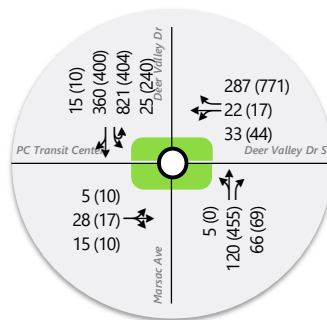
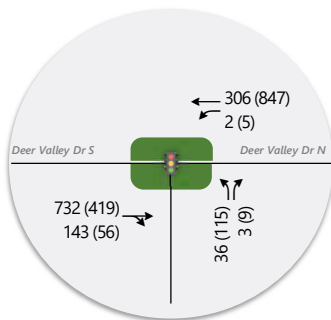


Figure 7
Opening Year 2022 + Project Saturday AM & PM
Peak Hour Traffic Conditions



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

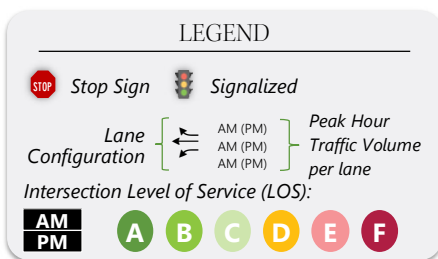
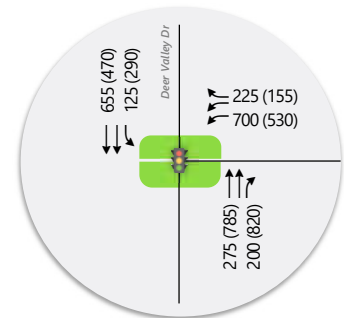
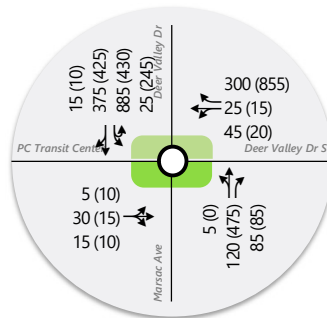
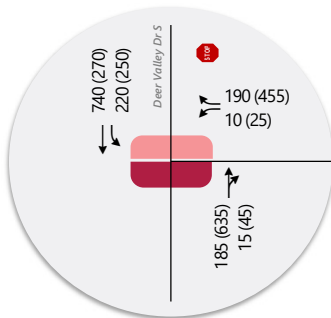


Figure 8
Future 2040 Background Saturday AM & PM
Peak Hour Traffic Conditions



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

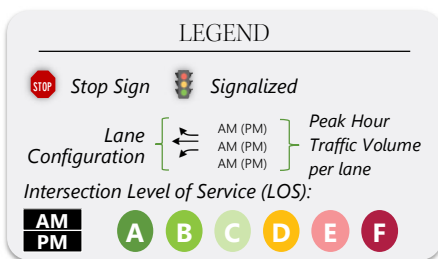
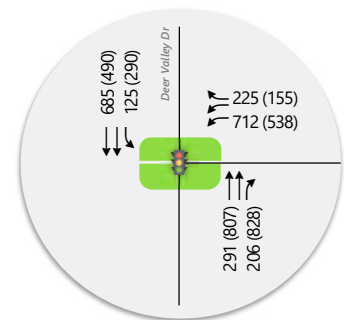
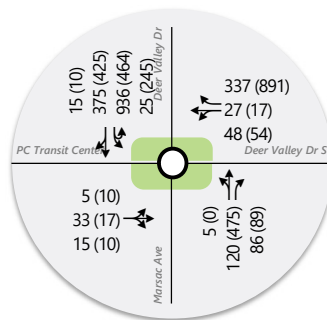
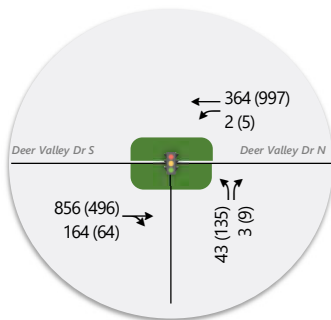


Figure 9
Future 2040 + Project Saturday AM & PM
Peak Hour Traffic Conditions

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	20	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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Organisation: FEHR AND PEERS | Processed: Wednesday, February 17, 2021 4:00:01 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
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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Organisation: FEHR AND PEERS | Processed: Wednesday, March 3, 2021 10:19:08 AM

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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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+I), 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+l1), 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			

HCM 6th TWSC
1: Deer Valley Dr S & Deer Valley Dr N

Snow Park Village
Opening Year Background AM

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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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(I)	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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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+I10), 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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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	13.5	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+l1), 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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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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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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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